

COUNCIL REPORT



TO **Guelph City Council**

SERVICE AREA Planning, Building, Engineering and Environment
DATE April 30, 2012

**SUBJECT Proposed Official Plan Amendment 43: Downtown
Guelph Secondary Plan**

REPORT NUMBER 12-49

SUMMARY

Purpose of Report

This report provides a staff recommendation for the City-initiated Downtown Guelph Secondary Plan to approve an Official Plan Amendment which will establish a Secondary Plan for Downtown that provides a comprehensive vision, principles and policy framework to manage land use change in Downtown to the year 2031.

- To provide a summary, analysis and response to public and stakeholder input received at the public meeting and thereafter.

Council Action

To consider adoption of Official Plan Amendment 43: Downtown Guelph Secondary Plan Amendment.

RECOMMENDATIONS

"THAT the Planning, Building, Engineering and Environment Report No. 12-49 entitled Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan, dated April 30, 2012, be received;

AND THAT Official Plan Amendment No. 43, initiated by the City of Guelph, to incorporate a Secondary Plan for Downtown, mapping and associated definitions into the Official Plan, be adopted in accordance with Attachment 1 – Official Plan Amendment 43;

AND THAT 'cash-in-lieu of parkland' revenues arising from Downtown redevelopment be directed towards the purchase of additional parkland on the south side of Wellington Street between Wyndham Street and Gordon Street;

AND THAT the funding for the acquisition of additional parkland on the south side of Wellington Street between Wyndham Street and Gordon Street be identified in 2013 ten year capital forecast for the year 2022 ."

BACKGROUND

It has long been the City's objective to attract more development and more people Downtown, to keep it vital and create an environment that enhances Guelph as a place to live, work and visit. The Secondary Plan for Downtown Guelph is a key update to the land use policy framework and provides a comprehensive vision, principles and policy framework to manage land use change in Downtown to the year 2031.

Some of the key inputs for the policy framework of the Downtown Guelph Secondary Plan are:

- The issuance of the Provincial Growth Plan for the Greater Golden Horseshoe in June 2006.
- The City-wide growth management strategy and urban structure as established through Official Plan Amendment (OPA) 39. Specifically, OPA 39 generally defined the limits of the Downtown Urban Growth Centre (UGC), which includes the historic 'Central Business District' and a portion of the St. Patrick's Ward Community. OPA 39 also established a density target of 150 people and jobs per hectare for the UGC and states that the specific boundaries and detailed policies for the UGC will be developed through a Downtown Secondary Plan. OPA 39 was approved by the Provincial Government on November 20, 2009 and is in full force and effect.
- The Urban Design Action Plan (UDAP) was adopted by Council on May 2009. The Plan highlights the importance of urban design in all matters related to the planning and development of the city. It focuses on the Downtown, as well as other key areas such as community nodes and intensification corridors.
- In July 2010, OPA 42 was adopted by Council for the purpose of creating a Natural Heritage System that establishes a sustainable green space network throughout the City. The Provincial decision to approve OPA 42 in February 2011 has been appealed to the Ontario Municipal Board. The Secondary Plan may need to be modified subject to the outcome of this Ontario Municipal Board hearing.

Key milestones in the preparation of the draft Downtown Secondary Plan include:

- In September 2007, in response to new Provincial policies applicable to Downtown, a visioning charrette was held to identify new broad directions for redeveloping areas of Downtown and improving its public realm.
- Public consultation regarding the directions for the Secondary Plan began in early 2010, including a public open house in March 2010. Physical and computer generated models were used to illustrate a potential long-term vision for Downtown and elicit feedback.
- Following the March 2010 open house, a number of community workshops were held regarding the St. Patrick's Ward portion of the Urban Growth Centre. The meetings focused on working with the community to talk about the characterization of the Ward and developing principles for redevelopment

with an emphasis on the 5 Arthur Street (formerly the Woods 1 property) and 64 Duke/92 Ferguson Street properties.

- The Downtown Directions document was completed in August 2010 as an interim step that set the stage for additional stakeholder and public input to be received prior to the drafting of the Secondary Plan. Additional opportunities for public consultation were held in the fall of 2010.
- The Downtown Secondary Plan Study and Proposed Secondary Plan were made publically available for review in late March 2011 and were discussed at a Council Workshop on March 29, 2011.
- A public open house was also held on June 15, 2011 at City Hall. The purpose of the open house was to provide the public with an opportunity to review the Downtown Secondary Plan Study and Proposed Secondary Plan.
- The draft Downtown Secondary Plan Official Plan Amendment, OPA 43, was made available for public review on October 13, 2011. The Province and agencies were circulated the draft Official Plan Amendment.
- On November 7, 2011 a public meeting was held before Council. Approximately 20 members of the public and stakeholders were in attendance.

Following Council holding the Statutory Public meeting under the *Planning Act* in November 2011, staff has reviewed and analyzed all submissions and has prepared a final recommended Official Plan Amendment 43 for Council's consideration.

Further background information is contained within the November 7, 2011 Planning & Building, Engineering and Environment Report 11-98 "Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan." This report is Attachment 2.

REPORT

PURPOSE OF THIS REPORT

The purpose of this report is to address issues and concerns regarding Draft Official Plan Amendment 43 raised at the public meeting and through associated correspondence. The report outlines the issues, changes made to the draft OPA and makes a staff recommendation regarding adoption of the Downtown Secondary Plan.

Purpose and Effect of Amendment

The Downtown Secondary Plan builds on the Local Growth Management Strategy, Urban Design Action Plan, and Official Plan Amendment 39 (Growth Plan Conformity Amendment), all of which identify the Downtown as an Urban Growth Centre and a critical area for achieving City-wide intensification goals. It also incorporates policy directions from OPA 42, the City's Natural Heritage Strategy. The Downtown Secondary Plan presents a vision, principles and land use designations and policies to guide development to the year 2031.

Overview of Amendment and Key Changes

A full overview of the Official Plan Amendment is contained within the Planning & Building, Engineering and Environment Report 11-98 "Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan." This report is Attachment 2.

Key changes to the amendment from the November 7, 2011 Draft Official Plan Amendment include:

- Text changes as discussed below in this report as well as stated in the Staff Response Table (Attachment 4);
- Site-specific changes to mapping as discussed below in this report as well as stated in the Staff Response Table (Attachment 4);
- Items in the November 2011 draft Official Plan Amendment dealing with general modifications to other sections of the City-wide Official Plan (e.g. to ensure consistent terminology) have been removed. These changes, where appropriate, will be incorporated into the City-wide Official Plan Update (OPA 48). This will help ensure that the OPA 48 and OPA 43 are aligned from an administrative perspective; and
- Modifications to improve readability, grammar, consistency and alignment with the City-wide Official Plan Update Amendment (e.g. consistent terminology).

OVERVIEW OF KEY ISSUES AND STAFF RESPONSES

Through the release of the draft Downtown Secondary Plan and associated public meeting on November 7, 2011, approximately 30 comments were received. Staff met with a number of stakeholders to obtain a better understanding of the issues and attempt to resolve issues through discussion, clarifications and revisions to policies where appropriate.

A more detailed summary of the comments with a brief staff response is included in Attachment 4. Attachment 3 contains the comment letters.

The following general themes were identified at the public meeting and in the review of the comments:

- Building heights permitted;
- Lack of flexibility in regards to Built Form Policies (e.g. floorplates and step backs);
- Riverfront Parkland—Future Park Policy Area C;
- Policies regarding the 5 Arthur Street Site;
- Impact of Traffic on adjacent Neighbourhoods
- Alignment with City-wide Official Plan Update and Other City Strategic Documents:
 - Approach to drive-throughs;
 - Affordable housing; and,

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- Relationship to other City Documents (e.g. The River Systems Management Plan);
 - Other Policy related issues:
 - Development adjacent to railway corridors;
 - Balance and diversity of unit types; and
 - Fire Safety; and
 - Other Site Specific Issues.

Building Heights Permitted

Summary of Comments

- Concerns about the impact of permitting buildings above 6 storeys on the historic character of downtown;
- Questions regarding the need to permit buildings above 6 storeys if there is sufficient development capacity to accommodate projected growth based on only low to mid-rise development forms;
- Concerns about the impact on the profile of Downtown, and the impact on surrounding uses and residents such as shadows; and,
- Concern that permitting buildings taller than 6 storeys in certain locations will set a precedent for buildings greater than 6 storeys throughout the Downtown Secondary Plan area.

Staff Response

- Staff recognizes that this is a change to the policy framework regarding height. It is a major change in the policy regime Downtown;
- The Downtown Secondary Plan sets a different direction in regards to height than the existing Official Plan policy and Zoning By-law framework. While much of the planning area will continue to only permit heights of 6 storeys or less, strategic sites have been chosen to permit taller building heights;
- Staff has examined the approach and feel that the approach of the Secondary Plan is appropriate based on the following:
 - Permitting a diversity of building typologies provides more flexibility for the private sector to respond to market demand, for the City to achieve the growth target Downtown, and to support the achievement of the Community Energy Initiative goals and sustainability generally;
 - The Downtown Secondary Plan as proposed, does create theoretical growth capacity beyond the minimum required to achieve the population and employment forecasts for Downtown to 2031. Permitting additional 'theoretical capacity' is considered prudent based on allowing flexibility for the private sector to respond to a diversity of opportunities. In addition, developing urban buildings Downtown is generally more difficult than in a greenfield situation due to a number of factors including: cost of land, cost of structured parking, potential contamination, generally smaller lot configuration, need to respond to historic context, and generally more complicated servicing issues.

Given this complexity, it is highly unlikely that the potential theoretical capacity will be achieved during the plan period. Furthermore it is critical for the long-term health of Downtown that the residential growth planned for Downtown is achieved in order to create a more vibrant and economically vital Downtown;

- Relying solely on low and mid-rise forms of development could reduce the potential to achieve the 2031 population and employment targets;
 - The proposed sites for buildings greater than 6 storeys are in areas located on the periphery of the historic core, at gateways to Downtown and/or at topographical low points. The built form policies of the plan limiting the mass of taller building are intended to ensure the light, shadow and sky view impacts of taller building will be minimal;
 - Tall buildings, if designed well, can contribute positively to street life, architectural diversity and to the profile of the downtown;
 - The important public views of the Church of Our Lady will be maintained, and no building should be taller than the highest geodetic elevation of the Church;
 - The plan ensures that the image and experience of Downtown from within the historic core will not change dramatically; and
 - Intensification will also make it more feasible to acquire new riverfront parkland that will complement the building up of downtown and significantly improve its image.
- In regards to setting a precedent, staff is of the opinion that the proposed height ranges are based on well-articulated and defensible planning rationale, which supports lower height ranges in large portions of Downtown;
 - Staff also notes that a Heritage Conservation Analysis is proposed through the implementation tools. This will be an important document for further supporting height restrictions in appropriate locations based on cultural heritage value. The intent is to delineate areas of cultural heritage value and protect the integrity of the historic core by ensuring its mid-rise built form is maintained where appropriate; and,
 - Based on the above, the recommended Plan balances the objective of reinforcing the general character of the valued historic core of Downtown, with the need to plan realistically for significant growth and appropriate change over the life of this plan.

Lack of flexibility in regards to Built Form Policies

Summary of Comments

- General concern from the Chamber of Commerce and certain developers about the perceived lack of flexibility, specifically that built form restrictions do not belong in a Secondary Plan but rather in zoning or by-law documents; and furthermore, a lack of flexibility could discourage growth;
- Specific concerns raised by a number of developers in regards to floorplate restrictions and setbacks;

Staff Response

- Recommended OPA 43 contains a number of policies to ensure that buildings reflect the principle of 'Building Beautifully' (e.g. floorplate maximums, and setbacks). Staff has reviewed policies related to this in the Secondary Plan and have made changes to the recommended OPA 43 to give some additional flexibility. A new policy has been included that allows for this additional flexibility. Staff recognizes the need to be somewhat flexible and allow for well-designed buildings that respond appropriately to the conditions of their site and its surroundings and are consistent with the principles of the Secondary Plan. Where "generally" is used to qualify a built form policy, it is the intent that the specific policy requirement shall apply except where the City is satisfied that the particular conditions of a site would warrant the consideration of alternatives and where an applicant has demonstrated that alternative built form parameters meet the general intent of the policy. Such exceptions shall not require an amendment to this Plan. This approach gives direction to the Zoning By-law while allowing for appropriate variation (e.g. to setbacks or floorplates) in certain circumstances (see Policy 11.1.8.1.4).
- In regard to the floorplate size issue specifically, staff has examined the feasibility of smaller floorplates from an economic perspective. An analysis study commissioned by the Downtown Renewal Office examined conventional development proformas based on a range of floorplate sizes. The review indicates that there is a marginal increase in the project cost related to inefficiencies and additional complexity as the floorplates get smaller. More importantly however, the analysis highlights that high-density forms of housing, regardless of built form restrictions, remain a challenge in the current real estate market. The market can reasonably be expected to evolve as it has in other cities experiencing increasing intensification in their cores, however in the meantime, incentives, such as those in the Downtown Community Improvement Plan, will play an important role in achieving good design in the early years. From an urban design perspective, indicating the City's desire to limit floorplate size is an important policy to ensure that taller buildings contribute positively to Guelph's profile, and do not have significant adverse impacts in terms of shadows and sky views.
- The proposed revised policy approach balances the importance of achieving a desirable built form with an appropriate level of flexibility given the economic reality of Guelph's location in the 'outer ring' of the Greater Golden Horseshoe.

Riverfront Parkland—Future Park Policy Area C

Summary of Comments

- A number of objections and concerns were raised by property owners and tenants regarding:
 - Impact of policy on potential improvements/investments planned to existing commercial buildings.
 - Impact of policy on the ability to secure tenants in the existing commercial buildings.

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- Concern that policy changes would devalue the property.
 - One tenant raised the idea of providing some public access along the back of the property or moving the use one lot over to the south.

Staff Response

- Staff has reviewed the comments submitted and have attempted to meet with the four owners of the affected properties. Staff has also attempted to meet with tenants who have made submissions to the City. Attachment 5 contains some key questions and answers. This document has also been provided to owners and tenants who have met with staff.
- In order to provide the property owners and tenants greater certainty about the timing of land acquisition, staff have made revisions to the recommended Official Plan Amendment to indicate the following:
 - The City will not be proceeding with any land acquisition prior to 2022. During or after 2022 (when funding is available), the City will consider the acquisition of any or all of the properties on a willing-seller basis;
 - Compensation for land acquisition will be in accordance with the Expropriations Act;
 - That this timeframe could be extended based on monitoring (i.e. growth targets not being met); and
 - The need for land acquisition by means other than an interested willing-seller may be considered in the later part of the Secondary Plan period depending on the need for parkland and the success of acquisition efforts to date.
- As stated previously existing uses will be recognized in the implementing Zoning By-law. In addition, the Zoning By-law will permit:
 - Existing commercial uses to continue to function in their existing capacity until the park development occurs;
 - Physical aesthetic improvements, minor expansions and additional commercial uses similar to those that exist at the time of Secondary Plan adoption; and
 - Major expansions and significant new uses shall not be permitted.
- The Secondary Plan establishes a target of one hectare of parkland per 1000 persons. A key element of meeting this target is the City acquisition and conversion of four existing properties on the south side of Wellington Street East, between Gordon and Wyndham Street.
- As stated in the November staff report, from a City-building perspective, converting these low density plaza uses to a park in this strategic location near the confluence of the Speed and Eramosa Rivers would provide an important city-wide asset that highlights the downtown. Staff is recommending the proposed approach of clearly stating the long-range intent of establishing parkland for a number of reasons including:
 - Linking Royal City Park (a city-wide asset) and John Galt Park.

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- Marking and enhancing a major gateway to the downtown. In combination with views to Church of Our Lady, this park would announce arrival to Downtown Guelph and improve its sense of place.
 - Providing a 'front yard' and additional public amenity space for the high-density residential development planned on the north side of Wellington Street and elsewhere Downtown. Allowing for the high quality Primary trail connection identified in the Trail Master Plan.
 - Providing an essential active transportation connection since bike lanes are not planned for Wellington Street.
 - Improving visual and physical public access to the river, which was a key goal of Guelph planning for years as reflected in the River System Management Study, Guelph Trail Master Plan, Parks, Recreation and Culture Master Plan and the Official Plan.
 - Meet the open space needs of the significant new population planned for the Downtown.
 - Provide an opportunity for a "living community centre" with outdoor uses that might include a sculpture garden, grassed areas, basketball courts and/or a splash pad.
 - Staff has also considered alternatives such as only showing trail access through the back of the properties. This approach is similar to the existing Official Plan which designates the rear of these properties as "Open Space" which has been in place for approximately 30 years. The existing Official Plan policy approach has not resulted in the establishment of an accessible riverfront through the properties and does not address the Open Space needs of the Downtown to the year 2031.
 - At a high level, the City is proposing acquiring the lands based on the achievement of the growth targets proposed and the associated cash-in-lieu of parkland and the density bonusing combined with additional funds. The policy has been amended to recognize that growth will be monitored through the planning period. Should the growth not be realized, the timelines proposed could be adjusted for example through the 5-year Official Plan review. Based on the above, staff is recommending that, starting in 2012, revenues from cash-in-lieu and density bonusing in the downtown will be earmarked in the Parkland Reserve for this property acquisition. Staff is also recommending that funding for land acquisition be identified in 2022 of the 10-year Capital Budget Forecast. These recommendations are designed to ensure that the City will be in a position to acquire these lands any time after 2022 subject to the anticipated rates of growth being achieved.
 - In conformance with the Official Plan's land acquisition policy (9.13.1) this land acquisition would implement the vision, principles, objectives and targets of the Secondary Plan, as well as the objectives of the City-wide Official Plan in regards to Open Space.
 - Costs associated with parkland development will be evaluated concurrent with the preparation of detailed park design plans during the latter part of the Secondary Plan period.

Policies Regarding the 5 Arthur Street Site

Summary of Comments

Fusion Homes and Kilmer Brownfield Equity

- More flexibility is needed in regards to the development of the site;
- Fusion supports and agrees with the broad vision of the downtown core. However they have some concerns surrounding height (i.e. need to permit at least 16 storeys), density and parking in the November draft OPA 43. Under those regulations, they feel that the property at 5 Arthur Street cannot meet the density maximum proposed (i.e. 2.0 FSI) due to bedrock, parking needs, brownfield considerations and floodplain;
- Fusion supports the bonusing provisions being proposed;
- Kilmer is requesting more flexibility to address potential changes that could occur over the build-out of the property. Kilmer agrees with the design principles, however, some restrictions limit creative options;
- See full comments in Attachment 3 and staff responses to a number of other issues in Attachment 4.

The Ward Residents' Association

- Open Space configuration is a key issue. The Wards Residents Association (TWRA) recommends that in conjunction and alignment with the Fountain Street active transportation link extension, a pedestrian bridge be planned over the Speed River to connect the Ward neighbourhood.
- The TWRA does not support bonusing.
- Key issues are in regards to built form and its transition to existing neighbourhood (i.e. sky view; light; openness) and that future development is contextual (i.e. fits in the neighbourhood, vary in character, incorporating a mix of typologies throughout the development).
- Residents should be able to see through the development (between buildings) via open space and access connections.
- The built form along the edges should incorporate a smooth transition and reflect qualities mentioned in the Characterization of the Ward document.
- The development should relate and interact with the surrounding neighbourhood—there should be grade-related entrances that incorporate features such as porches etc.
- Large stature street trees are also an important neighbourhood transitional element and sufficient soil volume and canopy space should allow for these along the street frontage of the new development.
- TWRA is concerned about commercial use permissions.
- TWRA feels that the upper limit of building height categories proposed in the November draft must be justified through an Urban Design Master Plan and rezoning processes and address all built form issues.
- See full comments in Attachment 3 and staff responses to a number of other issues in Attachment 4.

Staff Response

- Staff has had further meetings with representatives from the TWRA, Kilmer, Fusion and the local Councilors.
- Based on the comments above staff make the following clarifications:
 - Bonusing is not mandatory on the City's part but can be another tool that provides additional community benefit to a geographic area. Additional information regarding bonusing can be found as Attachment 6 to the November 2011 staff report. Staff feels that bonusing can be an important tool for providing flexibility and help realize community benefits.
 - The amount of commercial space in the Mixed Use 1 designation is already limited by the geographic extent of the designation. In addition, this is consistent with the approach to other sites that front onto Elizabeth Street. Through the Urban Design Master Plan and rezoning, commercial uses may further be defined.
 - In the Residential 2 land use designation, there is a limit of 500m² per single convenience commercial or office use. This is approximately the same size as Angelino's on Stevenson Street. There is also a requirement that it be limited to uses that are small in scale and oriented to the surrounding community.
 - Through the Urban Design Master Plan, issues such as how transition is being accomplished through massing as well as impacts such as shadowing will be addressed.
- Staff is recommending the following changes which have been incorporated into the recommended OPA:
 - Reference to two active transportation bridges over the Speed River have been added to the text;
 - Height categories have been simplified on the site: 2-4 storey height category along Arthur Street and in the range of 4-12 storeys along the river with asterisk;
 - The asterisk references a new policy (policy 11.1.7.11.10) that permits a consideration of some additional height on the site without an official plan amendment based on the completion of an Urban Design Master Plan. A key consideration is the impact of shadowing on adjacent properties and responding appropriately to the principles. The potential of bonusing for height has been removed, and only bonusing for density beyond 2.0 FSI may be considered;
 - Minor wording modifications to principles and Urban Design Master Plan policies to clarify intent based on discussions including adding references to pedestrian bridges, and streetscapes.
- The intent of the staff recommended approach is to provide a balance of specific criteria that future development must adhere to while permitting enough flexibility for creative solutions to be proposed through the development application process and associated Urban Design Master Plan process and individual phases of development approval. This approach

allows an appropriate level of direction through the principles and outlines how future development proposals for the site will be evaluated and assessed.

Impact of Traffic on Adjacent Neighbourhoods

Summary of Comments

- Traffic management measures should be put into place before building in the vicinity of Arthur Street North;
- Similar concerns regarding “cut-through” traffic was also raised regarding the Ward neighbourhood;
- The Secondary Plan traffic analysis has been undertaken at a time when a number of downtown roads are closed for reconstruction and the traffic flows are less than normal. Traffic monitoring should be undertaken after the reopened and traffic analysis for downtown redevelopment should be updated.

Staff Response

- Traffic Services will be looking into the need for traffic calming measures on Arthur Street North. Also, Engineering advises that the traffic impact on Arthur Street North due to proposed new developments in downtown is not significant as trips generated by the new developments will be mostly using Elizabeth Street, York Road, Macdonell Street including the bridge, Neeve Street and the Woolwich/Wellington corridor.
- In regards to traffic in the Ward, staff has reviewed recent traffic counts, updated land use assumptions, and expected roadway improvements. The results from the Secondary Plan traffic analysis are consistent with the 2001 Paradigm Traffic study which concluded in 2001 that no major corridor widening will be necessary over the next 20 years on Wellington Street, York Road or Elizabeth Street. These conclusions do not preclude considerations of traffic calming measures and intersection modifications from being pursued in the future, however, traffic calming measure are not planned at this time.
- A transportation review including demand projection and analysis was undertaken by City Engineering staff (see Attachment 5 to the November 7, 2011 staff report).
- The review concluded that the proposed level of intensification can be supported by the existing road system based on existing 2006 modal shares, which would be the worst case scenario. Projected modal shares (i.e. generally more transit usage, cycling and walking) will enhance safety, traffic operations, and energy conservation.
- The traffic analysis is based on 2031 projections with all roads operating and using the current modal share for private vehicles, representing the worst case scenario. Each downtown redevelopment will be assessed for traffic impacts created by it and local (access, turn lanes at intersections) improvements required to accommodate the development will be undertaken at the developer’s expense. Staff will undertake traffic monitoring after the

current phase of downtown road reconstruction is over and will update the Secondary Plan traffic analysis. Traffic impact assessments undertaken for individual redevelopment projects will also be used as opportunities for assessing the traffic situation throughout the downtown.

Alignment with City-wide Official Plan Update and Other City Strategic Documents

Approach to drive throughs

Summary of Comments

- The Ontario Restaurant Hotel and Motel Association (ORHMA) have asserted that drive throughs should be treated fairly in comparison to other uses and not singled out in the Secondary Plan as being prohibited in the Downtown;
- ORHMA's comments stated that like other uses, drive through uses should be allowed provided they conform to the built form and other policies of the Secondary Plan applicable to commercial uses (e.g. minimum building heights, minimum FSI, setbacks etc.) and be regulated through Zoning and design requirements;

Staff Response

- As stated in the November 7, 2011 staff report, ORHMA submitted a package of sample policies and best practices from other jurisdictions, which staff have reviewed;
- Phase 3 of the draft City-Wide Official Plan Update (OPA 48) which was released in January 2012, proposed a revised approach to drive-throughs at the Official Plan level. Language has been removed that specifically prohibits drive-throughs as a use. Rather, policies in the Urban Design section of the Official Plan are proposed to provide direction as to design and site matters for drive-throughs to ensure compatibility with adjacent land uses and consistency with other relevant policies and objectives. Drive-throughs would be further regulated by the Zoning By-law; and,
- The Downtown Secondary Plan has been revised in similar manner to the draft Official Plan Update while still recognizing the distinct urban vision of Downtown Guelph. While these uses are discouraged Downtown, they may be considered if they are able to demonstrate how they are conforming with the other built form criteria that aligns with the vision of Downtown as compact, walkable and transit-supportive (see revised policy 11.1.7.1.3). This will generally be done by way of a Zoning By-law Amendment.

Affordable Housing

Summary of Comments

- Questions were raised at the public meeting regarding how affordable housing is to be addressed Downtown.

Staff Response

- A separate target for Downtown is not proposed, instead the target is to be applied City-wide to ensure affordable housing is provided throughout the City;
- As indicated in the draft City-wide Official Plan Update, implementation strategies will be reviewed at a City-wide level and developed through the preparation of a Housing Strategy and other appropriate mechanisms. The strategy will include the planning and development of a range of housing types, tenures and densities that support intensification.

Relationship to Other City Documents

Summary of Comments

- As part of OPA 48, questions have been raised regarding the status of other documents (e.g. River Systems Management Plan) in regards to new Official Plan policies;
- Questions have also been raised regarding the relationship between the Secondary Plan and the City-wide Official Plan;

Staff Response

- A number of master plans such as the River Systems Management Plan and the St. Patrick's Ward Community Improvement Plan were reviewed and informed the preparation of the Downtown Secondary Plan;
- Provincial and City policies have changed since these documents were prepared (e.g. updated Provincial Policy Statement, Provincial Places to Grow, Guelph's Growth Management Strategy, Guelph's Natural Heritage System Strategy);
- While these earlier documents have informed the Downtown Secondary Plan, the Downtown Secondary Plan represents the City's new vision to the year 2031 and to the extent that there are differences or discrepancies between the older background documents and the policies of the Secondary Plan, the Secondary Plan policies prevail;
- In regards, to the Secondary Plan's relationship to the City-wide Official Plan, an interpretation policy has been included in the Downtown Secondary Plan indicating that where there is any conflict between the Downtown Secondary Plan and other Official Plan policies, the Downtown Secondary Plan prevails.

Other Policy Related Issues Development Adjacent to Railways

Summary of Comments

- Comments were raised regarding the projected development and its interaction with the active rail corridors;

Staff Response

- Staff have circulated the draft plan to CN Railway as well as the Guelph Junction Railway; and
- Policy 11.1.4.1.5 addresses development in the vicinity of rail corridors. It states that the City will work with the operators of the railways to ensure land uses adjacent to the rail corridors are compatible through strategies such as appropriate buffering in the design of development. This will be implemented through the development process.

Balance and Diversity of Unit Types

Summary of Comments

- Comments were raised regarding how a balance and diversity of unit types (i.e. small units and large units) would be achieved.

Staff Response

- Ensuring a diversity of housing types, sizes and tenures is one of the objectives of the plan;
- Permitting a diversity of building typologies (i.e. low-rise, mid-rise and high-rises) also supports the option of containing a diversity of housing types, sizes, and tenures; and
- Over time the diversity of unit types and sizes will have to be monitored. Tools such as the Zoning By-law and targeted incentives could be used if this diversity is not being achieved.

Fire Safety

Summary of Comments

- Comments were raised regarding Fire Safety with the taller buildings contemplated and the additional density proposed;

Staff Response

- Staff has circulated the draft Downtown Secondary Plan to Emergency Services. In planning for the additional taller building and additional density Downtown, Emergency Services will be reviewing development applications to ensure that issues such as entry width, angle of approaches and exits are adequate. This will be combined with Fire Prevention regulations and building codes to protect the safety of future residents of new buildings Downtown. Emergency Services continues to

monitor access times to ensure that service response times are maintained.

Other Site Specific Issues

Attachment 4 contains staff responses to comments that were not addressed in the previous staff report. Attachment 3 contains a copy of these comments. Summaries of site-specific changes that are not discussed above are summarized below. Please see Attachment 3 for additional information.

Table 1. Summary of Key Site Specific Changes

Item	Address	Summary of Change Recommended
1	106 Carden Street	For the portion of the property generally across and east of the Old Quebec Street service area, staff is recommending a change to the 4-8 storey category. No change is proposed to the height designation west of the Old Quebec Street Service Area
8 and 9	150 Wellington Street	Changes made to Schedule D in terms of the configuration of height categories on the site.
14	71 Wyndham Street South	Staff is proposing permitting a height range to go to 4-10 storeys on the property and to the north which is the same as the building at the corner opposite (i.e. 60 Wyndham Street).
22	45 Yarmouth	A proposed Local Street shown on 45 Yarmouth has been removed. A pedestrian mews and key pedestrian link has been shown in that general location.
27	Northeast corner of Dublin Street and Cork Street	Staff is recommending that this property be designated to Mixed Use 2 which permits uses such as townhouses and small-scale commercial development

CORPORATE STRATEGIC PLAN

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

1.2 Municipal sustainability practices that become the benchmark against which other cities are measured

1.5 The downtown as a place of community focus and destination of national interest

Goal 3: A diverse and prosperous local economy

3.1 Thriving and sustainable local employment opportunities

Goal 4: A vibrant and valued arts, culture and heritage identity

4.4 Intact and well managed heritage resources

Goal 5: A community-focused, responsive and accountable government

5.4 Partnerships to achieve strategic goals and objectives

Goal 6: A leader in conservation and resource protection/enhancement

6.3 A safe and reliable local water supply

FINANCIAL IMPLICATIONS

As stated in the November, 2011 staff report, in conjunction with the Secondary Plan, the Downtown Guelph Implementation Strategy is being completed which will more directly quantify the potential financial implications of various actions and strategies in the Secondary Plan. The Downtown Guelph Implementation Strategy, being developed by the Downtown Renewal Office along with the Downtown Advisory Committee will coordinate and activate the implementation of this Secondary Plan and other Downtown renewal strategies. Specifically, it will address components of the Plan related to public infrastructure, facilities and programs which require some degree of City investment to implement. The Downtown Guelph Implementation Strategy will be the short term and long term framework for implementing the Downtown Secondary Plan and other Downtown Renewal strategies and will, among other things, act as a guide to the City's annual and long-term budgeting processes.

It is recommended that the 10-Year Capital Budget Forecast include funds associated with land acquisition for the proposed new park between the Speed River, Wellington Street, Gordon Street and Wyndham Street in 2022.

DEPARTMENTAL CONSULTATION

- Planning, Building, Engineering and Environment: Engineering Services
- Corporate & Human Resources: Legal Services
- Operations & Transit: Park Maintenance & Development, Community Connectivity and Transit
- Finance and Enterprise: Financial Services, Downtown Renewal, Economic Development and Tourism
- Community & Social Services: Community Engagement & Social Services

COMMUNICATION

Since the statutory public meeting of November 7, 2011 the City has met with a number of stakeholders and individuals who have submitted comments to further clarify their concerns and discuss possible solutions.

Notice of the Council meeting was mailed to persons and organizations that have been involved and/or requested notice regarding the Downtown Secondary Plan.

ATTACHMENTS

Attachments are available on the City's website at Guelph.ca/downtownplan. Click on the link for the April 30, 2012 OPA 43 (Downtown Secondary Plan) Public Meeting Staff Report (with attachments).

- Attachment 1: Official Plan Amendment No. 43: Downtown Guelph Secondary Plan Amendment
- Attachment 2: November 7, 2011 Planning & Building, Engineering and Environment Report 11-98 "Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan."
- Attachment 3: Comments submitted by the public, stakeholders and agencies regarding draft OPA 43 released as part of the November 2011 public meeting
- Attachment 4: Comments Summary and Staff Response Summary Table
- Attachment 5: Proposed Public Parkland Handout

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ATTACHMENT 1: Official Plan Amendment No. 43

AMENDMENT NUMBER 43 TO THE OFFICIAL PLAN FOR THE CORPORATION OF THE CITY OF GUELPH: DOWNTOWN SECONDARY PLAN AMENDMENT

INDEX

PART A - THE PREAMBLE

The Preamble provides an explanation of the amendment including the purpose, background, location, basis and summary of the policies and public participation, but does not form part of this amendment.

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PART B - THE AMENDMENT

The Amendment describes the additions, deletions and/or modifications to the Official Plan of the City of Guelph, which constitute Official Plan Amendment Number 43.

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PART C - THE APPENDIX

The Appendix is contained under a separate cover. The Appendix does not form part of this amendment, but contains background information relevant to the amendment.

PART A - THE PREAMBLE

TITLE AND COMPONENTS

This document is entitled 'Envision Guelph Downtown: Downtown Secondary Plan Amendment' and will be referred to as 'Amendment 43'. Part A – 'The Preamble' provides an explanation of the amendment including the purpose, location, background, summary of the policies and public participation, but does not form part of this amendment. Part B – 'The Amendment' forms Amendment 43 to the Official Plan of the City of Guelph and contains a comprehensive expression of the new, deleted and amended policy as illustrated through various font types in the text (e.g. struck-out indicates existing policy to be deleted and bold text indicates new/modified policy to be added), revised Official Plan Schedules 1, 1A, 2, 8, 9A, 9B, & 9C and new Schedules A, B, C, and D.

PURPOSE

The purpose of this Amendment is to replace the current land use and Central Business District policies with new policies that apply to the Downtown Urban Growth Centre.

Specifically, Amendment 43:

- Incorporates the Downtown Secondary Plan policies into the Official Plan by replacing, defining, and updating the existing 'Central Business District' (Downtown) policies, establishing a new Secondary Plan section, and amending other existing land use policies within the Urban Growth Centre area of the Official Plan; and
- Revises existing Schedules and adds additional Schedules to incorporate the new policies within the Downtown Secondary Plan Area.

BACKGROUND

a) Existing Official Plan, OPA 39 and OPA 42

Official Plan Amendment 43 amends the existing 2001 Official Plan, as amended. The City's Official Plan states that preparation of a Downtown Secondary Plan for the Central Business District "has been identified as having a high priority for completion of a Secondary Plan" (Section 9.5.5). Furthermore the existing policy structure for the historic downtown has not been comprehensively updated for over 25 years.

Official Plan Amendment (OPA) 43 also updates the policies of the Downtown to reflect the recently approved OPA 39 regarding growth management and urban structure. OPA 39, which was adopted in June 2009, brought the City's Official Plan into conformity with the Province's Places to Grow Act and Growth Plan for the Great Golden Horseshoe. Specifically, OPA 39 updated the overall population and employment targets for the city to 2031, established a 'built boundary' and updated other elements of the Official Plan. Built boundary areas for focused intensification were established including 'Intensification Corridors', 'Community Mixed Use Nodes' and the Downtown Urban Growth Centre. OPA 39 also generally defined the limits of the Downtown Urban Growth Centre, including a portion of the St. Patrick's Ward Community, and confirms the density target of 150 people and jobs per hectare. It states that the specific boundaries and detailed policies for the UGC will be developed

through a Downtown Secondary Plan. OPA 39 was approved by the Provincial Government on November 20, 2009 and is in full force.

In addition, in July 2010, OPA 42 was adopted by Council for the purpose of creating a Natural Heritage System that establishes a sustainable greenspace network throughout the City. The Provincial decision to approve OPA 42 on February 22, 2011 has been appealed to the Ontario Municipal Board. Therefore, while the Natural Heritage System policies have been incorporated into the Secondary Plan, the Secondary Plan may need to be modified subject to the outcome of the Ontario Municipal Board hearing regarding OPA 42.

b) Related Background Documents

The preparation of the Downtown Secondary Plan has also taken into consideration a number of relevant studies and projects including:

- Downtown "Places to Grow" Charette 2007 -- this two-day Charette was used to explore capacity and opportunities of the new planning legislation on Downtown -- part of the Local Growth Management Strategy process. It created an 'early vision' of how intensification and re-investment could reshape the downtown for the 21st Century.
- Market Place Strategic Urban Design Plan (May 2008) -- The intent of the Guelph Market Place Strategic Urban Design Plan (2008) was to provide objectives, a physical framework and urban design guidelines for the design of three major public projects in Downtown Guelph: a signature civic square in front of the new City Hall and Provincial Courts, an accessible, safe, attractive and efficient multi-modal transit station on Carden Street, and a mixed-use parking structure on Wilson Street. The boundaries of the study precinct are Macdonell Street to the north, Fountain Street and Farquar Street to the south, Norfolk Street and Gordon Street to the west, and Woolwich Street to the east. The Plan recognizes that these public investments have the potential to transform the heart of Downtown and set the stage for other public and private investments. It sets out specific design guidelines for the three major projects and identifies other significant opportunities.
- Urban Design Action Plan-- The Urban Design Action Plan (UDAP) was adopted by Council on May 4, 2009. The Plan highlights the importance of urban design in all matters related to the planning and development of the city and sets out a course of action aimed at achieving good urban design on a broad and consistent basis. It also establishes general urban design objectives for strategic areas of the city expected to undergo the most change in the coming decades. It provides a framework for where and how Guelph should physically evolve, recommends policies to guide growth and change, and identifies actions toward a strong culture of urban design throughout the city. The UDAP focuses on the Downtown, four community nodes, intensification corridors, new communities, employment areas, the University of Guelph campus, neighbourhood infill and natural heritage.

c) Downtown Secondary Plan Study

In 2009, a planning team headed by Urban Strategies was retained by the City to undertake the Downtown Secondary Plan Study. Public consultation was undertaken in Winter/Spring 2010, including stakeholder consultation in the form of focused workshop on key topics. In addition, a public Open House was held in March 2010 followed by a number of public meetings focusing on the St. Patrick Ward area of the study area.

After the completion of the first stage of public consultation a Downtown Directions Document was prepared and released in August 2010. This document summarized key draft directions that provided a basis for a Secondary Plan for Downtown Guelph. It described the long-term vision and principles for downtown, illustrated the structuring elements of the plan, and outlined proposed policies and guidelines. It concluded with a set of key initiatives intended to guide implementation of the plan. In addition to transportation and the public realm, this document included directions regarding land use and built form for all areas of Guelph's "Urban Growth Centre", as defined in the Official Plan.

Based on the feedback and comments received on the Downtown Directions Document, Urban Strategies prepared a Downtown Secondary Plan Study and Proposed Secondary Plan which was released at the end of March 2011.

This document was comprised of three parts:

- Part A set the planning context for the Secondary Plan. It described the process that led to the plan and provided an overview of existing policy documents and physical conditions to which the Secondary Plan responds.
- Part B described and illustrated the long-term vision for Downtown Guelph that provides the basis for the Secondary Plan. The illustrations of the vision showed the potential for positive change in Downtown and what new places might look and feel like.
- Part C constituted a draft Secondary Plan. It began with the overarching objective and general principles that underpin the Plan. The bulk of Part C described the intended structural framework for Downtown Guelph, in terms of public transit, streets, open spaces and land use, and contained policies regarding all aspects of development. Part C concluded with a description of the actions and tools required to implement the Plan.

The document was circulated to stakeholders and released to the public for comment between April and the end of June. A public open house was also held on June 15, 2011 to review the document.

Draft Downtown Secondary Plan Official Plan Amendment

Following the public input on the Secondary Plan Study, staff prepared the Draft Downtown Secondary Plan Official Plan Amendment. The amendment was based on the Secondary Plan Study, public comments, stakeholder input and staff review. The existing Official Plan was also reviewed in order to integrate the Secondary Plan into the Official Plan.

The draft Official Plan Amendment was released on October 13, 2011.

At the November 7, 2011 Statutory Public Meeting, Council heard delegations as well as received written submissions. Staff reviewed submitted comments and written submissions and made revisions where appropriate. Staff also made changes to the draft Official Plan Amendment in order to ensure co-ordination with the city-wide Official Plan Amendment update (OPA 48). In general, text changes to the general Official Plan text (i.e. ensuring consistent terminology) will be made through OPA 48. A special meeting before Council was held to consider staff's recommendation for adoption on April 30, 2012.

LOCATION

The lands subject to this Amendment 43 are shown on Figure 1 below:

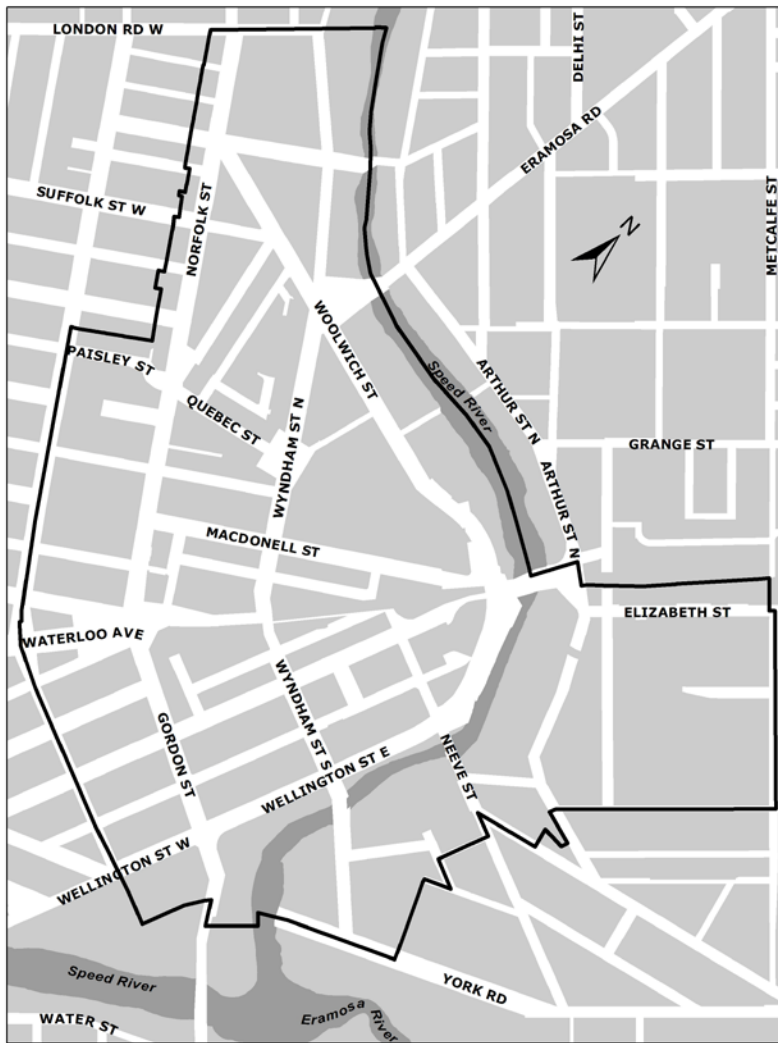


Figure 1

BASIS OF THE AMENDMENT

Amendment 43 updates the existing 2001 Official Plan and sets out Secondary Plan policies for the Urban Growth Centre. It addresses the necessary changes to ensure that the City's policies and mapping relating to Downtown Urban Growth Centre, conform with the intent of Growth Plan for the Greater Golden Horseshoe, and is consistent with matters of provincial interest.

The Amendment conforms to the policies of the City's Official Plan including Official Plan Amendment 39 which identifies the Downtown as a focus for intensification.

The basis for the policy and mapping amendments come from the Downtown Guelph Secondary Plan Study and Proposed Secondary Plan along with a number of policy documents and initiatives as summarized in the Background Section and consideration of public stakeholder input.

SUMMARY OF CHANGES TO THE OFFICAL PLAN

The following is a summary of OPA 43:

Downtown Secondary Plan Policies

The primary focus of Amendment 43 is to replace the existing Central Business District policies and other land uses policies with new Downtown Urban Growth Centre policies and adds a new Chapter entitled Secondary Plans (Chapter 11) with a new section entitled 'Downtown Secondary Plan' inserted. This new chapter includes the policies that replace the current Central Business District policies as well as the other land use policies within the urban growth centre. The new policies include land use, built form, mobility, economic development, public realm, and energy policies. It begins with the overarching objective and general principles that underpin the Plan. The Secondary Plan describes the intended structural framework for Downtown Guelph, in terms of public transit, streets, open spaces and land use, and contains policies regarding all aspects of development. Finally, it concludes with a description of the actions and tools required to implement the plan.

Schedules

New schedules have been included as part of the Downtown Secondary Plan regarding mobility network, public realm, land use and height parameters. A number of changes are made to the existing schedules to recognize the completion and integration of the Downtown Secondary Plan.

PUBLIC PARTICIPATION

The development of the Official Plan Amendment has involved significant community stakeholder engagement that included public meetings, stakeholder meetings, open houses and workshops.

Background Studies

As outlined in the background section of the Official Plan Amendment, numerous studies and initiatives have been completed with public input in support of the preparation of Official Plan Amendment No. 43.

Amendment 43 Public Engagement

In February/March 2010, the key directions for Amendment 43 were discussed at a public open house, as well as a number of focused consultation sessions with agencies, interest groups, and the development community. Through the Spring a number of other public open houses and meetings were completed. In August 2010 a Draft Directions was released for public comment. A public open house was held. Additional public consultation with members of the community and other stakeholders were completed over the Fall and Winter.

The Downtown Secondary Plan Study and Proposed Secondary Plan was available for public review in April 2011 and a public open house was held on June 15, at City Hall. The purpose of the open house was to provide the public with an opportunity to review the draft policies, proposed Schedules and related background material, and to ask questions of Planning staff in order to obtain an understanding of the Draft Plan.

A draft Official Plan Amendment was released on October 13, 2011. Council held a statutory public meeting in accordance with the *Planning Act* on November 7, 2011 to hear public input and comments regarding the draft Official Plan Amendment. Approximately 20 members of the public and stakeholder representatives were present. Subsequently, staff met with individual stakeholders to discuss comments and concerns. A staff recommendation regarding Council adoption was made at a special meeting before Council on April 30, 2012.

PART B - THE AMENDMENT

Format of the Amendment

This section (Part B) of Amendment 43 sets out additions and changes to the text and mapping in the Official Plan. Sections of the Official Plan that are being added or changed are referred to as "ITEMs" in the following description. Entire sections to be deleted are described, however, the text is not shown in strike-out. Entire sections to be added are described and the new text is shown in regular font type (i.e. as it would appear in the Official Plan with titles appearing in **bold**). Text to be amended is illustrated by various font types (e.g. ~~struck-out~~ is to be deleted and **bold** text is to be added). Unchanged text has been included for context and does not constitute part of Amendment 43. *Italicized* font indicates defined terms.

Implementation and Interpretation

The implementation of this amendment shall be in accordance with the provisions of the *Planning Act*. The further implementation and associated interpretation of this amendment shall be in accordance with the relevant text and mapping schedules of the existing Official Plan of the City of Guelph and applicable legislation.

Amendment 43 should be read in conjunction with the current Official Plan (November 2006 Consolidation as amended by the OPAs that have come into force since November 2006).

Details of the Amendment

ITEM 1: The purpose of 'ITEM 1' is to delete the existing Section 7.3, entitled '*Central Business District (Downtown)*' and replace it with the policies of the Downtown Secondary Plan.

Section 7.3 of the Official Plan entitled, 'Central Business District (Downtown)' is hereby deleted and replaced with the following:

7.3 Downtown

In addition to the general policies of this plan, Downtown is subject to the policies of Section 11.1

ITEM 2: The purpose of 'ITEM 2' is to add a new Section 11 entitled '*Secondary Plans*' and to add new policies of the Downtown Secondary Plan.

The Official Plan is hereby amended by adding a new Section 11 entitled, 'Secondary Plans' with the following added as Section 11.1:

11.0 Secondary Plans

11.1 Downtown Guelph Secondary Plan

11.1 Downtown Guelph

Secondary Plan

11.1.1 >

INTRODUCTION

This Secondary Plan constitutes a part of the City of Guelph *Official Plan* and as such is intended to guide and regulate development of the city's Downtown, as identified in the attached Schedules. Users of this plan should refer to the comprehensive *Official Plan* for general city-wide policies applicable to the Downtown.

11.1.2 >

VISION, PRINCIPLES AND OBJECTIVES

11.1.2.1 VISION

Downtown Guelph: a distinct and vital urban centre nestled against the Speed River, comprised of beautiful buildings and public spaces, and surrounded by leafy neighbourhoods, where people live, work, shop, dine, play and celebrate.

By 2031, Downtown Guelph will have developed beyond its historical pattern into a distinct urban centre that is Guelph's showcase for high-density, sustainable living. Several thousand people will live Downtown, in addition to the thousands who work there daily and visit routinely to shop, dine, enjoy culture and be entertained. Streets and squares that are lined with businesses will attract people and be bustling with activity throughout the day and evening.

Downtown Guelph will continue to be the cultural and civic hub for the City and larger region and home to a broad mix of jobs. Knowledge-based businesses will have filled old and new commercial spaces and a post-secondary institution will have established a home in the Downtown, helping to fuel innovation, the creative economy and overall economic vitality. Downtown will host more major festivals. An enhanced and more accessible farmers' market will anchor an expanded network of food-related enterprises.

In the historic heart of Downtown, the existing character will have been enhanced and taller buildings will have been strategically located at the periphery, where they have minimal direct impacts on existing neighbourhoods. South of the CN tracks, new buildings will take a variety of forms while embodying the principles of permanence, adaptability and simple beauty reflected in Downtown's historic buildings. *Redevelopment* will also have created opportunities for *renewable and alternative energy systems* and excellence in environmental design.

The *redevelopment* of former industrial sites east of the Speed River will have compatibly integrated high-density living into the eclectic character of St. Patrick's Ward, adding diverse forms of housing, appropriate work opportunities, street and trail connections and open spaces.

The qualities of the *public realm* throughout Downtown will have been enhanced. St. George's Square will have been redesigned and programmed as a central gathering place that complements Market Square and other new open spaces. The main streets of MacDonell and Wyndham will have been made more beautiful and friendlier to pedestrians and cyclists. The extension of Royal City Park to the south side of Wellington Street will open up the riverfront to the city, establish a green gateway to Downtown and complete an important regional trail and natural corridor connection.

Improvements to transit facilities, streetscapes and trail connections have resulted in many more people choosing to take transit, walk or cycle to and within Downtown instead of driving. The new transit station has drawn more employers to Downtown as well as more residents seeking easy access to destinations throughout Guelph and cities beyond.

Through private *development* coordinated with strategic public investments, all guided by a shared vision and demonstrating design excellence, Downtown Guelph in 2031 is a thriving high-density urban centre and popular destination still minutes from the countryside.

11.1.2.2 PRINCIPLES

The following core principles flow from the vision for the Downtown and provide the foundation for the Secondary Plan. They serve as a touchstone against which future initiatives and proposals for Downtown will be considered. The principles translate the vision into general objectives and specific targets of the plan, articulating what is important and providing guidance to discussions that will shape the future of the area. Since the principles are inter-related and mutually reinforcing, targets that support more than one principle have been repeated.

Principle 1. Celebrate What We've Got

Downtown Guelph has many assets, not the least of which is its rich inventory of historic buildings, many constructed of limestone. These buildings, and the streets and open spaces they frame, give Downtown a unique and attractive character. Downtown also overlaps with historic neighbourhoods whose qualities should be protected.

Objectives

As Downtown grows and evolves, it will be important to:

- a) Conserve significant heritage structures;
- b) Encourage the sensitive restoration, rehabilitation and/or re-use of historically or architecturally significant buildings;
- c) Maintain the character of distinct heritage areas within Downtown;
- d) Interpret the cultural heritage of Downtown in the design of buildings and public spaces;
- e) Strategically locate and articulate tall buildings to minimize impacts on historic areas and preserve important *public views*;
- f) Ensure new *development* is *compatible* with buildings and neighbourhoods that have heritage value;
- g) Improve historic public open spaces and streets, including St. George's Square and MacDonell Street and create new spaces for gathering and recreation.

Targets

- i) Increase the number of cultural heritage resources designated under the *Ontario Heritage Act*.
- ii) Increase the number of rehabilitated, restored and reused heritage buildings.

Principle 2. Set the Scene for Living Well Downtown

More people living in Downtown will be critical to adding and maintaining economic vitality and creating a vibrant place to live. Along with a variety of housing options in and around the historic core, Downtown will

attract more residents by offering diverse employment opportunities, unique shopping, excellent entertainment, arts and culture and important amenities like an easy-to-use public transit system and recreation options.

Objectives

To create a vibrant and diverse Downtown neighbourhood that benefits existing and future residents and businesses in and around Downtown, it will be important to:

- a) Accommodate a significant share of Guelph's population growth to 2031;
- b) Balance Downtown's employment uses with compact residential *development* and live/work opportunities;
- c) Ensure Downtown contains a diversity of housing types, sizes and tenures and affordable housing;
- d) Ensure new *development* includes or is supported by commercial amenities and community services for existing and future residents;
- e) Ensure existing and future residents are adequately served by parkland and recreational facilities within walking distance.

Targets

- i) Achieve a minimum Downtown residential population of approximately 8,500 people by 2031.
- ii) Through population and employment growth, reach a minimum density of 150 people and jobs per hectare by 2031.
- iii) Meet or exceed the City-wide target for affordable housing.
- iv) Maintain a minimum ratio of one hectare of parkland and other public open spaces for every 1,000 residents living Downtown.

Principle 3. A Creative Place for Business

Ensuring the continued economic vitality of Downtown is fundamental to its success. Downtown is the city's centre for major office uses, unique shops and restaurants and an increasing number of creative businesses. While Downtown will continue to compete with other areas of the city for jobs, its special character, mix of uses and accessibility position it to attract a diversity of enterprises that thrive in urban settings.

Objectives

To grow and strengthen the Downtown economy, it will be important to:

- a) Accommodate a significant share of Guelph's employment growth to 2031;
- b) Reinforce and expand the role of Downtown as a retail, dining and entertainment destination;
- c) Reinforce and expand the role of Downtown as a tourist destination;
- d) Create a setting that reinforces Downtown as a high density major office-related employment centre that attracts provincially, nationally or internationally significant employment uses;
- e) Encourage small and mid-size businesses to locate in Downtown's historic commercial buildings;
- f) Accommodate commercial businesses that support the food sector of Guelph's economy and the agri-innovation cluster.

Targets

- i) Increase the number of office jobs Downtown and increase the number of all jobs to a minimum of approximately 7,500 by 2031.
- ii) Through population and employment growth, reach a minimum density of 150 people and jobs per hectare by 2031.
- iii) Increase each year, at a rate greater than the city's population growth, the number of Guelph residents visiting Downtown to shop, dine and attend cultural events.

Principle 4. We Come Together Here

Many of the jobs Downtown and much of its vibrancy depend on its role as a civic and cultural hub. Being the accessible heart of Guelph and the surrounding area, Downtown is the natural place for City Hall, the County's Administrative Centre, courthouses, school board offices and a full range of social services, as well as educational institutions.

Objectives

As Downtown accommodates more housing and businesses, it will be important to:

- a) Ensure Downtown remains a focus for investment in institutional and region-wide public services;
- b) Maintain Downtown as the centre of governance and services by the County of Wellington and City of Guelph, and a hub for Provincial judiciary and other services;
- c) Encourage non-governmental organizations that provide social services to locate in Downtown;
- d) Establish post-secondary educational facilities and programs Downtown;
- e) Accommodate a range of cultural facilities and spaces, and encourage cultural events and activities;
- f) Promote Downtown as a cultural destination.

Targets

- i) Increase the number of institutional jobs and institutions Downtown, including at the City, County, Provincial and Federal levels.
- ii) Increase the number of cultural events that occur Downtown.
- iii) Increase each year, at a rate greater than the City's population growth, the number of persons visiting Downtown to shop, dine and experience cultural events.

Principle 5. Reconnect with the River

The Speed River is a vital community-wide asset. The riverfront will play a key role in supporting long-term residential *development*, attracting tourists and commerce, accommodating cultural and recreational activities, and generally maintaining a high quality of life in Downtown and the larger city.

Objectives

To enhance the river's presence and role, it will be important to:

- a) Ensure new *development* along the river corridor addresses the river;
- b) Create new urban public parks and open spaces along the river;
- c) Improve streetscapes leading to the river for pedestrians and cyclists;
- d) Establish new linear pedestrian connections to the river's edge from the core of Downtown and St. Patrick's Ward.

Targets

- i) Establish a continuous riverfront trail and public open space system, interrupted only by streets, between Royal City Park and Goldie's Mill Park.
- ii) Build new pedestrian bridges over the river linking St. Patrick's Ward to Downtown.
- iii) Increase the amount of parkland in Downtown and maintain a minimum ratio of one hectare of parkland and other public open spaces for every 1,000 residents living Downtown.

Principle 6. Make it Easy to Move Around

In successful downtowns, there are many ways to arrive and move around. Streets serve multiple functions. Public transit plays a critical role in supporting high density employment and residential uses. Although multiple modes will be facilitated, movement within Downtown will focus on walking to ensure the creation of an attractive, high-quality urban environment.

Objectives

To create a transportation system that works for all urban modes of travel, it will be important to:

- a) Design streets to safely and comfortably accommodate pedestrians, cyclists, transit vehicles, loading and private vehicles, using standards appropriate to Downtown's planned urban context;
- b) Accommodate and support a major transit station and a high level of local and regional public transit service;
- c) Create an environment that encourages walking everywhere Downtown;
- d) Provide facilities within both the *public realm* and private developments that encourage cycling;
- e) Discourage fast-moving vehicular traffic Downtown;
- f) Provide public on-street and off-street parking facilities throughout Downtown to support commercial, institutional and employment uses;
- g) Minimize and mitigate traffic impacts on existing residential neighbourhoods within and surrounding Downtown.

Targets

- i) Increase the proportion of people traveling within, to and from Downtown by public transit, bicycle and foot.
- ii) Establish a continuous riverfront recreation trail and public open space system, interrupted only by streets, between Royal City Park and Goldie's Mill Park.
- iii) Build new pedestrian bridges over the river linking St. Patrick's Ward to Downtown.
- iv) Establish pedestrian mews to break up larger blocks and reinforce the walkability of Downtown.

Principle 7. Embody Guelph's Green Ambitions

Guelph is proud of its commitment to sustainability and recognizes the economic benefits of a 'green city'. Downtown provides an opportunity to embody that commitment with green developments and other initiatives that promote sustainability.

Objectives

As Downtown redevelops, improves and grows, it will be important to:

- a) Promote energy-efficient buildings, re-use of existing buildings and low impact development;
- b) Encourage and support the development of *district energy* systems;
- c) Promote green roofs and sustainable landscaping practices;
- d) Promote water conservation, the re-use of stormwater and the reduction of stormwater run-off;

- e) Encourage the remediation and *redevelopment* of contaminated lands;
- f) Increase the amount of green space and the number of trees Downtown;
- g) Efficiently use existing municipal *infrastructure*.

Targets

- i) Reduce the extent of brownfield land Downtown.
- ii) Increase energy efficiency overall Downtown and reduce energy consumption per capita by Downtown residents and per square metre by Downtown businesses.
- iii) Decrease overall stormwater running off impermeable surfaces into sewers and increase water infiltration and recycling.
- iv) Reduce the amount of energy consumed from transportation in Downtown.

Principle 8. Build Beautifully

The legacy of urban planning and architecture in Downtown includes many stellar examples of design excellence. To build upon the legacy without diminishing it and in the process enhance the quality of life in Downtown, requires an ongoing commitment to design excellence on the part of the City, property owners and developers.

Objectives

As Downtown continues to develop, it will be important to:

- a) Ensure new buildings respect and complement the architecture and materials of surrounding historically significant buildings through policies, standards, guidelines and other means;
- b) Ensure Downtown's streets, parks, squares and other public spaces are designed and maintained to the highest standards as attractive and high quality urban environments through policies, standards, guidelines and other means;
- c) Integrate public art into the design of buildings, streetscapes and open spaces;
- d) Promote the development of inspiring, meaningful and memorable places that reinforce Guelph as a historic, beautiful and innovative city.

Targets

- i) Increase the number of cultural heritage resources designated under the *Ontario Heritage Act*.
- ii) Increase the number of public art projects in Downtown.
- iii) Enhance the sense of pride among Guelph citizens for the character and beauty of Downtown.
- iv) Increase the number of national or international design competitions held for buildings and open spaces in Downtown.
- v) Enhance the recognition Guelph receives for design excellence through awards and national profiles.

11.1.3 >

ECONOMIC DEVELOPMENT

This section contains policies intended to foster economic development Downtown and recognizes that economic vitality is paramount to the success of Downtown. Downtown will continue its significant role in the economic development of the City and the overall positioning of Guelph as a place for investment. Downtown will also be the preferred location for jobs that depend on proximity to urban services and sectors which tend to attract employees who prefer living in a downtown urban setting. Examples include major office *developments*, the information and communication technology sector and post-secondary educational institutions. Residential *development* in Downtown will also support and attract this type of employment. Downtown's role as a unique tourist destination will be strengthened, attracting nearby residents as well as visitors. It will also capitalize on the city's close relationship to food through an expanded and enhanced farmers market along with other culinary and restaurant uses.

Objectives

In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the general intent of the policies below is to:

- a) Target Downtown as the preferred location for major office uses, key knowledge-based sectors such as the information and communication technology sector and post-secondary institutions.
- b) Support strategic and collaborative economic development partnerships in the local community.
- c) Encourage a supportive business environment by fostering learning and innovation within Downtown.
- d) Attract more Guelph citizens and tourists to Downtown and make Downtown the centerpiece of the City.
- e) Pursue projects that are economic priorities for the Downtown and contribute to the renewal of the City.

11.1.3.1 General Policies

11.1.3.1.1

In addition to population growth, job growth and physical improvements, the City shall recognize through its decision making that increased economic vitality is a critical measure of Downtown's success.

11.1.3.1.2

Major offices shall be primarily directed to locate within Downtown.

11.1.3.1.3

The City will promote Downtown as a focal point for tourism at a City-wide, regional and national level.

11.1.3.1.4

Major cultural facilities, tourist-oriented attractions and supportive uses such as hotels shall be encouraged to locate within Downtown.

11.1.3.1.5

The City will promote Downtown as a unique food and culture destination and model for sustainable development as a means to attract business investments.

11.1.3.1.6

The City will continue to work to locate one or more post-secondary education facility Downtown. The City shall also work to facilitate the establishment of other educational institutions Downtown.

11.1.3.2 Downtown Investment

11.1.3.2.1

The City will, through economic development initiatives, promote Downtown as a focal point for private and public investment, as well as tourism.

11.1.3.2.2

The City will continue to invest in *infrastructure* Downtown that supports the viability and success of Downtown.

11.1.3.2.3

A City land banking program may be established for buying, selling or leasing property to meet public policy objectives or to assist private sector *development* under community improvement provisions of the *Planning Act*.

11.1.3.2.4

The City will continue to implement incentive programs to achieve economic vitality through such measures as Community Improvement Plans.

11.1.3.2.5

The City will continue to review its regulating tools and processes and identify opportunities to promote, facilitate and support the economic vitality of Downtown, consistent with the policies and objectives of the Downtown Secondary Plan.

11.1.3.3 The Farmers' Market

11.1.3.3.1

The Farmers' Market is a long-standing cultural, tourist and commercial anchor destination in Downtown. The current Market facility is a City-owned structure on Gordon Street that is at capacity during the summer season. Growing the capacity and partnership connections of the Farmers' Market in Downtown will support the economic development objectives of the Downtown Secondary Plan. The City will initiate a Farmers' Market Expansion and Relocation Strategy that considers growth, organizational capacity and partnerships, and alternative locations in Downtown.

11.1.3.4 The Armoury

11.1.3.4.1

Should the current Department of National Defense use of the Armoury be relocated, the building and site could be converted to other attractive uses for residents, businesses and visitors. The building may be suitable for any one or a combination of the following: an educational institution, a cultural or community facility, a year-round public market, a business incubator or a military museum. The remainder of the site could expand new uses in the building or accommodate additional uses to establish a unique cultural destination. Residential and/or commercial *development* at the rear of the site could be used to help finance public uses. With these opportunities in mind, the City shall pursue further discussions with the Federal Government on the future of the Armoury. At the appropriate time the City shall undertake a feasibility study that considers relocation options for the current uses and the costs and benefits of converting the property to the uses identified above, or other appropriate uses as may be determined through the feasibility study.

11.1.3.5 The Baker Street Property

11.1.3.5.1

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

11.1.4 >

MOBILITY

This section contains policies regarding Downtown’s street network, public transit, the trail and bicycle network, and parking. Additional policies regarding the design of streetscapes can be found in Section 11.1.5, along with other policies regarding the *public realm*.

Like all successful downtowns, Guelph’s Downtown needs to accommodate different modes of travel—public transit, driving, cycling and walking being the most common. Above all, Downtown should be walkable because it is life on the streets that attracts new businesses and residents and supports commercial and civic activities. Given its relatively compact size, walking distances Downtown are relatively short—nearly all points within Downtown are less than a 15-minute walk from City Hall and Guelph Central Station. The planned population and employment growth Downtown will significantly increase the demands on the pedestrian network. Workers, residents and visitors should be able to easily access Downtown by transit and car, but once they have arrived they should be encouraged to walk to their destinations.

Schedule A illustrates the planned Mobility Network for Downtown. The policies below describe the various elements and shall guide improvements to the mobility network.

Objectives

In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the intent of the policies below is to:

- a) Achieve a network of streets, transit facilities, trails and other *infrastructure* that supports multiple modes of travel to and within Downtown as well as existing and planned land uses.
- b) Promote the use of public transit, both within the city and to other regions.
- c) Ensure Guelph Central Station is easily accessed by transit vehicles, cyclists and pedestrians from all main directions.
- d) Encourage walking or cycling for trips within Downtown.
- e) Ensure Downtown is highly accessible to people of all ages and all abilities.
- f) Provide route options for those traveling to and through Downtown by car, truck or bicycle.
- g) Provide parking to meet the needs of Downtown businesses, residents and visitors.
- h) Ensure planned mobility improvements are coordinated with *development*.

11.1.4.1 General Policies

11.1.4.1.1

Urban standards that emphasize the efficient use of land and *infrastructure* and support a pedestrian-oriented environment and high-quality urban design shall be applied to the engineering and design of transportation *infrastructure* in Downtown. Urban standards shall be applied in the update of the Downtown Public Realm Plan and Private Realm Manual.

11.1.4.1.2

In the design of public right of ways, the City will balance the provision of a safe, functional and attractive pedestrian-oriented environment with an acceptable level of vehicular traffic. The City is prepared to accept a level of service which reflects the constraints of the right-of-ways Downtown, in return for a more pedestrian-oriented environment and achievement of urban design objectives along its roads. To achieve this environment, the City may use a variety of techniques, depending on the function of the road, including alternative engineering standards. Similarly, in the design of its right of ways, the City will also balance the need for, where appropriate, bicycle facilities, loading facilities, transit priority measures, on-street parking and other infrastructure needs, including street trees. These issues will be considered in a holistic manner to create a final design which is sensitive to the urban context of Downtown and the street classification.

11.1.4.1.3

The City shall amend the Downtown Public Realm Plan and Guelph Trails Master Plan to conform to this Plan as it applies to the established street hierarchy.

11.1.4.1.4

Transportation demand management (TDM) will be critical to achieving a transportation system Downtown that provides and promotes attractive alternatives to the automobile. The City shall work with transit providers, developers and businesses Downtown to develop and implement TDM measures that promote the use of transit, walking, cycling and carpooling. The City may require large-scale *development* or businesses to complete a TDM plan. TDM plans will describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking and promote transit use, cycling, car sharing and/or carpooling. The City may permit reduced parking standards for *developments* which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate.

11.1.4.1.5

The City acknowledges the importance of the railways that traverse Downtown for the movement of people and goods and shall work with the operators of the railways to ensure land uses adjacent to the rail corridors are compatible through strategies such as appropriate buffering in the design of *development*.

11.1.4.1.6

On Primary or Downtown Main Streets where blocks do not have secondary access from a Laneway, Secondary Street or Local Street, the City may address loading within the design of the right of way, for example, by creating designated loading areas.

11.1.4.2 Street Network

11.1.4.2.1

Schedule A identifies the different types of streets and other right of ways included in the planned Mobility Network for Downtown. Additions and improvements to public streets in the network shall be guided by the following policies and Table 1. In some locations, additional right-of-way widths may be required to achieve on-street parking. Reductions in the number of travel lanes shall not require an *Official Plan* amendment but will require an Environmental Assessment.

11.1.4.2.2

Primary Streets are major roads that provide access to and through Downtown for pedestrians, transit bicycles and auto vehicles. They include Gordon Street, Norfolk Street, Wellington Street, Woolwich Street, Eramosa Road, MacDonell Street east of Wellington Street, Wyndham Street south of Wellington Street, York Road, Elizabeth Street, Paisley Street and Waterloo Avenue. The following characteristics shall generally apply to Primary Streets:

- a) All primary streets should have sidewalks with a minimum width of generally two metres on both sides of the street. Encroachments that reduce the usability of this area generally shall not be permitted;
- b) Primary Streets will generally have two travel lanes available, with the exception of the following which will generally have four lanes: Eramosa Road, MacDonell Street east of Wellington Street/Wyndham Street, Gordon Street between Waterloo Avenue and Wellington Street, and Wellington Street west of Wyndham Street;
- c) Primary Streets shall generally accommodate dedicated bicycle lanes, with the exception of sections of road where cyclists have the option of using an off-street path;
- d) On Primary Streets, parking may be permitted in the curb lanes during off-peak hours, where traffic and transit volumes allow.

11.1.4.2.3

Downtown Main Streets are the main commercial streets within Downtown—Wyndham Street north of Wellington Street, MacDonell Street west of Wellington Street and Quebec Street. While accommodating cars, trucks and bicycles, Downtown Main Streets should be considered “pedestrian and transit priority streets” and have the following characteristics:

- a) The zones for pedestrians on these streets should be a minimum of six metres wide on both sides, where possible, except Quebec Street which will be approximately three and a half metres;
- b) On-street parking should be permitted on Downtown Main Streets north of Carden Street to support local business and provide a buffer between pedestrians and moving traffic;
- c) Dedicated bike facilities should be accommodated on MacDonell Street and Wyndham Street where necessary based on the function of the roadway.

11.1.4.2.4

Secondary Streets are key streets providing access to and through Downtown. They include London Road, Suffolk Street, Fountain Street east of Gordon Street and Neeve Street south of Wellington Street. Generally Secondary Streets should accommodate two travel lanes, on-street parking and sidewalks with a minimum width of two metres.

11.1.4.2.5

Existing and potential new future Local Streets are intended to provide access to *development* and facilitate circulation by all modes Downtown. They generally will accommodate two travel lanes and parking on one or both sides. All Local Streets should have sidewalks on both sides and be designed such that cyclists can safely share the road with vehicles.

11.1.4.2.6

Existing and potential future Laneways are narrow right of ways intended to permit access and loading

generally from the rear or side. In addition to the future Laneways identified in Schedule A, other public or private Laneways may be permitted and shall be encouraged where practical and appropriate for the proposed *development* they are intended to serve. Although Laneways generally will not include sidewalks, they should be designed to be shared by drivers, cyclists and pedestrians.

Table 1: Public Street Classifications and Characteristics

Street Type	Primary Street	Downtown Main Street	Secondary Street	Local Street	Laneway
Street Names	Gordon, Norfolk, Wellington, Woolwich, Eramosa, Elizabeth, York, Waterloo, Paisley, MacDonell (east of Wellington), Wyndham (south of Wellington)	Wyndham (north of Wellington), Quebec, MacDonell (west of Wellington)	Neeve, Fountain, Suffolk	All others	n/a
Right of way width¹	24m – 30 m	20m – 30m	18m+	17-21m	7-12m
Planned Setbacks	Vary (0-5m)	0	Vary (0-5m)	Vary (0-6m)	1-2m
Travel Lanes	2-4	2	2	2	1-2
Transit Priority Street	Yes	Yes	No	No	No
Parking	Yes, except on Wellington, between Gordon and Wyndham; may be restricted in peak hours	Yes – both sides	Yes – both sides	Yes – min. one side	No
Pedestrian Realm	Min. 2m sidewalk except in accordance with policy 11.5.1.5	Min. 6m – Wyndham & MacDonell; Min. 4m – Quebec	Min. 2m sidewalk	1.5-2m sidewalks	Shared roadway
Dedicated Bicycle Facilities	Yes	Wyndham and MacDonell	No	No	No

¹ Right-of-way widenings and intersection improvements will be dedicated in accordance with Chapter 5 of the *Official Plan*.

11.1.4.2.7

The new potential streets, laneways and active transportation links shown in Schedule A are conceptual; their location and alignment may be modified without amendment to the Downtown Secondary Plan, provided the general intent of the plan is satisfied. Modifications may also be further addressed through the completion of an Urban Design Master Plan where applicable. The purpose is to create a street network with urban block sizes that support the use of active transportation. As identified in Schedule A, the following potential new Local Streets and/or Active Transportation Links are planned Downtown.

- a) The direct and logical connection of Fountain Street to Wellington Street by way of a Local Street or by way of an active transportation link.
- b) One or more streets to access future *development* and the riverfront on the Wood's property on Arthur Street.
- c) One or more streets between Duke Street and Huron Street to access future development on existing industrial lands and generally improve circulation in the St. Patrick's Ward community.
- d) A mid-block street linking Wyndham Street to Baker Street, to be built in conjunction with *redevelopment* on adjacent sites, including the proposed Downtown Main Library.
- e) An extension of Freshfield Street to Wilson Street, to be built following the eventual relocation of the Farmers' Market and *redevelopment* at the rear of the Armoury Building, to improve north-south connectivity Downtown, particularly for pedestrians. This street may be designed for pedestrians and cyclists only by way of an active transportation link.

11.1.4.2.8

Active Transportation Links are meant to provide connections that are designed for pedestrians, cyclists and other forms of active transportation only. They are meant to generally improve pedestrian and cyclist circulation Downtown.

11.1.4.2.9

In addition to streets, laneways and active transportation links, the Mobility Network includes mid-block key pedestrian connections as shown on Schedule A. They are intended to be implemented over time to generally improve pedestrian circulation Downtown. They may be designed as a public mews designed for the comfort and safety of pedestrians. See Section 11.1.5.2.15 for further policies regarding mid-block pedestrian connections.

11.1.4.2.10

To further improve the pedestrian realm south of the rail corridor, the City shall seek to reduce and minimize the number of driveways on Gordon Street, Wellington Street and Wyndham Street south of Farquhar Street as redevelopment occurs. Access to new development shall be encouraged to be located on Secondary Streets and Local Streets.

11.1.4.2.11

In addition to securing the right of ways in accordance with the requirements of Table 1, the City may require additional lands at intersections to provide for turning lanes and other special treatments, where warranted. Such additional right of way requirements shall be kept to the minimum and shall be determined at the time of the design of the road facilities and will become part of the required right-of-way.

11.1.4.2.12

The provision of public local roads through redevelopment is encouraged; however, the City may permit the provision of private local roads in limited circumstances where the principles, objectives and polices of this plan can be achieved. Where permitted, private roads shall be publicly accessible.

11.1.4.2.13

The intersection of MacDonell Street /Woolwich Street/Wellington Street/Elizabeth Street/Arthur Street is an important anchor to the historic Downtown and a gateway to St. Patrick's Ward. It is also important to the pedestrian, cyclist, transit and vehicle mobility networks. Significant density is planned in the immediate vicinity. To further improve the pedestrian realm and reduce conflicts between modes, the City will, through the updating of the Public Realm Manual, address improvements to the intersection that reduce potential conflicts between modes and achieve a more comfortable pedestrian realm through the update to the Public Realm Manual. Alternatively, in conjunction with development in the immediate vicinity, the City may require the completion of a study that addresses these objectives as part of a development application prior to their approval.

11.1.4.3 Public Transit

11.1.4.3.1

The Transit Terminal, named Guelph Central Station, will establish a single central transit hub and play a critical role in implementing the City's Transit Growth Strategy. The City shall continue to work with VIA, Metrolinx, inter-city transit providers and other stakeholders to ensure all planned transit functions of Guelph Central Station are accommodated and coordinated in an efficient manner that supports the broad objective to create an attractive and transit-oriented Downtown. The City shall also continue to work with Downtown property owners, employers and residents to capitalize on Guelph Central Station and monitor any impacts it may have on its immediate surroundings.

11.1.4.3.2

The Major Transit Station identified on Schedule A is intended to accommodate the components of the Transit Terminal, including but not limited to the historic VIA train station, bus stops, passenger waiting and transfer areas, train platforms, a passenger pick-up and drop-off area, pedestrian bridge/tunnel(s) and parking facilities for cars and bicycles. Carden Street and Farquhar Street, east of Wyndham Street, will have important roles in supporting the functions of Guelph Central Station. Carden Street should be designed to accommodate high volumes of bus traffic, while Farquhar Street should be designed to accommodate high volumes of vehicular traffic; both streets should accommodate high volumes of pedestrian traffic to and around the station.

11.1.4.3.3

A connection linking Neeve Street to Farquhar Street may be required to facilitate vehicular and pedestrian circulation associated with Guelph Central Station.

11.1.4.3.4

The City may implement transit priority measures on Primary Streets, Downtown Main Streets and in the immediate vicinity of the Major Transit Station, such as signal priority and queue jumping lanes.

11.1.4.4 Trail and Bicycle Network

11.1.4.4.1

All streets Downtown shall be designed for the safety, comfort and convenience of cyclists.

11.1.4.4.2

Schedule A identifies the streets intended to accommodate on-street bicycle facilities. Proposed bicycle lanes are intended to be built as existing streets are improved and generally shall have a minimum width of 1.5 metres.

11.1.4.4.3

Bicycle parking facilities shall be provided at all major public destinations Downtown, including Guelph Central Station, City Hall, the existing and proposed main library, parks, schools, cultural facilities, other public institutions and retail streets. A sheltered bicycle lock-up facility should be provided within Guelph Central Station.

11.1.4.4.4

All office and apartment buildings shall include secure, indoor private bicycle parking and storage facilities. The *Zoning By-law* shall establish minimum requirements for bicycle parking. *Major office developments* shall be encouraged to include change rooms, showers and lockers for bicycle commuters.

11.1.4.4.5

It is the City's objective to provide a continuous active transportation trail interrupted only by streets, along the west side of the river's edge between Royal City Park and Goldie's Mill Park, and on the east side of the river, south of the Guelph Junction Railway. To this end, the City shall acquire land for such purposes through the dedication of parkland at the time of *development*, public *easements* or other methods of acquisition including outright purchase. In addition or alternatively, the City may incorporate portions of the trail within street right of ways.

11.1.4.4.6

The City shall work with the Guelph Junction Railway and landowners to provide a continuous active transportation trail interrupted only by streets between the Speed River and Huron Street.

11.1.4.5 Parking

11.1.4.5.1

Downtown shall continue to be served by a range of parking facilities, including but not limited to above-ground and below-ground parking structures, small public and private surface parking lots, and on-street parking. The City shall continue to play an active role in the supply of off-street parking in the Downtown. As lands are redeveloped and the Downtown population increases, the City shall continue to acquire, operate and pursue development of public parking facilities in the general locations identified in Schedule A and potentially in other locations.

11.1.4.5.2

As a priority, the City shall develop a public parking structure on the Wilson Street lot.

11.1.4.5.3

The City may reduce or exempt any requirement for private off-street parking for *development* in Downtown provided there is adequate alternative parking. A development agreement, cash-in-lieu of parking or other financial contribution policy, may be required where a *development* proposal is granted an exemption or is permitted to reduce the parking requirement in accordance with the policies of Chapter 5 of the *Official Plan*.

11.1.4.5.4

The City, in consultation with Downtown business owners and other stakeholders, shall prepare a Downtown Parking Strategy that considers at a minimum:

- a) an assessment of the current supply of parking and opportunities to improve the distribution of parking;
- b) the existing and projected future demand for parking Downtown for commercial, employment, institutional and entertainment uses, in the context of economic development objectives;
- c) existing and future opportunities for shared parking that maximizes the use of facilities;
- d) a cash-in-lieu of parking policy for new commercial *development* that reduces the requirement for on-site parking and supports the development of shared public parking facilities;
- e) an assessment of on-street parking policies, including angled parking;
- f) appropriate minimum and maximum parking standards including the provision of required parking off-site;
- g) a long-term strategy to ensure an adequate supply of public parking across Downtown and which is aligned with economic development initiatives; and,
- h) parking management solutions, demand side solutions and optimization of existing parking stock .

11.1.5 >

THE PUBLIC REALM, COMMUNITY FACILITIES AND HERITAGE

Downtown's public realm is fundamental to the attractiveness and livability of the core and indeed the entire city. Downtown's many beautiful buildings should be matched by beautiful public spaces. The policies in this section focus on key streets as places targeted for improvements that will support Downtown land uses, functional needs and the overall aesthetics of Downtown.

Trees, landscaping and green space generally are essential beautifying elements that contribute to a high quality of life by creating settings for recreation, culture, gatherings and passive enjoyment. They also play an important environmental role. Downtown needs additional urban parkland and better access to the river. This will complement its existing two major squares and other more intimate open spaces. A diverse network of existing and new open spaces linked by enhanced streetscapes will create a more cohesive and attractive Downtown, providing new opportunities to experience the river, dine outdoors and enjoy special events and Downtown activity.

Events at the River Run Centre and the Sleeman Centre draw many visitors to Downtown, but there are opportunities to expand the core's cultural infrastructure. The proposed main library will be a major new destination. As Downtown's population grows, other community facilities will be needed to meet the needs for meeting and recreation space.

Downtown's historically and architecturally significant buildings, as well as its other cultural heritage elements, are something to conserve and celebrate. As Downtown evolves it will be important to ensure that significant cultural buildings are protected, maintained and sensitively repurposed.

Schedule B illustrates the Public Realm Plan for Downtown. The policies below provide direction for improving the *public realm*.

Objectives

In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the intent of the policies below is to:

- a) Ensure existing and future Downtown residents have access to parkland and community facilities that meet their recreational needs.
- b) Improve physical and visual access to the river's edge for all Downtown users.
- c) Establish appropriate and new settings for civic gatherings and cultural events.
- d) Increase opportunities for informal gatherings Downtown and the enjoyment of leisure activities.
- e) Protect cultural heritage resources through the use of the *Ontario Heritage Act* and other planning tools.

11.1.5.1 Streetscapes

11.1.5.1.1

Generally, all streets Downtown shall have sidewalks and street trees on both sides and lighting appropriate for pedestrians, cyclists and drivers.

11.1.5.1.2

The City shall review and where appropriate revise its Downtown Public Realm Plan to ensure it is consistent with the principles, objectives and policies of the Downtown Secondary Plan. In updating the Streetscape Manual within the Public Realm Plan, the following shall be addressed:

- a) Coordinated street furnishings, which include benches, bike racks, bollards, bus shelters, newspaper vending machines, waste bins, banners and special lighting;
- b) Appropriate areas on Wyndham Street and MacDonell Street for outdoor patios, pedestrian movement and furnishings;
- c) Street and pedestrian-scale lighting;
- d) The design and construction standards for paving that is durable, urban and sustainable;
- e) Accessibility requirements;
- f) Street trees, including standards for street tree planting that help ensure their long term survival;
- g) The location of electrical and telecommunication cabling and above ground utility *infrastructure* so that their location and design contributes to an attractive *public realm*;
- h) The installation of public art within streetscapes; and,
- i) Appropriate cross-sections for key Downtown Streets which integrate and reflect the policies of this plan and the Downtown Parking Strategy.

11.1.5.1.3

The primary streetscapes identified in Schedule B include the main entry roads into Downtown. As such they should have a character that reflects the desired qualities of Downtown and reinforces physical connections between Downtown and surrounding neighbourhoods. Primary streetscapes should be lined with consistently spaced trees that help to frame the street and views to Downtown and generally beautify the approaches to Downtown. The pedestrian zones should be generous and be comprised of high quality, durable materials. Crosswalks or entire intersections should have distinct paving, different in texture and colour from the roadway, to add interest to the streetscape and signal to drivers and cyclists the likely presence of pedestrians.

11.1.5.1.4

MacDonell Street and Wyndham Street north of the CN railway tracks shall be priorities for streetscape improvements. Both streets shall be redesigned and rebuilt to enhance the pedestrian realm and generally beautify these signature main streets with landscaping. The streets' boulevards should have space to accommodate restaurant patios, a clear area for pedestrians, trees and potentially planters, and street furnishings. In the context of a Downtown Parking Strategy, the replacement of angled parking on MacDonell Street with parallel parking may be considered to allow for wider boulevards and bicycle lanes. Travel lanes should be designed for high volumes of bus traffic and reserved areas for single-unit delivery trucks should be considered. Street trees generally should be planted 6-8 metres apart on centre depending on the species used.

11.1.5.1.5

As properties south of the CN railway tracks are proposed for *redevelopment*, it will be appropriate to redesign the streetscape of Wellington Street, and plan for its reconstruction, to support the mix of residential and commercial uses planned and create a pedestrian-oriented environment. Since Wellington Street west of Wyndham Street will continue to be a busy road, the pedestrian zone between future *development* on the north side and the roadway in this area should be in the range of 10 metres to provide a buffer between pedestrians and vehicular traffic and accommodate restaurant patios. The pedestrian zone could be achieved partly in the right of way and partly through building setbacks. A double row of trees should be considered to provide further comfort to pedestrians and beautify the street. Off-peak parking in the curb lane should be considered.

11.1.5.1.6

To ensure above-ground utilities do not visually detract from a cohesive streetscape or become physical barriers within the right of way, utilities such as hydro and telecommunications equipment shall, where feasible, be located within the rear yard, in areas which are not visible from the streetscape, or within buildings. Where it is not feasible, utility providers shall consider innovative methods of containing utility services on or within streetscape feature such as street lights and transit shelters when determining appropriate locations of above-ground utilities in order to reduce visual impacts and physical barriers. Underground utilities are encouraged.

11.1.5.2 Parks, Urban Squares and Pedestrian Mews

11.1.5.2.1

The locations, sizes and configurations of future parks and urban squares identified in Schedule B, and the alignments of trails, are conceptual and may be modified without amendment to this plan, provided the general intent of the plan is satisfied. Similarly, the locations for potential civic, cultural or community uses are notional and not prescriptive. Schedule B also shows certain private and institutional lands that are currently generally accessible to the public and form an important component of Downtown's public realm however it is acknowledged that public access is at discretion of the landowners. The City will encourage, where appropriate, pedestrian links and open space to be maintained.

11.1.5.2.2

In addition to the open spaces identified on Schedule B, other parks and urban squares may be developed Downtown without amendment to this Plan.

11.1.5.2.3

Given their location Downtown, the mix of uses surrounding them and the intense use they are expected to experience, new parks and urban squares should be designed as community and cultural hubs, serving multiple purposes and accommodating programmed and non-programmed activities.

11.1.5.2.4

A new riverfront park is planned south of Wellington Street between Gordon Street and Wyndham Street South on lands currently occupied by commercial plazas, subject to the policies of Section 11.1.7.10 of the Downtown Secondary Plan.

11.1.5.2.5

A new riverfront open space is planned on the 5 Arthur Street property, to be built in conjunction with redevelopment of adjacent lands, subject to the policies in Section 11.1.7.10 of the Downtown Secondary Plan.

11.1.5.2.6

The City, in consultation with the Grand River Conservation Authority and residents, shall prepare a Downtown Riverfront Open Space Master Plan to guide short-term and long-term improvements within the Speed River and Eramosa River corridor through Downtown. The Master Plan shall include a holistic program for the riverfront open space system and detailed policies and guidelines to guide improvements that balance the potential flooding hazard, environmental functions, cultural uses and recreational activities envisaged for the riverfront. Specifically, it shall address the creation of a trail through the corridor designed for both utilitarian and recreational active transportation uses.

11.1.5.2.7

A new neighbourhood park is planned on Huron Street, to be developed in conjunction with *redevelopment* of the adjacent industrial lands, subject to the policies of Section 11.1.7.10 of the Downtown Secondary Plan.

11.1.5.2.8

Notwithstanding the policies of Section 11.1.7.9 of the Downtown Secondary Plan, buildings for the purposes of community, cultural or complementary ancillary commercial uses may be permitted in a park provided such uses do not interfere with or have negative impacts on the primary functions and character of the open space.

11.1.5.2.9

Parkland will generally be dedicated or acquired in accordance with the provisions of the *Official Plan*.

11.1.5.2.10

The relocation of the city's transit hub from St. George's Square creates the opportunity to re-imagine and redesign the square as a central gathering space that serves many purposes. The City, in consultation with the Downtown business community, including the Downtown Guelph Business Association, and the public, shall prepare a master plan for the square that considers:

- a) how the square can be improved to accommodate both day-to-day functions, including sitting, walking, dining, casual meeting, vehicular movement and special events that use portions of the square or its entirety;
- b) programming of uses/activities within and around the square to improve economic vitality;
- c) appropriate materials for the square that emphasize quality, durability and sustainability; and
- d) a phased implementation strategy that includes short-term improvements.

11.1.5.2.11

The City will consider developing a new urban square in conjunction with the proposed main library. This square, physically and visually connected to the library, shall contain shade trees, other landscaping, seating areas and public art, and may be the subject of a design competition.

11.1.5.2.12

A crescent-shaped open space is planned on the west side of Norfolk Street, straddling Paisley Street, as

originally envisioned in the Galt Plan. Each half of the open space shall be designed and built in conjunction with *redevelopment* of the affected properties.

11.1.5.2.13

In the event the Armoury site is adapted for other uses, a *public realm* plan shall be prepared for the site that includes, an urban square at the rear of the historic building as part of *redevelopment*.

11.1.5.2.14

All parks and urban squares shall be designed to high standards and built with high quality materials.

11.1.5.2.15

Through the *development* process, the City shall establish the mid-block pedestrian mews conceptually identified on Schedule B to enhance pedestrian connectivity Downtown and to function as generous linear pedestrian-oriented spaces for passive enjoyment. Generally, they shall have a minimum width of 9 metres and may comprise public and/or private land but shall be publicly accessible. Methods for securing and developing pedestrian mews shall be determined when sites are developed or redeveloped.

11.1.5.3 Civic, Cultural and Community Facilities

11.1.5.3.1

The civic government functions of the City of Guelph, County of Wellington, Provincial and Federal Government offices shall be encouraged to retain their present prominence within Downtown. Other civic agencies and boards shall also be encouraged to remain in or relocate to Downtown. City-wide recreation, tourism and culture facilities should continue to be located Downtown such as the Sleeman Centre, Guelph Civic Museum, River Run Centre, Main Library and Central Farmers' Market.

11.1.5.3.2

The City shall work with cultural and community organizations to establish new cultural facilities and programs Downtown. The City shall also work with the business community, including the Downtown Guelph Business Association, and cultural groups to increase the number of festivals and other events intended to attract large numbers of visitors Downtown through the development of a Downtown Programming Strategy. At a minimum, the programming strategy should address how St. George's Square and Market Square will be programmed to ensure that both public spaces are well-used active spaces. The strategy should also address key public venues such as the River Run Centre, the Sleeman Centre and private facilities, such as the Guelph Youth Music Centre and places of worship.

11.1.5.3.3

As residential growth occurs Downtown, the City shall assess the need for community meeting and recreation space. If the City determines a new community centre is required to serve Downtown population, it shall identify a suitable site or building and initiate a development plan. Alternatively, the City may seek to secure community meeting or recreation space within a private *development*.

11.1.5.3.4

The City shall consider providing temporary or permanent community meeting and/or recreational space in the proposed main library.

11.1.5.3.5

Upon completion of the new main library, the City may consider short-term community, cultural or educational uses for the existing library building on Norfolk Street but ultimately shall prepare and implement a *redevelopment* plan for the site.

11.1.5.3.6

The City shall encourage the two existing schools Downtown to remain open and maintained. In the event either of them closes or is relocated, the City may seek to acquire all or part of the property for new public uses.

11.1.5.4 Cultural Heritage Resources

11.1.5.4.1

Downtown Guelph's cultural heritage resources are key assets that are important from cultural, tourism and economic development perspectives. The City shall evaluate *development* and building applications that involve cultural heritage resources in accordance with the policies of the *Official Plan*.

11.1.5.4.2

As part of the Implementation Strategy for the Downtown Secondary Plan, the City, in collaboration with Heritage Guelph, will undertake a Heritage Conservation Analysis for the historic Downtown core generally west of the Speed River which will:

- a) identify additional properties for individual designation pursuant to the provisions of Part IV of the *Ontario Heritage Act*, with a priority placed on cultural heritage resources on key historic streets in the historic Downtown core. These areas may include but not be limited to Wyndham Street, MacDonell Street and Quebec Street;
- b) identify heritage character areas within the Downtown Secondary Plan area that have the potential to be Heritage Conservation District(s) pursuant to the provisions of Part V of the *Ontario Heritage Act*. Examples of such areas may include but are not limited to Douglas Street and Neeve Street, north of the river.

11.1.5.4.3

The City shall also investigate the potential for a Heritage Conservation District pursuant to the provisions of Part V the *Ontario Heritage Act* in St. Patrick's Ward, which would include portions of the Downtown Secondary Plan area.

11.1.5.4.4

The City may also take additional steps to conserve the cultural heritage resources within the Secondary Plan area, including:

- a) integration of Cultural Heritage Landscape features into the public realm or other public facilities where feasible and appropriate;

- b) implement, where appropriate, standards through the *Zoning By-law* that further support the conservation of the heritage character of Downtown as outlined in the Downtown Private Realm Improvements Manual, including identified public views, built form provisions, materials etc.;
- c) in addition to the policies of 11.1.7.4.4, implement standards through the *Zoning By-law* that protect the existing heritage character of Woolwich Street/Norfolk Street/Norwich Street and surrounding area; and
- d) the use of interpretative plaques and displays.

11.1.5.5 Public Art

11.1.5.5.1

Public art will be an important element of Downtown's *public realm*, adding beauty and interest to streetscapes as well as parks, other open spaces and buildings. The integration of public art in significant private *developments* shall be encouraged. Significant public projects, including but not limited to streetscape improvements, transit facilities, new public buildings and new open spaces, shall include or provide for a public art element. Public art should be developed in accordance with the City's Public Art Policy.

11.1.5.5.2

The City shall establish clear wayfinding and visual signage towards and through Downtown. Signage shall be chosen that is simple, clear and legible.

11.1.5.5.3

The City shall prepare a Downtown Public Art Strategy that:

- a) identifies appropriate locations downtown for public art installations;
- b) identifies streetscape elements, such as paving, and street furnishings, that should incorporate public art;
- c) establishes policies and guidelines for public art contributions from developers of private lands; and
- d) considers grants or other incentives to encourage public art projects by local artists.

11.1.5.6 Police and Emergency Services

11.1.5.6.1

The City shall ensure that as downtown grows and evolves it will continue to be served by police and emergency service facilities and personnel appropriate for the safety and security needs of downtown residents, workers, businesses and visitors.

11.1.6 >

ENERGY, WATER AND THE NATURAL ENVIRONMENT

Development in Downtown Guelph will help to achieve the city's goals for environmental sustainability by being compact and by encouraging walking and transit use. Further, residential and commercial buildings are major contributors to greenhouse gas emissions, so it is important that individual *developments* and servicing *infrastructure* promote energy efficiency as well as water conservation. There are also features of the natural environment that future *development* needs to respect and protect. Development must also be designed to reduce the impact of natural hazards. One of those features is the Speed River where *development* will be directed outside the *floodway* areas while permitting *development* within the Special Policy Area. In other portions of the Downtown, development near the Speed River is subject to the Two Zone flood plain policies. This section contains policies regarding these key facets of the environment.

Objectives

In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the intent of the policies below is to:

- a) Efficiently use existing *municipal services*, municipal facilities and utilities to support growth downtown.
- b) Maximize opportunities for renewable and alternative energy generation and delivery systems such as *district energy*.
- c) Promote site planning, architecture, landscape architecture and stormwater management that demonstrates best practices in environmental design.
- d) Increase the amount of *urban forest tree canopy cover* Downtown.
- e) Ensure the risks to human health and safety from flooding downtown are minimized.
- f) Promote *development* that mitigates and adapts to climate change.
- g) Protect habitat of threatened and endangered species.
- h) Promote the clean-up of brownfields Downtown.

11.1.6.1 General Policies

11.1.6.1.1

Developers and owners of all new and existing buildings shall be encouraged to determine and label building energy performance in accordance with standards as may be adopted by the City.

11.1.6.1.2

The Downtown shall contribute to the City's overall *Urban Forestry* targets, while recognizing its current and planned built form, by planting street trees, using methods that help ensure their long term health, and by planting and maintaining trees within City parks and open spaces.

11.1.6.1.3

Development Downtown shall contribute to the City's overall waste diversion targets and align with the Solid Waste Management Master Plan through such measure as developing a street-side recycling program, and other programs to promote waste reduction and diversion.

11.1.6.2 Energy

11.1.6.2.1

All new *development* downtown shall have regard for the goals and strategies of the City's Community Energy Plan.

11.1.6.2.2

The City shall work with Guelph Hydro and landowners to develop *district energy* systems, combining heat and power, for large-scale *developments* or areas within downtown, where the feasibility of such facilities has been demonstrated. Should the City and Guelph Hydro identify parts of Downtown as potential *district energy* areas, new *development* shall be district energy ready subject to the City establishing District Energy Ready Guidelines.

11.1.6.2.3

Where a *district energy* system has been established or is planned, new City-owned buildings shall use the system and private *development* will be encouraged to connect to it.

11.1.6.2.4

The generation and use of on-site *renewable energy* systems shall be encouraged.

11.1.6.2.5

Development shall be designed to maximize opportunities for solar gain while respecting the built form policies of the Downtown Secondary Plan.

11.1.6.3 Water, Wastewater and Stormwater

11.1.6.3.1

The processing and approval of *development* applications shall be contingent on the availability of water and wastewater capacity.

11.1.6.3.2

Low Impact Development (LID) measures intended to minimize stormwater run-off and recharge groundwater systems, including rainwater harvesting and reuse systems, bio-swales or water features, infiltration measures, permeable paving materials and green roofs, shall be encouraged.

11.1.6.3.3

The City will explore opportunities to integrate end-of-pipe stormwater management storage and treatment facilities, including constructed wetlands/ponds, and LID measures into the public realm areas such as open space, amenity areas and right of ways, where feasible and appropriate.

11.1.6.3.4

All new buildings shall be encouraged to install rainwater harvesting and recirculation/reuse systems for outdoor irrigation and outdoor water uses.

11.1.6.4 Flood Plain and Natural Heritage System

11.1.6.4.1

As identified on Schedule C, a portion of Downtown is located within the regulatory *flood plain* of the Speed River and Eramosa River. Land uses within the regulatory *flood plain* are subject to the provisions of the Floodplain policies of the *Official Plan*.

11.1.6.4.2

As identified on Schedule C, a portion of Downtown is within the Natural Heritage System and is subject to the Significant Natural Area policies of the *Official Plan*. On lands adjacent to the Speed and Eramosa Rivers where a minimum buffer has not been established, an Environmental Impact Statement (EIS) shall be required in accordance with the *Official Plan*. In addition the EIS shall recognize and respond to the urban context of downtown Guelph, specifically:

- a) Where applicable, the Special Policy Area or Two Zone *flood plain* policies;
- b) Existing *development* (including cultural heritage features); and
- c) The principles of the Downtown Secondary Plan to create a riverfront that will accommodate cultural and recreational activities and contribute to a high quality *public realm* within Downtown.

11.1.6.5 Species at Risk

11.1.6.5.1

The Significant Habitat for Provincially Endangered and Threatened Species policies of the *Official Plan* apply Downtown.

11.1.6.6 Potentially Contaminated Properties

11.1.6.6.1

The Potentially Contaminated Property policies of the *Official Plan* apply Downtown. The *Urban Growth Centre* area is included in the Brownfield Redevelopment Community Improvement Plan.

11.1.7 >

LAND USE AND BUILT FORM

In addition to streets and open spaces, underlying the long-term vision for Downtown Guelph is a framework of land uses. Downtown Guelph should contain a range of uses, including office, retail, institutional, entertainment and residential. In the core of downtown, most blocks will have a mix of uses. On key streets, buildings must be mixed-use, with active commercial uses on the ground floor and other uses on upper floors. To ensure there is a balance between employment and residential uses, some sites will be reserved for commercial or institutional uses. While there are strategic opportunities on former industrial lands for residential and mixed-use *intensification* that supports vibrancy in the Downtown, such *intensification* will be planned to be *compatible* with existing neighbourhoods. New built form will reflect Downtown's urbanity and reflect the principles of adaptability, permanence, and simple beauty. Precedent photos are included in Appendix A to provide illustrative examples.

Objectives

In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the intent of the policies below is to:

- a) Promote design excellence.
- b) Encourage a wide range of land uses and built forms.
- c) Capitalize on and support existing and planned transit services by concentrating higher density uses, including office uses in *compatible* locations, within a short walking distance of Guelph Central Station.
- d) Promote the development of diverse neighbourhoods in Downtown with a variety of housing choices, including units suitable for families and affordable housing.
- e) Reinforce Wyndham Street north of Wellington Street, MacDonell Street west of Wellington Street and Quebec Street as Downtown's main commercial streets while encouraging retail establishments and restaurants in other areas as well.
- f) Ensure the built form of *development* contributes to attractive streetscapes and open spaces and supports an inviting, comfortable and active *public realm*.
- g) Ensure new *development* respects the character of downtown's historic fabric and the quality of life in surrounding neighbourhoods.

11.1.7.1 General Land Use Policies

11.1.7.1.1

Schedule C delineates the land use designations Downtown. Minor changes to the boundaries of land use designations may be permitted subject to the Interpretation policies of the *Official Plan*.

11.1.7.1.2

The following uses are not consistent with the objective of a walkable, transit-supportive Downtown and shall not be permitted:

- Vehicle sales;
- New vehicle related uses, including vehicle service stations; and
- Low density employment uses such as logistics or warehousing and other employment uses not compatible with other uses planned for Downtown.

11.1.7.1.3

Drive-through facilities shall be discouraged from locating Downtown, since they are inconsistent with the long-term vision for Downtown, specifically the objectives to increase pedestrian activity, increase public transit use and reduce and minimize driveways accessed from Primary and Main Streets. The *Zoning By-law* shall ensure applications for drive-through establishments conform to the policies of the Downtown Secondary Plan, including all built form policies.

11.1.7.1.4

Notwithstanding any of the policies of the Downtown Secondary Plan, previously approved and existing uses Downtown which do not conform to the policies of this Secondary Plan shall be permitted, subject to the Legal Non-Conforming Uses policies of the *Official Plan*. The redevelopment of legal non-conforming uses to uses that are consistent with the vision, principles and objectives of the Downtown Secondary Plan, shall be encouraged.

11.1.7.2 General Built Form and Site Development Policies

11.1.7.2.1

Schedule D identifies building height ranges to be permitted within the Downtown Secondary Plan Area. In general, the predominant mid-rise built form of Downtown shall be maintained with taller buildings restricted to strategic locations, including gateways that act as anchors for key streets. Taller buildings in these locations will have minimal direct impacts to existing neighbourhoods and the historic core of Downtown, and they will be outside protected *public view* corridors. In the height ranges contained on Schedule D, the lower number represents the minimum height in storeys for buildings and the higher number represents the maximum permitted height in storeys. The maximum heights recognize the Church of Our Lady's status as a landmark and signature building; it is the general intent that no building Downtown should be taller than the elevation of the Church. Exemptions from minimum height requirements may be permitted for utility and other buildings accessory to the main use on a site.

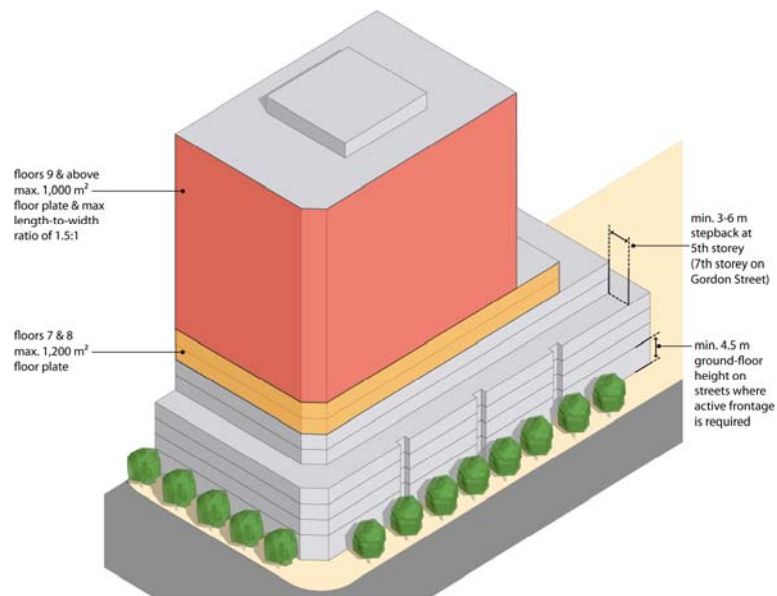
11.1.7.2.2

Notwithstanding Schedule D, the *Zoning By-law* may establish maximum building heights lower than those shown in order to maintain the protected long views to the Church of Our Lady, as generally identified in Schedule D. The *Zoning By-law* shall more precisely define the protected views and shall be amended, where appropriate, to reflect the location and scope of the views identified in Schedule D.

11.1.7.2.3

The following additional built form policies shall apply to all areas of Downtown:

- a) Generally, buildings shall be oriented towards and have their main entrance on a street or open space.
- b) Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with evenly spaced vertical recesses or other architectural articulation and/or changes in material.
- c) Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings.
- d) Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies generally shall not be permitted.
- e) Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local Streets and/or Laneways, and not on Primary Streets.
- f) Front patios for ground-floor residential units, where appropriate, should be raised to provide for privacy and a transition between the public and private realms.
- g) All buildings downtown should be finished with high quality, enduring materials, such as stone, brick and glass. Glass should be transparent or tinted with a neutral colour. Materials that do not age well, including stucco, vinyl, exterior insulation finishing system (EIFS) and highly reflective glass, shall be strongly discouraged and may be limited through the implementation documents and by-laws.
- h) The massing and articulation of buildings taller than six storeys shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline in which the Church of Our Lady is most prominent. Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the floorplates of floors above the eighth storey, where permitted, generally shall be a maximum of 1000 square metres and should not exceed a length to width ratio of 1.5:1.



11.1.7.2.4

The following general policies respecting parking, loading and servicing shall apply to all areas of downtown:

- a) Vehicular entrances to parking and servicing areas generally be on Local Streets, Secondary Streets or Laneways and should be consolidated wherever possible to maximize and accentuate building frontages and front yards and minimize the number of curb cuts. Shared driveways between two properties shall be encouraged.
- b) Loading and service areas generally shall be located in the interior of a development block, at the rear of building, where possible. Enclosed loading and servicing areas shall be encouraged. Where loading and servicing is visible at the rear or side of a building, it shall be screened.
- c) Parking for apartment dwellings, including visitor parking, generally shall be located in underground or above-ground structures or surface parking lots at the rear of the building, unless other arrangements for off-site parking have been made to the City's satisfaction.
- d) Requirements for on-site parking for institutional, office and retail uses may be waived or reduced, subject to the Downtown Parking Strategy. Where parking for such uses is provided on site, it shall be located in underground or above-ground structures or surface parking lots at the rear of the building. However, new office or institutional buildings, with or without other uses on the ground floor, generally shall include at least one level of underground parking.
- e) Generally no parking shall be permitted between the front of a building and the street to help create pedestrian-oriented streetscapes.

11.1.7.2.5

The following policies shall apply to above-grade parking structures:

- a) Parking structures should generally be accessed by motor vehicles from a Local Street, Secondary Street or Laneway and should be located in the middle of a block where possible, behind other uses fronting the street.
- b) Parking structures on a street shall generally contain active uses on the ground floor subject to technical considerations and the entire façade shall be designed to appear as fenestrated buildings, with a regular articulation of openings and materials that are consistent in type and quality with those of surrounding buildings.
- c) Vehicular entrances to above-grade or underground parking structures on public streets shall be integrated into the design of the building.
- d) Pedestrian entrances to parking structures shall be clearly identified and well lit.

11.1.7.2.6

The use of the maximum Floor Space Index (FSI) to justify extra height, the use of the maximum height to justify extra density, or use of either of those regulations to deviate from the other built form policies of this plan will be deemed to meet neither the intent nor spirit of this plan.

Land Use Designations

11.1.7.3 Mixed Use 1 Areas

11.1.7.3.1

Mixed Use 1 areas, as identified on Schedule C, are intended to accommodate a broad range of uses in a mix of highly compact *development* forms. *Development* within this designation shall contribute to the creation of a strong urban character and a high-quality, pedestrian-oriented environment. Active uses that enliven the street are encouraged to locate on the ground floor of buildings and, as per Policy 11.1.7.3.4, shall be required on key streets.

11.1.7.3.2

The following uses may be permitted:

- a) retail and service uses, including restaurants and personal service uses;
- b) multiple unit residential buildings, including apartments and townhouse dwellings;
- c) *live/work* uses;
- d) offices including medically related uses;
- e) entertainment and commercial recreation uses;
- f) community services and facilities;
- g) cultural, educational and institutional uses;
- h) public parking;
- i) hotels;
- j) parks, including urban squares; and,
- k) other employment uses that meet the intent of the principles, objectives and policies of the Downtown Secondary Plan and which are *compatible* with surrounding uses in regard to impacts such as noise, odour, loading, dust and vibration.

11.1.7.3.3

The minimum floor space index (FSI) in Mixed Use 1 areas shall generally be 1.5, except on properties fronting Elizabeth Street, where the minimum FSI shall generally be 1.0.

11.1.7.3.4

On key streets, active frontages will be achieved to reinforce the role of these streets or portions of streets as commercial, pedestrian-oriented, urban streetscapes. The following shall apply to *development* on properties where active frontage is required, as identified in Schedule C:

- a) Retail and service uses, including restaurants and personal service uses, or entertainment uses shall generally be required on the ground floors of all buildings at the street edge.
- b) Notwithstanding subsection 11.1.7.3.4 a), offices are also permitted on the ground floors of these properties; however, such uses shall be encouraged to locate in other locations Downtown to ensure Downtown's main streets maintain a strong retail character. The *Zoning By-law* may restrict the size of such new uses and/or their width along the street to ensure they do not detract significantly from the intended commercial function of the street.

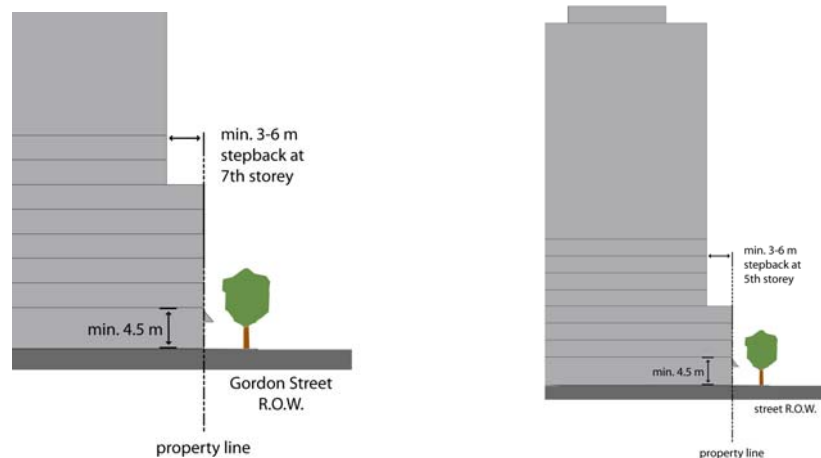
- c) Buildings shall contribute to a continuous street wall that has a minimum height of 3 storeys, with infrequent and minimal gaps between buildings.
- d) The width of retail stores and the frequency of entrances shall contribute to a continuously active *public realm* and give the street wall a visual rhythm. The width of stores and restaurants may be limited through the *Zoning By-law* to ensure a rhythm of commercial entrances and avoid long distances between commercial entrances.
- e) Ground floor heights will generally be a minimum of approximately 4.5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors. Generally, a large proportion of the street-facing ground floor wall of a new mixed-use building shall be glazed.

11.1.7.3.5

Generally buildings in Mixed Use 1 areas shall be built close to the front property line to help frame and animate adjacent streets. The *Zoning By-law* shall establish maximum setbacks on streets where active frontages are required. On all other streets minimum and maximum setbacks shall be established. The *Zoning By-law* may include limited exceptions to the build-to lines and maximum setbacks while ensuring that a consistent streetwall is extended, maintained or established.

11.1.7.3.6

To respect the historic character of Downtown and ensure a human-scale pedestrian realm, buildings taller than 4 storeys in Mixed Use 1 areas shall generally have a substantial stepback above the fourth storey generally in the range of 3-6 metres minimum from the front of the building fronting a public street or park, except on Gordon Street and Wellington Street, where a stepback of generally 3-6 metres minimum is required above the sixth storey.



11.1.7.3.7

All buildings shall reflect their urban context and should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.

11.1.7.3.8

Generally, entrances to non-residential uses shall be flush with the sidewalk, for ease of access and to maintain a strong relationship to the street.

11.1.7.3.9

As identified on Schedule C, there are areas containing multiple properties west of the Speed River that represent significant opportunities for coordinated and integrated *redevelopment*: the Baker Street Property and the Wellington Street /Neeve Street Area. Each of these sites shall be developed based on comprehensive master plans for the site. Therefore, in addition to any other submissions required as part of a complete planning application for either of these two sites or any portion thereof, a detailed Urban Design Master Plan shall be prepared for the site by the applicant to the satisfaction of the City and in consultation with the community. The Urban Design Master Plan will be prepared in accordance with the policies of 11.1.8.5.

11.1.7.4 Mixed Use 2 Areas

11.1.7.4.1

Mixed Use 2 areas, as identified on Schedule C, are those areas of downtown that were historically mostly residential with a mixture of housing styles but have evolved to accommodate a range of uses, many in partially or fully converted houses. Therefore the predominant character of this area is of low-rise buildings that are residential in character, with landscaped front yards, and small-scale, visually unobtrusive commercial signage. In addition, many of the existing buildings and properties in these areas are of Cultural Heritage Value or interest and contribute to Downtown's unique identity. As land uses evolve, the predominant character of Mixed Use 2 areas should be maintained.

11.1.7.4.2

The following uses may be permitted in Mixed Use 2 areas:

- a) small-scale retail uses and *convenience commercial*;
- b) personal service uses;
- c) detached, semi-detached and duplex dwellings, townhouses and multiple unit apartment buildings;
- d) *live/work* uses;
- e) offices, including medically related uses;
- f) community services and facilities;
- g) cultural, educational and institutional uses;
- h) small-scale hotels; and
- i) parks, including urban squares.

11.1.7.4.3

The minimum floor space index (FSI) in Mixed Use 2 areas shall generally be 0.6.

11.1.7.4.4

To maintain the general character of Mixed Use 2 areas, *development* shall adhere to the following:

- a) *Development* shall be *compatible* with the character of the surrounding area and respect the character of neighbouring buildings in terms of their scale, materials, articulation, landscaping and relationship to the street.
- b) Building setbacks along the street shall be generally consistent with those of neighbouring buildings within the Mixed Use 2 area.
- c) Parking and servicing areas shall generally be located at the rear or side of buildings. Parking shall generally not be permitted between the front of a building and the street.

11.1.7.5 Institutional or Office Areas

11.1.7.5.1

Institutional or Office areas include those properties in the heart of Downtown occupied by significant civic, cultural and other public institutions or an office building. They also include properties close to Guelph Central Station where a concentration of major office and institutional uses would optimize use of the terminal.

11.1.7.5.2

Generally the following primary uses may be permitted in Institutional or Office areas:

- a) offices including medically related uses;
- b) entertainment and commercial recreation uses;
- c) community services and facilities;
- d) cultural, educational, civic and institutional uses;
- e) hotels;
- f) parks, including urban squares; and,
- g) other employment uses that meet the intent of the principles, objectives and policies of the Downtown Secondary Plan and which are *compatible* with surrounding uses in regard to impacts such as noise, odour, loading, dust and vibration.

11.1.7.5.3

In addition to the primary uses above, the following uses may also be permitted where they are secondary to the main institutional or office use on the site:

- a) retail and service uses, including restaurants and personal service uses; and
- b) public parking.

11.1.7.5.4

Institutional or Office areas downtown are occupied by buildings that are expected to remain for the life of the Downtown Secondary Plan, with the exception of the areas between Farquhar Street and Fountain Street, where there is greater potential for *redevelopment* and a desire for improved conditions on Wyndham Street. Additions or alterations to existing institutional and office uses shall be permitted, provided they do not significantly change the function or form of the use and have regard for the land use and built form policies that apply to adjacent land use areas. New *development* in the Institutional or Office Area south of Farquhar Street shall be subject to the density and built form policies applicable to Mixed Use 1 Areas, specifically Policies 11.1.7.3.4-11.1.7.3.8.

11.1.7.6 Major Transit Station

11.1.7.6.1

The Major Transit Station is intended to accommodate the various components of Guelph Central Station, in accordance with the policies of Section 11.1.4.3 of the Downtown Secondary Plan. In addition, ancillary uses shall also be permitted, including but not limited to retail establishments, restaurants, cafes and professional offices.

11.1.7.7 Residential 1 Areas

11.1.7.7.1

Residential 1 areas include portions of broader residential neighbourhoods that extend into Downtown. They are mostly occupied by low-rise forms of housing, including detached and semi-detached houses, townhouses and apartment buildings. The intent is to generally maintain the character of these areas.

11.1.7.7.2

Notwithstanding Schedule D, the *Zoning By-law* may establish maximum building heights less than the maximum shown on Schedule D of 3 storeys in Residential 1 Areas to ensure new *development* is *compatible* with the surrounding neighbourhood.

11.1.7.7.3

The policies of the *Official Plan*, applicable to General Residential shall apply to Residential 1 areas.

11.1.7.7.4

In addition to the General Residential policies, it is the intent of the Downtown Secondary Plan that the existing properties containing small-scale employment uses in the area east of the Speed River may continue and be recognized through the *Zoning By-law*, where impacts, such as noise, odour, loading, dust and vibration, on surrounding residential uses are minimal.

11.1.7.7.5

In addition to the General Residential policies, a free-standing office shall be permitted on the property known municipally as 5 Ontario Street.

11.1.7.7.6

Within the Residential 1 designation at 72 York Road, the minimum *net density of development* shall comply with the Medium Density Residential designation of the *Official Plan*.

11.1.7.8 Residential 2 Areas

11.1.7.8.1

Residential 2 areas are those areas within Downtown where, based on the location, size and configuration of properties, high density forms of housing are appropriate. The following uses may be permitted:

- a) multiple unit residential buildings, including apartments and townhouse dwellings;
- b) *convenience commercial* uses with a gross floor area not greater than 500 square metres;
- c) artisan studios;

- d) small-scale offices with a gross floor area not greater than 500 square metres including medically related uses;
- e) *live/work* uses;
- f) community services and facilities; and
- g) parks, including urban squares.

11.1.7.8.2

The minimum floor space index (FSI) in Residential 2 areas shall generally be 1.0.

11.1.7.8.3

In addition to the general policies of Section 11.1 7.2 of the Downtown Secondary Plan, the following built form policies shall apply to *development* in Residential 2 areas:

- a) Buildings shall be massed to minimize as much as is practical the extent and duration of shadows on parks, adjacent residential uses, other public open space, private amenity space and retail streets in the spring, summer and fall.
- b) Where buildings greater than 6 storeys are permitted, the portion of a building above the sixth storey shall be substantially stepped back, generally greater than 3 metres from the edge of the building fronting a public street or park.
- c) All buildings should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.
- d) Apartment buildings shall generally be limited in length, generally to not more than 60 metres long, and blocks of townhouses shall generally not be more than 40 metres long.
- e) Where apartment buildings are greater than 4 storeys in Residential 2 Areas they shall generally incorporate 1-2 storey grade-related units (e.g. townhouses).

11.1.7.9 Open Space and Parks

11.1.7.9.1

Open Space and Parks shall be developed in accordance with the policies of Section 11.1.5.2 of the Downtown Secondary Plan. The following uses may be permitted:

- a) public and private recreational uses and facilities;
- b) parks;
- c) conservation lands;
- d) complementary uses, including cultural facilities.

11.1.7.9.2

Lands intended for open space and parks along the Speed River shall be subject to the policies of Section 11.1.6.4 and 11.1.7.10 of the Downtown Secondary Plan and the Natural Heritage System policies of the *Official Plan*.

11.1.7.10 Future Park Policy Areas

11.1.7.10.1

The Future Park Policy Areas conceptually identified on Schedules B and C are significantly-sized lands that the City intends to bring into the public park system during the planning horizon of the Downtown Secondary Plan while allowing legally existing uses to continue in the interim.

11.1.7.10.2

The Open Space and Parks Policies of Section 11.1.7.9 of the Downtown Secondary Plan shall apply to the Future Park Policy Area.

11.1.7.10.3 Future Park Policy Area A

Future Park Policy Area A will be brought into public ownership and built in conjunction with *redevelopment* of adjacent lands.

11.1.7.10.4 Future Park Policy Area B

The Future Park Policy Area B will be brought into public ownership and built in conjunction with *redevelopment* of adjacent lands. The park shall include a continuous river's edge path /urban river walk for pedestrians and cyclists. The park should maintain heritage features and/or interpretation, high-quality landscaping, sitting areas and other amenities for surrounding residents.

11.1.7.10.5 Future Park Policy Area C

A key component of meeting the future parkland needs of a growing Downtown population as well as providing significant City-wide benefit is the planned acquisition by the City of four commercial properties located along the Speed River east of Gordon Street and south of Wellington Street as identified as Future Park Policy Area C and the conversion of these properties to parkland in the long term. The creation of a new public park on the south side of Wellington Street will open up the riverfront, and, with passive and some active recreation uses, provide a playground for residents of Downtown and the city as a whole. The park will also extend and complement Royal City Park, advancing a linked open space system which will extend to York Road Park, John Galt Park and beyond. Furthermore, it will complete an important active transportation trail along the Speed and Eramosa River Corridors. Since the population in the Downtown is planned to significantly increase by 2031, more parkland will be needed to provide the green space and recreational amenities residents and Downtown employees need for a high quality of life. The park will become a signature place that fundamentally changes the experiences of arriving, living and visiting Downtown. Future Park Policy Area C shall be subject to the following specific policies:

a) Parkland Development

- i) It is intended that parkland development will be in progress or completed by 2031. This timeframe is based on the projected growth rates for Downtown and the resultant need for additional parkland during the Plan period. Actual growth rates will be monitored and should there be significant long term variance from projected rates, the timing of parkland development may be reviewed through a future Official Plan review. Prior to development of the new riverfront park, the City should prepare design guidelines and park development strategy in consultation with Downtown residents and business owners and shall consider a design competition for the park.

b) Timing of Land Acquisition

- i) Based on the goal of maintaining a minimum parkland supply of one hectare for every 1,000 residents Downtown and the planned Downtown growth rates, it is anticipated that the park will be needed during the latter half of the Plan period. To this end, the City will be prepared to acquire any or all of the lands in 2022.
- ii) The City may also consider land acquisition opportunities that may arise prior to 2022.

c) Funding Strategy

- i) The City will implement funding strategies to support the acquisition of these lands in accordance with the timeframe set out in subsection b).

d) Land Acquisition Principles

- i) As set out in subsection c) the City will implement a funding strategy so that after funding becomes available in 2022 the City will be prepared to acquire any or all of the lands where property owners are interested in selling on a willing-seller basis.
- ii) Market value for the lands shall not be based on the parkland designation, but shall be negotiated based on the framework provided in the Expropriations Act.
- iii) The City will monitor acquisition of land under this policy to determine if the objectives of the policy are being met, and the need for land acquisition by other means shall be regularly monitored after 2022 and as park development in 2031 approaches.

e) Existing Commercial Uses

- i) The Future Park Policy Area C designation in the Downtown Secondary Plan area also recognizes that the lands are currently used for commercial uses. In addition to the uses permitted by the Parks and Open Space policies of 11.1.7.9.1 of the Downtown Secondary Plan, this designation permits and recognizes the existing commercial plazas and associated uses, including restaurants and offices, and will permit these uses to continue and similar uses (including uses under existing, extended or new leases, or similar arrangements) to occur until such time as part or all of the lands are acquired by the City and required for the purposes of parkland development.
- ii) Physical aesthetic improvements, minor expansions and similar commercial uses to those that exist at the time of Secondary Plan adoption may be considered in accordance with other applicable policies of the Downtown Secondary Plan.
- iii) Major expansions and the addition of significant new uses are not permitted.

f) Possible Future Commercial Uses

- i) In addition to the uses permitted by this designation, in a limited area, generally near the intersection of Gordon Street and Wellington Street, small-scale commercial *development* in keeping with the intended use of the future park, such as a restaurant, may also be permitted in conjunction with the redevelopment of the site for park purposes. If parking is necessary, it shall be limited and located along Gordon Street.

11.1.7.11 Special Policies Applicable to St. Patrick's Ward Portion of the Planning Area

11.1.7.11.1

The area east of the Speed River includes a portion of the St. Patrick's Ward community ("The Ward") containing a mix of land uses including existing and former industrial lands. The Ward's unique, diverse and eclectic qualities result from its origin as a neighbourhood where places of employment and working-class houses existed side-by-side. The Ward is characterized by a mix of small lots, modest homes and historic industrial buildings, interspersed with neighbourhood-scale commercial and institutional buildings. Although the viability of neighborhood-scale shopping has declined recently, its legacy remains in both the architecture and memories of residents. In addition, its fine-grained pattern of narrow streets, angled streets, trails and laneways contribute to its walkability. Existing and former industrial sites are planned for *redevelopment* to both support growth objectives for Downtown and enhance The Ward as a neighbourhood. As land uses evolve, the character of The Ward's existing residential areas should be maintained.

11.1.7.11.2

As *redevelopment* adds more *compatible* uses and housing diversity to the neighbourhood, it should bring new public spaces, new connections for pedestrians, cyclists and vehicles, and other amenities. In considering *development* proposals in The Ward, the City shall have regard for the following overarching objectives for the community:

- a) relocate remaining heavy industrial uses;
- b) identify, conserve and re-use cultural heritage resources;
- c) clean-up contaminated sites;
- d) provide transitions to the general character of the low-rise areas of the community;
- e) ensure the use and form of *development* is *compatible* with its existing and planned surroundings;
- f) increase the quantity and quality of parkland and other public open spaces;
- g) improve connections through the neighbourhood, to the Downtown core, to the riverfront and along the riverfront for pedestrians and cyclists;
- h) minimize and mitigate traffic impacts from new *developments*; and
- i) ensure the community contains a mix of housing types, sizes and forms to accommodate households of all sizes and incomes.

11.1.7.11.3

As identified in Schedule C, there are two large sites within The Ward neighborhood that represent significant opportunities for *redevelopment*: the 5 Arthur Street property and the properties at 64 Duke Street and 92 Ferguson Street. Each of these sites shall be developed based on comprehensive Urban Design Master Plans. Therefore, in addition to any other submissions required as part of a complete planning application, prior to the rezoning and/or site plan approval of either of these two sites or any portion thereof, an Urban Design Master Plan shall be prepared for the site by the applicant to the satisfaction of the City and in consultation with The Ward community as set out in Section 11.1.8.5.

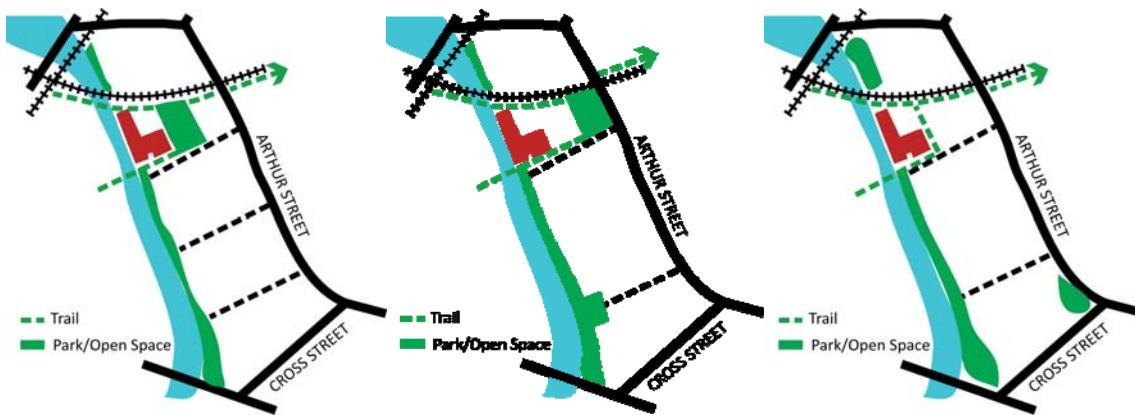
11.1.7.11.4

In addition to the provision of Section 11.1.8.5, the Urban Design Master Plan for the 5 Arthur Street property and subsequent *development* applications shall respond to the following principles:

- a) River's Edge Open Space – Create a substantial, functional and continuous public open space generally along the side of the river well connected to surrounding streets. The open space along the river may be composed of elements such as urban squares while providing for a continuous multi-use trail. It should encourage use by the public for a variety of appropriate uses. To this end, it should be configured to accommodate a range of park amenities and provide a sense of safety and comfort.
- b) Network of Connections – Establish a fine-grained network of publicly accessible open spaces and routes through the site, provide connections to the river, and allow for efficient pedestrian, bicycle and vehicular circulation. The plan should also create connections to the surrounding trails and open space system including anticipating a future pedestrian bridge adjacent to the Guelph Junction Railway bridge and another bridge across the river, generally aligned with a crossing of Wellington Street and connected to Arthur Street.
- c) Heritage Conservation and Interpretation – Reflect and respect the historic context of the neighbourhood. Conserve the historic stone building and other heritage resources on the site. Respect and complement the neighbourhood's heritage in the new built form. Interpret and respond to the previous industrial uses, for example, through public art or other interpretive elements.
- d) Public Views – Provide views through the site toward the river corridor and maintain key *public views*, including the view south along Arthur Street toward the Mill Lofts building. Take advantage of other desirable views, for example, views of the CN train bridge.
- e) Sensitive Built Form – New buildings should be massed and spaced to avoid a wall effect along the river and maintain sky views from public streets and open spaces as well as neighbouring properties. Buildings should vary in character, provide appropriate building breaks and articulation, step down to be compatible with existing nearby buildings and provide transition to the existing neighbourhood. Buildings should minimize shadow impacts on neighbouring properties.
- f) Pedestrian-Friendly Edges – Residential buildings should support the animation of surrounding streets and publicly-accessible open space by, for example, providing grade-related relationships where feasible such as many front doors and porches along public streets. Above-grade parking should be screened or concealed within the residential development. Surface parking should be limited and strategically located to minimize its visual impact. Waste, recycling and loading areas should also be internal to the site.
- g) Environmental Sustainability – *Development* should incorporate green energy strategies and other sustainable design features. The river corridor's ecological health should be enhanced while also balancing the need for recreational uses and heritage conservation along the river's edge.
- h) Housing Mix – *Development* should include a mix of unit types varying in size and affordability.

11.1.7.11.5

In addition to the provision of Section 11.1.8.5, the Urban Design Master Plan for the 5 Arthur Street property shall consider the arrangements of parks, open spaces, trails and publicly accessible routes. Three potential configurations are conceptually illustrated below however the actual configuration of the site's *public realm* elements, such as trails, urban squares and other open spaces may differ from these options and may be refined further as the site proceeds through the *development* approvals process. However, in addition to the trail proposed adjacent to the railway tracks, a minimum of two publicly accessible east-west connections will be provided between Arthur Street and the river at a dimension that ensures appropriate pedestrian comfort along the connections.



11.1.7.11.6

The general built form and land use policies of the Downtown Secondary Plan shall apply the 5 Arthur Street and 64 Duke Street and 92 Ferguson Street properties. In addition, the distance between the facing walls of portions of buildings greater than 6 storeys, shall be a minimum of approximately 25 metres.

11.1.7.11.7

The *Zoning By-law* based on the Urban Design Master Plan shall establish a maximum gross floor space index (FSI) for the 5 Arthur Street property of up to 2.0 FSI . The calculation of gross FSI shall include lands to be dedicated for public uses but shall not include structured parking or the historic stone building to be retained including minor additions. The City may consider allowing individual parcels of *development* within the site to vary from the FSI minimum and maximum, provided the applicant demonstrates to the City's satisfaction that the maximum and minimum gross FSI on the entirety of the 5 Arthur Street property will be achieved. In addition, density bonusing may be considered in accordance with section 11.1.8.4 of the Downtown Secondary Plan.

11.1.7.11.8

Notwithstanding policy 11.1.7.3.2 of the Downtown Secondary Plan, the following uses shall not be permitted in the Mixed Use 1 areas identified on the 5 Arthur Street property:

- entertainment and large-scale commercial recreation uses; and
- hotels.

11.1.7.11.9

Commercial uses on the 5 Arthur Street property south of the existing historic stone building shall generally be small in scale and oriented to the surrounding community.

11.1.7.11.10

Schedule D shows two height categories for the 5 Arthur Street property: 2-4 storeys along Arthur Street and 4-12 storeys along the river. Unlike other sites in the Downtown, the 12-storey limit along the river is a general limit. The City acknowledges the need for some flexibility regarding maximum building heights on the site to allow for further detailed analysis and refinement through the Urban Design Master Plan. The intent of the Urban Design Master Plan, in addition to satisfying other policies of the Secondary Plan, will be to identify appropriate building heights that ensure built form *compatibility* with the surrounding neighbourhood, minimize and mitigate adverse shadow and view impacts, and contribute to an inviting and comfortable public realm within and adjacent to the site. Flexibility regarding height limits is intended to allow the maximum permitted density on the site to be achieved in a built form that responds appropriately to the conditions of the site and its surroundings while ensuring consistency with the other policies of this Plan and specifically the principles of Policy 11.1.7.11.4. Where it has been demonstrated through the Urban Design Master Plan to the City's satisfaction that the principles in Policy 11.1.7.11.4 have been met, limited additional height above 12 storeys may be permitted on appropriate portions of the site provided there is a variety of building heights along the river, on the site. Such exceptions for height will be implemented in the *Zoning By-law* and shall not require an amendment to the Secondary Plan nor shall they be subject to the bonusing.

11.1.7.11.11

The *Zoning By-law* based on the Urban Design Master Plan shall set out the maximum gross floor space index (FSI) for the 64 Duke/92 Ferguson properties of up to 1.2 FSI. The calculation of gross FSI shall include lands to be dedicated for public uses but does not include the built heritage resource if retained or structured parking. The City may consider allowing individual parcels of *development* within the site to vary from the FSI minimum and maximum, provided the applicant demonstrates to the City's satisfaction that the maximum and minimum gross FSI on the entirety of the 64 Duke/92 Ferguson site will be achieved. In addition, height and density bonusing may be considered in accordance with section 11.1.8.4 of the Downtown Secondary Plan.

11.1.7.11.12

The 64 Duke Street property contains a built heritage resource, formerly the Partridge Rubber Company factory that faces Huron Street. This *Built Heritage Resource* is a 3-storey concrete, steel and brick factory that was built before 1916. Its location adjacent to the new park will provide an opportunity for the factory to become a prominent landmark. *Redevelopment* of this element of the property is strongly encouraged to retain and adaptively re-use this resource or significant portions of the resource subject to the Cultural Heritage Policies of the *Official Plan*. Prior to *redevelopment* the City may review and assess the cultural heritage value or interest of this building in accordance with the *Ontario Heritage Act*.

11.1.7.12 Significant Natural Area

11.1.7.12.1

Lands designated Significant Natural Area as identified on Schedule C, are subject to the Natural Heritage System policies of the *Official Plan* and the policies of Section 11.1.6.4 of the Downtown Secondary Plan.

11.1.8 >

INTERPRETATION AND IMPLEMENTATION

11.1.8.1 General Policies

11.1.8.1.1

Lands within the Downtown Secondary Plan area shall be subject to the interpretation and implementation policies of the *Official Plan* and the following specific policies.

11.1.8.1.2

The implementation of this Secondary Plan will require a variety of tools and many actions on the part of the City, private landowners, institutions, downtown businesses and others. This section describes important tools and strategies to be used by the City in addition to the tools and strategies identified in the *Official Plan*. It also identifies projects and partnerships intended to implement key elements of the plan and, in the process, encourage private *development* and reinvestment downtown. Many of the strategies build upon previous initiatives and current investments by the City.

11.1.8.1.3

Where the policies of this Secondary Plan conflict with those in the *Official Plan*, the policies of the Downtown Secondary Plan shall prevail.

11.1.8.1.4

The built form policies of the Downtown Secondary Plan, and in particular those that apply to mid-rise and taller buildings, respond sensitively to the unique and historic fabric of Downtown Guelph and the surrounding neighbourhoods. Their primary intent is to ensure compatibility among buildings of different types and forms, the minimization and mitigation of adverse shadow and view impacts, and the creation and maintenance of an inviting and comfortable public realm. Nevertheless, the City recognizes the need to be somewhat flexible and allow for well-designed buildings that respond appropriately to the conditions of their site and its surroundings and are consistent with the principles of this Plan. Where “generally” is used to qualify a built form policy found in Section 11.1.7 of this Plan, it is the intent that the policy requirement shall be met except where an applicant has demonstrated to the City’s satisfaction that site-specific conditions warrant considerations of alternatives, and that the proposed alternative built form parameters meet the general intent of the policy. Such exceptions shall not require an amendment to this Secondary Plan.

11.1.8.2 Design Review

11.1.8.2.1

The City may establish a design review committee, comprised of professionals with expertise in urban design, architecture, engineering, landscape architecture and/or environmental design, or other advisory process, such as an architectural or urban design peer review process at the applicant's expense, to assist in the review of significant *development* proposals and capital projects in Downtown and elsewhere in the City. In reviewing significant downtown projects, such a committee or process shall be guided by the policies of the Downtown Secondary Plan and shall consider the urban, architectural, engineering, landscape and environmental design aspects of the proposal.

11.1.8.3 Community Improvement

11.1.8.3.1

Downtown is subject to the Downtown Guelph Community Improvement Plan (DGCIP). Periodically, the City shall review the DGCIP and consider additional tools and programs intended to assist in implementing this Secondary Plan. The City may consider additional incentives for downtown *development*, including tax increment equivalency grants, a heritage property tax relief program, total or partial exemptions from development charges, application fee rebates, and grants for building *conversions*, including second-storey residential *conversions*, structural improvements or energy efficiency improvements.

11.1.8.3.2

The Urban Growth Centre area is included in the Brownfield Redevelopment Community Improvement Plan which supports environmental remediation of existing contaminated sites.

11.1.8.4 Height and Density Bonusing

11.1.8.4.1

For the areas with maximum height limits of 8 storeys, 10 storeys or 12 storeys as identified on Schedule D, the City may in a by-law permit a maximum of two (2) additional storeys of height above the identified maximum and/or additional density (i.e. FSI) where such *development* provides public benefits beyond what would otherwise be required by the Downtown Secondary Plan in accordance with the *Planning Act*, and provided the proposed increase:

- a) is consistent with the principles, objectives and policies of the Downtown Secondary Plan;
- b) is *compatible* with the surrounding area;
- c) provides community benefits consistent with the Downtown Secondary Plan above and beyond those that would otherwise be provided under the provisions of the *Planning Act*, *Development Charges Act*, or other statute; and
- d) provides community benefits consistent with the Downtown Secondary Plan that bear a reasonable planning relationship to the increase in height and/or density including, at a minimum, having a geographic relationship to the development and addressing the planning issues associated with the development.

11.1.8.4.2

Subject to 11.1.8.4.1, priority community benefits considered appropriate for the application of increased height and density in Downtown may include, but are not limited to:

- a) Contributions to riverfront parkland acquisition and development;
- b) The provision of public art;
- c) The provision of public parking;
- d) The provision of housing that is affordable to *low and moderate income households, special needs housing or social housing*;
- e) The adaptive re-use of cultural heritage resources within the Heritage Register;
- f) The provision of buildings that incorporate sustainable design features; and
- g) The provision of energy and/or water conservation measures that support the objectives of the Community Energy Plan.

11.1.8.4.3

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.

11.1.8.4.4

A by-law passed under Section 34 of the *Planning Act* is required to permit increases in height and/or density. The by-law shall set out the approved height and/or density and shall describe the community benefits which are being exchanged for the increases in height and/or density. The landowner may be required to enter into an agreement with the City that addresses the provision of community benefits. The agreement may be registered against the land to which it applies.

11.1.8.5 Urban Design Master Plans

11.1.8.5.1

Where required in accordance with the policies of the Downtown Secondary Plan, the Urban Design Master Plan shall through text and diagrams provide a basis for reviewing and approving zoning by-law amendments and site plan applications and shall address the relevant policies of the Downtown Secondary Plan and the following additional items:

- a) location of public and/or private streets and laneways;
- b) location, size and configuration of parkland/open space on the site;
- c) location, uses and massing of buildings and their relationship to adjacent streets and open spaces;
- d) built form transitions to the surrounding community;
- e) shadow impacts;
- f) physical and visual connections to the immediate surroundings and broader downtown area;
- g) conceptual streetscape designs for internal streets and adjacent public streets to be improved;
- h) heritage attributes to be rehabilitated, conserved and retained in the proposed development;
- i) locations for heritage interpretation and/or public art;
- j) general location and lay-out of parking;
- k) provision of affordable housing; and
- l) environmental features and elements that support the Community Energy Plan and the sustainability policies of the *Official Plan*.

11.1.8.5.2

Zoning by-law amendment and site plan applications, or any phases thereof, for properties subject to an Urban Design Master Plan shall demonstrate to the City's satisfaction that the proposed *development* is generally

consistent with the applicable Urban Design Master Plan and will contribute to meeting the principles, objectives and applicable policies of the Downtown Secondary Plan. Urban Design Master Plans may be amended through future phases of development, provided the relevant policies of the Downtown Secondary Plan continue to be satisfied.

11.1.8.6 Special Studies and Future Initiatives

This Secondary Plan identifies a series of more detailed studies and strategic documents that will need to be developed to implement specific initiatives and generally support the policies of the Secondary Plan and may result in the need to revise and amend the Secondary Plan, as appropriate.

11.1.8.6.1

The City and Guelph Hydro will complete the District Energy Feasibility Study for downtown to identify opportunities and strategies for implementing effective *district energy* systems.

11.1.8.6.2

The City, in consultation with downtown landowners, businesses and residents, will complete a Heritage Conservation Analysis for the historic core of Downtown as described in Policy 11.1.5.4.2. The City shall also investigate the potential to designate Heritage Conservation District(s).

11.1.8.6.3

The City in conjunction with Heritage Guelph and in consultation with area businesses, including the Downtown Guelph Business Association and residents, may complete a Heritage Conservation District Study for the St. Patrick's Ward as described in Policy 11.1.5.4.3.

11.1.8.6.4

The City, in consultation with downtown businesses, will prepare a Downtown Parking Strategy, as described in Policy 11.1.4.5.4 of the Downtown Secondary Plan.

11.1.8.6.5

The City, in consultation with the Downtown business community, including the Downtown Guelph Business Association and city residents, will prepare a master plan for St. George's Square, as described in Policy 11.1.5.2.10 to guide short-term and long-term improvements to the square and its immediate surroundings.

11.1.8.6.6

As described in Policy 11.1.5.2.6, the City, in consultation with the Grand River Conservation Authority and residents, will prepare a Downtown Riverfront Open Space Master Plan to guide short-term and long-term improvements within the Speed River and Eramosa River corridors through downtown.

11.1.8.6.7

The City, in consultation with the city's arts community and residents, will prepare a Downtown Public Art Strategy, as described in Policy 11.1.5.5.3.

11.1.8.6.8

As described in Policy 11.1.3.3, the City will initiate a Farmers' Market Expansion and Relocation Strategy within Downtown.

11.1.8.6.9

As described in Policy 11.1.5.3.2, the City will work with the Downtown business community, including the Downtown Guelph Business Association, and cultural groups on a Downtown Programming Strategy intended to increase the number of cultural and other special events in Downtown.

11.1.8.6.10

As described in Policy 11.1.3.4, the City may undertake a feasibility study regarding the Armoury site.

11.1.8.6.11

The City will update the Downtown Public Realm Plan, as described in Policy 11.1.5.1.2, and the Downtown Private Realm Improvements Manual.

11.1.8.7 Priority Capital Projects

11.1.8.7.1

The capital projects identified below are vital elements of the plan for Downtown. Each of them will have a significant and positive impact on the *public realm*, helping to attract more visitors Downtown and, more importantly, encouraging residential and commercial *development*. In preparing and updating its Capital Plan and Budget, the City shall consider including and/or advancing the following projects:

- a) New Downtown Main Library, Public Parking and Public Square
- b) Parking Structure Investments: Wilson Street
- c) Upper Wyndham Street Reconstruction
- d) MacDonell Street Reconstruction
- e) St. George's Square Reconstruction
- f) Development of a new Riverfront Park

The above list may be refined and updated as part of the Downtown Implementation Strategy without amendment to the Downtown Secondary Plan.

11.1.8.8 Partnerships

11.1.8.8.1

There are many opportunities for the City to work with private landowners, developers, institutions, the Downtown business community, including the Downtown Guelph Business Association, and other groups to implement key elements of the Secondary Plan. The following are strategic partnership initiatives the City should actively pursue:

- a) *Redevelopment* of the Baker Street Parking Lot for Residential Uses and Public Parking;
- b) *Redevelopment* of the Fountain Street Parking Lot for Residential and/or Institutional Uses and Public Parking;

- c) Armoury Relocation/Re-use Feasibility Study and Acquisition Strategy, in cooperation with the Department of National Defense;
- d) Development of a Facility for a University or College Faculty or Department;
- e) Development of a Business Incubator, in partnership with organizations such as the Guelph Regional Innovation Centre and the Guelph Chamber of Commerce;
- f) New Annual/Seasonal Festivals or Special Events, in partnership with the Downtown business community, including the Downtown Guelph Business Association, and local cultural organizations; and
- g) Downtown Marketing & Tourism Strategy, Materials and Activities, in partnership with the Downtown business community, including the Downtown Guelph Business Association.

11.1.8.9 Downtown Guelph Implementation Strategy

11.1.8.9.1

The City will prepare and periodically update a Downtown Implementation Strategy to coordinate and activate the implementation of this Secondary Plan, specifically components of the plan related to public *infrastructure*, facilities and programs, and/or which otherwise require some degree of City investment to implement. It will link community and economic development in phased action-oriented plans for priority areas that use existing assets and capitalize on emerging trends. The Downtown Implementation Strategy shall generally be reviewed and updated a minimum of every five years.

11.1.8.10 Finance

11.1.8.10.1

The implementation of the policies of the Downtown Secondary Plan will be subject to the capital budget and financial policies and procedures approved by City Council, as well as the availability of funding from other levels of government. Furthermore, some services are provided to the City by other levels of government.

11.1.8.11 Definitions

In addition to definitions of the *Official Plan*, the following definitions are applicable in the Downtown Secondary Plan:

Compatibility/compatible means:

Development or *redevelopment* which may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.

District Energy means:

A system that ties together distributed thermal energy generation and users through a local supply loop.

Public Realm means:

Public spaces such as public streets and rights of way, urban squares, parks, community trails, and open spaces.

Public View means:

A view toward important public and historic buildings, natural heritage and open space features, landmarks, and skylines when viewed from the public realm.

Redevelopment means:

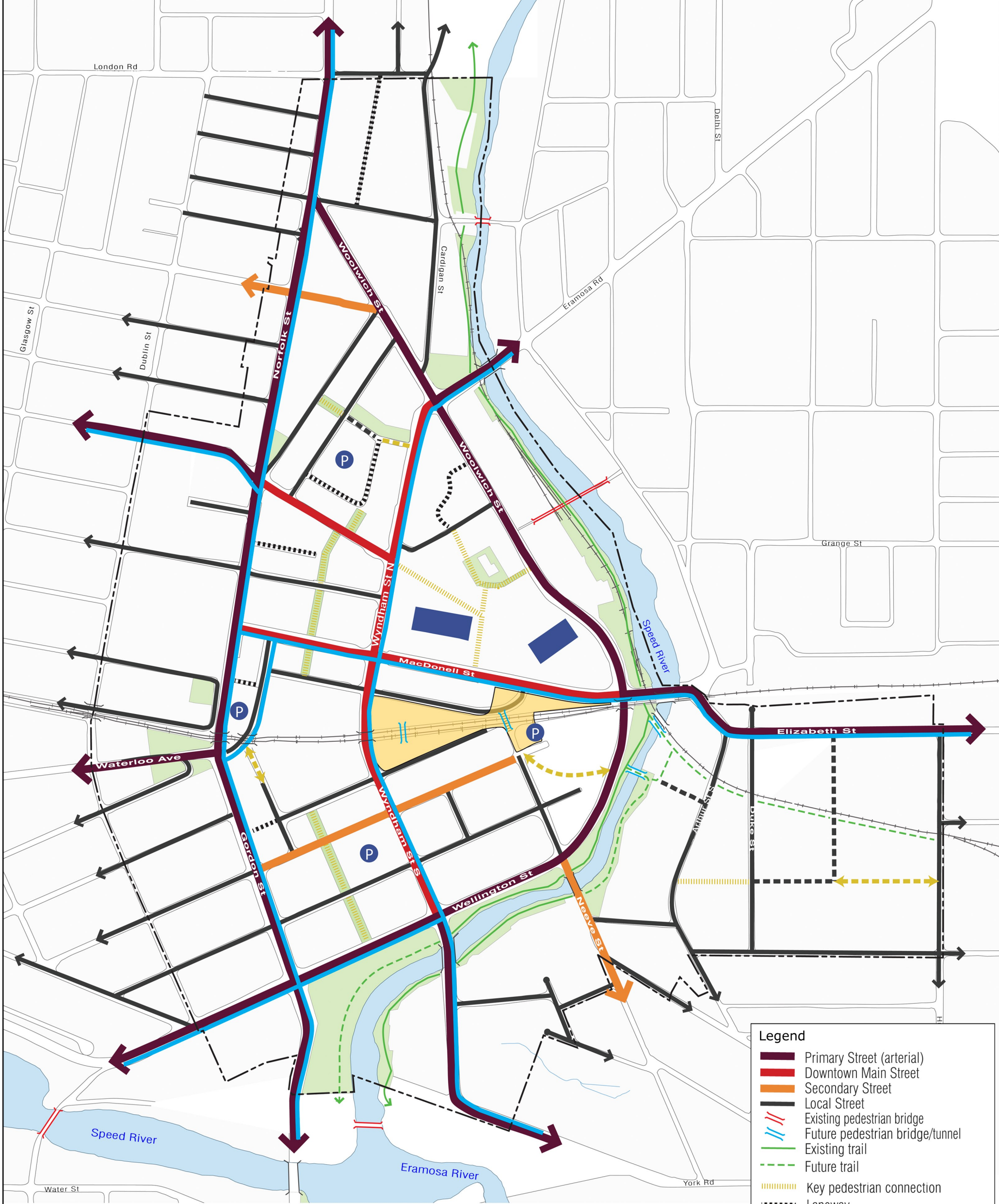
The creation of new units, uses or lots on previously developed land in existing communities, including brownfield and greyfield sites.

In spite of the above definition, for the lands within the *Special Policy Area Flood Plain* of this Plan, *redevelopment* shall include an addition which is larger than 50% of the total ground floor area of the original or existing building or structure.

11.1.9 >

SCHEDULES

- Schedule A Mobility Plan
- Schedule B Public Realm
- Schedule C Land Use Plan
- Schedule D Minimum and Maximum Building Heights
- Appendix A Built form Precedents



Legend

- Primary Street (arterial)
- Downtown Main Street
- Secondary Street
- Local Street
- Existing pedestrian bridge
- Future pedestrian bridge/tunnel
- Existing trail
- Future trail
- Key pedestrian connection
- Laneway
- Potential Local Street or Active Transportation Link
- Potential Local Street
- Proposed and existing bike facilities
- Major Transit Station
- Existing parking structure
- Future parking structure
- Boundary of the Secondary Plan Area
- Existing railway or road bridge

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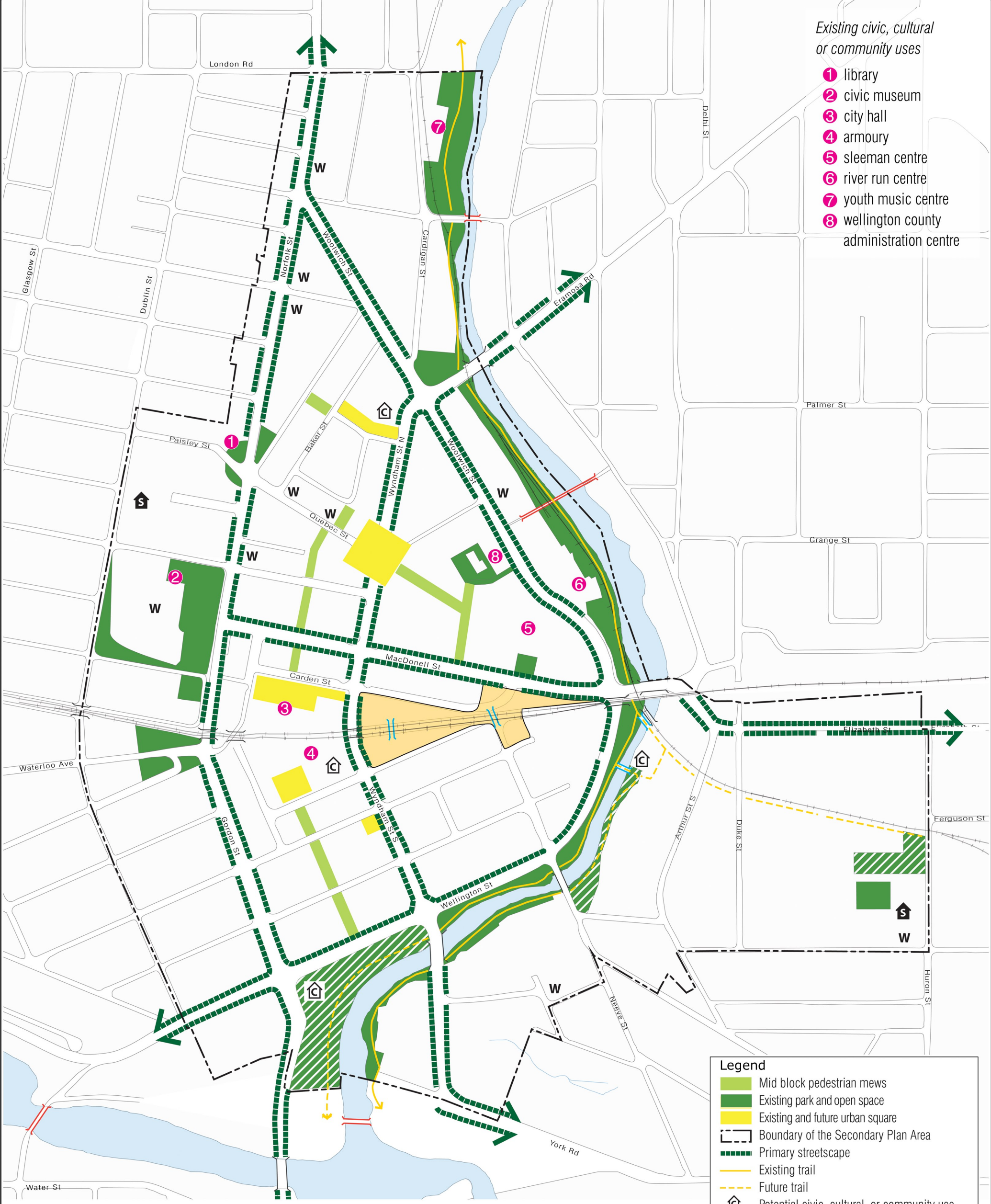
CITY OF GUELPH OFFICIAL PLAN

SCHEDULE A: DOWNTOWN SECONDARY PLAN MOBILITY PLAN



Existing civic, cultural or community uses

- 1 library
- 2 civic museum
- 3 city hall
- 4 armoury
- 5 sleeman centre
- 6 river run centre
- 7 youth music centre
- 8 wellington county administration centre



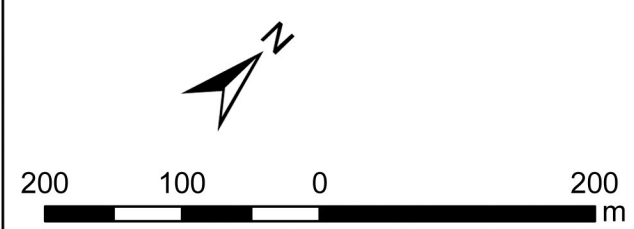
Legend

- Mid block pedestrian mews
- Existing park and open space
- Existing and future urban square
- Boundary of the Secondary Plan Area
- Primary streetscape
- Existing trail
- Future trail
- Ⓒ Potential civic, cultural, or community use
- Future park
- Existing pedestrian bridge
- Future pedestrian bridge/tunnel
- W Place of worship
- Major transit station
- Park and open space outside downtown
- S School
- Potential Local Street or Active Transportation Link

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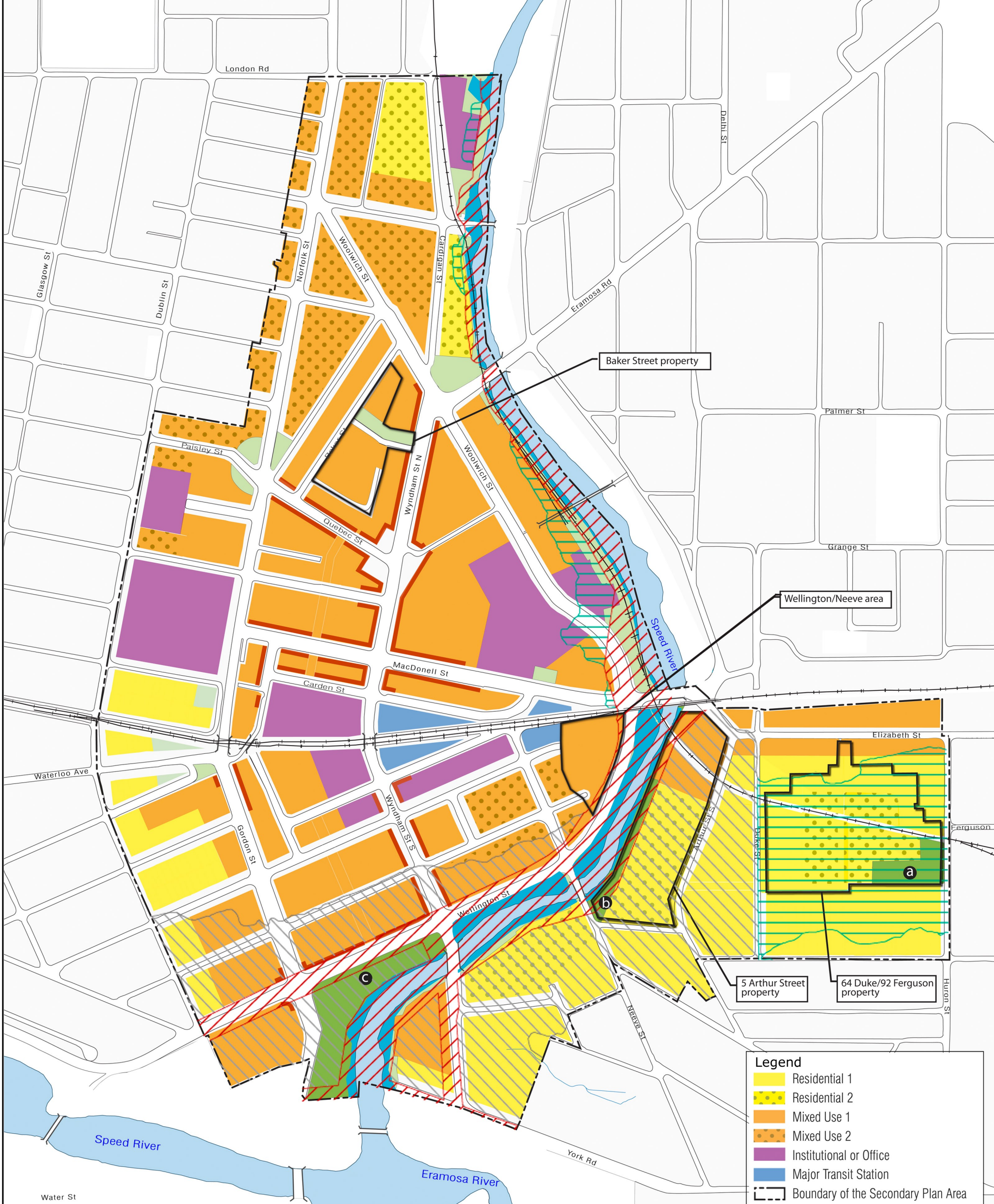
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CITY OF GUELPH OFFICIAL PLAN

SCHEDULE B: DOWNTOWN SECONDARY PLAN PUBLIC REALM





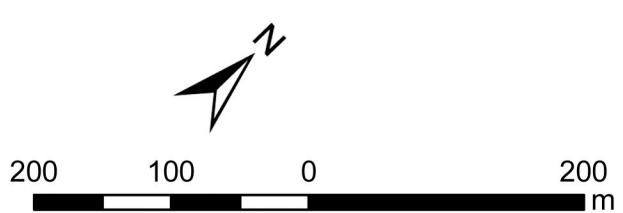
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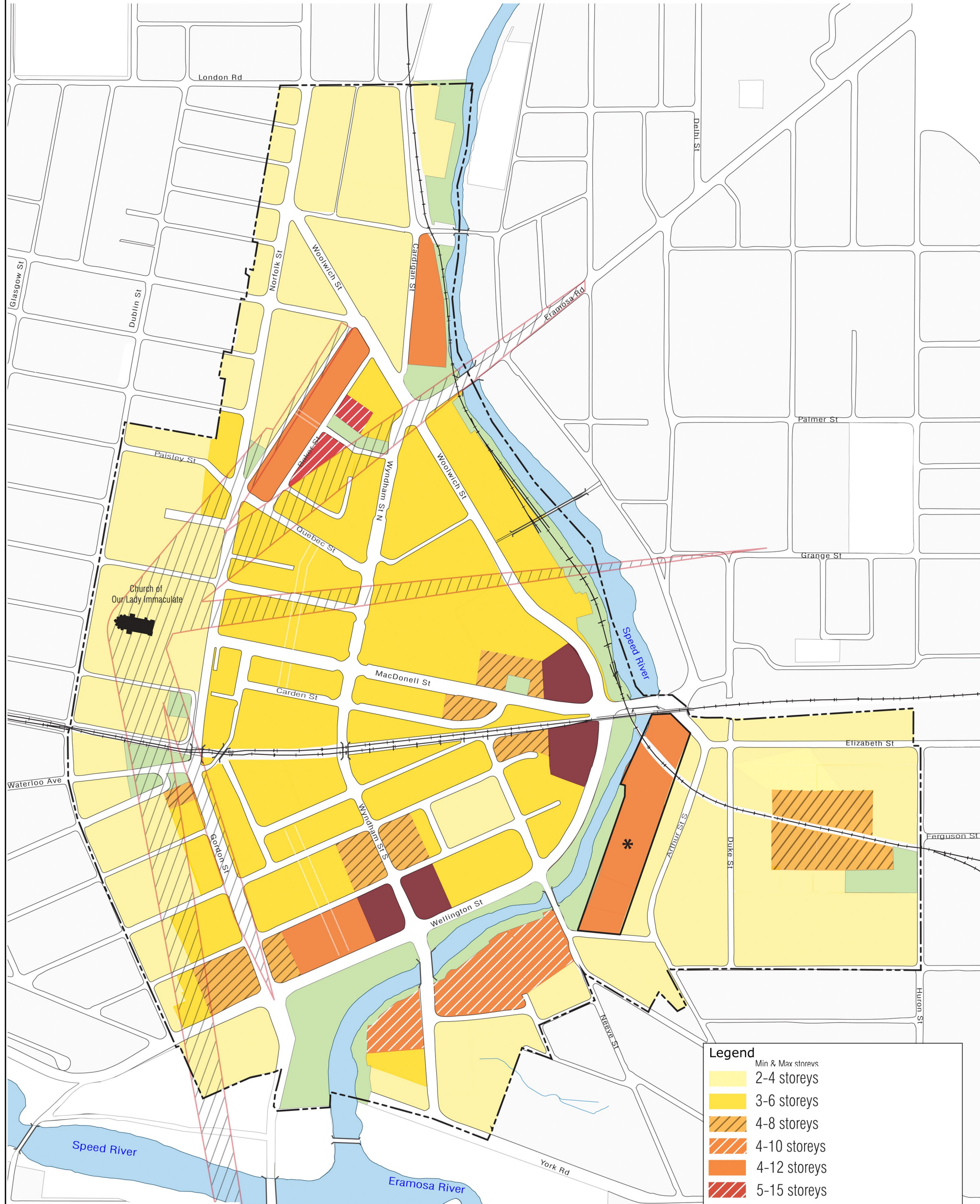
Legend

- Residential 1
- Residential 2
- Mixed Use 1
- Mixed Use 2
- Institutional or Office
- Major Transit Station
- Boundary of the Secondary Plan Area
- Parks and Open Space
- Future Park Policy Area **a b c**
- Active frontage required
- Potential Local Street or Active Transportation Link
- Significant Natural Area (currently under appeal)
- Regulatory floodplain**
- Floodway
- Special Policy Area
- Two-Zone Fringe



**CITY OF GUELPH
OFFICIAL PLAN
SCHEDULE C:
DOWNTOWN SECONDARY PLAN
LAND USE PLAN**





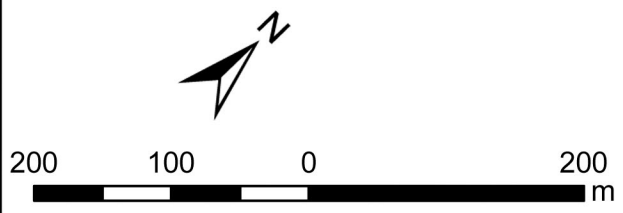
Legend

Min & Max storeys	
2-4 storeys	
3-6 storeys	
4-8 storeys	
4-10 storeys	
4-12 storeys	
5-15 storeys	
6-18 storeys	
Protected public view corridor	
Proposed and existing park and open space	
Boundary of the Secondary Plan Area	
Potential Local Street or Active Transportation Link	
See policy 11.1.7.11.10	

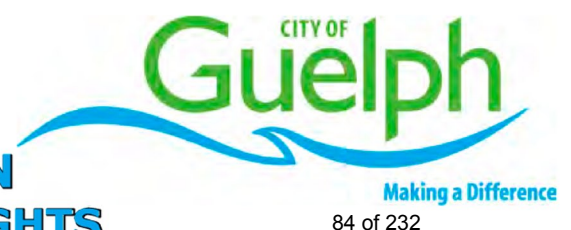
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**CITY OF GUELPH
OFFICIAL PLAN
SCHEDULE D:
DOWNTOWN SECONDARY PLAN
MINIMUM & MAXIMUM BUILDING HEIGHTS**



Appendix A: Built-Form Precedents



High-quality cotemporary materials with architectural articulations of facades



Mixed-use buildings with main entrance on a street



Ground-floor residential units that support the animation of adjacent streets



Taller buildings with narrow floorplates that contribute to a varied skyline



Appropriate urban transition between built form and trails



Sensitive infill development within an historic context

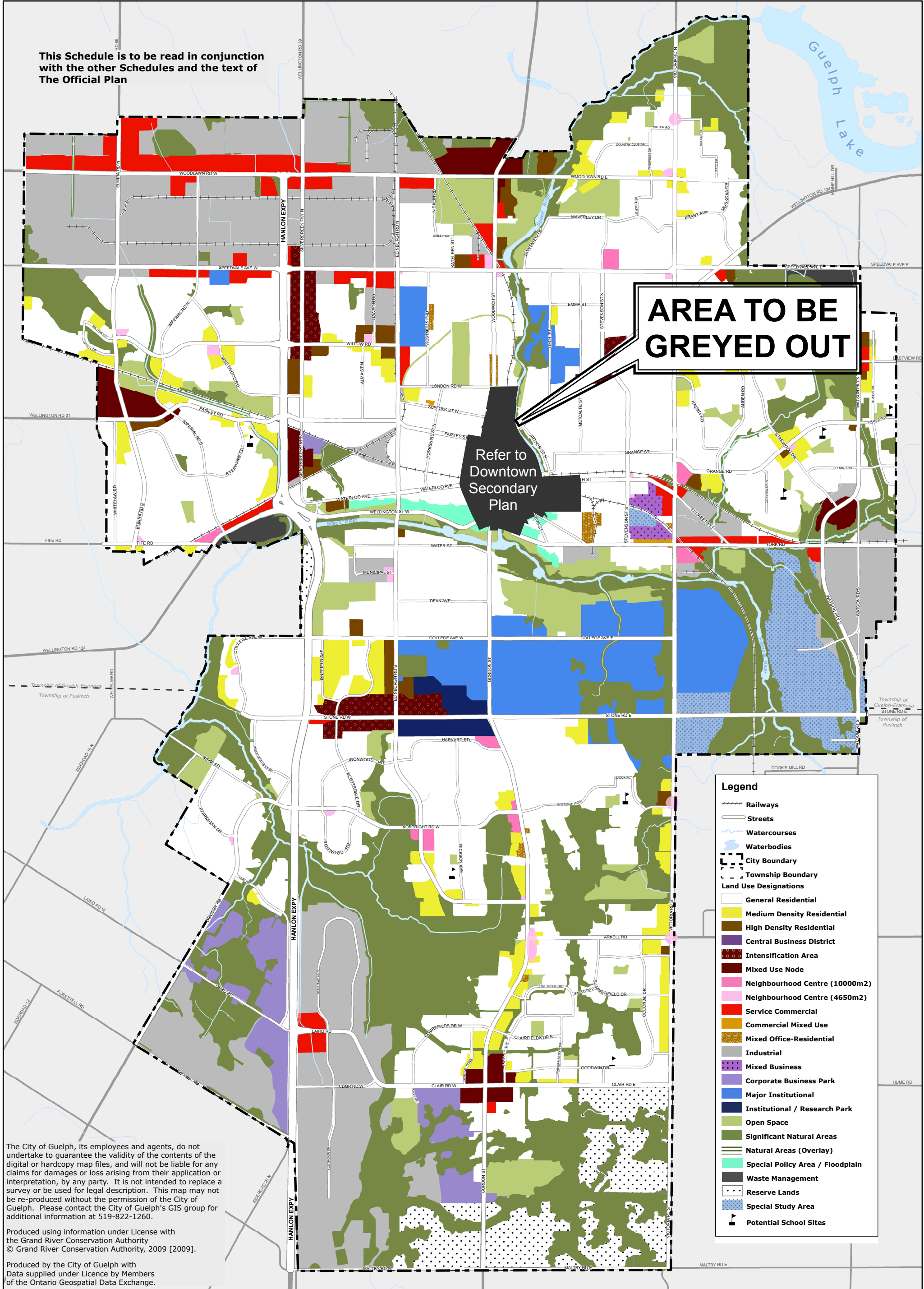


Low Impact Development measures integrated into an urban context

Item 3: The purpose of ITEM '3' is to reflect and refer to the completion of the Downtown Secondary Plan.

Official Plan Schedule 1, entitled 'Land Use Plan' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the attached Schedule 1:

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



AREA TO BE GREYED OUT

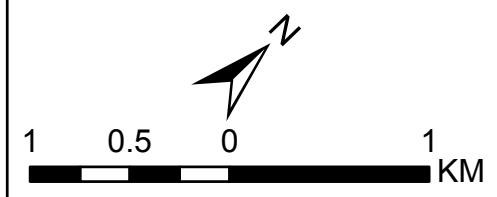
Refer to Downtown Secondary Plan

- Legend**
- Railways
 - Streets
 - Watercourses
 - Waterbodies
 - City Boundary
 - Township Boundary
 - Land Use Designations**
 - General Residential
 - Medium Density Residential
 - High Density Residential
 - Central Business District
 - Intensification Area
 - Mixed Use Node
 - Neighbourhood Centre (10000m2)
 - Neighbourhood Centre (4650m2)
 - Service Commercial
 - Commercial Mixed Use
 - Mixed Office-Residential
 - Industrial
 - Mixed Business
 - Corporate Business Park
 - Major Institutional
 - Institutional / Research Park
 - Open Space
 - Significant Natural Areas
 - Natural Areas (Overlay)
 - Special Policy Area / Floodplain
 - Waste Management
 - Reserve Lands
 - Special Study Area
 - Potential School Sites

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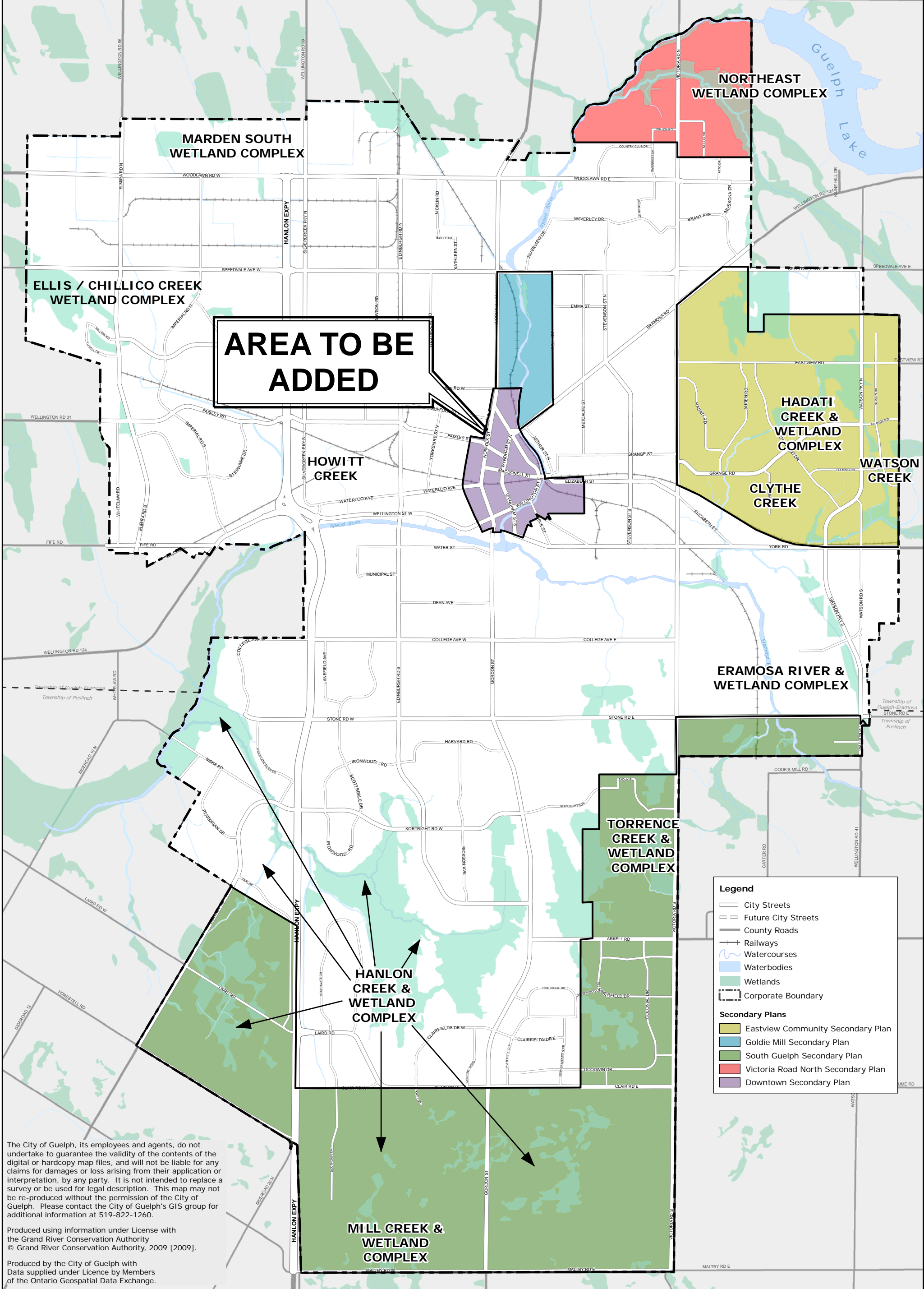


**CITY OF GUELPH
OFFICIAL PLAN
SCHEDULE 1:
LAND USE PLAN**



Item 4: The purpose of ITEM '4' is to add the boundary of the Downtown Secondary Plan and revise the Goldie Mill Secondary Plan boundary to exclude the Downtown Secondary Plan Area on Schedule 1A (Secondary Plan & Water Features).

Official Plan Schedule 1A, entitled 'Secondary Plan & Water Features' is hereby amended by adding the lands subject to the Downtown Secondary Plan as depicted on the following mapping:



AREA TO BE ADDED

Legend

- City Streets
- - - Future City Streets
- County Roads
- Railways
- Watercourses
- Waterbodies
- Wetlands
- Corporate Boundary

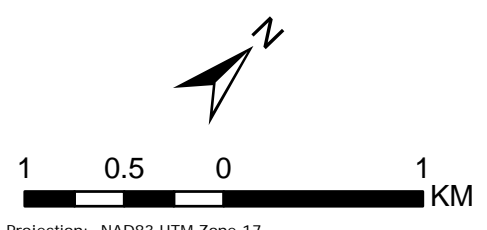
Secondary Plans

- Eastview Community Secondary Plan
- Goldie Mill Secondary Plan
- South Guelph Secondary Plan
- Victoria Road North Secondary Plan
- Downtown Secondary Plan

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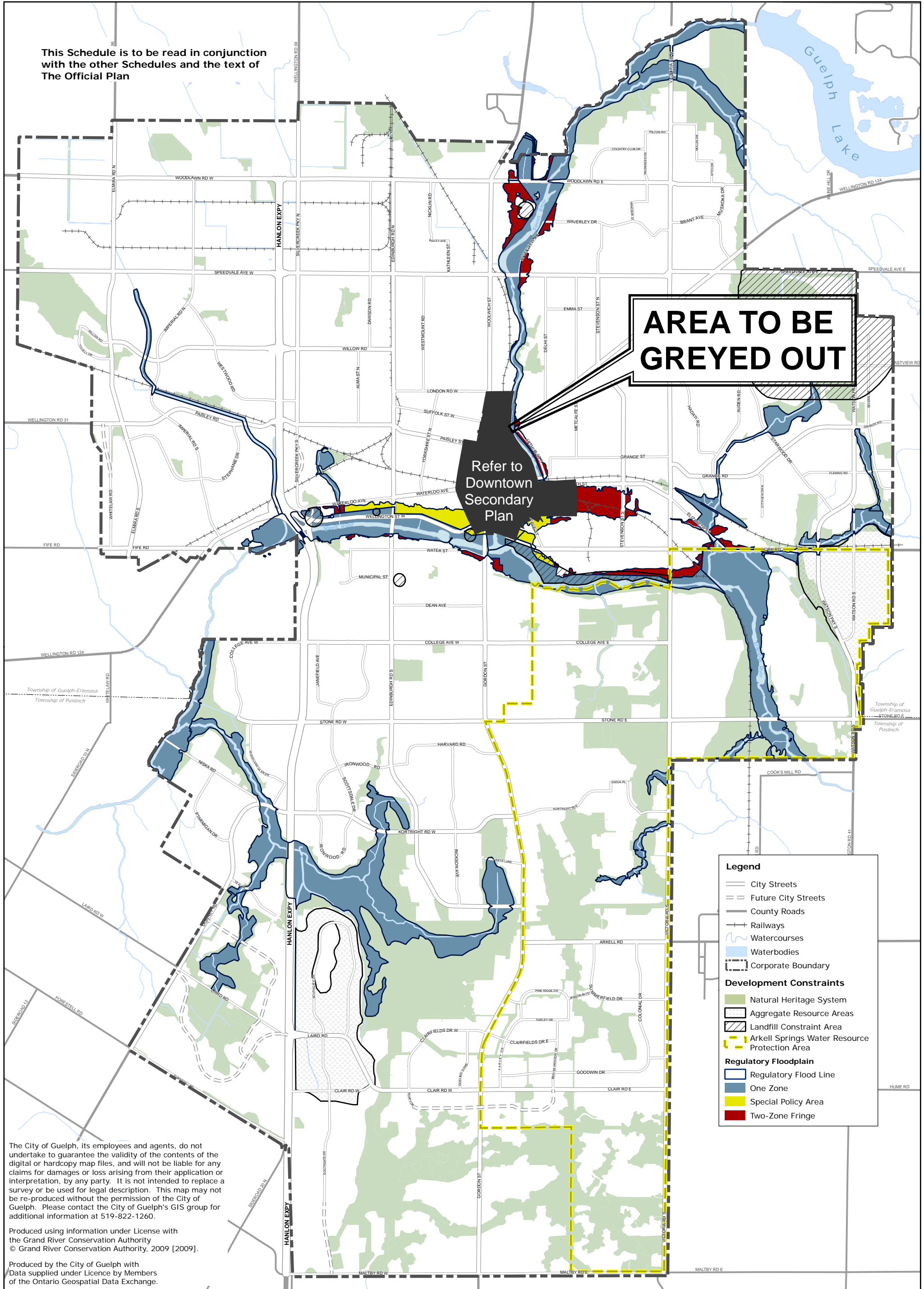
**CITY OF GUELPH
OFFICIAL PLAN
SCHEDULE 1A:
SECONDARY PLANS & WATER FEATURES**



Item 5: The purpose of ITEM '5' is to reflect and refer to the completion of the Downtown Secondary Plan on Schedule 2 (Natural Heritage Features and Development Constraints).

Official Plan Schedule 2, entitled 'Natural Heritage Features and Development Constraints' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



AREA TO BE GREYED OUT

Refer to Downtown Secondary Plan

Legend

- City Streets
- Future City Streets
- County Roads
- Railways
- Watercourses
- Waterbodies
- Corporate Boundary

Development Constraints

- Natural Heritage System
- Aggregate Resource Areas
- Landfill Constraint Area
- Arkell Springs Water Resource Protection Area

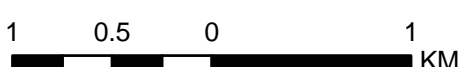
Regulatory Floodplain

- Regulatory Flood Line
- One Zone
- Special Policy Area
- Two-Zone Fringe

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**CITY OF GUELPH
OFFICIAL PLAN**

**SCHEDULE 2:
DEVELOPMENT CONSTRAINTS**



Projection: UTM 17N NAD83
Produced by the City of Guelph
Community Design and Development Services, Planning Services
August 2011

Item 6: The purpose of ITEM '6' is to delete the existing land use polices within the C.B.D which have been replaced with the policies of the Downtown Secondary Plan.

Official Plan Schedule 6, entitled 'Guelph C.B.D – Concept Plan' is hereby deleted in its entirety.

Item 7: The purpose of ITEM '7' is to revise Schedule 8 (Special Policy Area/ Flood Plain Land Use Plan) to reflect the Downtown Secondary Plan completion.

Official Plan Schedule 8, entitled 'Special Policy Area/Flood Plain Land Use Plan' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:

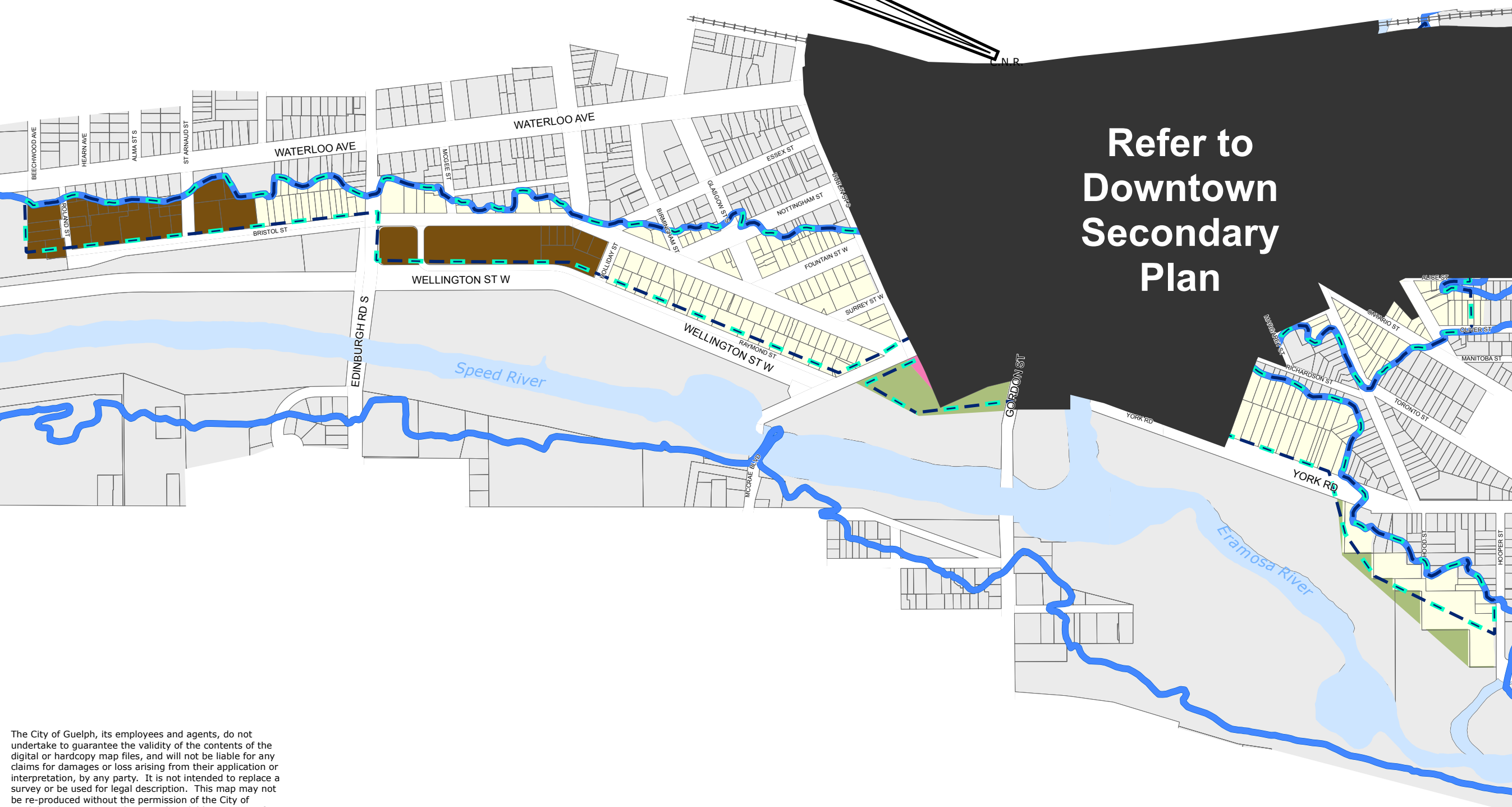
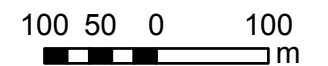
AREA TO BE GREYED OUT

**CITY OF GUELPH
OFFICIAL PLAN**

**SCHEDULE 8:
SPECIAL POLICY
AREA &
FLOODPLAIN
LAND USE PLAN**

**Refer to
Downtown
Secondary
Plan**

- Legend**
- +— Railways
 - Waterbodies
 - Municipal Parcels
- Land Use Designations**
- General Residential
 - Residential Emphasis
 - Medium Density Residential
 - High Density Residential
 - Commercial Base (Office and/or Residential Above)
 - Commercial Mixed Use
 - Office Emphasis
 - Open Space
- Floodplain**
- Regulatory Floodline
 - Special Policy Area Boundaries



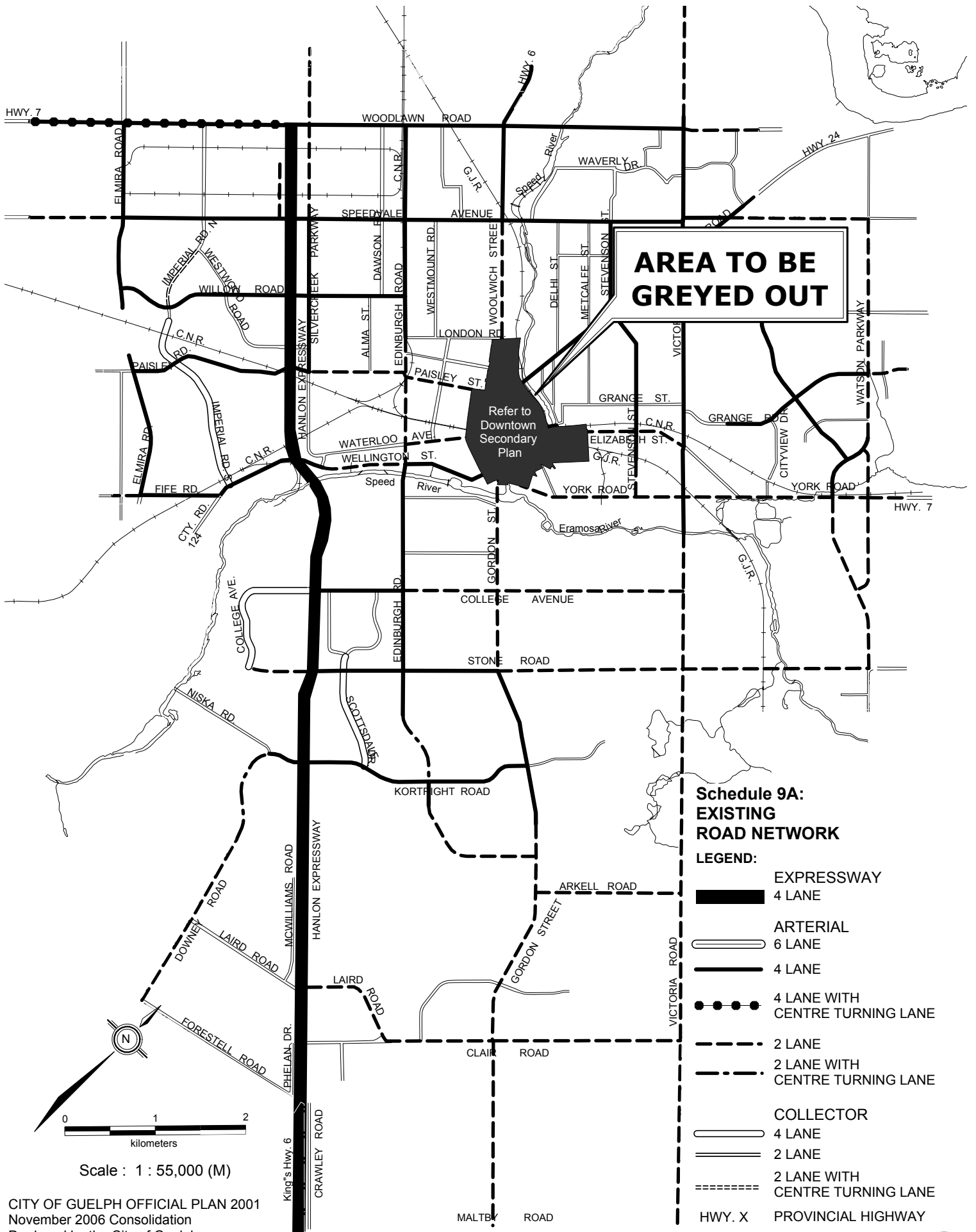
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Item 8: The purpose of ITEM '8' is to revise Schedule 9A (Existing Road Network) to reflect the Downtown Secondary Plan completion.

Official Plan Schedule 9A, entitled 'Existing Road Network' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:



AREA TO BE GREYED OUT

Refer to
Downtown
Secondary
Plan

**Schedule 9A:
EXISTING
ROAD NETWORK**

- LEGEND:**
- EXPRESSWAY
4 LANE
 - ARTERIAL
6 LANE
 - ARTERIAL
4 LANE
 - ARTERIAL
4 LANE WITH CENTRE TURNING LANE
 - COLLECTOR
2 LANE
 - COLLECTOR
2 LANE WITH CENTRE TURNING LANE
 - COLLECTOR
4 LANE
 - COLLECTOR
2 LANE
 - COLLECTOR
2 LANE WITH CENTRE TURNING LANE
 - HWY. X
PROVINCIAL HIGHWAY

Scale : 1 : 55,000 (M)



Item 9: The purpose of ITEM '9' is to revise Schedule 9B (Recommended Road Plan for Further Study and Environmental Assessment) to reflect the Downtown Secondary Plan completion.

Official Plan Schedule 9B, entitled 'Recommended Road Plan for Further Study and Environmental Assessment' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:

HANLON EXPRESSWAY MAY BE EXTENDED TO LINK INTO HIGHWAY 7 PROPOSAL TO KITCHENER

WIDENING OF WOODLAWN ROAD TO 6 LANES BETWEEN HANLON EXPRESSWAY AND WOOLWICH ST. IS AN ALTERNATIVE TO HANLON EXPRESSWAY EXTENSION. (REFER TO POLICY No. 8.2.27)

ROAD SEGMENTS REQUIRING "SPECIAL STUDY" (SEE POLICY No. 8.2.28)

AREA TO BE GREYED OUT

Refer to Downtown Secondary Plan

ALTERNATIVE ROAD CORRIDOR IMPROVEMENT (REFER TO POLICY No. 8.2.27)

PROVISION FOR 4 LANE ROAD BEYOND YEAR 2011

STONE RD. EXTENSION
COLLEGE AVE. EXTENSION

COLLEGE AVE. EXTENSION IS AN ALTERNATIVE IMPROVEMENT TO A FULL INTERCHANGE AT KORTRIGHT ROAD (REFER TO POLICY No. 8.2.27)

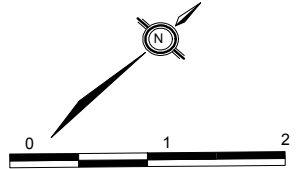
A FULL OR PARTIAL INTERCHANGE IN THE VICINITY OF KORTRIGHT RD OR IMMEDIATELY SOUTH IS AN ALTERNATIVE IMPROVEMENT TO THE COLLEGE AVE. EXTENSION (REFER TO POLICY No. 8.2.27)

LAIRD RD. IS A PERMISSIVE TRUCK ROUTE TO AND FROM THE HANLON EXPRESSWAY. WHEN COMPLETED, NO FURTHER AMENDMENT TO THE OFFICIAL PLAN SHALL BE REQUIRED TO INCORPORATE LAIRD RD. ONTO SCHEDULE 9A: EXISTING ROAD NETWORK AS AN ARTERIAL ROAD.

**Schedule 9B:
RECOMMENDED ROAD PLAN
for FURTHER STUDY and
ENVIRONMENTAL ASSESSMENT**

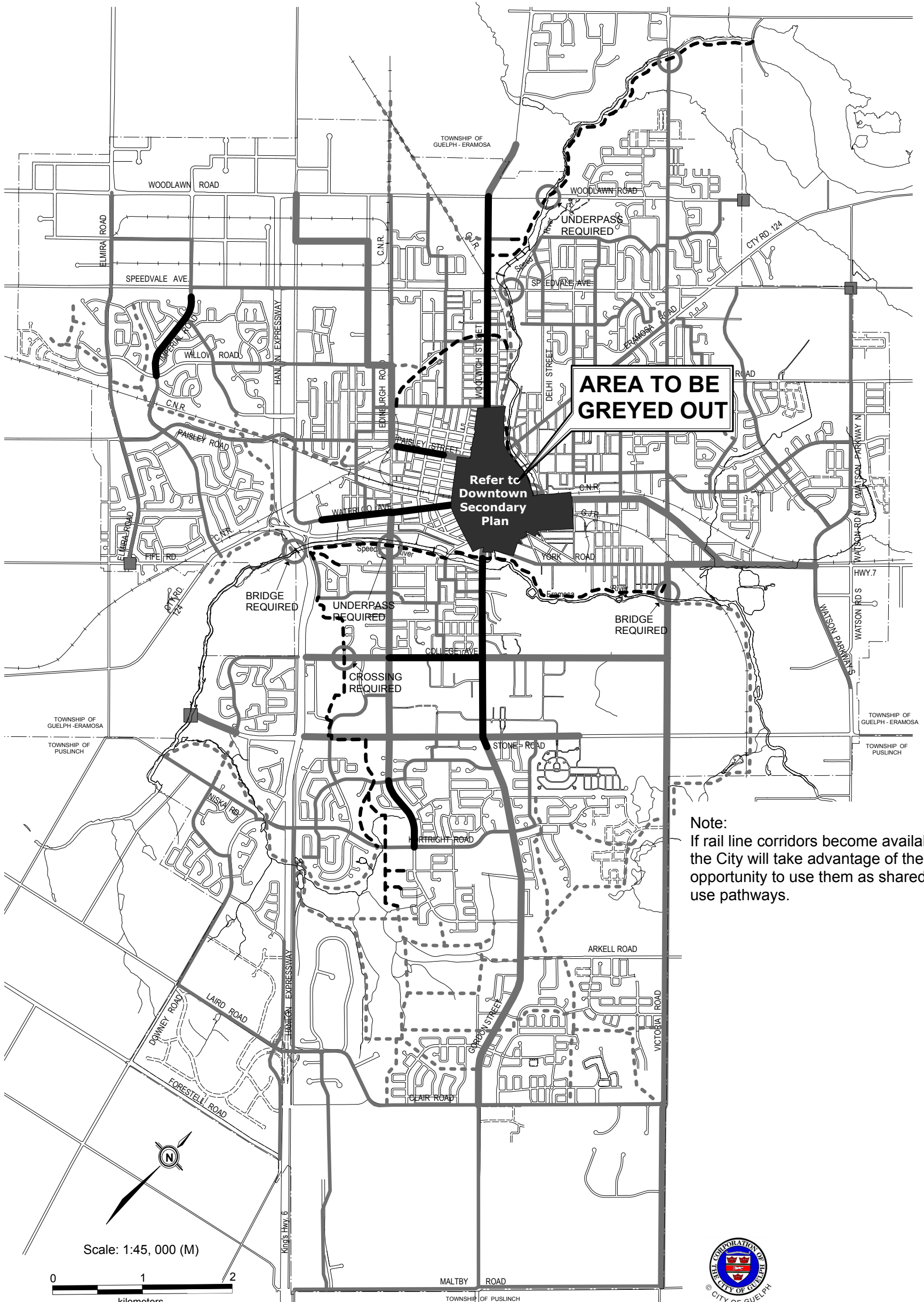
LEGEND:

- INTERSECTION IMPROVEMENTS-PROVISION OF TURNING LANES
- EXISTING ROAD WIDENING TO 4 LANES
- NEW/ ALTERED 2 LANE ROAD
- NEW 4 LANE ROAD
- PROPOSED ARTERIAL ROAD
- PROPOSED COLLECTOR ROAD
- UPGRADING TO FULL CONTROLLED ACCESS HIGHWAY
- PARTIAL INTERCHANGE

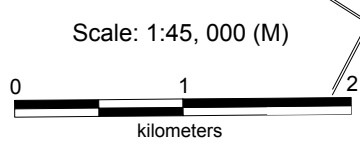


Item 10: The purpose of ITEM '10' is to revise Schedule 9C (Bicycle Network Plan) to reflect the Downtown Secondary Plan completion.

Official Plan Schedule 9C, entitled 'Bicycle Network Plan' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:




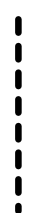





Note:
If rail line corridors become available the City will take advantage of the opportunity to use them as shared use pathways.



**SCHEDULE 9C:
BICYCLE NETWORK PLAN**

LEGEND:

-  EXISTING ON-ROAD BIKE LANES
-  PROPOSED ON-ROAD BIKE LANES
-  PROPOSED ON-ROAD BIKE ROUTE
-  EXISTING OFF-ROAD SHARED USE PATH
-  PROPOSED OFF-ROAD SHARED USE PATH
-  EXISTING SPECIAL FACILITIES FOR BICYCLE NETWORK
-  PROPOSED SPECIAL FACILITIES FOR BICYCLE NETWORK

CITY OF GUELPH OFFICIAL PLAN 2001
November 2006 Consolidation
Produced by the City of Guelph
Planning & Building, Engineering and Environment
Planning Services
August 2011

COUNCIL REPORT



TO Guelph City Council

SERVICE AREA Planning & Building, Engineering and Environment

DATE November 7, 2011

SUBJECT **Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan**

REPORT NUMBER 11-98

SUMMARY

Purpose of Report

- To outline a proposed amendment to the Official Plan which will:
 - Establish a Secondary Plan for Downtown which provides a comprehensive vision, principles and policy framework to manage land use change in Downtown to the year 2031; and
 - Make corresponding changes to the policies and schedules of the Official Plan consistent with the Downtown Secondary Plan.
- To provide a summary, analysis and response to public and stakeholder input to date.
- To present the above information in order to seek further public and stakeholder input.

Council Action

Council will hear public delegations on the proposed Official Plan Amendment, ask questions of clarification and identify any planning issues. This report is to be received and no decisions are to be made at this time.

RECOMMENDATION

"THAT the Planning & Building, Engineering and Environment Report No. 11-98 entitled Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan, dated November 7, 2011, be received."

BACKGROUND

It has long been the City's objective to attract more development and more people Downtown, to keep it vital and create an environment that enhances Guelph as a place to live, work and visit. The Official Plan policies for Downtown however, have not been thoroughly reviewed and updated since the 1970s. The policy framework of Downtown began to change in the mid-late 2000s with the issuance of the Provincial Growth Plan for the Greater Golden Horseshoe in June 2006. The Growth Plan, coupled with the City's on-going growth management work culminated in the adoption of a new City-wide growth management strategy and urban structure in the form of Official Plan Amendment (OPA) 39 in June of 2009. This brought the City's Official Plan into conformity with the Growth Plan for the Greater Golden

Horseshoe as required by the Province's Places to Grow Act. Specifically, OPA 39 updated the overall population and employment targets for the city to 2031, established a 'built boundary' and updated other elements of the Official Plan including generally defining the limits of the Downtown Urban Growth Centre (UGC), which includes the historic 'Central Business District' and a portion of the St. Patrick's Ward Community. OPA 39 also established a density target of 150 people and jobs per hectare for the UGC and states that the specific boundaries and detailed policies for the UGC will be developed through a Downtown Secondary Plan. OPA 39 was approved by the Provincial Government on November 20, 2009 and is in full force and effect.

In addition, in July 2010, OPA 42 was adopted by Council for the purpose of creating a Natural Heritage System that establishes a sustainable green space network throughout the City. The Provincial decision to approve OPA 42 on February 22, 2011 has been appealed to the Ontario Municipal Board. Therefore, while the Natural Heritage System policies have been incorporated into this draft Secondary Plan, the Secondary Plan may need to be modified subject to the outcome of the Ontario Municipal Board hearing regarding OPA 42.

In September 2007, in response to new Provincial policies applicable to Downtown, a visioning charrette was held to identify new broad directions for redeveloping areas of Downtown and improving its public realm. The Secondary Plan study began the following year with extensive consultations with Downtown business owners, community leaders, residents and various other stakeholders to understand Downtown and identify issues and opportunities. All relevant policy and other background documents were reviewed. Existing conditions were analyzed, and the capacity of Downtown for new housing and employment was assessed. During the study, current projects, including City Hall Square, the new Transit Terminal (Guelph Central Station) and redevelopment of the Baker Street parking lot were examined in detail to help advance them and guide detailed planning. Early in 2010, the results of the study team's analysis and a proposed vision for Downtown were presented to stakeholders and the public for comment and discussion.

The Secondary Plan also incorporates recommendations and directions from recently adopted Master Plans and studies that have been initiated by the City, including:

- Market Place Strategic Urban Design Plan (May 2008)
- Urban Design Action Plan (2009)
- Prosperity 2020 (2010)
- Agri-Innovation Cluster Strategy (2010)
- Transit Growth Strategy and Plan (2010)

An intensification capacity analysis was also undertaken to ensure that the Urban Growth Centre has been planned to achieve 150 jobs and people per hectare and that enough flexibility is included in the policies to promote its achievement. In addition a transportation review was undertaken to assess the impact of the proposed intensification.

Public consultation regarding the directions for the Secondary Plan began in early 2010. Since that time, there have been a number of workshops, public open houses, and public meetings, including a public open house in March 2010. Physical and computer generated models were used to illustrate a potential long-term vision for Downtown and elicit feedback.

Following the March 2010 open house, a number of community workshops were held regarding the St. Patrick's Ward portion of the Urban Growth Centre. The meetings focused on working with the community to talk about the characterization of the Ward and developing principles for redevelopment with an emphasis on the 5 Arthur Street (formerly the Woods 1 property) and 64 Duke/92 Ferguson Street properties.

The Downtown Directions document was completed in August 2010 as an interim step that set the stage for additional stakeholder and public input to be received prior to the drafting of the Secondary Plan. It established key principles for the development of the policies, building on the general directions presented at the public open house in March 2010. In addition to being received by the Community, Development and Environmental Services Committee, additional opportunities for public consultation were held in the fall of 2010.

The Downtown Secondary Plan Study was a key milestone and contains a review of a number of additional master plans and studies that have informed the preparation of the Downtown Secondary Plan. The Downtown Secondary Plan Study and Proposed Secondary Plan were made publically available for review in late March 2011 and were discussed at a Council Workshop on March 29, 2011.

A public open house was also held on June 15, 2011 at City Hall. The purpose of the open house was to provide the public with an opportunity to review the Downtown Secondary Plan Study and Proposed Secondary Plan. The public and stakeholders were invited to provide comments. Submitted comments have been attached to this report (Attachment 3). Approximately 35 members of the public and stakeholders were in attendance.

Based on the forgoing work and input, the draft Downtown Secondary Plan Official Plan Amendment, OPA 43, was developed. Draft OPA 43 was available for public review on October 13, 2011. The Province and affected ministries and agencies have been circulated the Draft Official Plan Amendment. Throughout the process, staff has also consulted with key committees including the Downtown Advisory Committee, Heritage Guelph, the Environmental Advisory Committee and the River Systems Advisory Committee.

REPORT

Draft Official Plan Amendment 43 amends the existing 2001 Official Plan, as amended. The City's Official Plan states that preparation of a Downtown Secondary Plan for the Central Business District "has been identified as having a high priority for completion of a Secondary Plan" (Section 9.5.5).

Purpose and Effect

The Downtown Secondary Plan builds on the Local Growth Management Strategy, Urban Design Action Plan, and Official Plan Amendment 39 (Growth Plan Conformity Amendment) all of which identify the Downtown as an Urban Growth Centre and a critical area for achieving City-wide intensification goals. It also incorporates policy directions from OPA 42, the City's Natural Heritage Strategy. The Downtown Secondary Plan presents a vision, principles and land use designations and policies to guide development to the year 2031.

Overview of Amendment

The Downtown Secondary Plan:

Draft OPA 43 adds a new Downtown Secondary Plan Section to the Official Plan. The Secondary Plan describes the intended structural framework for Downtown Guelph in terms of streets accommodating all users, open spaces and land use, and contains policies regarding all aspects of development. The Schedules form part of the Secondary Plan. All other images in this document, including diagrams and photographs, are for purposes of illustration and are not intended to be prescriptive.

The Secondary Plan consists of the following key sections:

- Vision, Principles and Objectives
- Economic Development
- Mobility
- Public Realm, Heritage and Community Facilities
- Energy, Water and the Natural Environment
- Land Use and Built Form
- Interpretation and Implementation

Section 11.1.2: Vision, Principles and Objectives

This section establishes the overall vision, principles and objectives of the Plan:

- The proposed vision for Downtown during the planning period is:
"Downtown Guelph: a distinct and vital urban centre nestled against the Speed River, comprised of beautiful buildings and public spaces, and surrounded by leafy neighbourhoods, where people live, work, shop, dine, play and celebrate."
- The following eight principles provide a foundation for the detailed policies of the Secondary Plan and are the basis of the specific objectives and targets:
 1. *Celebrate what we've got.*
 2. *Set the scene for living well downtown.*
 3. *A creative place for business.*
 4. *We come together here.*
 5. *Reconnect with the river.*
 6. *Make it easy to move around.*
 7. *Embody Guelph's green ambitions.*
 8. *Build Beautifully.*

Section 11.1.3: Economic Development

This section contains policies intended to support economic development efforts Downtown and recognizes that economic vitality as a success measure is paramount to implementing the Downtown Secondary Plan vision.

- Policies recognize the significant role of the Downtown in the overall positioning of Guelph as a place for new investment, culture and tourism activities.
- Policies encourage jobs including major office, major institutional uses, the expansion of the Farmers' Market and food related sectors, undertaking pilot projects and investment partnerships to further the goals of the Plan.

Section 11.1.4: Mobility

The policies of this section recognize that a successful Downtown must be supported by a system of streets providing convenient access to all modes of travel and that Downtown plays a critical role as the location of the City's major transit station:

- A hierarchy of streets is established: primary streets (which provide access to and through downtown), main streets (which are the main commercial streets), secondary streets, local streets and laneways. Supplementing the street hierarchy is a trail and bicycle network.
- This section also addresses parking and provides an initial scope for the completion of a downtown parking strategy.

Section 11.1.5: Public Realm, Heritage and Community Facilities

Downtown's many beautiful buildings should be matched by beautiful public spaces. The creation of unique, attractive and useful urban spaces will contribute to 'placemaking' and the furthering economic vitality and investment. The policies in this section focus on key streets as places targeted for improvements that will support Downtown land uses, functional needs and the overall aesthetics of Downtown:

- Public realm and streetscape policies address various elements such as street trees, street furnishings and public art.
- The creation of midblock pedestrian mews is proposed to create linear pedestrian-oriented spaces for passive enjoyment (as shown on Schedule B). Also described is the need for a number of specific public realm improvements such as the redesign of St. George's square.
- Cultural heritage policies are proposed to ensure that significant cultural buildings are protected, maintained and sensitively repurposed.

-
- As well, this section addresses community facilities such as the proposed new main library, along with coordinating and expanding the core's cultural infrastructure.

Section 11.1.6: Energy, Water and the Natural Environment

Innovative approaches to urban design and development Downtown are critical to contributing to the City's goals of sustainability and being a leader in energy and water management. The policies of this section address energy, water and natural environment:

- Policies recognize and support the opportunity for district energy Downtown.
- Low impact development measures are encouraged.
- Existing policies regarding lands affected by the Speed River are referenced and continue to apply.
- As chimney swifts have been identified Downtown, policies reference the applicability of the species of risk policies contained in the general Official Plan.

Section 11.1.7: Land Use and Built Form

Policies in this section permit residential and mixed-use development and redevelopment that support vibrancy in the Downtown but will also be planned to be compatible with existing neighbourhoods. New built form will reflect Downtown's urbanity and reflect the principles of adaptability, permanence, and simple beauty.

This section sets out built form policies:

- A diversity of building typologies is proposed to provide more flexibility for the private sector to respond to market demand, and achieve the growth target Downtown; however, the predominant mid-rise built form of Downtown is maintained with taller buildings restricted to strategic locations. Taller buildings in these locations will have minimal direct impact on existing neighbourhoods and the historic core of Downtown, and they will be outside protected public view corridors.
- The maximum heights recognize the Church of Our Lady's status as a landmark and signature building; it is the general intent that no building Downtown should be taller than the height of the Church (i.e. its elevation).
- Built form policies are included that limit the floor plate sizes of tall buildings and require step backs and the articulation of longer buildings.

The following land use categories are also proposed:

Mixed Use 1:

- Applies to the majority of the historic Downtown west of the river.
- Accommodates a broad range of uses in a mix of highly compact development forms.

-
- Special policies ensure that on key streets active uses which enliven the street are located on the ground floors of buildings.

Mixed Use 2:

- This designation generally applies to the north area of Downtown and in the vicinity of Neeve Street.
- These areas were historically residential with a mixture of housing styles but have evolved to accommodate a range of uses, many in partially or fully converted houses. Permitted uses include residential and compatible small-scale retail and commercial uses.

Institutional or Office areas

- This designation includes those properties by significant civic, cultural and other public institutions or an office building. They also include properties close to the Downtown Transit Terminal (Guelph Central Station).
- Accommodates uses such as offices, recreational, and community services.

Major Transit Station

- This designation is intended to accommodate the various components of the Downtown Transit Terminal (Guelph Central Station).

Residential 1

- Generally this designation applies to land located at the periphery of the Urban Growth Centre, are contiguous with adjacent lower density residential neighbourhoods.
- Residential 1 permits low-rise forms of housing, including detached and semi-detached houses, townhouses and apartment buildings.

Residential 2

- These are areas within Downtown where, based on the location, size and configuration of properties, high density forms of housing are appropriate.

Parks and Open Space

- This land use category recognizes the existing parks and open space.

Future Park Policy Areas

- This designation includes significantly-sized lands that the City intends to bring into the public park system during the life of the Downtown Secondary Plan while allowing legally existing uses to continue in the interim.
- Future Park Policies Areas A and B address the creation of parkland as part of the 64 Duke/92 Ferguson and the 5 Arthur Street property redevelopments respectively.
- Future Park Area C addresses the creation of a new park on the south side of Wellington Street that will open up the riverfront and, with passive and some active recreation uses, provide additional parkland for residents of Downtown and the larger city. The acquisition of the parkland is to be further outlined as part of an acquisition strategy for the lands to identify when and how the City intends to acquire the affected properties.

Special Policies Applicable to part of the St. Patrick's Ward in the Urban Growth Centre

- The Downtown Urban Growth Centre includes a portion of the St. Patrick's Ward Community (the Ward) east of the Speed River.
- A character statement is included recognizing that The Ward contains a mix of land uses including existing and former industrial lands. While there are strategic opportunities on former industrial lands for residential and mixed-use intensification that supports vibrancy in the Downtown, such intensification will be planned to be compatible with existing neighbourhoods. As land uses evolve, the character of The Ward's existing residential areas should be maintained.
- The proposed building heights, maximum density (i.e. Floor Space Index) in combination with refined built form policies and design principles to be demonstrated in an Urban Design Master Plan will permit an appropriate high density development on the 5 Arthur Street Property.
- For the 64 Duke/92 Ferguson Site, through an Urban Design Master Plan, the creation of a local road network will create a more pedestrian-oriented street grid and provide an opportunity for appropriate mid-rise development to occur on the site while transitioning to existing single-detached housing around the periphery of the site.

Section 11.1.8: Interpretation and Implementation

The Downtown Secondary Plan concludes with a description of the actions, initiatives, tools and strategies required to implement the plan:

- As a key companion piece to the Downtown Secondary Plan, a Downtown Guelph Implementation Strategy is being developed by the Downtown Renewal Office in close collaboration with related City departments. The purpose of the Downtown Guelph Implementation Strategy will be to coordinate and activate the implementation of this Secondary Plan and other Downtown renewal strategies. Specifically, it will address components of the Plan related to public infrastructure, facilities and programs which require some degree of City investment to implement.
- In addition, this section permits the establishment of height and density bonusing within the Downtown (1.1.8.10). Section 37 of the Planning Act empowers municipalities and developers to agree on the provision of community benefits in exchange for increased height or density. Specifically, the DSP permits a maximum of two (2) additional storeys of height above the identified maximum where height limits of 8 storeys, and 12 storeys are established. Bonusing is also proposed to be permitted on the 5 Arthur Street and 64 Duke/92 Ferguson site, as discussed further in the section below. Further general information regarding height and density bonusing (Section 37) can be found in Attachment 6.

Other Policy Revisions

The introduction of the detailed Secondary Plan policies described above has also necessitated a number of general modifications required to other sections of the Official Plan. For example, references to 'Central Business District' are changed to 'Downtown' and references to the completion of the Downtown Secondary Plan are also required. A number of changes are made to the existing schedules to recognize the completion and integration of the Downtown Secondary Plan.

Summary and Analysis of Public Input Received to Date

Staff circulated the Downtown Secondary Plan Study and Proposed Secondary Plan and held a public open house regarding this document on June 15, 2011. Comments received from the public, stakeholders and agencies are attached as Attachment 3. A detailed staff response to comments is included as Attachment 4. The following summarizes and discusses the major themes that emerged from the comments received.

Economic Vitality

Summary of Comments

- Comments from the Downtown Guelph Business Association have been received that the Secondary Plan should more explicitly recognize the critical importance of using the principle and measure of economic vitality as a key underpinning to the Secondary Plan policies and decision making Downtown.
- The Secondary Plan should more explicitly recognize the role that cultural institutions or initiatives have in achieving economic vitality.

Staff Response

- Staff agrees with the intent of these comments. Language has been added to the Downtown Secondary Plan to directly reference that economic vitality is a fundamental principle and measure of success.
- Additional language has been added to the Downtown Secondary Plan recognizing the contribution of cultural institutions and initiatives to economic vitality.

Tall Buildings

Summary of Comments

- Concerns about the impact of permitting high-rise buildings including two 18 storey buildings near Wellington Street and Wyndham Street, and a site near Macdonell Street and Wellington Street as well as permitting up to a 15 storey building in the vicinity of the Baker Street parking lot.
- Concerns regarding permitting high-rise buildings if 6-storey mid-rise buildings could accommodate projected growth.
- Concerns about the impact on the profile of Downtown, the potential of blocking views towards downtown (e.g. the creation of a wall-effect along Wellington Street), and the impact on surrounding uses and residents.

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- Questions around how taller buildings would conform to the principles established by the Downtown Secondary Plan.
 - Feasibility of built-form controls and the maximum floorplate of 1000m² above the 8th storey in particular.

Staff Response

- A diversity of building typologies provides more flexibility (Reflecting principle 2: Set the Scene for Living well Downtown) for the private sector to respond to market demand, for the City to achieve the growth target Downtown, and to support the achievement of the Community Energy Initiative goals and sustainability generally.
- The proposed policy approach is to provide for additional 'theoretical development capacity' beyond the minimum capacity required to achieve the density target for downtown recognizing that that all sites may not achieve the maximum permitted under the policies during the Plan during the plan period.
- The urban design concept underpinning the proposed location of tall buildings is to place height at strategic locations which mark key streets and intersections.
- Intensification will also make it more feasible to acquire new riverfront parkland that will "offset" the building up of downtown and significantly improve its image.
- Draft OPA 43 contains a number of policies to ensure that tall buildings reflect the principle of 'Building Beautifully' (e.g. floorplate maximums, and stepbacks). These policies are critical to ensuring that taller buildings contribute positively to Guelph's profile, and do not have significantly adverse impacts in terms of shadows and views of the sky.
- In cities where there are concerns about tall buildings overwhelming the pedestrian realm and blocking sunlight and sky views, floorplate restrictions are an increasingly common tool to regulate their form. The proposed floorplate maximum is larger when compared with floorplate maximums in other municipalities within the 'inner ring' of the Greater Golden Horseshoe which are typically between 700 m² and 1000 m². A slightly larger maximum floorplate in Guelph recognizes that there is a limited number of sites for taller buildings, height limits have been moderated to be compatible with the surroundings, and the housing market in Downtown Guelph is different than 'inner ring' markets. For comparison, the one existing 18 storey tower in Guelph at 685 Woolwich (near Woodlawn) has a floorplate of less than 1000 m². See Attachment 2 for floorplate examples of taller buildings in Guelph and other area municipalities.
- The plan ensures that the image and experience of Downtown from within the historic core will not change dramatically--maintaining the principles of 'Celebrating What We've Got'.
- The important public views of the church will be maintained, and it will remain the highest point in the downtown.
- The proposed 18 storey building sites are in areas located on the periphery of the historic core and at topographical low points.

Traffic and Parking

Summary of Comments

- Implications of growth for traffic (e.g. regarding safety and impact on existing residents) and parking.

Staff Response

- A transportation review including demand projection and analysis was undertaken by City Engineering staff (see Attachment 5 to this report).
- The review concluded that the proposed level of intensification can be supported by the existing road system based on existing 2006 modal shares. Projected modal share changes (i.e. generally more transit usage, cycling and walking) will enhance safety, traffic operations, and energy conservation.
- The completion of a Parking Strategy has also been identified as necessary in order to comprehensively address parking demands in Downtown along with the role of the public and private sectors in its development. The timing of the study will be addressed through the Downtown Guelph Implementation Strategy.

The lands in the vicinity of Neeve Street, Wellington Street and the CN Railway Tracks, including 150 Wellington

Summary of Comments

- The impact of the proposed view corridor from Arthur Street and Fountain Street Extension on 150 Wellington and its effect on the potential redevelopment of the site
- The impact of the proposed view corridor from Arthur Street, and its effect on the potential for a parking structure near Neeve Street and Fountain Street
- The impact of the Fountain Street Extension and associated laneway on the existing parking area and surrounding streets
- Comments of support regarding the view corridor were received from The Ward Residents Association.

Staff Response

Views

- The preservation of the view corridor as depicted would result in the following general impacts:
 - A maximum two storey height on a portion of the 150 Wellington Street; and
 - Approximately a maximum of one storey bisecting the existing surface parking lot near Fountain Street and Neeve Street
- The original criteria for the establishment of the existing protected views to the Church of Our Lady were:
 - To preserve obvious views of the Church which exist today as one approaches the downtown along major streets: those streets used by the majority of Guelphites from time to time and those likely to be used by visitors to the City; and,

-
- To preserve obvious views of the Church along the old original streets which appear to have been intentionally focused on the church lands.
 - Staff believes the view does not meet the above criteria. In addition, the view will impact the redevelopment potential of a number of sites. Therefore, the proposed view corridor is not included in draft OPA 43.

Fountain Street Extension

- The primary objective regarding the proposed extension of Fountain Street to Wellington Street was to improve access for pedestrians and cyclists to the major transit terminal from the St. Patrick's Ward area and create a more fine-grained street block network to improve access for active transportation modes.
- A secondary objective was to provide better access to redevelopment within the area.
- While the creation of a local road accomplishes the above objectives, it could have an undue impact on the ability to develop the site and may not be needed from a strict traffic flow perspective. As an alternative, the inclusion of a logical and direct active transportation trail to the major transit terminal may also achieve this objective as would a trail potentially located farther south (i.e. closer to Surrey Street).
- Based on the forgoing analysis and the complexity of this particular area, the draft OPA 43 identifies the Fountain Street extension as a "local street or active transportation link" and proposes that an Urban Design Master Plan be required for this area prior to development to address how development will achieve these transportation objectives in the area and the built form policies of the plan.

5 Arthur Street

Summary of Comments

The Ward Residents' Association

- More contextual study is required to determine appropriate building heights, massing and open space
- More mixed uses should be permitted within Residential 1 and 2 Designations
- See full comments in Attachment 3 and staff responses to a number of other issues in Attachment 4.

Kilmer Brownfield Equity

- More flexibility is needed in regards to the development of the site
- Permit additional height ranges (6-18 storeys north of the rail line, 2-4 storeys abutting Arthur Street and 5-15 storeys across the balance of the property)
- Permit Floor Space Index maximums (i.e. 3.0 FSI rather than 1.5 FSI)
- Additional flexibility to permit mixed-use development on the 5 Arthur Street property—re-designate entire site to Mixed Use 1
- Need to permit more office, commercial and retail elements by allowing mixed uses across the site and removing limits on commercial development

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- See full comments in Attachment 3 and staff responses to a number of other issues in Attachment 4.

Staff Response

Building Height and Density

- The Secondary Plan needs to provide appropriate urban design direction regarding height, massing and an open space network that is compatible with the existing physical context while providing for suitable flexibility for creative development solutions to take place, recognizing that redevelopment will take a number of years because of the site's size and complexity. Policies need to ensure that development will create an appropriate transition between the historic 'Central Business District' west of the Speed River and the predominantly lower density residential character of the historic St. Patrick's Ward east of Arthur Street.
- While setting out generally design parameters and principles for the site, the draft Secondary Plan requires an Urban Design Master Plan to be submitted prior to development applications being approved.
- The Urban Design Master Plan will:
 - Demonstrate adherence to the principles that have been developed in consultation with the community and Kilmer and polices of the Secondary Plan and provide a full analysis and visual simulation.
 - Demonstrate how development will be master planned.
 - Demonstrate how issues such as environmental sustainability and affordable housing will be dealt with on the site.
- The Urban Design Master Plan will be used to:
 - Guide detailed site design including the approval of a Zoning By-law and Site Plan applications.
 - Provide a basis for the zoning by-law to set appropriate maximum heights based on the height ranges shown on Schedule D (Note: no change has been made to the height ranges since the March 2011 proposed Secondary Plan).
 - Provide a basis for the zoning by-law to set a maximum density up to 2.0 FSI based on the urban design master plan that satisfy the built form policies of the plan and any other technical requirements or limitations. Since the March 2011 draft, it has also been clarified that the historic building to be retained is exempt from this calculation as well as structured parking which is in keeping with the existing interpretation of how to calculate FSI (e.g. the Zoning By-law).
 - Provide a basis for consideration of bonusing for height and/or density.
- That in addition to the built form policies that apply across the study area (e.g. floor plate maximums for taller buildings, length to width ratios of taller buildings, stepbacks etc.), additional built form policies have been added to the Secondary Plan regarding this site to ensure appropriate massing and open space configuration are achieved. Specifically, policies have been added to require east-west open space connections through the site. Policies have also been added to limit the floorplates of mid-rise buildings (between 4 and 6 storeys) and ensure that taller portions of buildings are spaced appropriately.

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- That two storeys of additional building height except along Arthur Street, may be permitted through bonusing as well as additional density (i.e. FSI).
 - The rationale for the changes proposed from the March 2011 Secondary Plan (i.e. adding additional built form policies, and increasing the FSI from 1.5 to 2.0 and allowing bonusing) is based on the massing exercises included in Attachment 7 which conform to the proposed height ranges and demonstrate that the proposed FSI of up to 2.0 (plus bonusing) does not create an inherent conflict between the FSI and the principles when combined with the new additional built form policies which further limit floorplate size and distance between taller building portions.
 - The historic building is proposed to be exempted from the FSI calculation to allow for flexibility in its reuse.
 - Bonusing policies provide an opportunity for additional flexibility and a public process to evaluate impacts as part of detailed site specific analysis through the Urban Design Master Plan and in combination with appropriate community benefits. It is through this public process that Council could permit additional height and/or density on the site should the applicant demonstrate adherence to the principles and other policies of the plan and ensure that the development continues to represent good planning. A similar approach is also proposed for the 64 Duke/92 Ferguson Site and is proposed for a number of height categories across the Urban Growth Centre. For a further discussion of bonusing please see Attachment 6.

Mix of Uses

- Within the Residential 2 designation, live/work uses and convenience commercial uses are permitted. The draft Secondary Plan proposes to increase the maximum unit size for convenience commercial from 300m² to 500m². This will allow for some additional flexibility for commercial uses in this area while ensuring that any commercial development in this portion of the property will be locally focused.
- Within the Mixed Use 1 designation, the proposed approach has been revised to not provide a cap on the size of individual commercial uses or an overall cap. The amount of commercial development is already limited by the geographic extent of the designation. In addition, this approach is consistent with the policy approach to Mixed Use 1 sites west of the river and along Elizabeth Street to the east.
- Expansion of the Mixed Use 1 designation across the entire site is not supported. The draft OPA maintains the Residential 2 designation on the site south of the heritage building in recognition of the transitional nature of this site between the historic Central Business District and the historic St. Patrick's Ward neighbourhood. However, small-scale office and artisan studios have been added as permitted uses.

Drive Through Facilities

Summary of Comments

- The Ontario Restaurant Hotel and Motel Association (ORHMA) have asserted that drive throughs should be treated fairly in comparison to other uses and not singled out in the Secondary Plan as being prohibited in the Downtown.

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- Like other uses, drive through uses should be allowed provided they conform to the built form and other policies of the Secondary Plan applicable to commercial uses (e.g. minimum building heights, minimum FSI, setbacks etc.) and be regulated through Zoning and design requirements

Staff Response

- While it may be possible to mitigate some of the specific potential impacts of drive through facilities through zoning regulations and design requirements, concerns remain regarding the compatibility of such facilities with the vision of Downtown as compact, walkable and transit-supportive.
- No change in approach is proposed at this time, however, ORHMA has more recently submitted a package of sample policies and best practices from other jurisdictions, which staff will review and consider as the process moves forward.

Riverfront Parkland—Future Park Policy Area

Summary of Comments

- Impact of policy on potential improvements/investments planned to existing commercial buildings.
- Impact of policy on the ability to secure tenants in the existing commercial buildings.

Staff Response

- To address the comments and provide more certainty to existing business, it has been clarified that the plazas will likely continue to existing in their current form in the short term and into the latter half of the planning period based on projected growth rate.
- The acquisition of the parkland is to be further outlined as part of an acquisition strategy for the lands to identify when and how the City intends to acquire the affected properties.
- From a City-building perspective, converting these low density plaza uses to a park in this strategic location near the confluence of the Speed and Eramosa Rivers would provide an important city-wide asset that highlights the downtown by:
 - Linking Royal City Park (a city-wide asset) and John Galt Park.
 - Marking and enhancing a major gateway to the downtown. In combination with views to Church of Our Lady, this park would announce arrival to Downtown Guelph and improve its sense of place.
 - Providing a 'front yard' and additional public amenity space for the high-density residential development planned on the north side of Wellington and elsewhere Downtown. This is an urban solution to providing green space in a high-density environment.
 - Allowing for the high quality Primary trail connection identified in the Trail Master Plan.
 - Providing an essential active transportation connection since bike lanes are not planned for Wellington Street.

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- Improving visual and physical public access to the river, which was a key goal of Guelph planning for years as reflected in the River System Management Study, Guelph Trail Master Plan, Parks, Recreation and Culture Master Plan and the Official Plan.
 - Meet the open space needs of the significant new population planned for the Downtown.
 - Provide an opportunity for a living community centre with outdoor uses such as sculpture gardens, grassed areas, basketball courts or a splash pad.

Implementation

Summary of Comments

- How will implementation occur and the vision be achieved?

Staff Response

- The Implementation section of the plan outlines a number of tools and strategy that will be important to achieving the vision for Downtown, including a Parking Strategy and Master Plan for St. George's Square.
- In conjunction with the presentation of the draft Secondary Plan OPA in November, the Downtown Renewal Office, along with Council's Downtown Advisory Committee, will be presenting the framework and steps for the development of a Downtown Guelph Implementation Strategy. The Downtown Guelph Implementation Strategy is a critical companion document that will be essential in developing short, medium and long term strategies and priorities for implementing key initiatives required to realize the City's vision for Downtown.

Refinements based on staff review

Through internal review and circulation, staff has made a number of changes in comparison with Part C of the Downtown Guelph Secondary Plan Study and Proposed Secondary Plan released in March 2011. These changes are relatively minor in nature and also provide greater clarity and accuracy. They are summarized as part of Attachment 4.

Next Steps

Following Council holding the Statutory Public meeting under the Planning Act and receiving this report, staff will receive comments from the public and interested stakeholders. Staff will review and analyze all submissions and prepare a final recommended Secondary Plan OPA for Council's consideration.

CORPORATE STRATEGIC PLAN

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

- 1.2 Municipal sustainability practices that become the benchmark against which other cities are measured

- 1.5 The downtown as a place of community focus and destination of national interest

Goal 3: A diverse and prosperous local economy

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- 3.1 Thriving and sustainable local employment opportunities
 - Goal 4: A vibrant and valued arts, culture and heritage identity*
 - 4.4 Intact and well managed heritage resources
 - Goal 5: A community-focused, responsive and accountable government*
 - 5.4 Partnerships to achieve strategic goals and objectives
 - Goal 6: A leader in conservation and resource protection/enhancement*
 - 6.3 A safe and reliable local water supply

FINANCIAL IMPLICATIONS

In conjunction with the Secondary Plan, the Downtown Guelph Implementation Strategy is being completed which will more directly quantify the potential financial implications of various actions and strategies in the Secondary Plan. The Downtown Guelph Implementation Strategy, being developed by the Downtown Renewal Office along with the Downtown Advisory Committee will coordinate and activate the implementation of this Secondary Plan and other Downtown renewal strategies. Specifically, it will address components of the Plan related to public infrastructure, facilities and programs which require some degree of City investment to implement. The Downtown Guelph Implementation Strategy will be the short term and long term framework for implementing the Downtown Secondary Plan and other Downtown Renewal strategies and will, among other things, act as a guide to the City's annual and long-term budgeting processes.

DEPARTMENTAL CONSULTATION

Corporate Administration: Downtown Renewal, Economic Development and Tourism
Planning & Building, Engineering and Environment: Engineering Services
Corporate & Human Resources: Legal Services
Operations & Transit: Park Maintenance & Development, Community Connectivity and Transit
Finance
Community & Social Services: Community Engagement & Social Services

COMMUNICATIONS

The Downtown Secondary Plan communications process builds on the public engagement that had already taken place regarding other strategic initiatives such as the Urban Design Action Plan and Growth Management Strategy, the Downtown Secondary Plan public process began with a number of public meetings held between March and September 2010 to communicate the key policy directions of the Secondary Plan.

A public open house was held on June 15, 2011 where the full proposed draft Downtown Guelph Secondary Plan Study and Proposed Secondary Plan was available for review. Information was presented and planning staff was available to answer questions. Notice of the public open houses was widely promoted to stakeholders and community.

In addition to the above, many of the policy inputs to the proposed Secondary Plan involved a public engagement processes (e.g., Urban Design Action Plan, Growth Management Strategy and OPA 39, Market Place Precinct Plan, Prosperity 2020).

A statutory public meeting of November 7, 2011 provides an opportunity for the public to make representations or submit written comments on the proposed Draft Official Plan amendment (OPA 43). Notice of the Council meeting was mailed to persons and public bodies prescribed in Ontario Regulation 543/06, and mailed/emailed to persons and organizations that have been involved and/or requested notice regarding the Downtown Secondary Plan.

ATTACHMENTS

Attachments are available on the City's website at Guelph.ca/downtownplan. Click on the link for the November 7, 2011 OPA 43 (Downtown Secondary Plan) Public Meeting Staff Report (with attachments).

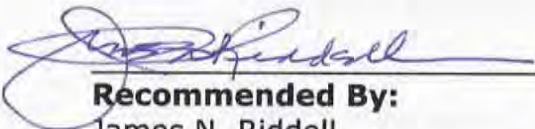
- Attachment 1: Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan Amendment
- Attachment 2: Examples of tall building floorplates
- Attachment 3: Comments submitted by the public, stakeholders and agencies
- Attachment 4: Comments and Response Summary Table
- Attachment 5: Engineering Transportation Analysis and Model Background Memo
- Attachment 6: Background Information on Bonusing
- Attachment 7: Massing models of 5 Arthur Street

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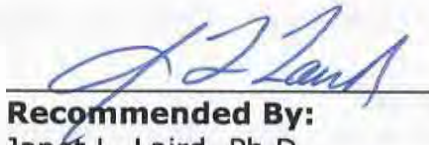
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October 31, 2011

SENT VIA EMAIL AND COURIER

City of Guelph
Tina Agnello, Acting City Clerk
1 Carden Street
Guelph, Ontario
N1H 3A1

Re: 106 Carden Street, Guelph, Ontario
Written Comments Related to the November 7, 2011 Public Meeting
Re Proposed OPA 43 - Downtown Guelph Secondary Plan (Envision
Guelph Downtown)

Dear Ms. Agnello,

Agora Research Group Inc. is the planning and development consultant for the owners of the property located at 106 Carden Street. On behalf of our client, we are submitting the following written comments as part of the Public Meeting related to the proposed OPA 43 - Downtown Guelph Secondary Plan (Envision Guelph Downtown).

Background

The historic Royal Inn & Suites business located in downtown Guelph has been severely impacted by the closure of Carden Street. Specifically, Carden Street was closed by the City to accommodate the Downtown Transit Terminal which will be located in front and adjacent to the main entrance of the hotel. The closing of Carden Street has virtually eliminated the hotel entrance function. Business has been impacted by a reported 67% and the Owners are operating at a loss.

One of the options the Owners are considering to recoup their losses is the redevelopment of the site which will include a mixed use building consisting of retail, live work units, condominium units and a boutique hotel.

The current proposal calls for a 12 storey building and will include 1 ground floor of retail, 2 storeys of live/work units, 7 storeys of condominium units and the top 2 storeys will feature a boutique hotel (reference Appendix I for conceptual site plan and elevation drawings).

Given that the proposed Downtown Secondary Plan Study limits height to 6 storeys in this location, the Owners feel that a 12 storey building would be more appropriate given the height of the proximate Co-op building which has 9 storeys and the height of the proposed 18 storey condominium building at Macdonell Street / Woolwich Street.

Although the proposed 12 storey development is in part driven by the need to recoup the original investment in the property that has been devastated by City actions and no fault of the current Owners, the 12 storey proposal also has merits for the following reasons:

Provincial Policy Statement

The proposed development is consistent with the policies of the PPS 2005. The PPS directs growth to settlement areas and promotes a mix of land uses in a compact urban form. Emphasis is placed on job creation, creating complete communities and in protecting the health of main street and downtown areas.

Downtown Projected Population Growth

The Local Growth Management Strategy (LGMS) completed in August 2009 identifies the opportunity for 2,000 to 3,000 additional residential units in the downtown Guelph area by 2031. This is equivalent to approximately 100 to 150 residential units per year over the next 20 years. The proposed development features 145 residential units which equates to a one year supply of residential units in the downtown area based upon the LGMS report.

Access to Transit

High density developments adjacent to transit hubs represent good planning and are seen as a positive step in reducing traffic congestion and environmental emissions.

According to the Proposed Secondary Plan for Downtown Guelph, "The new Downtown Transit Terminal will establish a single central transit hub and play a critical role in implementing the City's Transit Growth Strategy. The report further states that "The City shall continue to work with VIA, Metrolinx, inter-city transit providers and other stakeholders to ensure all planned transit functions of the Downtown Transit Terminal are accommodated and coordinated in an efficient manner that support the broad objective to create an attractive and transit-orientated Downtown". Furthermore, the report states that "The City shall continue to work with Downtown property owners, employers and residents to capitalize on the Transit Terminal and monitor its impacts on its immediate surroundings".

Access to major transit hubs and highway systems is one of the key considerations for individuals and households in purchasing a home. As regional highway systems become increasingly congested, public transportation's role in facilitating commuting will have an increasing role in attracting higher density growth in the downtown Guelph market.

Furthermore, residential developments in close proximity to transit hubs usually develop strong linkages to employment opportunities in surrounding markets including the Toronto Central Business District.

As Guelph's transit hub will be located adjacent to subject property, it is critical that maximum densities be permitted on this site.

Affordability

Affordability is the most important factor driving high density developments in markets within and surrounding the GTA. The Provincial Policy Statement along with market forces are generating the demand for higher density developments. As land supply becomes increasingly limited, all types of housing will increase in price. Less expensive housing types such as townhouses and apartments will become increasingly attractive and in higher demand.

The demand for medium and high density units is forecast to rise steadily in the near future as housing in Guelph evolves to accommodate shifting demographic, economic and lifestyle changes.

The level of demand for medium and high density residential units will represent a significant increase from historical levels, particularly for a medium size market

such as Guelph that is accustomed to single and low density residential buildings. This evolving shift to more intensive forms of residential development is consistent with the maturation of other similar size markets surrounding the GTA.

To encourage high density residential development, appropriate densities must be permitted that provide sufficient revenue to support land costs. In downtown areas such as Guelph, where land costs are high or as in the case of the current Owners that are required to recoup their investment, heights of at least 12 storeys will be required to make this project feasible. High density is the only viable solution to create affordable housing, otherwise, low density will result in higher average unit costs.

In order to keep prices affordable the Owners are proposing 145 units with an average size of between 600 sq.ft. and 800 sq.ft. which will be clearly targeted to young professionals, first time home buyers and empty-nesters.

Affordability will be further enhanced by live/work units. A live-work unit is generally defined as a unit where residential and non-residential spaces are combined where the proprietor can both live and work. Expected intensity related to customers, deliveries and employees is less than a single purpose commercial space found in most business districts but more intense than home occupations. Live-work units provide a number of community benefits including flexible incubator space for small business growth, reduction in vehicle distances travelled between home and work, and space for smaller scale services within neighbourhoods. Furthermore, the live-work units will provide an affordable solution to residential land uses.

Building Design

A key driver of high density demand is the availability of a broad selection of retail/commercial services and features within walking distances of such developments. Service and features include the following: access to frequent public transit, active and animated streets, cultural attractions, restaurants, local employment opportunities and access to natural features such as parks and river systems. These services and features are characteristics of highly mature dense urban environments that are currently present in the Guelph market and other selective urban centres in and around the GTA.

The proposed development will revolve around the theme of Live/Work/Play and will be constructed to be highly attractive and blend into the existing fabric of Guelph's downtown. The building facade will wrap around the Carden Street / Macdonell Street corner and accentuate the intersection. The building will be stepped down towards the west side to accommodate a transition to lower height buildings along Macdonell Street. The building will also be setback at the 4th storey and higher to accommodate the policies in the proposed Secondary Plan. Moreover, and to further comply with the proposed Secondary Plan, the maximum floorplate above the 6th storey has been limited to 1,200m² and above the 8th storey to 1,000m². Existing building heritage features will be integrated into the design of the new building.

Ground floor retail will feature heights of 5 metres floor to floor and windows will correspond approximately to the height of the floor. A large proportion of the street facing ground floor wall will be glazed.

Live/work units will be positioned on the 2nd and 3rd storeys and will be separate from the condominiums units. The facade will feature masonry and appropriate glazing.

Condominium units will be located on the 4th through 10th storeys. The 4th storey facade will feature masonry while the balance of the condominium storeys will feature a glass facade which will fade the height of the building and blend into the sky. Balconies will be recessed and integrated into the design of the building facade. There will be no exposed concrete balconies.

The 11th and 12th storeys will be dedicated to a boutique hotel.

The height of the proposed building will also enhance the transition in building heights along Macdonell Street from the 18 storey gateway proposal at Macdonell Street / Woolwich Street through to the 9 storey Co-op building at Macdonell Street / Carden Street to the balance of planned 6 storey medium density developments along Macdonell Street.

Conclusion

Based upon the comments provided herein, the Owners are respectfully requesting a change in the density to their property to permit a 12 storey building. The development proposal respects and conforms to all aspect of the proposed Downtown Guelph Secondary Plan save for the density limit. It is our

opinion that the Proposed Development represents good planning and is appropriate for the subject site.

We appreciate your efforts to incorporate our comments into the Public Meeting process in order that City Council is made aware of our client's position.

If you have any questions or require clarification, please contact the undersigned directly.

Respectively Submitted,

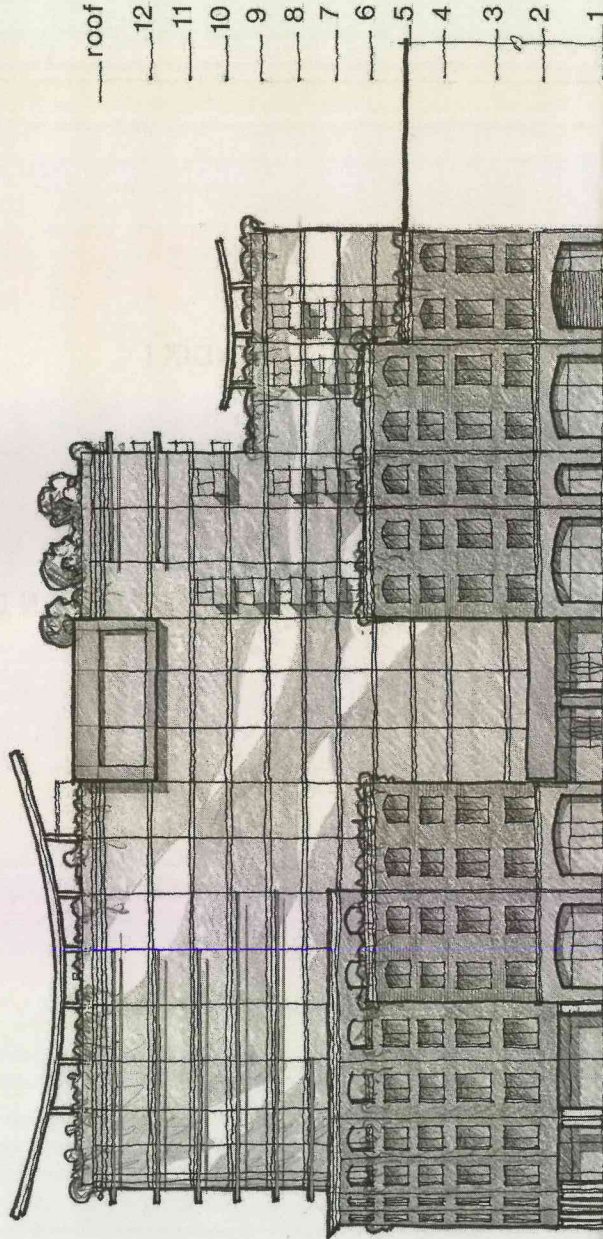
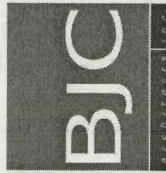


Claudio Balbinot B.E.S.,MCIP, RPP
Agora Research Group Inc.
416-460-3383

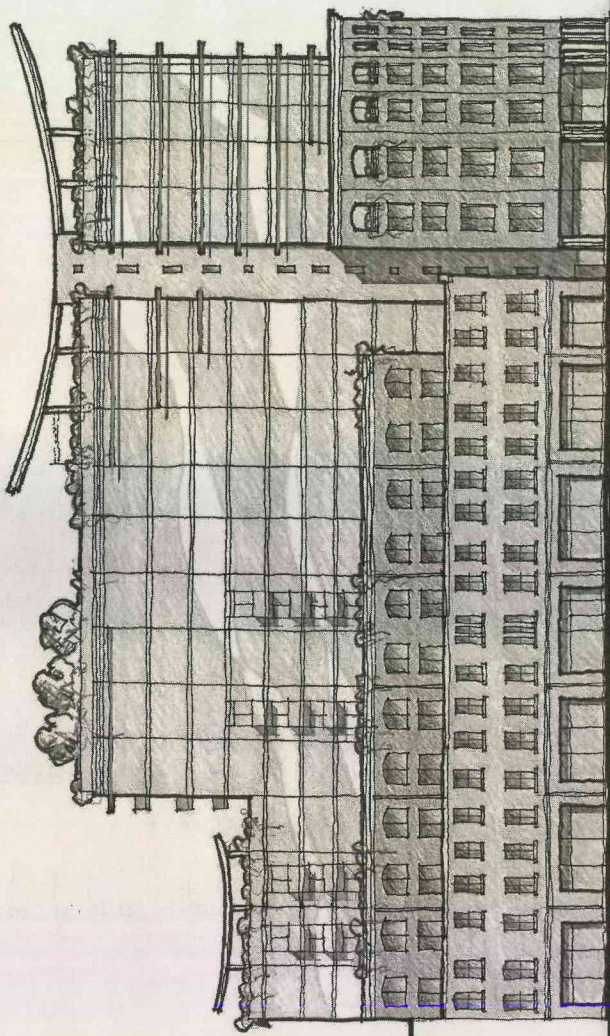
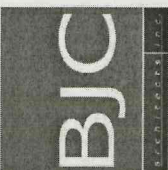
cc: Parimal Gandhi – Royal Inn & Suites
Paul Critchley – BJC Architects Inc.

APPENDIX I

PROPOSED SITE PLAN AND ELEVATION DRAWINGS



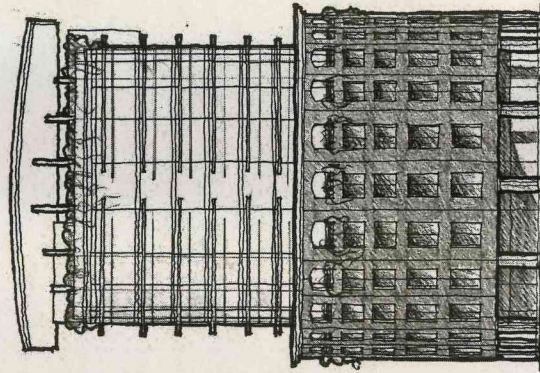
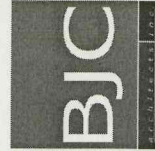
MACDONELL STREET ELEVATION



roof
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1

CARDEN STREET ELEVATION

ROYAL INN & SUITES
RESIDENTIAL/COMMERCIAL DEVELOPMENT
106 GARDEN ST., GUELPH, ON
OCTOBER 12, 2011



roof —
12 —
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GATEWAY ELEVATION

From: [Claudio Balbinot](#)
To: [David deGroot](#)
Cc: [Al Hearne](#); [Todd Salter](#); "[parimal.gandhi](#)"; "[Paul Critchley](#)"; [ClerksDept](#)
Subject: Guelph - 106 Carden St - Royal Inn & Suites Redevelopment Proposal
Date: April 2, 2012 9:40:17 AM
Attachments: [Royal Inn 01 Elevations, 10 Storeys BJC.pdf](#)

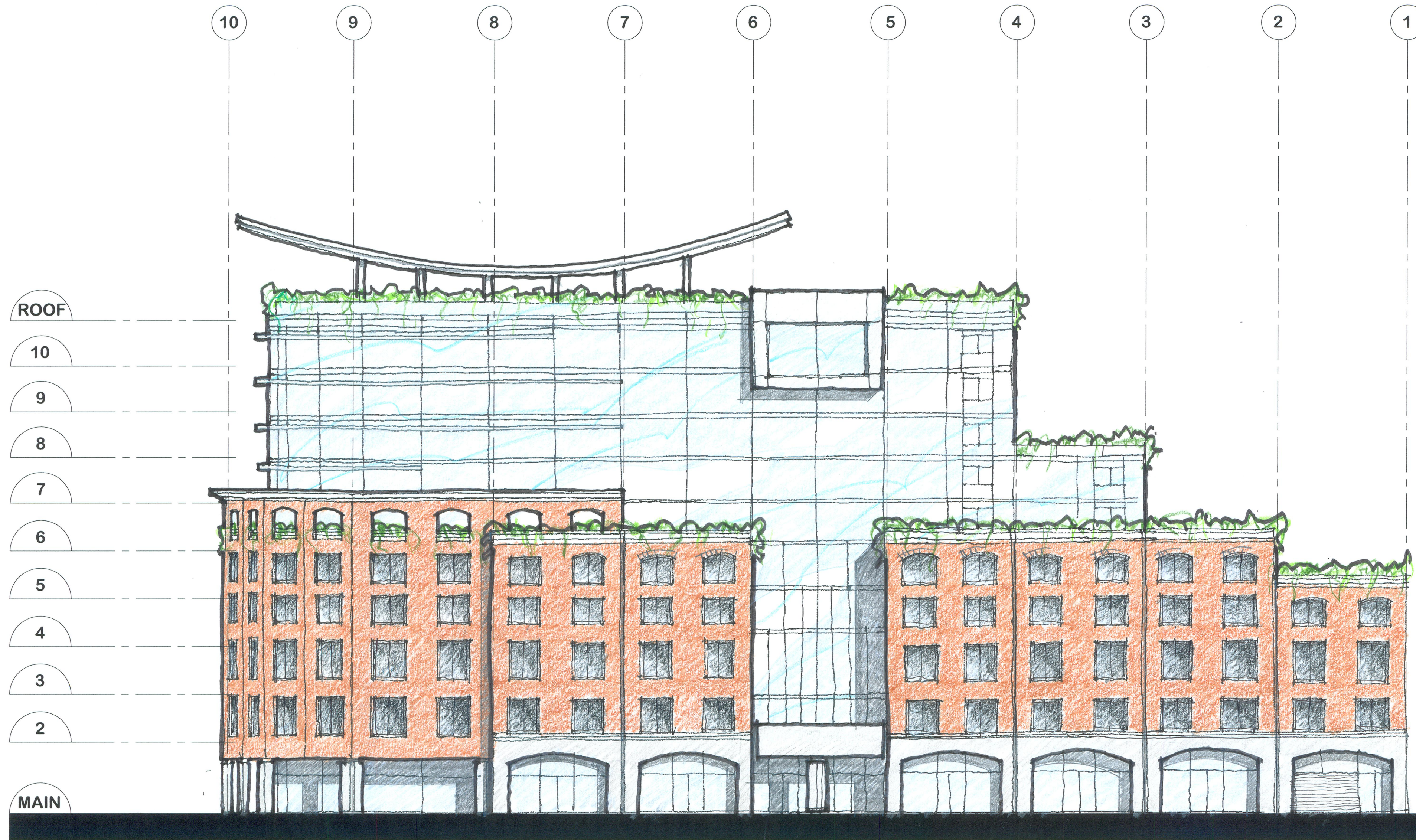
David,

As follow-up to our last meeting.....on behalf of Parimal Gandhi (Owner of Royal Inn & Suites - 106 Carden St) we are submitting the attached PDF file which reflects the Macdonell Street elevation for your consideration as the City shapes the Secondary Plan for downtown Guelph.

Regards,

Claudio Balbinot MCIP, RPP
Agora Research Group Inc.
P.O. Box 13
Kleinburg, Ontario
L0J-1C0
Bus# 416-460-3383
Fax# 905-893-0755

.....
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MACDONELL STREET ELEVATION

ROYAL INN & SUITES
 RESIDENTIAL/COMMERCIAL DEVELOPMENT
 106 CARDEN ST., GUELPH, ON
 MARCH 07, 2012





Wellington Physiotherapy Associates

City of Guelph
Tina Agnello, Acting City Clerk
1 Carden Street
Guelph ON N1H 3A1

RECEIVED
NOV - 1 2011

CITY CLERK'S OFFICE

November 1, 2011.

Ms. Agnello,

I have recently been made aware of the City of Guelph's plan to redevelop the downtown area sometime in the near future.

I am submitting this letter as my formal objection to this plan as it will have significant impact on my family's physiotherapy business at 23 Wellington Street East, in downtown Guelph.

My wife and I have either worked at or owned & operated Wellington Physiotherapy Associates (formally Andy Wang & Associates Physiotherapy) since 1998. We relocated from Eramosa Road to 23 Wellington Street East in 2001 and continue to operate there today. Over the past 4 months, we have expanded and significantly renovated & upgraded our facility, at great cost to us! We are excited about this facility and feel strongly that we have positioned ourselves to optimally serve our community into the next decade.

We are certainly distressed to NOW hear that there is a plan to redevelop this area, and potentially render all of our efforts and investments futile. It seems to us that this plan would cause great hardship to our business and to our family.

Sincerely,



Shane Mabey

Wellington Physiotherapy Associates

November 2, 2011

Madam Mayor, Counselors, City Staff and Guests,

This presentation is made on behalf of the Guelph Animal Hospital (owned and operated by Dr. Rob Butler, Dr. Renee Fleming and Dr. Ilana Smolkin) and the Guelph Cat Clinic (owned and operated by Dr. Jocelyn Maggs) currently occupying the building at 110 Gordon Street.

Guelph Animal Hospital has been part of the downtown community for 54 years and the Guelph Cat Clinic has similarly been part of the downtown for close to 30 years. Dr. Rob Butler and Dr. Jocelyn Maggs started off their practice together at the Guelph Animal Hospital in 1988 taking over its location at the corner of Duke and Elizabeth Street, where the clinic had been started in 1957. In 1995 they purchased the Amberlane Cat Clinic at the corner of Suffolk and Yorkshire, renaming it the Guelph Cat Clinic. In 1998 (14 years ago) Dr. Butler and Dr. Maggs moved both clinics to the large building on 110 Gordon Street (the former Red Lobster) for its picturesque and highly visible location just north west of the covered bridge and York Road Park along the speed river. This location provided private parking and safe access to the clinics for both cats and dogs, maintained a convenient downtown location within walking distance for over 2,000 of the approximate 10,000 combined clients with the added advantage of direct access to the park. This is most important to many owners who are able to walk to the clinic while avoiding the busy traffic on both Gordon and Wellington.

Guelph Animal Hospital and Guelph Cat Clinic have prided themselves on being part of Downtown Guelph and have promoted the respective clinics as such. As zoning options are extremely limited for veterinary clinics in the Downtown core, the current location of 110 Gordon Street has provided a unique opportunity for these two clinics to cater to their respective clientele and pets in a setting that could not be realized within a strip mall location.

Guelph Animal Hospital and Guelph Cat Clinic are one of only 2 clinics within the city limits that have a free standing facility with private parking available for pet owners providing added safety for transporting these patients from car to clinic.

From the very beginning Guelph Animal Hospital has worked proudly with the Guelph Police Service Dogs and provides annual examination, blood work and vaccines to these dogs free of charge as well as acting as their primary veterinary care provider throughout their active service. In addition the Guelph Animal Hospital was recognized by this City Council with the "Access Recognition Award" in 2009 for acting upon a client's request to improve services and support persons with service dogs. This particular client walks to the clinic on a regular basis with her seeing-eye dog from the downtown core to receive all necessary veterinary care. A special walkway was built from the side walk to the front door of the clinic for this client in order to prevent her from having to navigate through the parking lot.

Being uniquely situated at the covered bridge with immediate access to the park, dog owners have the added advantage of having a safe and enjoyable walk to the clinic while taking full benefit of the park and paths along the river's edge. As such the Guelph Animal Hospital in particular has valued the park system and on more than one occasion has offered to sponsor and monitor a "poop and scoop" station near the vicinity of the bridge and would be interested in partnering with the city to explore future possibilities, such as helping to maintain a fenced-in off-leash dog area.

With over 2,000 clients located within walking distance of both clinics we believe that both Guelph Animal Hospital and the Guelph Cat Clinic would fit nicely into any downtown planning that wishes to lessen the flow of traffic. Our tracking shows that 30-40% of all new clients to both clinics have chosen these services based on our current location and visibility. Together these two clinics service close to 10,000 clients within the city of Guelph.

In the Downtown Secondary Plan, one of the stated guiding principles (no 2) is to set the scene for living well downtown. The target population growth is a downtown population of 8,500 by 2031. Downtown is to become a showcase for high-density, sustainable living. A key factor in attracting this population growth to downtown is the presence of important amenities that the increased population will use. We very strongly believe that veterinary clinics are one of those necessary amenities and there needs to continue to be easily assessable veterinary care within walking distance from the downtown core.

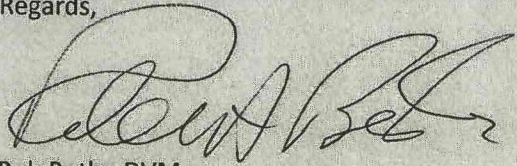
Guelph Animal Hospital and Guelph Cat Clinic would be pleased to work with the City of Guelph to see an enhanced green space along the west shore of the Speed River while maintaining our presence in this vicinity. Some of the options we believe should be explored include:

1. Ceding access behind the 110 Gordon St building for a wide walkway along the river's edge behind the current clinics. The unused area at the back of our lot that fronts the river could easily be incorporated into the river's edge park and trail without the need to move the current building. This unused area runs the full width of the lot and is 30 feet deep from the fence line (2 photos). In addition to this there is a strip of land between the fence and the slope down to the water's edge that is currently used as a path. This strip is about 5 feet wide. (photo). This provides a total width along the river's edge of 35 feet at the back of the building that could be incorporated into a path and parkland. This solution would meet the goal of the Secondary Plan to open up access to the river but in addition would allow the veterinary clinics to remain available for downtown residents.
2. The potential of moving the clinic's current location one lot over to the south where the city currently maintains ownership of the land between the Guelph Animal Hospital/Cat Clinic and the Lawn Bowling Club could also be considered by all parties.

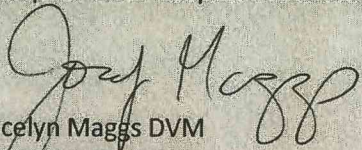
Both clinics have recently invested over \$100,000 in external building renovations and parking lot improvements, and have plans for further required internal renovations which have currently been placed on hold until more clarity on the city's plans are forthcoming. We are urgently waiting upon City Council and city planning staff to inform us of their intent regarding these issues and how it will affect our immediate and future plans at 110 Gordon Street.

Thank you for your attention to our concerns,

Regards,

A handwritten signature in black ink, appearing to read "Rob Butler". The signature is fluid and cursive, with a large initial "R" and "B".

Rob Butler DVM
Managing Director
Guelph Animal Hospital Professional Corporation

A handwritten signature in black ink, appearing to read "Jocelyn Maggs". The signature is cursive and somewhat stylized.

Jocelyn Maggs DVM
Managing Director
Guelph Cat Clinic Professional Corporation

The Ward Residents' Association Honouring our past-developing our future

Tina Agnello
Acting Clerk
City of Guelph
Clerk@guelph.ca

In Response to the OPA 43

My name is Maria Pezzano and I am the Chair of The Ward Residents' Association, This evening I will be bringing the voice of approx. 200+ residents of The Ward into Council chambers. I am here to raise concerns over the latest version of the Downtown Secondary Plan as it relates to portions of Ward 1 Otherwise known as 5 Arthur St.

INTRODUCTION TO TWRA

18 Months ago the TWRA mobilized as a community, working together in a positive, proactive manner, together with the residents of The Ward, we came to realize and define the values that were important to us as a neighbourhood and developed the following mandate:

“The Ward Residents' Association aims to work in a positive manner with all stakeholders, in order to grow, develop and improve our neighbourhood while maintaining its rich cultural heritage and diversity”

In the spring of 2010 we embarked on a journey to better our community, to take action and let it be known that the individuals residing in the area, new neighbours, old neighbours and those in between will continue to invest in their community as they have been for the last 50+ years.

A year and a half later, as the draft of the Downtown Secondary Plan is presented to Council and the public, we are proud to see the contributions of TWRA and residents of The Ward incorporated in this version of the plan. Our principles for the most part have been incorporated. Overall, the experience to date has been positive. We have fostered a great relationship with City Planners and Councillors as well as the current property owners Kilmer Brownfield Equity Fund and Fusion Homes. We have reached out to the community and ensured the residents had a voice in this process.

Honouring our Past, Developing our Future is our tag line and as each new development settles in the Ward, and as residential developments of the future replace the industrial Brownfield footprint, of the past, we are optimistic that the values and characterization of The Ward will be reflected in the future of our neighbourhood.

There is a desire for residents in this neighbourhood to hold on and to keep what they feel is valuable in the Ward. It is the first sustainable neighbourhood in our city. It was the originator of the live work scenario, full of artisans, shoemakers, shopkeepers, delis, butchers and even Guelph's first hardware store.

The Ward Residents' Association Honouring our past-developing our future

CONCERNS WITH THE CURRENT VERSION OF THE DDSP

Found at the beginning of the Draft Downtown Secondary Plan under Summary of Changes
Only those comments we wish to address are listed here

- The previously proposed new view corridor from Arthur Street does not meet the criteria used to establish the existing view corridors. In addition, the view will impact the redevelopment potential of a number of sites. Therefore, the proposed view corridor is not included in draft OPA 43.

The Ward Residents' Associations understands that since that principle was created the potential for new development has come to light. So we are asking if you are taking away this view corridor what are proposing to replace it with? We invite you to take a walk along Arthur St. S., or Cross St. since all views are visible right now and we are open to suggestions. It is unacceptable to just take the view away, as it was in the 1970's when residents' at that time did not have a voice in that process.

- The draft OPA 43 identifies the Fountain Street extension as a "local street or active transportation link" and proposes that an Urban Design Master Plan be required for this area prior to development to address how development will achieve active transportation objectives in the area and built form policies of the plan.

TWRA encourages an active transportation link connecting 5 Arthur St. S to the rest of Downtown through the use of an Urban Design Master Plan, by doing so it connects the rest of the Urban Growth Study Area

5 Arthur Street

Summary of Comments

- Comments have been received from Kilmer regarding the need for more flexibility in regards to the development of the site such as additional height ranges, Floor Space Index maximums (i.e. 3.0 FSI rather than 1.5 FSI) and the re-designation of the entire site to Mixed Use 1.
- Comments have also been received from the Ward's Residents Association that more contextual study is required to determine building heights, massing and open space on the site.

Summary of Changes

The Ward Residents' Association Honouring our past-developing our future

Skip down

- In addition to the built form policies that apply across the study area additional built form policies have been added to the Secondary Plan regarding this site to ensure appropriate massing and open space configuration are achieved. Specifically, policies have been added to require open space connections east-west through the site. Policies have also been added to limit the floor plates of mid-rise buildings (between 4 and 6 storeys) and ensure that taller portions of buildings are spaced appropriately.

The Ward Residents' Association encourages the use of the Urban Design Master Plan. It also supports the current height restriction of 4-6 stories. TWRA firmly believes that any future development application be measured against the current zoning by law therefore taking part in the public process designed for these issues.

Two storeys of additional building height except along Arthur Street may be permitted through bonusing for community benefits as well as additional density (i.e. FSI).

Twra needs some clarification with this comment.

- The historic building is proposed to be exempted from the FSI calculation to allow for flexibility in its reuse.
- The proposed Residential2 designation proposes to increase the maximum unit size for convenience commercial from 300m² to 500m². This will allow for some additional flexibility for commercial uses in this area while ensuring that any commercial development in this portion of the property will be locally

focused.

Originally The Ward Residents' Association felt strongly that 5 Arthur St. S. remain solely residential. However we recognize to have a successful sustainable community a fine and delicate balance between residential and commercial development needs to be found. WE SEE THIS AS Flexibility. TWRA is uncomfortable with just an over all acceptance of square footage increase from 300m² to 500m² in that it threatens the, unique local feel of the small business. For example Angelino's of Stevenson St. is an example of a good size commercial space that TWRA can see there. In all discussions the concern over large retail commercial units has been expressed by TWRA. The commercial square footage above 300m² should be evaluated on a case by case basis, and how would it accommodate parking, outdoor lighting etc. We encourage some more discussion around this topic

The Ward Residents' Association Honouring our past-developing our future

- Within the Mixed Use 1 designation, the proposed approach has been revised to not provide a cap on the size of individual commercial uses or an overall cap. The amount of commercial development possible is already limited by the geographic extent of the designation. In addition, this approach provides a consistent policy approach to sites that front onto Elizabeth Street.

TWRA realizes the challenges around this area, but it does have some concerns around anything left open ended and encourages language that incorporates some kind of boundary or cap .

- The draft OPA maintains the Residential 2 designation on the site south of the heritage building in recognition of the transitional nature of this site between the historic Central Business District and the historic St. Patrick's Ward neighbourhood.

The Ward Residents' Association does not envy the challenges presented to City Planners and the Developers to make this site a win win win for all involved. The Residents are the third win in that statement, when the planners are done planning and the developers are done developing the residents still reside there. The streets are extremely narrow in some cases and to have 10 Story buildings butting up against 1.5 storey row houses and 2-3 Story Condos as well as 2 story homes just doesn't reflect good design sense.

Thank you for your time
Maria Pezzano

Revised Notes from Maria Pezzano
- The Ward Residents' Association

Good Evening
Madam Mayor, Councillors

In Response to the OPA 43

My name is Maria Pezzano and I am the Chair of The Ward Residents' Association. This evening I will be bringing the voice of approx. 300+ residents of The Ward into Council chambers. I am here to raise concerns over the latest version of the Downtown Secondary Plan as it relates to portions of Ward 1 Otherwise known as 5 Arthur St.S in the Urban Growth Study area.

RECEIVED
NOV - 7 2011
CITY CLERK'S OFFICE

The image sheet offers in quick reference to the transformation of 5 Arthur St. S. over the past 18 months. Notice the concrete wall residents have lived with for 35+ years, notice the controversial depiction of 5 Arthur St. S. as presented on March 9th 2010. Don't worry it's just an illustration presented by Urban Strategies Inc. we heard. We just want to get your reaction. Notice the demolition, daily noise and dust.

INTRODUCTION TO TWRA

You had our reaction, you had our attention and now you will have our response.

18 Months ago the TWRA mobilized as a community, working together in a positive, proactive manner, collectively with the residents of The Ward, we came to realize and define the values, guidelines and principles that are important to us not only as a neighbourhood but as points for quality living. We developed the following mandate:

"The Ward Residents' Association aims to work in a positive manner with all stakeholders, in order to grow, develop and improve our neighbourhood while maintaining its rich cultural heritage and diversity"

In the spring of 2010 we embarked on a journey to better our community, to take action and let it be known that the individuals residing in the area, new neighbours, old neighbours and those in between will continue to invest in their community as they have been for the last 50+ years.

A year and a half later, as the draft of the Downtown Secondary Plan is presented to Council and the public, we are proud to see the contributions of The Ward Residents' Association incorporated in this version of the plan. Our principles for the most part have been included. Overall, the experience to date has been positive. We have fostered a great relationship with City Planners and Councillors as well as the current property owners Kilmer Brownfield Equity Fund and welcome and are excited about new property owners Fusion Homes.

We have reached out to the community and ensured the residents had a voice in this process. *Honouring our Past-Developing our Future* is our tag line and as each new development settles in the Ward, and as residential developments of the future replace the industrial Brownfield footprint of the past, we are optimistic that the values and characterization of The Ward will be reflected in the future of our neighbourhood.

There is a strong desire for residents in this neighbourhood to hold on to and keep what they feel are valuable in the Ward. It is the first sustainable neighbourhood in our City. Live/work style of life originated in The Ward, full of shoemakers, shopkeepers, delis, butchers, artisans and even Guelph's first hardware store.

You will have received a Summary of Changes presented by City Staff which can be found at the beginning of the Draft DownSP. Rather than reading through each of the summaries, I will focus instead on our comments to the applicable changes.

In regards to the View Corridor

The Ward Residents' Association understands that since the principle in regards to the view corridor was created, the potential for new development in adjacent lands has come to light. In the spirit of collaboration, we are asking if you are taking away this view corridor what are proposing to replace it with? We invite you to take a walk along Arthur St. S., or Cross St. and Neeve St. since all views are visible right now, we are open to suggestions. It is unacceptable to just take the view away, it is backwards thinking, as it was in the 1970's when a factory encroached down Arthur St S thereby blocking the view. Is history repeating itself? The residents at that time did not have a voice in that process, with encouragement things are different now.

In regards to the Fountain Street Extension

TWRA encourages an active transportation link connecting 5 Arthur St. S to the rest of Downtown through the use of an Urban Design Master Plan. Possibly incorporating a pedestrian bridge over the Speed River aligned with Fountain Street, and by doing so connecting the rest of the Urban Growth Study Area.

In regards to Flexibility mixed use and commercial sq metres increase

As mentioned already The Ward Residents' Association encourages the use of the Urban Design Master Plan. It also supports the current height restriction of 4-6 stories. TWRA firmly believes that any future development application be measured against the current zoning by law therefore taking part in the public process designed especially for these purposes. No backroom deals, no compromise.

Originally The Ward Residents' Association felt strongly that 5 Arthur St. S. remain solely residential. However we recognize and history of this area dictates; to have a successful sustainable community a fine and delicate balance between residential and commercial development needs to be found. To that end, TWRA is uncomfortable with just an over all acceptance of square footage increase from 300m2 to 500m2 in that it threatens the, unique local small business feel that The Ward Characterization speaks of. In all discussions the concern over large retail commercial units has been expressed by TWRA. The commercial square footage above 300m2 should be evaluated on a case by case basis, and a determination be made on how would it accommodate parking, traffic and outdoor lighting etc. We request some more discussion around this topic

Bonusing

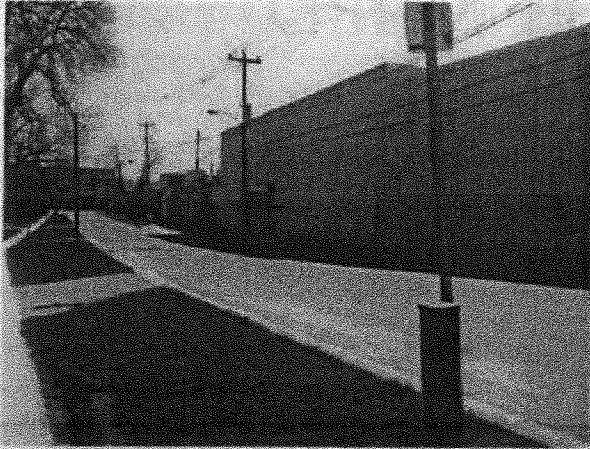
TWRA does not support two stories of additional height through bonusing. TWRA executive attended a presentation by Unto Kihlanki of INTBAU Guelph (International Network for Traditional Building Architecture and Urbanism) entitled "*Lessons from Cologne. A Contemporary Traditional City*". We were impressed with examples of creative solutions that city used for Urban Growth, the majority of building are six stories or less. We also heard John Farley from Creating Homes, speak about their project Market Commons Condos, an upcoming condo project on the corner of Gordon St and Essex St. across from the Guelph Farmer's Market, the amazing design of this building is again below 6 stories, Port Credit also hosts examples of good design under 6 stories.

TWRA realizes the challenges around the area of 5 Arthur St. S. at Elizabeth St., we acknowledge the suggestion not to cap development. The Ward Residents' Association does have some concerns around any **open ended** language in the policies and encourages language that incorporates some kind of boundary or cap, for example an 18 Storey does not fit there or anywhere on that sight. To leave this open ended puts the residents in that area in a very vulnerable position. Four potential sites for 18 stories have been identified by City Planners and 5 Arthur St. South is not one of them.

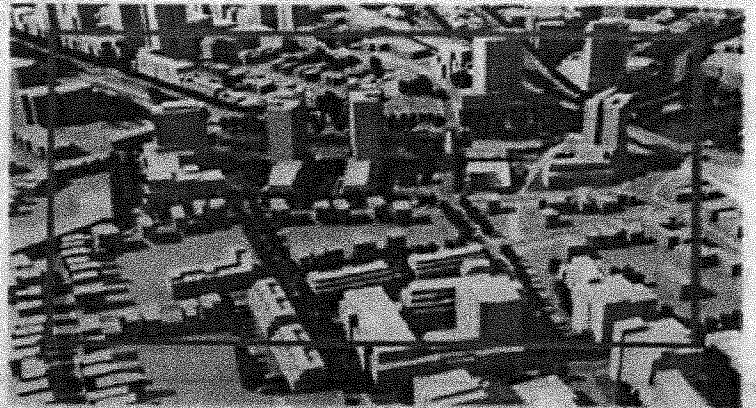
The Ward Residents' Association does not envy the challenges presented to City Planners and the Developers to make this site a win win win for all involved. The Residents are one of the three wins in that statement. Ultimately when the planners are done planning and the developers are done developing the residents will still reside there. Narrow streets, 7,8,9,10-18 Story buildings butting up against 1.5 storey row houses and 2-3 Story Condos and especially 2 story homes just doesn't reflect good design.

Thank you for your time
Maria Pezzano
The Ward Residents' Association
Honouring our past-developing our future

Concrete Wall



Proposed High Density for 5 Arthur St.S. 2010



Demolition



More Demoliton



Ward with a View



INTBAU Canada - Guelph Group
c/o Mr. Unto Kihlanki
302 Edinburgh Rd. South
Guelph, ON, N1G 2K4

November 2, 2011

To Guelph City Council

Regarding the Proposed Downtown Guelph Secondary Plan (OPA 43):

Dear Mayor Farbridge and City Councillors,

We are writing to you on behalf of the Canadian chapter of the International Network for Traditional Building, Architecture, and Urbanism. INTBAU is dedicated to the support of traditional building and the maintenance of local urban character. Registered as a charity in the United Kingdom in 2001, our organization is currently active in seventeen countries and growing rapidly.

The Canadian chapter aims to achieve these goals by drawing together all those with an interest in advancing the values associated with traditional design philosophies, sustainable urbanism, responsible community based architecture and conservation of the built environment. As the local INTBAU representatives, we naturally have an interest in the proposed Downtown Guelph Secondary Plan (the Plan). It offers an important opportunity for Council to bolster Guelph's strong tradition of city-building, which we view as a living legacy.

At the conclusion of their meeting in Valletta, Malta, on April 10, 2010, the International Committee on Historic Towns and Villages (ICOMOS) issued a position paper, which included the following statements: 'The historic city today fosters a sense of belonging and well-being amongst its citizens. The heritage and dynamics of historic cities are also primary assets for attracting creative industries, businesses and visitors.'; and, '...historic cities could serve as a source of inspiration for defining policies for sustainable urban development'.

Within Canada, Guelph is an important historic city, and we urge Council to adopt a position of healthy skepticism towards policies that would have us depart from its historic city-building traditions. This recommendation is not born of nostalgia for the past, but of a recognition that Guelph is among the luckiest of cities: Its original vision is still intact; and the power of that vision can be harnessed now.

It is with these thoughts in mind that we have reviewed the proposed Plan, and we offer you the following observations and recommendations.

Please note that, while INTBAU enjoys the patronage of HRH the Prince of Wales, the opinions expressed here are our own, and are neither endorsed by the Prince, nor by any representative of HRH.

Preface

We wish to start by congratulating the city and its consultants for a plan that is, on the whole, a good one. The proposed strategy for achieving the desired increase in density is, primarily, to utilize mid-rise buildings along the principal streets; this could not be more welcome. We also greatly value the stated intention to respect the character of the existing fabric, as well as our historic buildings.

Numerous other aspects of the plan are laudable too. However, in the interests of brevity, the balance of this letter will deal only with those that we find to be worrisome.

COMMENTARY ON PART C

The following commentary follows the organizational structure of the Part C document. This is for ease of reference and does not indicate a ranking of importance.

Section 2 - Principle 1: Celebrate What We've Got (pg. 43)

In the study portion of the combined document (pg. 11), the Plan's authors describe Guelph's beginnings in a 'visionary plan' drawn by John Galt in 1827, and state that his ambitions were to recreate a 'European city centre'. Furthermore, they choose to highlight its modern day significance by acknowledging that '...it plays a fundamental role in defining the unique character of Downtown.' In another place (pg. 34), they write 'Guelph's remarkable character, rooted in John Galt's plan.....is one of its greatest assets.'

We agree, wholeheartedly. It is immensely puzzling, therefore, that the proposed Plan does not draw, in a more significant way, on Guelph's originating and sustaining vision. In Principle 1, for example, consideration for Guelph's urban heritage is limited merely to the preservation of significant historic buildings and streetscapes.

The legacy of Galt's plan is much more than just a street layout, and a collection of old buildings; his vision represents a coherent set of urban ideals in which the human scale of buildings, the even distribution of density, and use of highly adaptable building types, among other features, are all critical. These ideals have guided the generations of builders who have contributed to the realization of the downtown district that we are proud to have now. Together they form Guelph's city-building tradition.

We call on our leaders to acknowledge that the 'Guelph' residing in the minds and hearts of its citizens today, as well as those who think of the city from farther away, is the one inspired by Galt's original vision. In other words, it still aspires to be a traditional

European-style city; and without this aspiration, it ceases to be the city we know, even if it were still to contain many of the old buildings.

The recognition of Guelph's strong urban tradition, and its protection from unnecessary departures, should be included in the Plan's principles. But even more, it deserves to be utilized to guide our continued growth. After all, it has evolved to answer our deep collective need for a humane, harmonious, sustainable, and recognizable home city. Those needs are as real today as they ever were.

Section 2 - Principle 1: Objective e) – (pg. 43)

'Strategically locate and articulate tall buildings to minimize impacts on historic areas and preserve important public views.'

The literal reading is this: A good strategy for minimizing impacts on historical areas is to locate tall, articulated, buildings downtown.

This is clearly not true, and it doesn't help that we know that this is not the intended meaning. The authors are assuming that we need tall buildings downtown and are merely suggesting ways of mitigating the, acknowledged, negative impacts.

We do not accept that tall buildings are necessary since, in our examination of the documents, we have found no demonstration of such a need. On the contrary, through our own analysis, we have become convinced that there is no need, at least not in the name of meeting the published density targets. Please see our detailed commentary on Section 7.2.1, found below.

Without a demonstrated need for tall buildings, they are an unwelcome intrusion on our historical city-building traditions. Therefore, this objective of the Plan represents a strategy for compromising our built heritage, not for celebrating it. It is misplaced as a support for Principle 1, and we recommend deleting it, or moving it to a new section on possible mitigating strategies.

Section 7 - Objective b) – (pg.71)

'Encourage a wide range of uses and built forms.'

That we would benefit from having a wide variety of built forms is presented as a given, with no supporting reasons offered, as if it were obvious that the widest range of uses can best be accommodated by using specialized building types.

On the contrary, it is the less specialized building types that are the most adaptable and can therefore accommodate the widest range of uses, especially changing uses, over time. Furthermore, a building that can be adapted for alternate uses is inherently more sustainable than a specialized building, which is likely to become obsolete once its

special use is no longer in demand, and which may need to be demolished rather than adapted for reuse.

Guelph's traditional urban fabric is composed of relatively few building types; and these are typically very adaptable ones. The authors of the Plan seem to understand this when they write, '...South of the tracks, new buildings will take a contemporary form while embodying the principles of permanence, adaptability and simple beauty reflected in Downtown's historic buildings...' (pg. 42).

We agree. The best forms for new buildings would be similar to the ones found in the historic district, in both scale and configuration. The Plan should not encourage the development of a 'wide range of built forms'; rather, it should identify the essential attributes of Guelph's traditional building types, and promote new development that utilizes them.

Section 7: General Built Form and Site Development Policies – 7.2.1. (pg. 72)

The Plan includes the introduction of a great many height categories for buildings higher than downtown Guelph's traditional limit of 6 storeys. We can find, however, no specific argument in the documents to support the need for such taller buildings. The authors seem merely to assume that we need them, in order to achieve the Plan's density targets.

We are not so easily prepared to join them in that assumption. Based on our own analysis of the Plan, we assert that the density target is easily attainable using low-rise and mid-rise buildings only.

Per Schedule D, the Plan would permit, at least, 26 new tall buildings at heights varying from 8 to 18 storeys. It is likely that these would be developed, almost exclusively, for residential uses because the floor-plate sizes are restricted at the upper levels. They are also located, mostly, on the edges of the downtown district, close to the parkland areas.

Our estimate is that these buildings, alone, could yield approximately 4,500 new residential units, without any density bonuses. Therefore, since the Plan targets only 3,000 new units, a surplus of 1,500 units is possible. (Please see our calculations in Appendix A, attached).

Roughly, 1,900 of the new units would be located above the sixth storey. But, if we are correct, and the tall buildings proposed would produce a surplus of 1,500 units, then only 400 of those upper level units might actually be required. And even then, they would be needed only if we had to rely on just those 26 projects for the entire supply of new residential units.

But we must recognize that significant redevelopment, including residential uses, is likely to take place in locations beyond those identified for the taller buildings. A much larger area is identified for redevelopment up to six storeys, and the entire district up to four

storeys. It is hard to imagine this immense additional area redeveloped for non-residential uses only; neither would that be desirable.

If we were to rely on the additional development of just 20 to 30 new residential units per year (400 to 600 over 20 years) elsewhere in the Downtown district, then we could comfortably meet our density target using buildings no taller than six storeys.

Streets framed by mid-rise buildings offer a humane scale and harmonious qualities that are fundamental and important ideals within our city-building tradition; they must not be abandoned lightly, and certainly not unnecessarily. The livability of our streets and public spaces depends on them.

We call on Council to carefully examine the need for buildings taller than six storeys. If the Plan's density targets can reasonably be achieved without resorting to their use, as we maintain they can be, the proposed categories for taller buildings should be eliminated from the Plan.

7.2.3. g) (pg. 73)

'All buildings downtown should be finished with high quality, enduring materials, such as stone, brick and glass. Glass should be transparent or tinted with a neutral colour. Materials that do not age well, including stucco, vinyl, exterior insulation finishing systems (EIFS) and highly reflective glass, shall not be permitted.'

Durability, per se, is not a subject well suited to high-level municipal controls because all materials can be used poorly, and the durability of each is mostly determined by detailed design, careful installation, and by the ease of maintenance. Furthermore, eliminating stucco as an eligible finish is to discriminate against, what is arguably, the most traditional of all building materials. Because of its versatility, economy, and ease of maintenance, it continues to be used successfully around the world. And, when used properly, it is a very durable material.

The promotion of architectural character and quality is a more suitable subject. Good design should be the paramount goal, which in itself should result in the use of high quality durable materials.

That being said, Guelph has a long tradition of restricting the palette of building materials in the Downtown district, but for reasons not necessarily related to durability. According to prominent local historian Gilbert Stelter, a 1946 city bylaw required the use of stone on all facades along Wyndham Street. By that time, so many buildings had facades of local limestone that its common use had become an important contributor to the unique architectural character of Guelph.

The use of 'Guelph formation limestone', or a reasonable facsimile of it, for a significant portion of the facades of all buildings along the primary streets, would be a simple and

effective way to continue in this effort of reinforcing Guelph's unique character. We think that our current council should mandate it, thus following in the tradition of previous councils.

8.2 Design Review (pg. 88)

While we agree that a high level of design quality is very important, we are concerned that the policies of the Plan do not provide sufficient guidance, or the appropriate structure, for a design review process. We are also worried that, where the Plan does offer guidance, it is of a kind that has not been adequately vetted by the broader community, for that purpose.

For example, on page 42, the Plan states 'South of the tracks, new buildings will take a contemporary form...'. It therefore appears that the use of historical styles would not be encouraged, and that the authors are calling for a 'modern' look, whatever that means.

But, on what mandate would Council dictate on matters of architectural style? The citizens of Guelph should be consulted, specifically, before any guidance is offered to any design review panel. To do otherwise would be to act in an inappropriately elitist manner.

Unless structured very carefully, design review committees, and advisory processes, can also cause other unintended and unwanted consequences. One of them is that some developers could be tempted to reduce the amount of time spent on their internal design processes, in order to reserve more time for the design review panel. This could result in reduced design quality.

One way to provide a more appropriate structure for a design review process would be to establish a Development Permit System for parts of, or perhaps the entire Downtown district. The preparatory work required ensures that the public would have adequate opportunity to assess whatever architectural design guidelines might be implemented.

Just as importantly, council would have the option to delegate design approval responsibility to a committee, or to an individual representative. This would make it practical for proponents to involve the city at the early stages of the design process. Genuine city participation in the dialogue between the proponents and the designers would be possible. The city, in this way, could become a functioning part of the design team.

The best design usually comes about when there is both a desire for high quality, and the opportunity for a genuine and developed dialogue between the designer and his/her clients. Design-by-committee rarely, if ever, can successfully replace that formula. We encourage council to explore the Development Permit System option, prior to the establishment of any design review processes.

CONCLUSION

We hope that our comments are helpful to you, as you grapple with the immense challenge of managing, potentially, explosive urban growth. Our aim is sincere, and intended to aid in the refinement of the Plan, not to frustrate it.

Should council, or any member of staff, including your consultants, wish to discuss any of these observations with us, we would be more than pleased and would try hard to make ourselves available to you.

Signed by:

	Naomi Lane
Christopher Campbell	Helen Murphy
Wilfred Ferwerda	Charles Nixon
Unto Kihlanki	Paul Ross
David Krupp	Uli Walle

cc. Jim Riddell - Director Planning
Todd Salter - Manager Policy Planning
Ian Panabaker - Downtown Manager
David DeGroot - Planner

The Guelph Chamber of Commerce sees the need to have an integrated approach to the development of Guelph's downtown, as discussed in the amended Downtown Secondary Plan. The concepts outlined in the plan need to be tested against what makes business sense to provide creative solutions towards doing something magnificent for the city, and to make it workable for those who are willing to invest in our downtown. Places to Grow mandates aggressive growth targets for our community that can only be reached by thinking big, and looking at new approaches to move us from concept to implementation. We need residential development for tax revenue, more residents, more daytime vibrancy, and the resulting greater business development in our Downtown and around our City.

There are some concerns that items contained in the Secondary Plan would ordinarily appear in zoning or bylaw documents. One example relates to restrictions to footplates or floor space indexes, which limit the amount sites can be developed and therefore limit the possibility of attaining residential goals. Putting height limitations within the Official Plan instead of within bylaws puts a further restriction on development ideas, potentially limiting solutions that could be workable from both financial and aesthetic perspectives. This results in a one size fits all strategy that does not consider the unique contexts of varying neighbourhoods. The Secondary Plan shows some parcels of land being split by access ways, which when combined with setbacks from rail lines make sites unattractive to development. An example of this is the splitting of a development site by extending Surrey Street to leave a development parcel stranded against a railway track which needs 30 meter easements. Developers have commented that no other municipality in Southwestern Ontario is as onerous on restrictions at the Official Plan level. This forces developers to enter a project considering the fastest route to the OMB, a further increased cost to the community.

Guelph is at a critical juncture in having some early successes to be catalysts for future development. Under consideration is a project for developing land adjacent to the Cooperators by Tricar. Tricar has been involved with over \$160m of developments in assessed value for the downtown of London. This has been a significant part of the 59% increase in assessed value in London's downtown since 2002. Apart from the obvious increased tax revenue, this has helped to spur a resurgence of investment in businesses in London's downtown, as well as positive social and economic benefits. Guelph has downtown development as a core goal of the Prosperity 2020 economic development plan. Tricar could help to act as a catalyst for other commercial and high density residential developments that are critical for Guelph to meet its Prosperity 2020 goals adopted by City Council and provincial Places to Grow legislation. The first project proposed is for roughly 300 residents. Places to Grow and Prosperity 2020 are each calling for a combined increase of 6000, from the current 2500 to 8500 people by 2031. The scale of this project is significant, but to put it in perspective, Guelph would need the equivalent of 20 of these projects to meet our minimum goals. It is imperative we set the example on this project to stimulate further development and investment in Guelph's downtown.

The Guelph Chamber of Commerce has met with Tricar and other developers, who would all support Tricar leading a successful development. Tax assessment on the first of two

developments is \$650,000 per year. Combined assessment is \$1.2million. Delays in each project result in a loss of \$54,000 per month in taxes alone, not to mention other economic development benefits. Time lines for these projects, including public consultation and City Council presentations need to be confirmed in order to assess construction schedules for developers. Leaving things open adds a level of uncertainty to all projects. The bar needs to be set for this project to lead the way for other successful developments.

Fusion Homes developing the Kilmer/Woods property is another example of what might be done to improve our residential inventory in the downtown. The Downtown Secondary Plan should not inhibit, but should facilitate the creative use of this space. The combination of floor space index and height limitations for this site could curtail what could be a very exciting project, for the City and one that would enhance public space. Policies need to be flexible to allow for creative solutions instead of imposing limitations at this time.

City staff maintains that the density goals referred to would be attained if every parcel of land was developed as identified on the maps found in Schedules A-D in the Secondary Plan. We believe that it is highly unlikely if not impossible for every parcel to be developed within the time frame identified in Places to Grow and Prosperity 2020. If the 18 storey maximum was achieved on both of Tricar's properties they could be developed to their full potential and assist the City in getting as close to their density targets as possible.

Details within the Secondary Plan documents have been discussed with City planning staff last week and they communicated that the proposed extension of Fountain St is in fact an 'Active Transportation Link' for pedestrian and cycling traffic only and not a road. Furthermore, they indicated that the final location of this 'Active Transportation Link' would be determined through an Urban Design Master Plan for the area and that the Link could be located on the north or south edge of the 'Marsh Tire' site, or not on the site at all. There is an existing walkway to the north of the site between it and the tracks, that would be suitable for pedestrian and bicycle traffic, as well as the Surrey St extension that could be utilized. While this is good news it has still been raised as an issue in a letter to the City regarding the Downtown Secondary Plan as Tricar would like assurances that the final location will not be as is currently shown. One other point related to this proposed 'Active transportation link'; the current link separates the Marsh Tire site and two different height designations have been placed on the resulting 2 'parcels', Tricar will be calling for the entire site to have the same 18 storey height designation.

The Guelph Chamber of Commerce is fully supportive of the Prosperity 2020 plan, and is aware of the need to conform with Places to Grow. We are also cognizant of the fact that in order to successfully achieve these goals, we need to move forward with plans that make good business sense and are feasible for those willing to invest in the betterment of our community. It is important to remember that those companies invest in more than buildings, they support the arts, local businesses and many other aspects of what contribute to making a positive impact in our community.

Guelph, N1E 4T8

November 2, 2011

To: Guelph City Council

I have reviewed the Downtown Guelph Secondary Plan. Overall, it is a positive and forward thinking plan. In particular, making sure that the river is protected and is a focal point and that there is local green space will help to make the area attractive for people living so close to the downtown business area.

I wish to address two areas of concern.

Firstly, I draw your attention to the line on page 8 (26) that states:

Minimize and mitigate traffic impacts on existing residential neighbourhoods within and surrounding Downtown.

Thank you for putting this concern directly into the plan. As the number of people increases on the new Arthur Street South (old Woods plant) site and with the proposed 18 story condo on the Co-operators site, the amount of traffic using residential streets on the periphery such as Arthur Street, will increase. I request that measures are put into place before building begins on these sites.

Measures in the recent past have not been adequate. Speed humps that were put in a few years ago on Arthur Street North were designed for collector roads not those for residential streets (such as Dufferin) and therefore have not had the traffic calming that the Allen's Mill Neighbourhood expected. Please have traffic services review this and replace the current speed bumps with the kind that are on Dufferin Street.

Secondly, I am sure that City Council will review the plans for an 18 story development on lower Macdonnell very carefully. Please consider the overall height in relation to the existing buildings and sight lines. At this point, it would seem that a 12 or 14 story building would be more appropriate.

I request that I receive notice of any and all meetings regarding the development of both the Arthur Street and Macdonnell Street sites. I am anticipating that neighbourhood involvement will be sought regarding the proposed development on Macdonnell.

Yours sincerely,

Leanne Johns

Leanne Johns



November 2, 2011.

Via email: clerks@guelph.ca

The Corporation of the City of Guelph
City Hall
1 Carden St
Guelph, ON N1H 3A1

Attention: Tina Agnello, Acting City Clerk

Dear Ms. Agnello:

Re: City of Guelph Downtown Secondary Plan
150 Wellington St E
148-152 MacDonell St

Please accept this letter as formal submission of comments regarding the City of Guelph's proposed Downtown Secondary Plan in addition to how it's policies relate to two major downtown parcels owned by Tricar or related companies, known municipally as 150 Wellington St E, and 148-152 Macdonell St.

The Tricar Group is committed to becoming a significant investor in Guelph, particularly in the downtown core. We have committed a significant amount of resources to plan, design, construct and manage the lands noted above. From past experience we know that the only way to revitalize and strengthen a core of any City is by significantly increasing the number of residential suites located within it. Through the development of luxury suites, apartment and condominium living becomes redefined and attractive for the 'empty nesters' and professionals that seek the vibrant, active lifestyle that core living offers. Many of the broad policies and objectives found in the proposed plan will prove extremely beneficial to the downtown core and the City of Guelph as a whole. Many of these policies, in line with the provincially mandated Places to Grow legislation, will help to encourage sustainable development and create a substantial base of residents that will ensure that downtown Guelph becomes a vibrant place in which to live, work, and play for the long term.

Through our review of the Downtown Secondary Plan there are specific policies within the plan that we wish to address.

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Regarding 150 Wellington St E, the Proposed Plan provides little justification for the location of the Active Transport Link contained in section 11.1.7.3.9 that is currently shown as bisecting the site. In our opinion this new link may not be justified nor required as there is an existing pedestrian connection immediately north of the site located on City lands. The site is constrained by a minimum 30 meter setback from the railway line to any residential building, therefore if the dissection of the site were to occur as is currently illustrated on Schedules A-D, it would render the lands undevelopable. It is our understanding that the location of the Active Transport Link has the potential to be moved elsewhere on the site or onto adjacent lands (including further south towards Surrey St or to the north of the site where a pedestrian pathway currently exists) and that this will be dealt with through an Urban Design Master Plan for the area. We propose that the Active Transportation Link in the location currently shown on the Schedules A-D of the Downtown Master Plan be removed until the Urban Design Master Plan is completed. Furthermore, although it has been communicated to us by City staff that this is an Active Transportation Link and is intended for pedestrian and bicycle traffic only, section 11.1.4.2.7(a) together with Schedule A still identifies the link as a possible Local Street and does not explicitly state that motor vehicles will in fact be prohibited. Reference to possible local street should be removed.

The Active Transportation Link as currently shown also divides the property into two separate height designations. Again it has been communicated to us by staff that once the final location of the Link is determined through the Urban Design Master Plan process for the area, height designations on the property would also be revisited. In the interim we would propose that both newly created 'parcels' contain an 18 storey height designation. We would be willing to further discuss the creation of an Active Transportation Link on or adjacent to our site provided it does not encumber that functionality of the site as it relates to the construction of a high rise residential development.

In addition to the potential encumbrance of the site due to the proposed Active Transportation Link, there are other sections in the Downtown Secondary Plan that will hinder growth on the parcel located at 150 Wellington St E as well as 148-152 MacDonell St. The Proposed Plan is excessively and unfairly restrictive and contains many provisions and standards more appropriately considered at zoning and/or site plan stage. The plan's overly restrictive and inappropriate measures are contained in section 11.1.7.2.3 (h). The proposed plan is highly prescriptive but provides no technical studies or references to justify policies referencing architectural massing within the context of the downtown or detailed provisions with respect to floor plate sizes and length to width ratio. Further, the Plan's policies have the clear intent to treat residential buildings as more 'sculptural' objects. It fails to recognize that there are critical structural, economic, energy, and social considerations inherent in the design and functioning of residential high rise buildings. The attempt in the Proposed Plan to place limits on floor plate sizes limits the number of units on each floor, and limits the size of units on each floor. The Proposed Plan references no data or studies regarding the needs, preferences, or economic opportunities of the proposed downtown population figures. The Proposed Plan attempts to regulate/control new residential development by prescriptive sculptural standards that have inappropriate and unjustified economic impacts on redevelopment. Such matters, even if justifiable in a planning document, are better addressed at the zoning by-law stage after detailed site research has been conducted.

Section 11.1.7.2.3 (e) sets out a requirement that residential pick-up and drop-off areas as well as lay-bys be located on secondary or local streets as opposed to primary streets. This poses a major problem for our two above noted properties as they are both located on primary streets with no access to secondary or local roads. This section should be amended to read 'where applicable' in order to accommodate situations such as this one.

Section 11.1.7.3.4 (e) requires ground floor heights to be a minimum of 4.5 meters, this can be onerous when dealing with above grade parking structures. Typically in multi leveled parking structures, ramps are located directly above and/ or below the previous level(s) ramp. There is a direct correlation between the length of the ramp and the height of the floors. For example, by increasing a typical parking garage floor height from 3.0 meters to 4.5 meters, an additional 14 meters of length to the ramp is required. As stated previously, significant design challenges and inefficiencies will be created due to the arrangement of multilevel structures. The appearance of a higher ground floor can be achieved through various architectural design and façade features, rather than applying a general requirement to alter the actual interior floor height.

Section 11.1.7.3.6 states buildings within Mixed Use 1 shall have a substantial step back above the fourth storey. In the development of both projects it is our intent to work within this guideline as much as reasonably possible; however certain portions of the structure may require the façade to be continuous from the base to the top of the building. In the design of high rise structures, a simple offset of 3-6 meters can negatively impact mechanical, plumbing, electrical and fire protection services which run from the top to the base, alter the location or function of stair and elevator cores, as well, introduce structural implications for transferring loads of the residential structure above a parking structure. The secondary plan should leave some flexibility for staff to understand the merit of reducing the required set back at certain sections of the buildings façade.

The Tricar Group is committed to working collaboratively with the City of Guelph to achieve its goal of bringing more residents and businesses into the downtown through proper planning and implementation. Please do not hesitate to contact the undersigned if you wish to meet in person to further discuss these comments.

Regards,



Joe Carapella
President, The Tricar Group



VIA EMAIL & COURIER

November 2, 2011

City of Guelph
Community and Development Services
1 Carden Street
Guelph, ON
N1H 3A1

Attention: Mr. Jim Riddell, MCIP, RPP
Director, Community Design & Development Services

Dear Sir:

Re: Draft Downtown Secondary Plan

As you are aware, the Tricar Group is the owner of 150 Wellington Street in the City of Guelph. This property on Wellington Street located at the eastern end of Fountain Street represents the majority of land identified as the Wellington/Neeva Area on Schedule 'C' Land Use of Draft Downtown Secondary Plan. The northern edge of these lands is adjacent to the CNR Main Lines.

While the Proposed Secondary Plan contains many bold initiatives, the extension of Fountain Street taken in combination with the Draft Secondary Plan's policies for Land Use and Built Form and the required 30m setback from the CNR Main Lines, will eliminate the potential development of high-density residential uses on the Tricar Group's lands.

1. The Extension of Fountain Street

The extension of Fountain Street proposed in Section 11.1.4.2.7 of the Draft Secondary Plan is shown on all of the schedules to the Draft Secondary Plan (Schedule A, B, C, and D).

"The new potential streets and laneways shown in Schedule A are conceptual; their location and alignment may be modified without amendment to this plan, provided the general intent of the plan is satisfied. Modifications may also be further addressed through the completion of an Urban Design Master Plan where applicable. The purpose is to create a street network with urban block sizes that support the use of active transportation. As identified in Schedule A, the following potential new Local Streets are planned Downtown.

- a) *The direct and logical connection of Fountain Street to Wellington Street by way of a Local Street or by way of an active transportation link.”*

Although Section 11.1.4.2.7 proposes that modifications may be made to the alignment of potential new streets and lanes, the language of clause a) is very specific and the implications of providing an active transportation link, are unclear since active transportation link is not a term used in the City of Guelph Official Plan. Table 1 of the Draft Secondary Plan shows the rights-of-way width of a Local Street to be 18m+. The Draft Secondary Plan also identifies these lands as a strategic location for significant building height. However, the extension of Fountain Street would consume developable land and arbitrarily divide the Tricar Group’s lands into two smaller parcels, rendering the lands undevelopable for high-density residential uses. The northern part of what would be two smaller parcels of land is further constrained by the required 30m setback from the CNR Main Lines.

The proposed extension of Fountain Street is graphically identified on all schedules to the Draft Secondary Plan (Schedules A, B, C, and D) with the notation “Potential Local Street or Active Transportation Link” while, at the same time, the common base drawing for all schedules shows the extension of Fountain Street as a local municipal street in the same graphic fashion as all existing streets in the Draft Secondary Plan area. This depiction of the extension of Fountain Street takes on specific importance in Schedule “C” Land Use Plan where the street extension is clearly shown as an existing street and is used to draw a spatial separation between land use designations on the Tricar Group lands. In a similar and co-ordinated fashion, Schedule “D” Minimum and Maximum Building Heights shows the street extension and uses it to spatially separate the height ranges of 3-6 storeys from 6-18 storeys. To maintain flexibility for the development of these lands the division/spatial separation of land uses and building heights need not be tied to presence of a Local Street in the Draft Secondary Plan’s Schedules. To maintain flexibility for the development of these strategically placed lands and to preserve the conceptual nature of a potential pedestrian connection from Fountain Street to Wellington Street, the street extension should be removed from the base drawing underlying the schedules attached to the Draft Secondary Plan.

2. Land Use and Built Form

Section 11.1.7.2.3 of the Draft Secondary Plan proposes additional built form policies that are to apply to all of the Downtown.

- “e) Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local streets and/or Laneways, and not on Primary streets.”*

This prohibition against access to pick-up and drop-off areas on Primary streets may not be applicable to all locations and may produce constraints, limiting appropriate interaction between buildings and streetscapes.

- “h) The massing and articulation of buildings taller than six storeys shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline in which the Church of Our Lady is most prominent. Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the*

floorplates of floors above the eighth storey, where permitted, generally be a maximum of 1000 square metres and should not exceed a length to width ratio of 1.5:1.”

These blanket controls on the size and distribution of floor area risk treating buildings as sculptural objects within the landscape and may not reflect site constraints or economic viability of specific sites. The size of a floorplate limits the number of units on each floor and/or limits the size of units on each floor. The number of units per floor can negatively affect such areas as construction costs, ongoing energy consumption, building maintenance costs, and overall economic viability. The determination of unit size and location is also influenced by local/regional construction practices, land values, population demographics, and local market preferences. These proposed policies were first introduced in the Downtown Guelph Secondary Plan Study and were not at that time supported by research regarding site constraints, or the needs, preferences, and economic opportunities of the projected Downtown population.

Section 11.1.7.3.4 proposes on *“key streets, active frontages will be achieved to reinforce the role of these streets or portions of streets as commercial, pedestrian-oriented, urban streetscapes. The following shall apply to development on properties where active frontage is required, as identified in Schedule C:*

- e) *Ground floor heights will generally be a minimum of approximately 4.5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors. Generally, a large proportion of the street-facing ground floor wall of a new mixed-use building shall be glazed.”*

The scope of this policy does not recognize the potential design complexity of mixed-use buildings that often have to resolve a number of issues related to floor to floor height, such as the integration of interior enclosed parking structures. In order to provide flexibility for the design of larger complex mixed-use buildings, controls of this nature may best be addressed through the zoning.

Section 11.1.7.3.6, proposes policies for the massing of buildings in Mixed Use 1 areas such that:

“To respect the historic character of the Downtown and ensure a human-scale pedestrian realm, buildings taller than 4 storeys in Mixed Use 1 areas shall have a substantial setback above the fourth storey generally in the range of 3-6 metres from the front of the building fronting a public street or park, except on Gordon Street and Wellington Street, where a setback of 3-6 metres is required above the sixth storey.”

In many respects the ability of a building to shift or terrace its massing is conditional on the resolution of competing demands arising from its functional program, structural system, and site constraints. Depending on the specific materials and architectural design of a building a stepping back of much less than 3 metres may more than meet the objectives to respect the historic character of the Downtown and ensure pedestrian-scale. This policy places too much reliance on the ability of massing to address these issues and may preclude or dissuade superior design solution in some circumstances.

The Tricar Group is committed to continuing to work collaboratively with City staff regarding the development of their lands. We would be pleased to meet with you to discuss our comments further. Should you have any questions, or require further information, please do not hesitate to call.

Yours very truly,

ZELINKA PRIAMO LTD.



Michael C. Hannay B.E.S., B.Arch., MRAIC, MCIP, LEED® AP BD+C

cc. Ms. Tina Agnello – City Clerk, City of Guelph
Mr. Chris Leigh – Tricar Group (EMAIL ONLY)
Mr. Alan Patton – Patton Cormier & Associates (EMAIL ONLY)

David deGroot

From: Jamie Ferguson
Sent: November 4, 2011 12:09 PM
To: ClerksDept
Cc: David deGroot
Subject: OPA 43

Good afternoon Tina,

We note that our comments from our letter issued May 2011 have been addressed with the current document. At this time we have not further comments. Please keep us notified of OPA 43.

Sincerely,
Jamie

Jamie Ferguson B.Sc. (Agr.), M.Sc.
Resource Planner
Grand River Conservation Authority
400 Clyde Road, Box 729
Cambridge, Ontario N1R 5W6
Tel: 519.621.2763 x2238
Fax: 519.621.4945
www.grandriver.ca

From: Dave Sills
Sent: November 6, 2011 7:51 AM
To: Mayors Office; Gloria Kovach; Maggie Laidlaw; Bob Bell; Jim Furfaro;
Andy VanHellemond; Ian Findlay; June Hofland; Cam Guthrie; Leanne Piper;
Lise Burcher; Todd Dennis; Karl Wettstein
Subject: Downtown Guelph Secondary Plan

Hello Mayor and Councillors,

Re the Downtown Guelph Secondary Plan, I am very much in favour of the idea of creating unbroken green space along the Speed River.

However, I am very much against high-rise buildings in the downtown area. I think the tallest building should be no more than 12 stories, even in low areas.

But the emphasis should be on human-scale buildings of 6 stories or less. There is more than enough space downtown to get the desired density without resorting to 18-story high-rise buildings that will destroy the character of our unique downtown.

Sincerely,

Dave Sills

RECEIVED
NOV -7 2011
CITY CLERK'S OFFICE

G. E. NASH LIMITED

Established 1920

544 Niagara Street, Welland, Ontario L3C 1L8

Tel. 905-788-5070

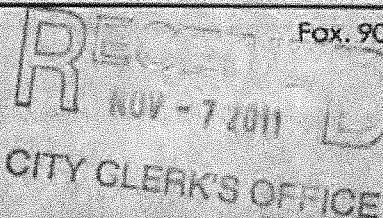
Mailing Address: P.O. Box 457, Welland, Ontario L3B 5R2

Fax. 905-788-2661

November 7, 2011.

Madam Mayor, Counsellors and City Staff.

Re: OPA 43 (Draft) – 110 Gordon St., Guelph Ont.



I would first like to comment that OPA 43 is a draft document of some 222 pages and a document that I think took a number of years to create. I think it only fair that the registered owner of an affected property be given proper and adequate notification to review the document in its entirety especially as there is an implication of expropriation, whether in whole or in part. G.E. Nash Limited as the registered owner of 110 Gordon St. for some 57 years, was only made aware of the document and the Public Meeting on November 2, 2011 and as a result has not had the time nor the resources to review the impact of such an amendment with City Staff, the Guelph Animal Hospital as tenant, Legal Council, Independent Planning Consultants or Accredited Appraisers as to the physical and economic impact of such changes.

There is no doubt that the implementation of OPA 43 will have a devastating economic impact on 110 Gordon St. and that has already commenced even with its proposal. The possibility of future tenants has been reduced by way of the reduction in uses and the inability of the landlord to offer any long term tenancy. As a result G.E. Nash Limited will no longer be able to achieve the highest and best rents because of such changes, restrictions and reduced uses. The implementation of OPA 43 puts the existing tenancy of the Guelph Animal Hospital in jeopardy as they cannot now be assured of any long term tenancy (an essential element to the clinic), nor, with diminishing possibility will they be able to find a new location of equal accessibility, exposure and prominence. And if it is the decision of the Animal Hospital to vacate at the end of their current term, which will be solely due to OPA 43, I might add, it is without doubt that the only new tenants available for 110 Gordon St., would be of inferior quality, for short term, and of markedly reduced rents.

Evidence that G.E. Nash Limited will not be able to provide any tenant with any meaningful long term tenancy is embodied in paragraph 11.1.7.10.5 "...which may continue to function in their existing capacity into the latter half of the planning period..." This section on page 41 supports the immediate commencement in devaluing the market value of 110 Gordon St. and surrounding properties, and reduces the effective rents any landlord can expect to receive.

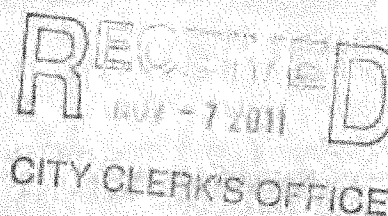
While I haven't read the entire document, I could not find where a proforma was undertaken and created to best understand the enormous economic impact on the City of Guelph and its citizens. I would think that there would have to be compensation allotted to landlords and tenants alike.

If I were to ask you to put yourself in the position as owner or tenant of 110 Gordon St., or of those in the immediate affected area for that matter, could you honestly say that OPA 43 is in your personal best interests?

Therefore, on behalf of G.E. Nash Limited, I must strenuously object to the implementation of OPA 43 and its depreciating effect on 110 Gordon St.

Yours Sincerely,

David A. Nash
Secretary & Treasurer
G.E. Nash Limited



November 7th 2011
Madame Mayor and Council Members:

We have the following comments on the proposed OPA Amendment Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan.

We are most concerned about the quality of life of the existing and future downtown residents and workers.

We believe strongly that the proposed amounts of green space in the proposed OPA are inadequate for the following reasons:

1. The existing parkland in the downtown is already below the 5% parkland dedication at 1 hectare per 400 people. Therefore the downtown is already below the Planning Act requirements.
2. One only has to look at the aerial views of the downtown to see how little green space exists. Historically there were more street trees in the 1930's and 40's than exist in the downtown today. Council has approved money to private downtown building owners to fix up facades but, excluding the new civic square, little improvements to the existing public streetscapes has occurred. Many trees are in poor condition, other healthy mature trees have been logged or damaged during road reconstruction and some streets have few trees. We suggest that the city fix up the existing streetscapes by planting more trees in the immediate future rather than rely on some long term future vision.
3. We do not believe that the proposed tree lined streets and Future Park at Wellington and Gordon will be adequate to moderate the heat island effect and air pollution that will result from the proposed density in the OPA. Let us be proactive and not make the same mistakes of other cities and plan for more green space now.
4. Linear parks are OK for walkers and bikers but where is the active portion for sports in downtown?
5. Provision needs to be made for a community garden where people can grow vegetables and flowers. There should be some provision for a dog park. People in condos have dogs. Does the city expect the dogs to defecate along the tree lined streets or on the sidewalks? That is what is happening in other high density downtowns where no provision was made for dogs in the park plans.

Laura and Dennis Murr

November 7, 2011

RECEIVED
NOV - 7 2011
CITY CLERK'S OFFICE

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

Attention: Todd Salter / Manager of Policy Planning

Re: Downtown Secondary Plan & 71 Wyndham Street South Site

Dear Mr. Salter:

We would like to offer the following comments and concerns with the current draft of the Downtown Secondary Plan as it relates in general to achieving the density goals for the entire study area and some comments specifically related to the future development potential of our +-1 acre river front development site at 71 Wyndham Street South.

Height Restriction on 71 Wyndham Street South Site:

The current draft plan shows a proposed maximum of only 6 stories. We believe that for the broader goals of achieving the growth anticipated for this area that sites such as these need to be maximized where practical. There are few potential sites with this footprint available in the whole study area let alone ones that lend themselves to an obvious residential use. We propose that a 12 storey maximum be applied to this site so it can achieve it's density potential.

Foot Print Restrictions:

We believe this requirement will frustrate the few potential sites within the downtown from achieving their logical density. As there are only likely a hand full of sites that may have an ability to exceed this foot printing, we suggest that this matter be dealt with on a site specific basis and regulated through zoning rules, not official plan policy.

Conversion of entire Wellington Street Commercial Plazas to Parkland:

We believe this goal to be unachievable without severe financial implications to the economic model of how many of the infrastructure and public expenditures contemplated under the plan will be paid for.

Creating significant parkland within the zone is not a readily achievable goal however improving access to existing parkland, particular for the emerging neighbourhood in and around the Wellington Street corridor, is. We suggest that only the most eastern area of this site be

acquired to provide a visual connection to the river and that the balance of commercially zoned lands be reclassified as higher density commercial uses with site plan requirements that would maintain a green space and possible trail connection along this river corridor. This would provide an economical link to the significant park assets that exist only a couple of hundred meters away, i.e., York Road Park, Royal City Park and possible enhancements to the Lawn Bowling site and adjacent parking lot fronting the covered bridge.

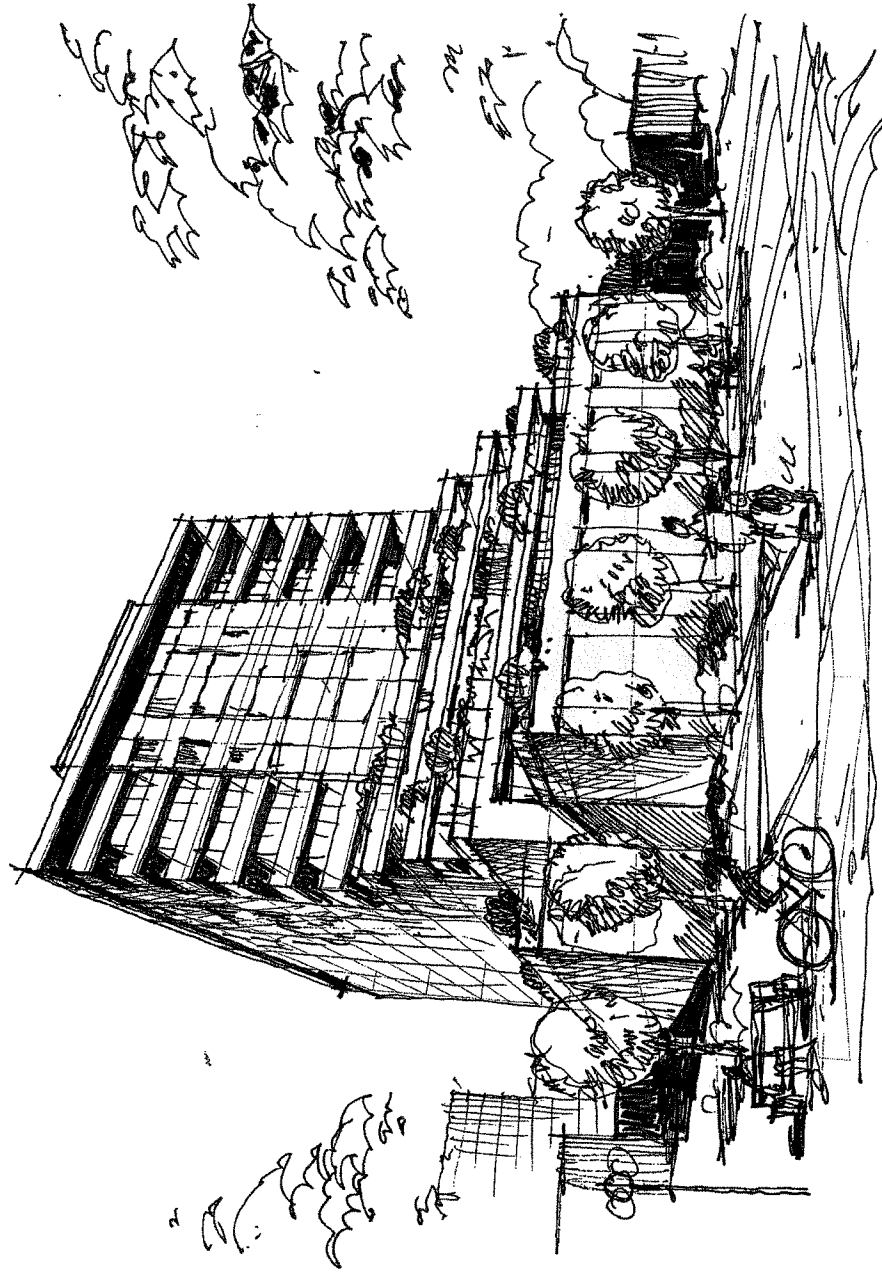
This vehicular corridor (still maintaining its link for Highway 7 as it passes through Guelph) will for decades to come remain most viable as the service commercial uses it currently hosts. By removing these uses will require replanting of this commercial activity within the immediate area and we believe it is best situated as currently exists. The higher density buildings proposed would be better mapped to occur on the secondary streets and properties one block in behind this commercial strip.

We look forward to our next opportunity for input to help evolve a plan that benefits the entire City and put policies and guidelines in place that make the entirety of the Plan achievable.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Lammer', with a long horizontal flourish extending to the right.

Tom Lammer
Rykur Holdings Inc.



Lammer Developments

RK
Roth Knibb Architects Inc.
888 Queen Street West, Toronto ON M6J 1G3 Telephone 416.536.2118

Preliminary Design Proposal

71 Wyndham Street South
September 21, 2011

Perspective

Scale: N/A
Page 1 of 4

Data

Parking Ratio:

Upper Parking 67 spaces
 Lower Parking 59 spaces
 Total Parking 126 spaces

Proposed Units
 Ground Floor 0 units
 Floors 2 to 11 (10 on 10 floors) 100 units
 Total units 100 units
 Parking Ratio 1.25 spaces /unit

Gross Floor Areas:

Lower Parking 22,800 sf
 Upper Parking (@Ground Floor) 20,236 sf

Ground
 - habitable 2,564 sf
 - terraces 6,450 sq.ft.

Second fl. units
 - including balconies 17,850 sf
 - terraces 850 sq.ft.

Third fl. units
 - including balconies 15,480 sf
 - terraces 850 sq.ft.

Fourth fl. units
 - terraces 850 sq.ft.

Fifth to Eleventh - 7 Typical Floors @ 12,900 sq.ft. 90,300 sf.

Total Gross Floor Area above parking
 126,194 sf (11,723 sq.m.)

Open Space:

Site Area 41,137 sf
 Building Area including parking deck at ground 22,790 sf
 Open Space 18,347 sf - 44.6%
 Open Space including Roof Terraces at 2nd, 3rd, 4th 26,497 sf - 64%

OBC Requirements:

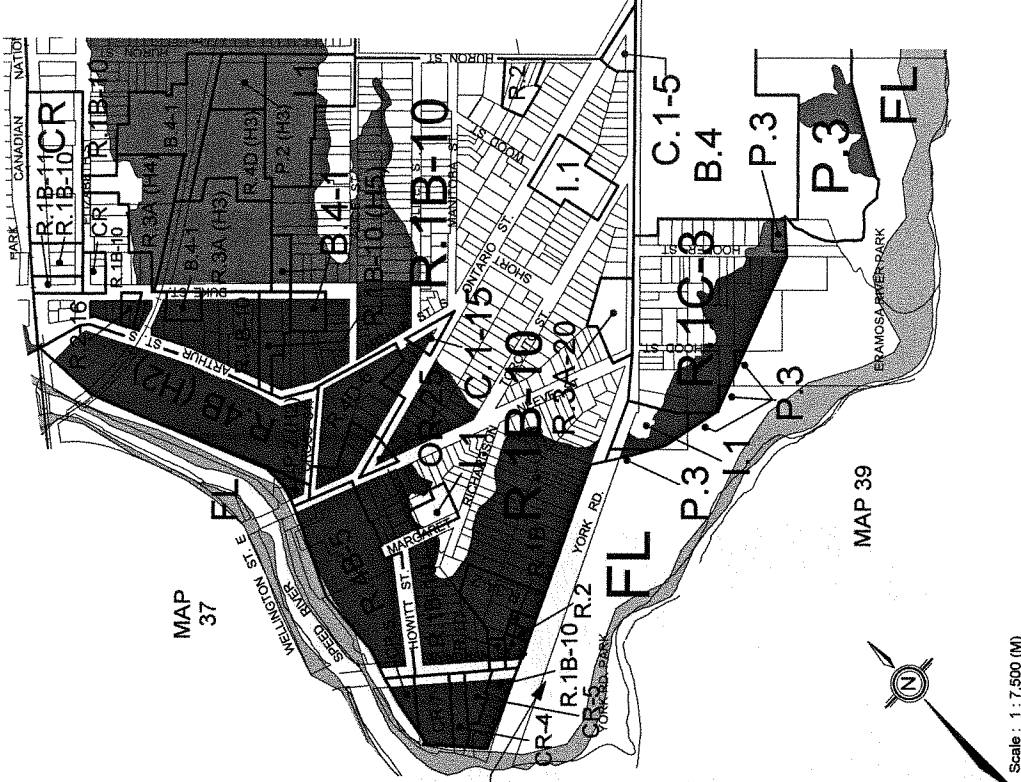
Part 3 - 3.2.4.2. Group C, Any Height, Any Area
 Unprotected Opening Limits non-sprinklered:
 based on building face per floor of 158.9 sq.m. & 12:1 ratio
 North Wall Distances = 7.9m
 Maximum allowable openings north = 55% +/-
 South Wall Distances = 10.4m
 Maximum allowable openings south = 79 % +/-

Zoning Legend

LANDS WITHIN THE FLOOD FRINGE (See Section 12.3)

LANDS WITHIN THE SPECIAL POLICY AREA
 (See Section 12.4)

LANDS WITH ONE OF THE FOLLOWING : LOCALLY SIGNIFICANT WETLANDS,
 SIGNIFICANT WOOD LOTS, NATURAL CORRIDOR, OR LINKAGE (See Section 13.4)



No. 71
 Wyndham Street South

Lammer Developments

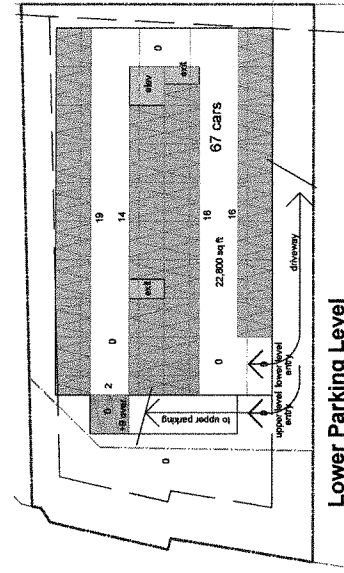
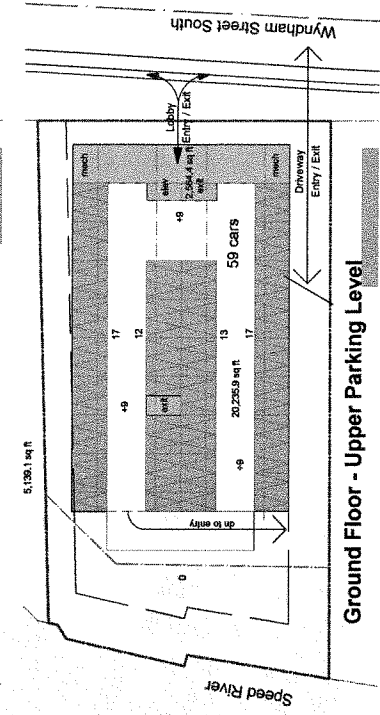
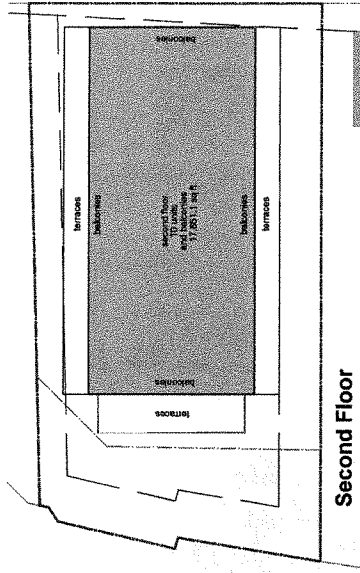
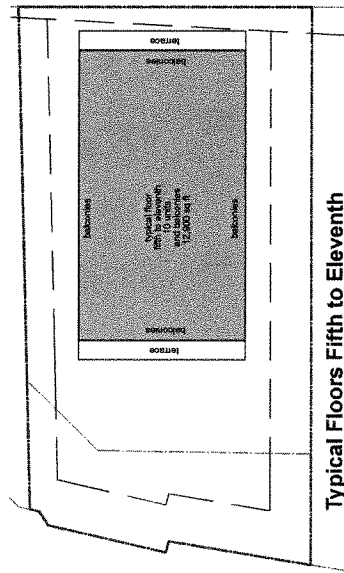
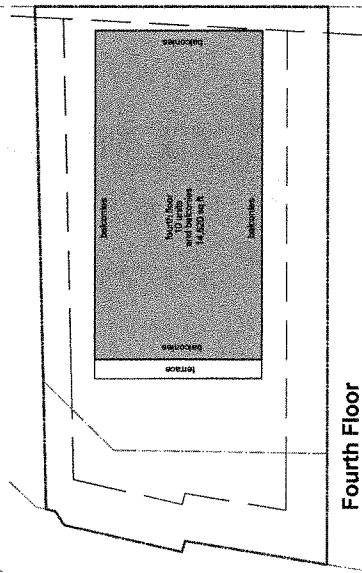
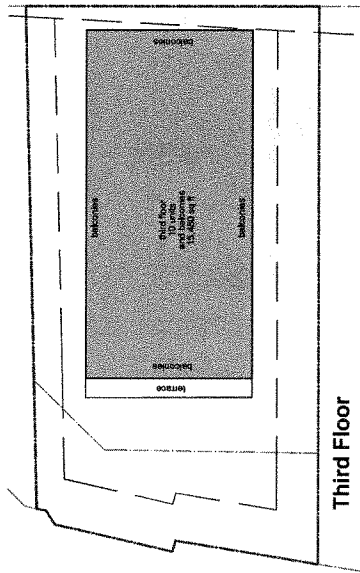
Roth Knibb Architects Inc.
 585 Queen Street West, Toronto ON M6J 1G3 Telephone 416.536.2118

Preliminary Design Proposal

71 Wyndham Street South
 September 21, 2011

Zoning Map and Data

Scale: 1:7,500
 Page 2 of 4



Lammer Developments

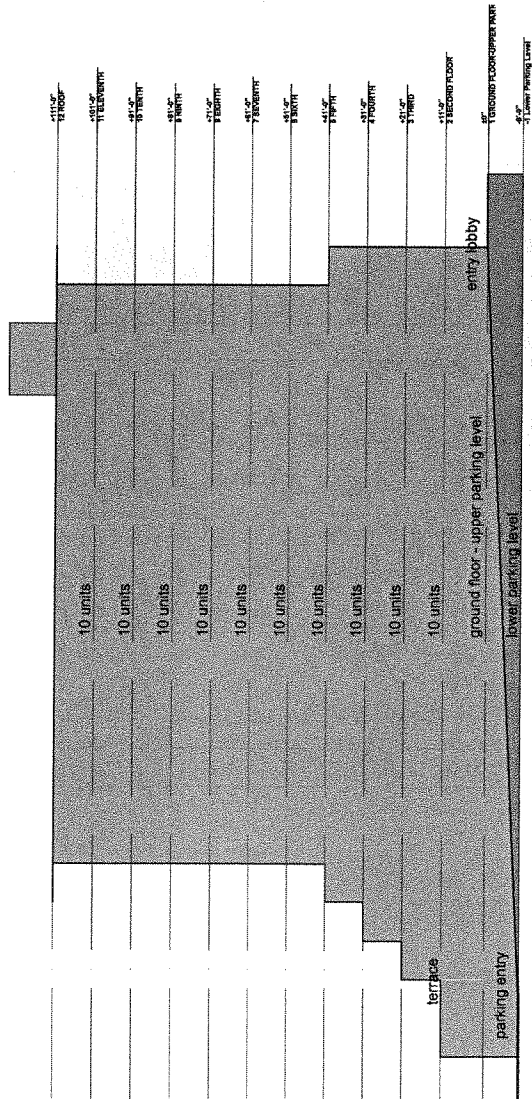
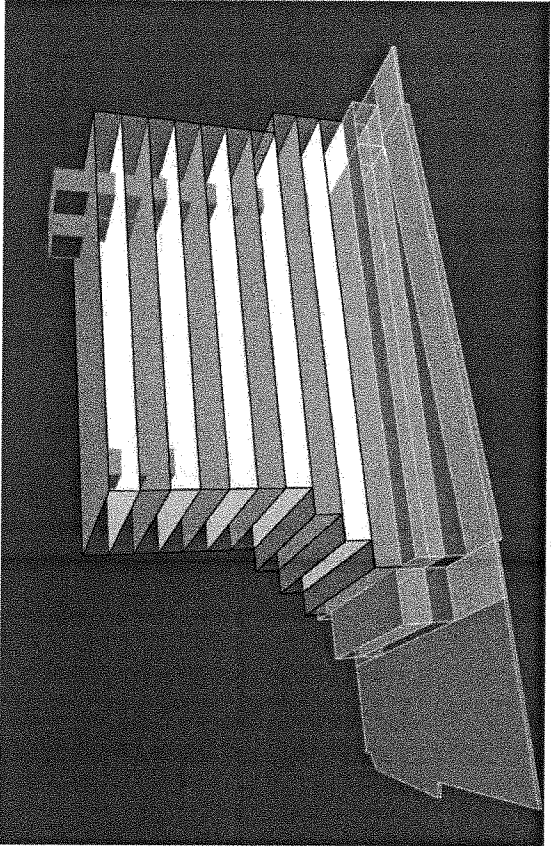
Preliminary Design Proposal

Floor Plans

Roth Knibb Architects Inc.
886 Queen Street West, Toronto ON M6J 1G3 Telephone 416.596.2119

71 Wyndham Street South
September 21, 2011

Scale: 1:750
Page 3 of 4



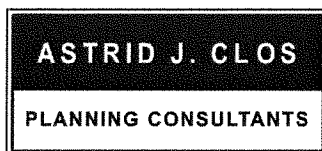
Lammer Developments

Roth Knibb Architects Inc.
 888 Queen Street West, Toronto ON M6J 1G3 Telephone 416.538.2118

Preliminary Design Proposal

71 Wyndham Street South
 September 21, 2011

Section and Massing Model



January 19, 2012

Project No. 0910

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

Attention: David de Groot, MEDS, RPP, MCIP, Urban Designer

**Re: Official Plan Amendment 43 (Downtown Secondary Plan)
Rykur Holdings Inc.
71 Wyndham Street South**

I am the planning consulting for Rykur Holdings Inc. for the property located at 71 Wyndham Street South. Thank you for your letter dated December 19, 2011 provided to the attention of Tom Lammer requesting further information by January 20, 2012 for this proposal. Your letter requested information regarding, *“the rationale for increasing the building height such as the general concept demonstrating how the building could fit on the site within the neighbourhood context and how it could be consistent with the overall proposed principles, objectives and built directions of the Downtown Secondary Plan.”* This submission is intended to address your request.

Guelph Official Plan November 2006 Consolidation

In the City of Guelph's existing Official Plan, 71 Wyndham Street South is designated as “General Residential.” The “General Residential” designation permits all forms of residential development. The existing Official Plan includes compatibility criteria but does not include height restrictions or floor plate restrictions. These are properly regulated in the Zoning By-law. I note that the 10 storey apartment building located at 60 Wyndham Street, which is located in proximity to the subject property, is also designated “General Residential.”

Section 7.4, Objective c) of the Official Plan, is to *“to promote the continued economic viability, intensification and revitalization of the Downtown.”* It is important that the Downtown Secondary Plan not impose constraints which make it more difficult for the downtown to thrive.

423 Woolwich Street, Suite 201, Guelph, Ontario, N1H 3X3
Phone (519) 836-7526 Fax (519) 836-9568 Email astrid.clos@ajcplanning.ca

Preliminary Design Proposal

Please find a Preliminary Design Proposal for the property, prepared by Roth Knibb Architects Inc., enclosed. The proposal for 71 Wyndham Street South is for a 12 storey residential building with a conceptual range of 85 to 100 residential units. A two level parking structure, both underground and above ground, is included in this proposal. The design of the residential building has its main entrance oriented to the street. The building is less than 40m in length and does not have a long frontage along the public street. The proposed building addresses the river by proposing a terrace along the Speed River. A new linear pedestrian trail along the river's edge will be created by the redevelopment of this site.

Proposed Downtown Secondary Plan OPA No. 43

The Draft Secondary Plan proposes a height restriction of 3 to 6 storeys for 71 Wyndham Street South.

In Schedule C – Land Use Plan of the Draft Official Plan Amendment 43, 71 Wyndham Street South is proposed to be designated as “Mixed Use 1” and on Schedule D – Minimum and Maximum Building Heights as 3-6 storeys. We are hereby requesting that the designation in Schedule C be “**Residential 2**” and on Schedule D the minimum and maximum Building Height be **4 -12 storeys**.

Section 2.4.6.1 of the Official Plan targets a minimum density of 150 people and jobs per hectare by 2031. The subject property is owned by a local developer who has the expertise and ability to assist the City in meeting this target. An important goal of the Official Plan is to protect heritage buildings. The subject property does not contain any heritage buildings and is available for redevelopment. An additional goal of the Official Plan is to increase connectivity in the open space linkages along the Speed River. The redevelopment of this site will provide an important trail linkage along the Speed River. The subject property is not located in a “Protected public view corridor” and is therefore an ideal site for a taller building. The policies of the Downtown Secondary Plan should permit and encourage the positive intensification proposed for this property.

Vision

The proposed Vision of the Downtown Secondary Plan is that, “*By 2031, Downtown Guelph will have developed beyond its historical pattern into a distinct urban centre that is Guelph’s showcase for high-density, sustainable living.*” The restrictive building heights proposed for the subject property of 3 to 6 storeys will not permit 71 Wyndham South to be part of the achieving this vision.

The Downtown Secondary Plan, Vision includes, *“In the historic heart of the Downtown, the existing character will have been enhanced, and taller buildings will have been strategically located at the periphery, where they have minimal direct impacts on existing neighbourhoods.”* The subject property is not located in the historic heart of the Downtown where the existing character is to be enhanced. The subject site is strategically located at the periphery of the Downtown where an adjacent land use is an existing 10 storey apartment building and taller buildings are anticipated to be located. Redevelopment of the subject property will have minimal direct impacts on the existing neighbourhood.

Principles

An important objective in the Downtown Secondary Plan is to *“conserve significant heritage structures”*. The subject property does not contain any significant heritage structures, unlike many other properties located in the Downtown, and is therefore available to be redeveloped and assist the City in meeting its population and density targets.

Principle 2 of the Downtown Secondary Plan determines that, *“More people living in the Downtown will be critical to adding and maintaining economic vitality and creating a vibrant place to live.”* The owner of this property would like to assist the City by bringing more residents to the Downtown to add to its economic vitality. The proposed restrictive building height will not permit this to happen.

A target of **8,500 people living in the Downtown by 2031** has been established in the Downtown Secondary Plan. A number of the properties located in the downtown have higher land values as existing commercial uses, require assembly with additional parcels, are owned by a public body, are contaminated, contain heritage buildings or are located in a protected public view corridor. These properties are either not available for residential redevelopment or will be very difficult to develop for this purpose. 71 Wyndham South is a site that has none of these constraints and is available to be redeveloped if the City will increase the maximum building height to 12 storeys.

One of the Principles in the Downtown Secondary Plan is to *“Reconnect with the River”*. The subject property is located on the Speed River, proposes a terrace along the river which will address the river, and will establish a linear pedestrian connection along the river’s edge. The redevelopment of the subject property will help establish a continuous riverfront recreation trail.

Principle 8 is to *“Build Beautifully.”* The owner of this property has received 3 Urban Design Awards for projects completed within the City of Guelph. He has retained a respected architect to assist him with this project and is committed to working with the City to ensure that the new building becomes part of the Downtown’s high quality urban environment.

The Economic Development policy of the Downtown Secondary Plan 11.1.3.2.1 states that the *“City will promote Downtown as a focal point for private investment.”* Private investment in the Downtown can be promoted by providing a positive policy framework which allows experienced local developers to invest in the Downtown.

Section 11.1.3.2.5 states that, *“the City will continue to review its regulating tools and processes and identify opportunities to promote, facilitate and support the economic vitality of Downtown.”* The City could promote, facilitate and support the economic vitality of Downtown by not imposing building height restrictions and floor plate restrictions in the Downtown Secondary Plan which will not allow downtown properties to be redeveloped.

In section 11.1.4.2.2 of the Downtown Secondary Plan, Primary Streets are identified and listed. The Primary Streets listed in this section do not include Wyndham Street South however, in Schedule “A” to the Downtown Secondary Plan; Wyndham Street South appears to be identified as a Primary Street. This is quite possibly a mapping error which should be corrected. Wyndham Street South should more appropriately be identified as a Secondary Street similar to Neeve Street. (this change should be reflected in Schedule “A”, Table 1 and section 11.1.4.2.4 of the Downtown Secondary Plan)

11.1.4.4.4 *“All apartment buildings shall include secure, indoor private bicycle parking and storage facilities.”* The proposed apartment building for 71 Wyndham Street South will include secure indoor parking and storage facilities.

In section 11.1.7 of the Downtown Secondary Plan is states that, *“In the core of downtown, most blocks will have a mix of uses, and on key streets, buildings must be mixed-use, with active commercial uses on the ground floor and other uses on the upper floor.”* Key streets should not include Secondary Streets. Secondary Streets do not have the traffic and pedestrian volumes to sustain healthy commercial uses. In addition, the established and historic commercial areas should be strengthened by the Downtown Secondary Plan not eroded by them. The objectives refer to *“reinforcing (upper) Wyndham Street, MacDonell Street and Quebec Street as Downtown’s main commercial streets while encouraging retail establishments in other areas as well.”* How can this policy reinforce the Downtown’s main commercial streets?

Schedule D of the Downtown Secondary Plan identifies “Protected public view corridors” where taller buildings will not be permitted to be located. The 71 Wyndham Street South property is not located within a “Protected public view corridor.” The site is therefore presumably available to accommodate a taller building.

Section 11.1.7.2.3 h) *“Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the floorplates of floors of floors above the eighth storey, where permitted, generally be a maximum of*

1,000 square metres and should not exceed a length to width ratio of 1.5:1.” These regulations are more properly included in a zoning by-law and should be removed from the Downtown Secondary Plan. Will an Official Plan Amendment be required for proposals which do not conform with these strict regulations?

11.1.7.2.4 c) *“parking for apartment dwellings, including visitor parking, generally shall be located in underground or above-ground structures...”* The proposal prepared by Roth Knibb Architects Inc. proposes a two level parking structure with both underground and above-ground levels and access from the rear of the property, where the site elevation is lower, and is not from the public street.

11.1.7.2.4 e) *“generally no parking shall be permitted between the front of the building and the street to help create pedestrian-friendly streetscapes.”* The proposal for the subject property has no parking spaces between the building and the street.

The subject property should be identified as a “Residential 2” Area on Schedule C of the Downtown Secondary Plan. Section 11.1.7.8.1 identifies “Residential 2” Areas as *“those areas within Downtown where, based on location, size and configuration of properties, high density forms of housing are appropriate.”* The 71 Wyndham South site has a location, size and configuration appropriate for a high density form of housing.

11.1.7.8.3 *“In addition to the general policies of Section 11.1 7.2 of the Downtown Secondary Plan, the following built form policies shall apply to development in Residential 2 areas:*

- a) *Buildings shall be massed to minimize as much as is practical the extent and duration of shadows on parks, adjacent residential uses, other public open space, private amenity space and retail streets in the spring, summer and fall.*
- b) *Where buildings greater than 6 storeys are permitted, the portion of a building above the sixth storey shall be substantially stepped back, generally greater than 3 metres from the edge of the building fronting a public street or park.*
- c) *All buildings should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.*
- d) *Apartment buildings shall generally be limited in length, generally to not more than 60 metres long, and blocks of townhouses shall generally not be more than 40 metres long.*
- e) *Apartment buildings in Residential 2 Areas shall generally incorporate 1-2 storey grade-related units (e.g. townhouses).”*

The Preliminary Design Proposal prepared by Roth Knibb Architects Inc. for 71 Wyndham Street South proposes the building mass along the street in a location to minimize the shadows on the Speed River public open space. The design of the proposed building is stepped back. The main entrance to the building is at street level and facing onto the street. There will not be a blank façade facing onto the public street. The apartment building will be less than 40 metres long along the public street.

Requested Changes to the Downtown Secondary Plan

In summary, we are respectfully requesting that the following changes be made to the Downtown Secondary Plan as it relates to 71 Wyndham Street South;

1. On Schedule A, Wyndham Street South should be identified as a "Secondary Street" not a "Primary Street." (this change should also be reflected in Table 1 and section 11.1.4.2.4 of the Downtown Secondary Plan)
2. On Schedule C, the subject property should be identified as "Residential 2" not "Mixed Use 1".
3. On Schedule D the subject property should be identified with a Minimum and Maximum Building Height of "4 - 12 storeys" not "3 – 6 storeys."
4. Section 11.1.7.2.3 h) references to floorplates should be removed from the Downtown Secondary Plan.

We appreciate the opportunity to provide these comments with respect to the Downtown Secondary Plan. We would be pleased to meet you on site at 71 Wyndham Street South to discuss these comments further. We look forward to reviewing the revised Downtown Secondary Plan.

Yours truly,



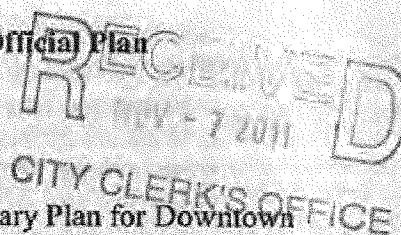
Astrid Clos, RPP, MCIP

cc: Jim Riddell, General Manager, Planning and Building Services
Todd Salter, Manager of Policy Planning and Urban Design
Tom Lammer, Rykur Holdings Inc.

Enclosure: Preliminary Design Proposal, prepared by Roth Knibb Architects Inc.
(0910.Downtown Secondary Plan.doc)

**Submission to City Council November 7 2011 Regarding Proposed Official Plan
Amendment 43: Downtown Guelph Secondary Plan**

Submitted by Hugh Whiteley



I congratulate City Council on taking the initiative to form a new Secondary Plan for Downtown Guelph. Staff has worked both hard and effectively in bringing together a plan that is based on sound planning principles and has content appropriate to the context of Downtown Guelph and the goal of a sustainable community.

I am particularly pleased to see that the decision by Guelph City Council in 1993 to direct staff to use the River System Management Plan as "a guide in the preparation of plans for future City activities in the river corridors" is still in force. With regard to the portions of the draft Secondary Plan for Downtown that directly bear on the river corridors I observe that the Secondary Plan does a very good job of embodying the principles and recommendations of the RSMP.

The two new riverside parks that are included in the Secondary Plan are of great importance and are the most important fulfillment of the RSMP vision. I note that this policy of riverside park augmentation is not a new policy for Guelph. The expansion of parkland in the Goldie Mill area along the Speed, now almost completed, has made a large and beneficial difference to the river corridor in this section. When the ARMCO property on George Street is redeveloped the same policy of park enlargement will bring similar benefits to this reach.

I have the following suggestions for consideration in the next stage of drafting of the Secondary Plan

(1) I suggest that for two areas where a public space along the Speed River is very restricted or absent a specialized zoning be applied that contains a provision for expanded public access along the river at these locations. This would be an added provision beyond the setting of a building height requirement. The two properties that this would be applied to is the block occupied by apartments along Cardigan Street north of Woolwich and the portion of the Woods Property that has a building wall forming the east bank of the Speed.

There are examples, in both Chicago along the Chicago River, and in San Antonio in the Riverwalk section, where public access along the river has been provided right at the rivers edge, or, in some cases by a cantilevered walkway over the water, as part of redevelopment. It is this sort of imaginative planning that would be facilitated by creation of a specialized zone.

(2) I strongly support the recommendation in the Secondary Plan to have a riverside park use for the portion of the west bank of the Speed River from Neeve Street to the existing Royal City Park. As part of this conversion there should be special consideration given to the south east

corner of the Wellington and Gordon intersection. The other three corners of the intersection will be developed. The fourth corner should provide a transition with a streetscape that complements the other corners and simultaneously provides a suitable gateway to the riverside park.

(3) The development that is proposed for the former Rockwell site on Wellington Street must be integrated with the adjoining corner property. The City should ensure that this integration take place through some sort of planning control.

(4) The south boundary of the Rockwell property is parallel to Wellington Street rather than parallel to the river. Development of the Rockwell property must include aspects that face and complement Royal City Park. I expect that both the development of the property and the appearance and functionality of Royal City Park would be improved by a property swap that resulted in a southern boundary parallel to the river. This would extend the developed property along Gordon Street and would remove the intrusion toward the river of the south east corner of the Rockwell property.

I look forward to the adoption of the new Secondary Plan in the near future.

A handwritten signature in cursive script that reads "H R Whiteley".

Hugh Whiteley



November 7, 2011

Jim Riddell, MCIP, RPP
General Manager, Planning & Building Services
City of Guelph
City Hall
1 Carden St.
Guelph, ON N1H 3A9

Re: OPA 43 – Downtown Guelph Secondary Plan

Dear Mr. Riddell,

Bell Canada is pleased to have the opportunity to participate and comment on OPA 43 – Downtown Guelph Secondary Plan (Envision Guelph Downtown), and the draft Streetscapes policies specifically. It is our understanding that this OPA builds upon the policies of the existing Official Plan and OPA 39 which outlines the City's growth management and urban structure as it relates to the Downtown Guelph Urban Growth Centre. It also ensures conformity with Provincial policy.

As you are aware, Bell Canada is Ontario's principal telecommunications infrastructure provider. The Bell Canada Act, a federal statute, requires that Bell manage and operate most of the trunk telecommunications system in Ontario. Bell is also responsible for the infrastructure that supports most 911 emergency services in the Province.

The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Places to Grow) both strongly support the integrated planning of communities, including telecommunications infrastructure. The PPS specifically requires that "planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs" (Section 1.6.1). Furthermore, the PPS states that infrastructure should be located to support the delivery of emergency management services (Section 1.6.3). We note that the definition of infrastructure in the PPS includes communications/telecommunications.

It is our understanding that as part of this initiative the City will also be preparing a Downtown Implementation Strategy to identify short, medium and long-term strategies and key initiatives in this area. In order to undertake this in a comprehensive way, it is important to understand that different types of growth and development place varying demands on telecommunications networks and its associated support infrastructure, as well as the complexity of expanding and enhancing these networks. Accommodating growth, both through outward expansion of an urban area and through intensification, infill and redevelopment will be key components in achieving the vision for the Downtown Guelph

Bell Canada
Development and Municipal Services Control Centre
Floor 5 BLUE, 100 Borough Drive
Toronto, Ontario
M1P 4W2

Telephone 905-853-4044
Fax 905-895-3872
john.lachapelle@bell.ca

Secondary Plan area. Beyond simply extending fibre or copper cable, growth and development can precipitate the need for reinforcement and replacement of the support infrastructure. Reinforcement and replacement of the telecommunications network can represent an extensive and costly undertaking, which needs to be managed to avoid disruption of public services. This is particularly critical in relation to the provisioning of 911 emergency services and the services essential to the City of Guelph's businesses operating in a global economy.

In the context of telecommunications related policies in OPA 43, Bell is aware of the public interest related to urban aesthetics, preserving heritage and the design of the public realm. This interest must be balanced with the need to provide communities with essential public services, such as utilities and telecommunication services. We are willing to work with municipalities to ensure compatibility between our larger infrastructure and the surrounding area. However, inflexible urban design and streetscaping guidelines create very real concern, which may inhibit the servicing of community needs.

We have reviewed draft OPA 43, and would like to offer the following recommendations relating to the provisioning of telecommunications infrastructure within the Downtown area. To ensure consistency, these modifications build upon comments previously submitted by Bell on other initiatives including the Official Plan update, OPA 39 and the Urban Design Action Plan. Our modifications are shown in *italics*.

11.1.1 – Economic Development

This section recognizes the need to foster economic development within the Downtown area and the importance of attracting investment in this area and the City as a whole. One of the key components to achieving this goal will be ensuring that there is sufficient infrastructure in place to meet the needs of residents and businesses. As a result, we would ask that the following be added to Section 11.1.3.2.2 (Downtown Investment):

11.1.3.2.2 The City will continue to invest in infrastructure Downtown that supports the viability and success of Downtown. *This will include working with infrastructure providers to ensure that sufficient services are, or will be in place to support the proposed growth and development within the Downtown area.*

11.1.5.1 – Streetscapes

Section 11.1.5.1 outlines the streetscape policies for the Downtown Guelph Secondary Plan area and includes a recommendation to review and where appropriate revise the City's Downtown Public Realm Plan and Private Realm Manual. This includes addressing "the location of electrical and telecommunication cabling and above ground utility infrastructure so that their location and design contributes to an attractive public realm".

Bell is aware of the public interest related to urban aesthetics and the design of the public realm. However, this interest must be balanced with the need to provide communities with essential public services, such as utility and telecommunication services. Bell would like to form collaborative relationships with municipalities to ensure compatibility between our above-grade and larger infrastructure and the surrounding area. However, inflexible urban design or public realm guidelines and policies create very real concern, which may result in an inability to serve a community's needs. Further, it is important for the City to recognize that it is not always feasible to bury existing aerial infrastructure or aerial extensions due to cost, size, maintenance, and access issues. Consequently, we would ask that consideration of these issues be undertaken as part of the update to ensure a consistent framework is created that will allow utility providers and the City to better plan for and accommodate utility infrastructure, such as telecommunications, so that a reduced quality of service to customers does not occur.

Bell Canada has produced an Urban Design Manual to provide assistance in making informed decisions regarding the appropriate location of telecommunication infrastructure, in a variety of urban and suburban contexts commonly found in Ontario. We understand that the functional and technological requirements of this type of infrastructure are not always understood with the ever-changing technological advancements being undertaken by service providers to meet the public need. This Manual is intended to provide guidelines, principles, and siting criteria to provide a greater understanding of the provisioning needs of this type of infrastructure and ensure that telecommunications infrastructure is both well integrated in the public realm, and of sufficient technical resilience to provide for the increasing number and quality of services demanded by the public. We would like to take this opportunity to provide you with a copy of the Urban Design Manual, which will be sent as a hardcopy through the mail, and ask that it be considered as part of this and future urban design initiatives undertaken by the City of Guelph. We are also available to meet to discuss this initiative in more detail at your convenience.

11.1.5.1.6

We would also note that Section 11.1.5.1.6 further outlines a desire to ensure that above-ground utilities do not visually detract from a cohesive streetscape or become physical barriers within the right-of-way. Although we understand the City's desire to ensure a high standard of urban aesthetics within the public realm, this must be done in a way that recognizes the provisioning needs of these types of infrastructure, such as telecommunications, in order to ensure that sufficient services are in place to meet the public need. As a result, we would ask that the following be added to Section 11.1.5.1.6:

“To ensure above-ground utilities do not visually detract from a cohesive streetscape or become physical barriers within the right-of-way, utilities such as hydro and telecommunications equipment shall be located *in inconspicuous areas*

that do not detract from the aesthetic appeal of the streetscape, including having utilities clustered/screened to minimize visual impacts. ~~within the rear yard, in areas which are not visible from the streetscape, or within buildings.~~ Underground utilities are encouraged, where feasible. However, where it is not feasible, utility providers are encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc, when determining appropriate locations for large utility equipment and utility cluster sites.

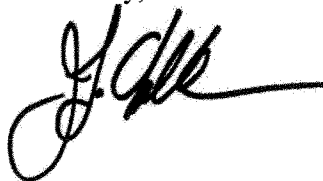
Our request to include the term “where feasible” is based on the need to provide Bell and other utility providers with the security that the City comprehends the provisioning needs of utility infrastructure and that placement of above-ground infrastructure within rear yards, within buildings or underground is not always feasible due to size, safety, maintenance, and access issues.

We would like to thank you for the opportunity to comment on the Downtown Guelph Secondary Plan (OPA 42) and would ask that all documents and information including any further meetings, reports, decisions, etc. related to this matter be forwarded to our Development and Municipal Services Control Centre:

Mr. John La Chapelle, MCIP, RPP
Associate Director – Municipal Relations
Access Network Provisioning, Ontario
Development and Municipal Services Control Centre
Floor 5 BLUE, 100 Borough Drive
Toronto, Ontario
M1P 4W2

If you have any questions, please direct them to the undersigned.

Yours truly,



John La Chapelle, MCIP, RPP
Associate Director, Municipal Relations
Access Network Provisioning, Ontario

cc: Chris Tyrrell - MMM Group Limited

David deGroot

From: Ian Findlay
Sent: November 9, 2011 5:38 PM
To: 'D.Picard'; Mayors Office; Andy VanHellemond
Cc: David deGroot
Subject: RE: downtown building restrictions

Categories: Red Category

David,

Thank you for your email and your perspective on the Downtown Secondary Plan.

I will forward you comments to our planning staff to be included when this matter returns to Council for decision.

Best,
Ian

-----Original Message-----

From: D.Picard _____
Sent: November 9, 2011 2:14 PM
To: Ian Findlay; Mayors Office; Andy VanHellemond
Subject: downtown building restrictions

Ian

I read in Tuesday's Mercury about the controversial topic of height restrictions in the downtown core. My opinion is that the height restrictions should be adhered to. The issue that the provincial government has density quotas for downtown grow is probably only a guideline. I have not read the legislation, but I can not conceive of a senior government dictating what a municipality can or can not do?

The unique nature of Guelph height restriction is based on historical reference, relating to the centre piece of Guelph, the Church of our Lady. This is a good policy; and I'm not a Catholic. But, I realize the importance to the community and identity of the city, to preserve older neighborhoods, building and character.

The builder can build elsewhere. There are plenty of other areas in Guelph where you can build 18 store buildings.

The builders are only interested in making more money. That's why we have councilors to protect the interests' of the community at large.

Thank you
David Picard

David deGroot

From: Lorraine Pagnan
Sent: November 10, 2011 12:55 PM
To: David deGroot
Subject: Downrown secondary Plan

Categories: Red Category

Hi David,

I was at the council meeting on Monday night with regards to the downtown secondary Plan. I still have some questions and hope that you can answer them for me and perhaps have them reflect the final plan. My first question and concern is with regards to the traffic issues I see resulting from the downtown secondary plan encroaching into the Ward. First with regards to the page labeled Mobility- a network for all modes. This map shows the roads, all hierarchy of streets leaving the downtown. In my opinion it shows Ontario street as a street to exit the downtown, which is not what Ontario Street is meant to act as. It is a local street meant for local traffic not cut through traffic. This map just encourages the ongoing issue of shortcutting on this local street. I find it very ironic also that no roads head onto Arthur N (which is a collector rd) or Grange street or Queen. Seems like this neighbourhood is being protected from the cut through traffic. Also the Secondary Plan Traffic study states that the road network can handle the extra traffic, even though for the Ward it goes against what the Paradigm report stated what will need to be done as our neighbourhood changes and the increase density that was even projected from the Ward 1 Community Improvement Plan. I spent a lot of my time and energy being involved in this plan hoping that traffic, which will become a real issue would have implementation of Paradigm's recommendations. The Paradigm was adopted by the council of the day and really should be incorporated into the plans for our neighbourhood especially now that a good portion of our neighbourhood will become part of the downtown.

My other comment is with regards to the river trail between the covered bridge and Wyndham. I do have some concerns about the potential loss of some of the businesses along there. I have been in Guelph all my life and remember when Canadian Tire was down there. There was actually a better view of the river at key points during that time. They weren't great but there were views and you could actually get to them. Is there not some way that we could keep some businesses along the river by pushing some up closer to the street and have parkland and trails in collaboration with businesses. As someone who walks and bikes to and from the University it is an asset for me to have some of those businesses along there. I use the restaurants, pharmacy, convenient stores, CD store and Vet Clinic. I can walk and bike to these businesses as they are close to where I live.

My other concern is with regards to the lack of mention of the ensurance of protection of the heritage and historical aspects of the Ward as an added goal of this Secodnary Plan.

I would appreciate a response at your convenience and wished to be notified of future meetings etc.

Thanks for your time
Lorraine Pagnan

David deGroot

From: Vaile Laur
Sent: November 14, 2011 1:54 PM
To: David deGroot
Cc: Todd Salter
Subject: FW: Downtown highrises

fyi

Vaile Laur | Administrative Coordinator
T 519-837-5617
E vaile.laur@quelp.ca

From: Mayors Office
Sent: November 9, 2011 9:37 AM
To: Planning Division Emails; ClerksDept
Subject: FW: Downtown highrises

From: J AKERSTREAM [mailto:.....]
Sent: November 8, 2011 9:13 PM
To: Todd Dennis; Karl Wettstein; Leanne Piper; Gloria Kovach; Maggie Laidlaw; Mayors Office
Subject: Downtown highrises

Hello. I have huge concerns re the high rise development proposals for downtown. You have been saying for years that you want a beautiful and welcoming downtown. Now you want to ruin it, the view, the evolving culture? We just made a purchase downtown, based SOLELY on the view from the apartment. Why are we moving? We are leaving our beautiful home in the south end on Sagewood due to the overwhelming disturbances and destruction of our once peaceful and beautiful area due to the overcrowding and obnoxious university student population. Now, that we have made the heartbreaking choice to leave and finally after two years of looking find a quiet place with a view, you will allow this to be spoiled as well. My heart is broken again, a home I was hoping to look forward to and now this. Please stop this. Keep the buildings to 6 stories and let us see the churches, forests, river and wildlife. Thank you.

Mr Todd Salter
 Manager of Policy Planning &
 Urban Design Dept,
 City Hall,
 1 Gorden Street,
 Guelph ON, N1H 3A1.

November 10, 2011

Page 1 of 2, Page

RECEIVED

NOV 16 2011

Building & Planning Services

Subject: Proposed Park where Guelph Animal Hospital &
 Rainey Angus and Harry to

Dear Mr Salter

I have been asked to write a letter to the town planner, which is yourself, who suggested the idea of demolishing these buildings along Wellington St, which includes the very popular "Angel's Diner" plus the plaza which sits kitty-cornerwise at the corner of Gordon & Wellington Streets that contains the new "Harbour Light" fish & chip restaurant, plus the tan brick building that contains the Chartered Accounting Firm of Bairdston, Smart & Smith LLP, and most importantly of all, the GUELPH ANIMAL HOSPITAL at 110 Gordon Street with 4 caring Veterinarian Doctors and a staff of 25, who are near and dear to this writer. The owners of the Guelph Animal Hospital, are Drs. Rob Butler & Jocelyn Maggs, who bought the former "Red Spire" Restaurant building and thoroughly renovated it at huge expense to turn the building into a FIRST CLASS, STATE OF THE ART Veterinary Hospital (with operating rooms for surgery on pets).

I am a pet owner myself, who has taken my dogs down several times over the years to the Guelph Animal Hospital for veterinary care and hospitalization when they needed it.

Going by the newspaper articles in the "Tribune" on Nov. 3, 2011 and the Guelph Mercury on Nov. 9, 2011, there is mention that it would require the acquisition of the plaza, commonly known as ANGEL'S DINER, as well as the plaza west of it, on the corner of Wellington and Gordon St. Also required to create

November 10 2011

Page 2 of 2 Pages

the new parkland would the buff brick building beside the Guelph Animal Hospital and the veterinary clinic (?!!), which is the permanent, full-time, professional, GUELPH ANIMAL HOSPITAL - who people turn to in need when their pets become ill, including my dogs in the past, who needed veterinary care promptly.

Now Dave!! the City of Guelph, my former employer for 37 years (!), would be so HEARTLESS, INSENSITIVE, & STUPID ENOUGH & UNCARING ENOUGH to DEMOLISH an Animal Hospital where pet owners bring their sick pets to be looked after and returned to good health. It is absolutely mind-boggling. I have been a customer of the Guelph Animal Hospital for over 44 years and with tender loving care shown to me and my pet dogs, and I DEFINITELY WON'T ALLOW the callous, cold-hearted, bullying City of Guelph officials to DEMOLISH the building of the much-revered GUELPH ANIMAL HOSPITAL!!

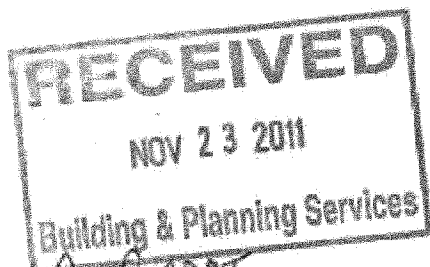
A copy of the letter is being sent to my lawyer, Mrs. David C. Smith, B.A., LL.B., of Smith-Valeriotte Law Firm LLP, for his legal advice to me on this very contentious matter. Maybe a court injunction is in order!!

I will go so far as to launch a lawsuit against you and the City of Guelph management for \$25,000,000 and cash on the nose, upfront, please!!

I am ordering you and the City of Guelph officials to keep their greasy hands off the GUELPH ANIMAL Hospital!

Very Disgustedly Yours,
Susan W. Lane
Taxpayer and Homeowner

cc: David C. Smith, B.A., LL.B.
1. Smith Valeriotte Law Firm LLP
2. Dr. Rob Butler, DVM.



NOV. 20, 2011

MR. DE GROOT
 PLANNING DEPT
 CITY OF GUELPH.

DEAR MR. DE GROOT,

I HAVE BEEN FOLLOWING THE DOWNTOWN AREA PROPOSALS FOR SEVERAL MONTHS & ATTENDED MORE THAN ONE MEETINGS & OPEN HOUSES. I HAVE WRITTEN LETTERS TO THE PAPER (AS HAVE OTHERS) DEPLORING THE HEIGHTS OF 18 STORIES (NOW UP TO 20) BEING SUGGESTED BY YOUR DEPARTMENT. BUILDINGS THAT FALL ONLY BELONG ON THE OUTSKIRTS, NOT IN THE CORE AREA.

PERSONALLY I WILL BE MOST AFFECTED BY THE BUILDING ON THE CO-OPERATORS PARKING LOT. WILL I STILL GET SUN DURING THE WINTER MONTHS? WILL THERE BE A WIND TUNNEL AFFECT WHEN I WALK DOWNTOWN? WHAT ABOUT PARKING? ANYTHING OVER 10 STORIES WILL RUIN THE CORE'S SKYLINE FOREVER. SIX STORIES IS PREFERABLE.

UNFORTUNATELY THE LETTER I HAND-DELIVERED ON OCT. 18TH FOR THE MEETING ON NOV 7TH GOT MIS-FILED AND YOU DID NOT SEE IT. DOLORES BLACK FINALLY TRACKED IT DOWN, BUT SHE DID NOT MENTION FORWARDING A COPY TO YOU.

HAVING LIVED IN GUELPH ALL MY LIFE & IN THIS HOUSE FOR 41 YEARS, I AM FINDING THIS EXTREMELY STRESSFUL.

YOURS TRULY
 (R.H.) Elizabeth Gray

PATTON CORMIER & ASSOCIATES

LAWYERS

Alan R. Patton, B.A., LL.B.

Elizabeth K. Cormier, B.A., LL.B.

Analee J.M. Fernandez, B.A., LL.B.

R. Arti Sanichara, Hons. B.E.S., LL.B.

November 25, 2011

File No.32175

via email: jim.riddell@guelph.ca

The Corporation of the City of Guelph
City Hall
1 Carden Street
Guelph, ON N1H 3A1

Attention: **Jim Riddell, MCIP, RPP**
Director, Community Design & Development Services

Dear Sir:

Re: **Downtown Guelph Secondary Plan and Proposed OPA 43**

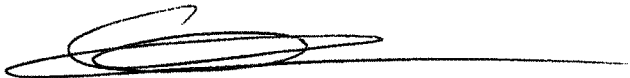
We are the solicitors for Ayerswood Development Corp. ("Ayerswood"), owner of land municipally identifier'

The proposal within Official Plan Amendment 43 to designate a potential local street on Ayersood's land is unreasonable and without justification.

Further, the proposed policies of OPA 43 inappropriately establish details of building design without regard to site specific conditions. Of specific concern is the proposed policy Section 7.3.6 which would require buildings taller than 4 storeys to have a minimum "stepback" of 3-6 metres from the front of the building. Since Ayerswood's property fronts onto two streets such "stepback" is unnecessary and inappropriate creating adverse impact for development on the site. Further, the policy requirement is not warranted within the existing built context.

The Secondary Plan and OPA should be revised to address these legitimate concerns. We further request to be notified in writing of any further meetings regarding this matter and that we receive notice of any Council action or decision on this matter.

Yours truly
PATTON CORMIER & ASSOCIATES
per:



Alan R. Patton
ARP/dr

apatton@pattoncormier.ca

cc: *Tina Agnello - City Clerk, City of Guelph - via email: clerks@guelph.ca*
David de Groot, City of Guelph - via email: david.degroot@guelph.ca
Ayerswood Development Corp. - via email
Zelinka Priamo Ltd.

From: [Vaille Laur](#)
To: [David deGroot](#)
Subject: FW: re. changes to zoning regulations
Date: December 6, 2011 11:55:54 AM

Hi David

From: Mayors Office
Sent: December 5, 2011 10:53 AM
To: 'A CROWDER'
Cc: ClerksDept; Planning Division Emails
Subject: RE: re. changes to zoning regulations

Hello Adrienne,

Thank you for your email to Mayor Farbridge, which I have shared for her review.

I have also copied our Clerks and Planning departments on this response to ensure that your comments are included in the public record for this matter.

Thanks very much,
Kari Laursen, CHRP | Executive Assistant to the Mayor
Corporate Administration | Office of the Mayor
City of Guelph
E: kari.laursen@guelph.ca
T: 519-837-5643 | F: 519-822-8277
guelph.ca

From: A CROWDER
Sent: December 4, 2011 8:56 PM
To: Mayors Office; Jim Furfaro; Bob Bell
Subject: re. changes to zoning regulations

Dear Mayor Farbridge and Councillors Furfaro and Bell,

I am writing to express my opposition to amendments to change the downtown zoning regulations to permit buildings over 6 stories high.

I live downtown and love the fact that downtown Guelph has "small town charm". The new changes to City Hall, the courts, and the bus and train stations look great. They keep the character of the City which is typified by its stone buildings, its accessibility and its history.

I believe that putting up a 18-story building would be out-of-character with the downtown. Six story buildings will allow us to meet the projected increases for the downtown residential population. Why do we want one building towering above the rest of the skyline? The Church of our Lady is a wonderful landmark that can be seen from all over the City. Having it share the skyline with an 18-story condo tower would be a sad day for those of us who love the fact that the downtown is characterized by church steeples, the market and unique, small retail stores.

Best Wishes,

Adrienne Crowder

From: [Vaille Laur](#)
To: [David deGroot](#); [Todd Salter](#)
Subject: FW: arthur street and downtown redevelopment
Date: December 6, 2011 11:56:22 AM

-----Original Message-----

From: Mayors Office
 Sent: December 5, 2011 10:51 AM
 To: 'Brenda Aherne'; Bob Bell
 Cc: ClerksDept; Planning Division Emails; Joanne Starr
 Subject: RE: arthur street and downtown redevelopment
 Hello Brenda,

Thank you for your email to Mayor Farbridge, which I have shared for her review.

I have copied Joanne Starr from our Traffic division on this response for her review of your suggest regarding traffic calming measures in the King, Arthur, Queen area. I have copied our Clerks and Planning departments to have them note your comments on the public record regarding building height maximums and Macdonnell Street.

Thanks very much,

Kari Laursen, CHRP | Executive Assistant to the Mayor Corporate Administration | Office of the Mayor City of Guelph

E: kari.laursen@guelph.ca

T: 519-837-5643 | F: 519-822-8277

guelph.ca

-----Original Message-----

From: Brenda Aherne
 Sent: December 5, 2011 8:02 AM
 To: Bob Bell

Cc: Mayors Office

Subject: arthur street and downtown redevelopment

Hello Mayor Farbridge and Bob Bell,

As a resident of Ward 1, I would like to express my opinion on the downtown redevelopment plans.

I would like to see King, Arthur Queen area, recieve effective traffic calming measures before redevelopment.

I would like to see Guelph meet the criteria for redevelopment using only 6 story buildings.

This would be an opportunity to distinguish Guelph as an example of very forward thinking redevelopment and we could be become an example of what to do in a downtown redevelopment plan.

I would also like to commend the present council and mayor for the work that is being done on the many wonderful projects that are presently underway. Guelph will be a better place for these developments.

I would also like to see a redevelopment of what I feel could be one of the prettiest streets in any city in Ontario - Macdonnell Street.

The street needs TREES, perhaps a centre boulevard with trees and benches, rather than a delivery lane for beer trucks. The Church of Our Lady is an architectural jewel in our downtown core and the steps up to it are broken and the garden uncared for at the sidewalk level and the street borders on 'sordid'

These are my concerns as a resident of _____ and a business owner in the downtown.

thank you.

Brenda Aherne

RECEIVED

DEC 13 2011

DEC. 10, 2011

MR. DE GROOT
Building & Planning Services
PLANNING DEPT.
CITY HALL

DEAR MR. DE GROOT,

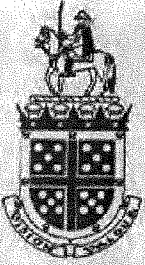
I SEE WORK IS STARTING AT BOTH SITES BEING DEVELOPED BY A LONDON FIRM - THE MARSH TIRE PROPERTY, AND THAT OWNED BY THE CO-OPERATORS (PARKING LOT, DAY CARE & GARAGE).

I HAVE SEEN NOTHING CONCRETE ABOUT THE PLANS, BUT I UNDERSTAND BOTH SITES ARE BEING PROPOSED AS 18 STORIES + 2 BONUS FLOORS (ie - 20 STORIES TOTAL).

I AM ABSOLUTELY ~~APPALLED~~ ^{HORRIFIED} SIX STORIES WOULD BE IDEAL, ANYTHING OVER TEN WOULD BE A HORRIBLE MISTAKE FOR THIS SORE AREA.

ARE YOU CHECKING SUN SIGHTLINES AT THIS TIME OF YEAR WHEN THE SUN IS SO LOW? IF YOU PUT IN THE 4 BUILDINGS AT WOODS PLANT #1 ALSO AT 20 STORIES MY HOUSE WILL RECEIVE NO SUN AT ALL IN DEC. & JAN. I WILL BE BEHIND A WALL OF MONSTER BUILDINGS, IS THAT FAIR?

YOURS TRULY
Elizabeth Graf
ELIZABETH GRAF



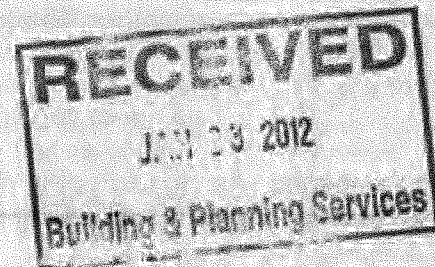
COUNTY OF WELLINGTON

PLANNING AND DEVELOPMENT DEPARTMENT
 GARY A. COUSINS, M.C.I.P., DIRECTOR
 TEL: (519) 837-2600
 FAX: (519) 823-1884
 1-800-663-0750

ADMINISTRATION CENTRE
 74 WOOLWICH STREET
 GUELPH ONTARIO
 N1H 3T9

December 20, 2011

City of Guelph
 Tina Agnello, Acting City Clerk
 City Hall
 1 Carden Street
 Guelph, On N1H 3A1



Dear Ms Agnello,

RE: **Proposed Official Plan Amendment No. 43
 Downtown Secondary Plan**

On behalf of the County of Wellington, I would like to raise a few concerns regarding the proposed Downtown Secondary Plan as it affects 3 County owned properties. I would like to thank Mr. Riddell, Pannabaker, Salter and Degroot for meeting with me on December 14, 2011 to help me understand the City's objectives.

1. **138 Wyndham Street (Post Office)**

This property is fully designated Commercial under the current City Official Plan and it is proposed to be Mixed Use under the proposed plan. As Mixed Use is proposed for most of the Wyndham Street area we are satisfied with that change. Our specific issues are:

- a) All of the County lands at this location should be designated Mixed Use, including the proposed laneways beside and behind the Post Office. These areas currently appear blank.
- b) The identification of laneways is premature if the City is intending to do a complete Master Plan for the Baker Street Area.
- c) Policy 11.1.7.3.4 (b) indicates that "community and social services" are permitted but are encouraged to locate in other Downtown locations (not on key streets like Wyndham where active uses are encouraged). The County properties are the only current community and social services uses on Wyndham but the City plans to put its library (a community service) in the same area.

I understand from City staff that there is no intention of turning community and social services into non-conforming uses but that is not clear from the proposed policy. The policy either needs to be much clearer about its intent or it needs to be eliminated.

.../2

2. **129 Wyndham Street (Social Services)**

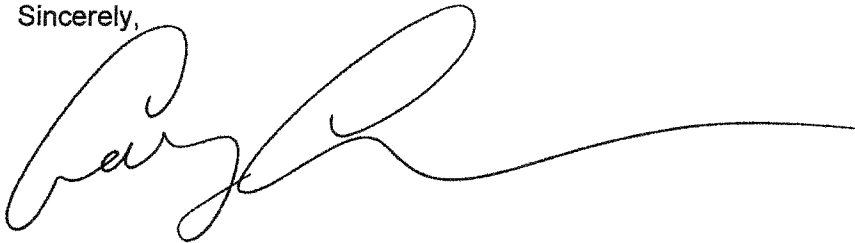
a) Policy 11.1.7.3.4 (b) same as 1 (c) above.

3. **74 Woolwich Street**

Schedule B (and C) identifies the County land surrounding the former jail (now Crown Attorney's office) as "Existing park and publicly accessible open space." The County has made significant efforts to landscape this area and it includes walkways and outdoor seating areas for our staff. We know that many people use the property (particularly photographers) and we welcome these people as they have always been respectful of our lands. Public access to County property is a privilege not a right and the City's official plan should not imply that the County's lands are part of Guelph's public realm. Schedules B and C should be amended to remove the County lands.

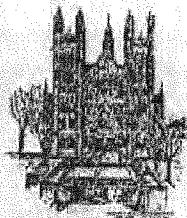
Thank you for the opportunity to comment. Please advise me of any decision related to this official plan amendment.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Cousins", with a long horizontal flourish extending to the right.

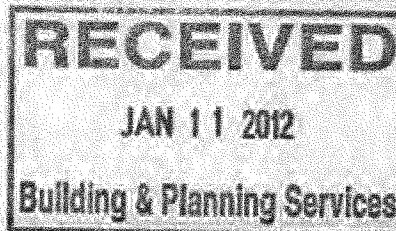
Gary Cousins, MCIP
Director of Planning and Development

C: J. Riddell
I. Pannabaker
T. Salter
D. Degroot ✓



Our Lady Immaculate Parish Community

28 Norfolk Street Guelph, Ontario N1H 4H8
 (519) 824-3951 Fax (519) 824-1920
 E-MAIL: ourlady@dionet.ca



January 6, 2012

Mr. Todd Salter
 Manager Policy, Planning and Urban Design
 City of Guelph
 59 Carden Street
 GUELPH, Ontario
 N1H 3A1

Dear Mr. Salter:

**Re: Proposed Official Plan Amendment 43
 Downtown Guelph Secondary Plan
 Church of our Lady Immaculate**

I am the Chair of the Church of our Lady Property Committee. On December 9th, 2011, Nancy Shoemaker, of Black, Shoemaker, Robinson & Donaldson Limited and I had the opportunity to meet with staff to discuss the proposed designation of the property owned by The Roman Catholic Episcopal Corporation of the Diocese of Hamilton and located on the northeast corner of Dublin Street and Cork Street. This site is currently occupied by 3 tennis courts which are no longer being used.

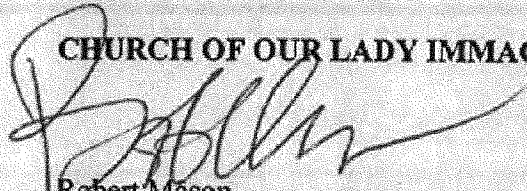
The future use of this site is uncertain at this time. In our discussion with staff, we indicated a concern with the proposed Institutional or Office land use designation. To enable greater redevelopment opportunities for this site, we are asking staff to consider a Mixed Use 1 designation which is consistent with the designation of the remainder of the Cork Street properties located between Norfolk Street and Dublin Street. The Mixed Use 1 designation is intended to accommodate a broad range of uses in a mix of highly compact development forms. It will continue to allow for the redevelopment of this site with institutional or office uses, while providing additional opportunities for multiple residential use.

As you are aware, this site has certain topographic constraints associated with any redevelopment proposal. In reviewing alternative concepts for the property, multiple residential may result in the best built form for this site. By recognizing a Mixed Use 1 designation, flexibility will be maintained, thereby providing the greatest opportunity for the optimum future use of the site.

We would appreciate your continued consideration of this request as the City moves forward in the future with the approval of Official Plan Amendment 43.

Yours very truly,

CHURCH OF OUR LADY IMMACULATE



Robert Mason

Chair – Property Committee

rmason@masonrealestate.ca

Copies to: Ian Panabaker, Corporate Manager, Downtown Renewal, City of Guelph
David de Groot, Urban Designer, City of Guelph

DOWNTOWN ADVISORY COMMITTEE**MOTION –Feb 9, 2012**

THAT the Downtown Advisory Committee has reviewed the proposed Downtown Secondary Plan, released October 13th, 2011, and have the following comments:

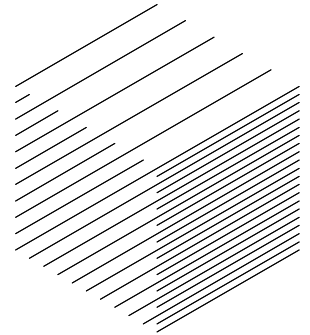
- That there is a lot to be commended in the proposed plan in its advocacy for Economic Vitality and its multi-dimensional considerations for the potential of making Downtown Guelph a real place to live as well as a community hub.
- As the volunteer committee working with the Downtown Renewal Office on implementation of the DSP vision, the following remain concerns:
 - There is the potential for specific numbers or criteria to cause unintended problems once the plan has been adopted.
Recommendation: That the plan is clearer on the use and interpretation of these criteria and remove any that are not essential.
 - That the parkland strategy at Wellington be made clearer within the plan to avoid mis-interpretation or unintended impacts.
Recommendation: better graphics and links to policies.
Recommendation: more clarity on time-frames.
Recommendation: that a business case and acquisition strategy form part of the analysis leading to the DSP policy recommendation.
 - That the built-form policies give some measure of control over future development but that they don't guarantee good-quality.
Recommendation: That Peer Review Panels and/or bonusing/development-permitting systems be more central to the achievement of quality projects in the downtown.
 - That consideration be given to more height in low-lying areas along Wellington corridor for instance, to enable all potential sites to contribute to the intensification goals by 2031 and beyond.
- The Downtown Advisory Committee looks forward to the updated final version of the Downtown Secondary Plan coming to Council early in 2012.

IP

March 23, 2012

City of Guelph
Community and Development Services
1 Carden Street
Guelph, ON
N1H 3A1

Attention: Mr. Todd Salter, MCIP, RPP



Dear Sir:

**Re: Proposed Downtown Secondary Plan (October 2011)
Our File 10-664**

90 Eglinton Avenue East
Suite 701
Toronto, Ontario
M4P 2Y3
Tel. 416/968-3511
Fax. 416/960-0172
e-mail: admin@wndplan.com
web: www.wndplan.com

As you are aware, we act as planning consultants to Kilmer Brownfield Management Limited ('Kilmer') manager of Arthur EMPC Four Limited owned lands located on Arthur Street South and known as the 'Woods One' lands. Since our previous submission, Kilmer has entered into an arrangement with Fusion Homes, who will be the ultimate developer of the Woods One lands.

Kilmer has been actively involved in a comprehensive review of redevelopment opportunities of the Woods One property and previously provided comments on the March 2011 draft Downtown Secondary Plan. Kilmer continues to support the City's initiative to prepare a contemporary secondary plan to sustain and improve the vitality of its downtown. In particular, Kilmer concurs with, and supports the objectives established in the draft Secondary Plan (Section 7.11.2) for the St. Patrick's Ward community in which the Kilmer lands are located. Redevelopment of this former industrial site to more intensive mixed residential/commercial uses will obviously result in increased contributions to the City's tax base and a revitalization of St. Patrick's Ward.

Kilmer has actively participated in substantial community consultation regarding the redevelopment of its site and supports the site design principles that have been established through that consultation process. Kilmer submits that the secondary plan should reflect and implement those agreed-upon principles so that the results of this community consultation process will now be appropriately entrenched in the Secondary Plan. Additional discussion is required as to how the principles in the Secondary Plan will be interpreted and implemented through future redevelopment plans and development applications.

Peter R. Walker, FCIP, RPP
Wendy Nott, FCIP, RPP
Robert A. Dragicevic, MCIP, RPP
Senior Principals

Andrew Ferancik, MCIP, RPP
Senior Associate

Martha Coffey
Controller

1. Development Density

The October 2011 draft Secondary Plan provides for (Section 11.1.7.11.7) a maximum site development for the Kilmer lands of 2.0 FSI (exclusive of above-grade parking and the retained heritage structure) in response to Kilmer's previous submission. In addition, certain density/height bonuses now have been made available to lands east of the Speed River (Section 11.1.8.4). Kilmer supports these changes as they reflect the locational and physical attributes of the site as a significant intensification opportunity within the downtown (which is itself, a designated 'Urban Growth Centre' under the Provincial Growth Plan where a minimum density of 150 persons and job/hectare is required).

However, additional built form policies have been advanced (Section 11.1.7.11.6) which specify building separation distances and maximum floor plate sizes that will serve, in conjunction with building height restrictions (discussed below) to negate the potential to achieve the density of 2.0 FSI. Given the anticipated longer time horizon for the full redevelopment of the site, these additional policies may also limit required flexibility to adapt to changing planning and market considerations.

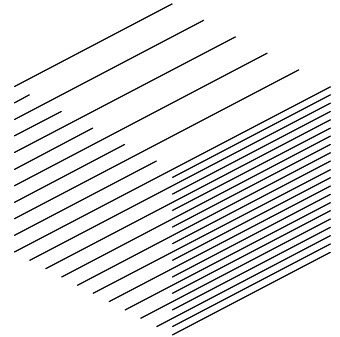
2. Building Height

The draft Secondary Plan (Schedule D) continues to propose building heights for the Kilmer lands ranging from 2-4 storeys along Arthur Street to 4 – 8 storeys internal to the site and 4 – 10 storeys at the south end of the site. The draft Secondary Plan does provide opportunities for an additional two storeys of building height through bonusing (Section 11.1.8.4); however, further policy clarification is required as to the implementation of these bonusing opportunities.

3. Urban Design Master Plan

The revised draft Secondary Plan continues to direct (Sections 11.1.7.11.5 and 11.1.8.5.1) that an 'Urban Design Master Plan' be prepared for the Kilmer site prior to the approval of any zoning or site plan applications and further sets out detailed requirements for the site-specific master plan. This requirement would suggest that the land uses, development densities and building height/mass as provided for in the Secondary Plan may not be realized until an 'Urban Design Master Plan' process is completed; a process that is non-statutory.

As previously noted, the scale of this site will necessitate that redevelopment will occur in phases over an extended period of time as market demand presents itself. Therefore, in order to respond to evolving market demands, the requirements for the urban design master plan (with the level of detailed prescribed) at the outset of the planning process will be too specific and would restrict a necessary level of flexibility to respond to such considerations through the redevelopment process.



It is acknowledged that the framework for the site redevelopment needs to be established (such as the general location of public/private roads, park/parkettes, development blocks, etc.) prior to initial development. However, in some instances the master plan requirements reflect a site plan level of detail. For example, certain urban design master plan details are too specific (such as specific uses within buildings, shadow impacts/studies, affordable housing and so on) and are more appropriately reviewed as each specific development application comes forward.

Therefore, Kilmer continues to request that Section 11.1.8.5.1 be substantially revised to require that an overall site development concept plan be prepared prior to redevelopment proceeding on the site (and not a detailed Urban Design Master Plan). Such site development concept plan shall reflect the design principles of Section 11.1.7.11.4 and include: the general distribution of land uses (including public parks); an internal road system; the pedestrian access network; and, the identification of heritage buildings/structures to be retained.

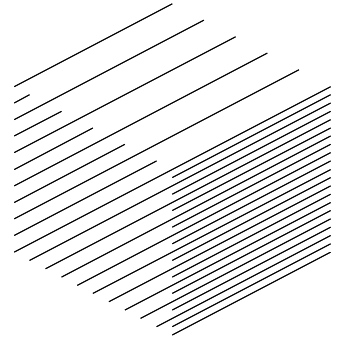
The more detailed Master Plan requirements (such as specific building proposals, shadow impacts, parking/loading facility design and so on) should be considered at the time of specific development applications (i.e. site plan approval). This approach will provide an ability for each phase of the site's redevelopment to respond to municipal and market requirements over the anticipated longer period of time to full development; as contrasted with Section 11.1.8.5.1 which suggests that buildings would have to be designed prior to any development proceeding on a portion of the site.

Finally, while the proposed policies recognize the potential for alternative site redevelopment options, the sketches provided (Section 11.1.7.11.5) in fact show little variation; do not provide any assistance to the interpretation of the policy; and we continue to recommend that they be deleted from the Secondary Plan.

4. Parking

With respect to the Kilmer lands, parking structures will form an important component of the site mitigation strategy. As a result, enclosing such structures with active uses on the ground floor (Section 7.2.5a)) may not be feasible. Therefore, Kilmer continues to request that the wording of this section be from "*generally contain active uses ...*" to "*where feasible, contain active uses ...*"

Finally, a portion of the Kilmer lands are located on the east side of Arthur Street and have historically been used for parking purposes. Kilmer continues to request an additional policy be added to Section 7.11 which allows for the continued use of these lands for parking in support of the redevelopment on the west side of Arthur Street.



Concluding Remarks

Kilmer will continue to work collaboratively with the City staff with respect to both the downtown secondary plan initiative and its site redevelopment program. We would be happy to meet with you to discuss these comments to the draft Secondary Plan and please do not hesitate to contact the undersigned with respect to any of the comments raised herein.

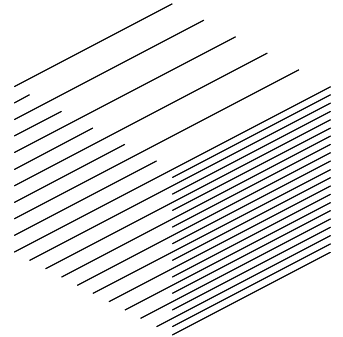
Yours very truly,

WALKER, NOTT, DRAGICEVIC ASSOCIATES LIMITED
Planning · Urban Design



Wendy Nott, FCIP, RPP
Senior Principal

- cc. P. Kraft, Kilmer Brownfield Management Limited
M. Walker, Kilmer Brownfield Management Limited
D. DeGroot, City of Guelph
I. Panabaker, City of Guelph
L. Piccoli, Fusion Homes



THE WARD RESIDENTS' ASSOCIATION

David deGroot
 MCIP, RPP, MUDES | Urban Designer
 Planning, Engineering & Environmental
 Services Policy Planning

March 27, 2012

After much discussion TWRA feels we have made very clear to all stakeholders our position on certain items. To further clarify, we have noted the following based on recent discussions with Kilmer, Fusion, Councillors and City of Guelph Planners.

The existing neighbourhood should not be behind the wall of new development. We would like the new development to naturally blend into the existing neighbourhood, to be a part of our neighbourhood. To that end, the following criteria should be incorporated in any future plans:

- The sky view is as important as grade view; light is highly valued.
- Residents should be able to see through the development, therefore incorporating open space.
- Buildings should vary in character, incorporating a *mix of typologies throughout the development.
- The form along the edges should incorporate a smooth transition and reflect qualities mentioned in the Characterization of the Ward document and visual examples of built form provided by TWRA to all stake-holders .
- The development should be alive and contextual. We value grade related entrances that incorporate features such as porches etc.
- Large stature street trees are also an important neighbourhood transitional element and sufficient soil volume and canopy space shall allow for these along the street frontage of the new development. (note: overhead hydro lines along street frontage of the site may require additional setbacks to allow for large stature trees

*****Please also note that the upper limit of the building height ranges proposed must be justified through the urban design master plan and re-zoning processes and address all built form issues.***

We acknowledge and are concerned regarding the challenges of remediation-related ventilation requirements and the presence of bedrock. We look forward to text regarding network of connections including the trail and bridges (2nd bridge) to coincide with images provided in the DDSP. In addition, we look forward to seeing details in regards to concerns addressing the wall effect along Arthur. St. S.

A good measure of success would be that current residents would want to live in the new development. We look forward to continuing discussions and are eager to see the above mentioned criteria incorporated in any future plans.

Best regards,

Maria Pezzano
 Chair, TWRA



April 13, 2012

Mr. Todd Salter
Acting General Manager Planning Services
City of Guelph
City Hall
1 Carden Street
Guelph ON N1H 3A1

RE: Comments - Proposed Downtown Secondary Plan - City of Guelph

Dear Mr. Salter:

As you are aware, our firm is acting on behalf of Fusion Homes in the matter of the proposed Downtown Secondary Plan (DSP) for the City of Guelph. Recently, Fusion entered into an agreement with Arthur EMPC Four Limited to acquire and develop on the 5 Arthur Street site.

We would like to thank the City of Guelph for its commitment to the stakeholder consultation process for the proposed DSP and in particular to the property at 5 Arthur Street South (the subject site). We feel that the process has been very useful and has allowed stakeholders an opportunity to discuss the key issues related to the secondary plan in an effort to promote some clear and equitable solutions. As you know, the consultation process has allowed us to explain the important challenges of the Arthur Street site to various stakeholders.

In addition, we appreciate the leadership provided by your staff during the process to date. Staff has facilitated a number of meetings in particular with representatives of the Ward Residents which has been a positive step in building some consensus amongst the many groups and individuals involved in reviewing the draft DSP. We are appreciative of the time and efforts of staff in this regard.

We continue to believe that the best and most practical approach in dealing with the subject site as part of the proposed DSP is to provide appropriate policies that are specific to the site yet provide a level of flexibility to deal with both the opportunities and constraints that will shape the ultimate development in this location. The policies should establish the basic parameters for development to occur while at the same time allowing for the latitude to consider various approaches and design techniques to achieve our vision while taking into account changing market considerations.



Over the last several months, we have had the opportunity to review with you a number of matters that we feel will significantly influence the shape, quality and scale of development options that will be considered for the subject site. These relate to:

- Use of S. 37 of the Planning Act to deal exclusively with community benefits as intended in the Provincial legislation over and above as-of-right planning polices;
- Limitations on Floor Plate sizes which will have an impact on achieving the floor space ratios provided for in the draft plan (there should be no restrictions on floor plate size up to and including six stories. For the 7th storey and above, a maximum floor plate size of 1,200 square metres per storey is acceptable);
- Building Height limitations and the related impacts on the achievement of the development principles on which the plan is based;
- Separation distances between buildings and the impact on creative solutions to maximize open space and view corridors on the site;
- The mix and distribution of uses permitted on the site in order to maintain a level of flexibility to deal with the market forces as the development is phased;
- Active uses around above ground parking which provide limitations in various circumstances;
- Protection of key view corridors;
- Limitations on retail space (overall and on a per unit basis) which constrain options for creative mixed use considerations;
- Right-of-way widths and permission for private roads wherein such standards are suitable and practical in a condominium development;
- Subsequent approval processes and requirements prior to development occurring; and,
- Interpretation and implementation of the proposed policies from the perspective of the policies which provides guidance to land use but maintain a level of flexibility to allow for creative solutions and unnecessary amendments to the plan as we move forward with our vision of a landmark development on the Arthur St site.

During our discussions, we have advanced the position that it is extremely important that the fundamental policy variables related to the height, density and footprint/building massing work in harmony to assist in achieving the City's stated objectives while at the same time allowing for our vision for the subject site to come to fruition.



Furthermore, we acknowledge that our most recent discussions regarding the proposed DSP have provided us with some level of comfort regarding the policy directions that you may be advancing in your staff report to Council. This includes some positive modifications that will assist us to better understand the implications of the Plan regarding the development of the subject site.

As previously mentioned, we are in general agreement with the principles that form the basis of the proposed DSP. Also, we remain optimistic that the recommended plan will deal with a majority of the issues we have raised. Our understanding through our various discussions is that the policy directions considered for recommendation by staff will include the following:

Height, Density and Bonus

A level of flexibility that will permit some additional height on the site in addition to the general guideline that will be provided in the DSP without the requirement of an official plan amendment based on the completion of an urban design master plan. We request that the DSP provides for a general height to at least 16 storeys across the subject site with up to 4 storeys along the Arthur Street frontage.

A floor space index of 2.0 FSI as-of-right with provision for additional building massing through bonus.

Requirement of an Urban Design Master Plan

The Urban Design Master Plan will not be an extra step in the process but will accompany the Zoning By-law amendment application and will be used to inform the rezoning.

The Urban Design Master Plan is a flexible document and may be changed through subsequent development phases and related applications so that the subject site can accommodate changing market conditions and/or other circumstances.

Any conceptual diagrams contained in the DSP are for illustrative purposes only.

Details of Section 11.1.7.11.4

Language will recognize that the Urban Design Master Plan will respond to the principles in this section and that there may be a diversity of potential outcomes.

Definition of Compatible

Language will recognize that development or redevelopment can co-exist with surrounding areas.

Level of Uncertainty

Any subsequent studies that the City undertakes will not be a prerequisite for any development to be permitted.

Affordable housing targets will coincide with those identified in the City-wide official plan being considered (ie 30%) however related implementation strategies should include affordable housing available within the existing housing stock as part of the solution.

Any pedestrian bridges suggested, crossing over the Speed River, need to specify how these community benefits will be accommodated by the City.

General Items

Floor plate templates across the subject site need to provide flexibility to allow for creative building forms.

Language needs to recognize that active uses around above ground parking be accommodated where feasible.

Distance separation between buildings should not be restrictive but should take into consideration views and shadowing effects.

View corridors are important however are directly linked to the provisions of the plan related to height, density and bonus.

Amount of retail space should not be limited across the subject site but can be controlled through the size of units permitted in certain areas for example in the general area south of the heritage building.

Also, the proposed plan needs to be clear that the lands on the east side of Arthur St (yet part of the 5 Arthur St subject site) allow for the continued use of those lands for parking purposes as they will form an integral part of the redevelopment of the 5 Arthur St property.

We will review the final plan for the DSP being recommended by staff when it becomes available. Subsequently, we will provide you with our additional comments.

We look forward to working with the City to make the development of the downtown area and the Arthur St. site appropriate, successful and in the best interest of the community. Our expectation is that this project will be a showcase for urban development for the City.

We would like to thank you for your cooperation and assistance in this matter.

Yours truly,



Daniel Leeming, FCIP, RPP
Partner

Cc Lee Piccoli, Fusion Homes
Larry Kotseff, Fusion Homes
Ron Palmer, The Planning Partnership
Ian Panabaker, City of Guelph
David deGroot, City of Guelph



ATTACHMENT 4: Comments and Staff Response Summary Table

This table provides a synopsis of comments received regarding the Downtown Secondary Plan Study and Proposed Secondary Plan received as part of the Draft Downtown Secondary OPA 43 that were not addressed in the Public Meeting Report.

Item	Date	From	Property/ Organization	Summary of Comments/ Changes Requested	Staff Response
1.	October 31	Claudio Balbinot Agora Research Group Inc	106 Carden Street	<ul style="list-style-type: none"> Requesting an increase in height to 12 storeys 	<ul style="list-style-type: none"> For the portion of the property across and east of the Old Quebec Street service area, staff is recommending a change to the 4-8 storey category. No change is proposed to the height designation west of the Old Quebec Street Service Area Like the Co-operators building, staff agree with creating transition to the historic core. Staff does not feel that the additional height will have an adverse impact on the core. Staff are not recommending increasing the building height further into the historic core (i.e. east of the Old Quebec Street Service area) 2 storeys of additional bonusing height are possible based on the recommended bonusing provisions
2.	November 1	Shane Mabey	Wellington Physiotherapy Associates; 23 Wellington Street	<ul style="list-style-type: none"> Objection to impact of Future riverfront parkland on business at 23 Wellington 	<ul style="list-style-type: none"> Comments received. Further discussion regarding riverfront parkland policies are included in the staff report.
3.	November 2	Rob Butler Jocelyn Maggs	Guelph Animal Hospital Profession Corporation and Guelph Cat	<ul style="list-style-type: none"> Would like to explore options regarding riverfront access Waiting for clarity regarding City intent 	<ul style="list-style-type: none"> Comments received. Further discussion regarding riverfront parkland policies are included in the staff report.

Item	Date	From	Property/ Organization	Summary of Comments/ Changes Requested	Staff Response
			Clinic Professional Corporation		
4.	November 2/November 7	Maria Pezzano	The Ward Residents' Association	<ul style="list-style-type: none"> • Concerned that the view to the Church of Our Lady is not protected. • Encourages active transportation link connecting 5 Arthur Street to the rest of the study area • Supports with height Restriction of 4-6 storeys on the 5 Arthur Street property • Looking for clarification regarding bonusing. Does not support 2 storeys of bonusing • Concerned with the permission of 500m2 commercial uses on 5 Arthur Street • Boundary or cap around commercial development permitted on 5 Arthur Street should be included • Concerned with permitting 10 storey buildings butting up against 1.5-2 storey dwellings 	<ul style="list-style-type: none"> • Staff rationale regarding the removal of the protected view in previous drafts was included in the Nov 7, 2011 Staff Report. No changes recommended. • Comment received. Active transportation links are shown in the mapping and associated policies. A reference to the Active Transportation bridges has been added to text (see 11.1.7.11.4). • Subsequent input from the TWRA indicate they feel the upper limit of the heights proposed in the November draft must be justified through the urban design master plan and re-zoning processes and address all built form issues.. Further discussion on height included in the staff report. • Bonusing further discussed in attachment 6 to the November 7,2011 staff report. Bonusing for density for height is not proposed for this property. Bonusing for density is still permitted. • 500m2 for commercial uses is approximately the same size as Angelino's on Stevenson. No change is recommended. • Through the Urban Design Master Plan and rezoning this may further be defined however, as stated previously, the amount of commercial space is already limited by the geographic extent of the designation. In addition, this approach provides a consistent policy approach to sites that

Item	Date	From	Property/ Organization	Summary of Comments/ Changes Requested	Staff Response
					<p>front onto Elizabeth Street.</p> <ul style="list-style-type: none"> This transition can be addressed through the Urban Design Master Plan
5.	November 2		INTBAU Canada –Guelph Group	<ul style="list-style-type: none"> Plan should draw more significantly on the Guelph’s originating and sustaining vision Tall building are not needed and intrusion on historical city-building traditions. Principle 1 object e) should be deleted or moved The plan should not encourage ‘wide range of built forms’ (Section 7 objective b) Taller building categories should be eliminated from the plan Suggest permitting stucco. Suggest requiring ‘Guelph imitation limestone’ on primary streets Concerned that the design review can create unintended and unwanted consequences. Suggest using a Development Permit System. 	<ul style="list-style-type: none"> Comments addressed in previous staff report (Nov 7, 2011). Further discussion regarding building height included in the April 30, 2012 staff report.
6.	November	Llyod Longfield	Guelph Chamber of Commerce	<ul style="list-style-type: none"> Concerned about the level of detail in the Official Plan. The Secondary Plan should be more flexible 	<ul style="list-style-type: none"> Changes and explanations regarding the level of flexibility in the final recommended Secondary Plan are discussed further in the report.
7.	November 2	Leanne Johns		<ul style="list-style-type: none"> Concern with 18 Storey height at Woolwhich and Macdonnell—12-14 storeys would be more 	<ul style="list-style-type: none"> Traffic Services will be looking into the need for traffic calming measures on Arthur Street North. Also, Engineering advises that

Item	Date	From	Property/ Organization	Summary of Comments/ Changes Requested	Staff Response
				appropriate	<p>the traffic impact on Arthur Street North due to proposed new developments in downtown is not significant as trips generated by the new developments will be mostly using Elizabeth Street, York Road, Macdonell Street including the bridge, Neeve Street and Woolwich/Wellington corridor.</p> <ul style="list-style-type: none"> • No changes recommended. See discussion in the report regarding approach to height.
8.	November 2	Jo Carapella	The Tricar Group	<ul style="list-style-type: none"> • Make mapping changes to reflect the conceptual nature of the active transportation connection between Fountain Street and Wellington • Make changes to height designations to reflect removal of proposed new local road • Concerned with prohibition of pick-up and drop-off areas on Primary Streets (11.1.7.2.3 e) • Concerned with floorplate limits • Concerned with taller ground floor heights • Concerned with defined stepbacks 	<ul style="list-style-type: none"> • The conceptual nature of the location of Active Transportation Link or Local Street is acknowledged in policy (11.1.4.2.7). Changes also made to Schedule A to better illustrate its conceptual nature. • Changes made to Schedule D in terms of the configuration of height categories on the site • Policy states that pick-up and drop-off areas should not be located on Primary Street, this recognizes that in specific cases this may not be possible. • Flexibility in numbers such as floorplates, taller ground floor height and stepbacks addressed in staff report through the inclusion of a new policy (11.1.8.1.4) • The policy regarding taller ground floor heights (11.1.7.3.4 e) does not apply to the site a 150 Wellington or at 148-152 MacDonnell as it is not an area where active frontage is required as identified in Schedule C.

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9.	November 2	Michael C. Hannay Zelinka Priamo	150 Wellington Street	<ul style="list-style-type: none"> • Make mapping changes to reflect the conceptual nature of the active transportation connection between Fountain Street and Wellington • Concerned with prohibition or pick-up and drop-off areas on Primary Streets (11.1.7.2.3 e) • Concerned with floorplate limits • Concerned with taller ground floor heights • Concerned with defined step backs 	<ul style="list-style-type: none"> • See comments under item 8.
10.	November 4	Jamie Ferguson	Grand River Conservation Authority	<ul style="list-style-type: none"> • Previous comments addressed. No further comments. 	<ul style="list-style-type: none"> • Comments received.
11.	November 6	Dave Sills		<ul style="list-style-type: none"> • In favour of the idea of creating unbroken green space along the Speed River • Against high-rise buildings –no more than 12 storeys • Emphasis should be on 6 storeys or less • 18 storeys will destroy the character of Downtown 	<ul style="list-style-type: none"> • Comments received. Approach to height addressed in Staff report.
12.	November 7	David A. Nash G.E. Nash Limited	110 Gordon Street	<ul style="list-style-type: none"> • Concerned that proper and adequate notification was not given • Implementation will have a devastating economic impact on 110 Gordon Street—on both existing tenants and attracting new ones 	<ul style="list-style-type: none"> • Notification has been provided in accordance with the <i>Planning Act</i> • Comments received. Further discussion regarding riverfront parkland policies are included in the staff report.

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13.	November 7	Laura and Dennis Murr		<ul style="list-style-type: none"> • Downtown is below the Planning Act requirements for parkland • Suggest that the more trees should be planted in the immediate future • Not enough green space and trees to moderate the heat island effect and air pollution • Where are active sports fields? • Should be provisions for community gardens and dog parks 	<ul style="list-style-type: none"> • The <i>Planning Act</i> does not establish targets for parkland access; rather it establishes maximum limits for parkland acquisition through the development process. The Downtown Secondary Plan establishes a minimum target of 1ha/1000 residents • The establishment of additional trees Downtown and across the City will be addressed through the Urban Forest Management Plan and through the implementation of the Downtown Public Realm Manual • The Secondary Plan contains a number of policies that address low impact development and the reduction of energy use. The density proposed has the potential for encouraging walking, cycling and making strategies such as district energy more feasible • The approach to parkland downtown is based on the Recreation, Parks & Culture Master Plan which states that with intensification there will be growing demand for smaller and more urban parks, such as plazas, civic squares, and civic greens. • Location of dog parks is a programming issue and is part of the implementation of the Recreation, Parks & Culture Master Plan • Policies for urban agriculture including community gardens are included in the draft City-wide Official Plan and will also apply Downtown.

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14.	November 7/January 19	Tom Lammer Rykur Hodings Inc./Astrid Clos	71 Wyndham Street South	<ul style="list-style-type: none"> • Wyndham Street South should be identified as (Secondary Street” not a “Primary Street” • Requesting “Residential 2” not “Mixed Use 1” • Requesting Minimum Building height of “4-12 storeys” rather than “3-6 storeys” • Remove references to floorplates 	<ul style="list-style-type: none"> • Change made to Table 1 and policies to clarify that north of Wellington Street Wyndham is a Downtown Main Street. South of Wellington Street it is a Primary Street as shown in Schedule A. • Mixed Use 1 permits residential (including a residential only building) and/or non-residential uses. This gives the development additional flexibility over the Residential 2 designation. No change recommended. • Staff is proposing permitting a height range to go to 4-10 storeys on the property and to the north which is the same as the building at the corner opposite (i.e. 60 Wyndham Street). There is a possibility for two additional storeys through bonusing. • Flexibility in floorplates addressed in staff report
15.	November 7	Hugh Whiteley		<ul style="list-style-type: none"> • Expanded public access needed for properties adjacent to river: Cardigan Street north of Woolwhich and the portions of the Woods Property that has a building against the river • Special consideration required for the south east corner of Wellington and Gordon • Rockwell site redevelopment should be integrated with adjoining corner property. Rockwell site property swap 	<ul style="list-style-type: none"> • The recommended policies address the creation of a continuous active trail through the Downtown along the river’s edged (11.1.4.4.5). Its implementation, including consideration of creative ways of achieving public access, will be addressed through development application processes and through other implementation tools. However, methods will be evaluated against engineering requirements, environmental regulations and other factors. • The former Rockwell site has an active

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				<p>should occur to make the southern boundary parallel to the river.</p>	<p>development application on it and is being evaluated through that process. The Downtown Secondary Plan contains a number of design policies that address built form (see for example 11.1.7.2.3 and 11.1.7.3.7). Staff is not proposing a land swap, based on the complicated nature of this brownfield redevelopment site, the legal implications of such a land exchange and the lack of additional usability and overall gain it would add to the proposal and Royal City Park.</p>
16.	November 7	John LaChapelle	Bell Canada	<ul style="list-style-type: none"> • Suggest that policy 11.1.3.2.2 have the following added: <i>This will include working with infrastructure providers to ensure that sufficient services are, or will be in place to support the proposed growth and development within the Downtown area.</i> • Suggest that policy 11.1.5.1.6: “To ensure above-ground utilities do not visually detract from a cohesive streetscape or become physical barriers within the right-of-way, utilities such as hydro and telecommunications equipment shall be located <i>in inconspicuous areas that do not detract from the aesthetic appeal of the streetscape, including having utilities</i> 	<ul style="list-style-type: none"> • The comment suggested is operational in nature and a policy related to this is not required. No change proposed. • Policy revised to include “where feasible”. Policy Revised as follows: “To ensure above-ground utilities do not visually detract from a cohesive streetscape or become physical barriers within the right-of-way, utilities such as hydro and telecommunications equipment shall, <u>where feasible</u>, be located within the rear yard, in areas which are not visible from the streetscape, or within buildings. <u>Where it is not feasible, utility providers shall consider innovative methods of containing utility services on or within streetscape feature such as street lights and transit shelters when determining</u>

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				<p><i>clustered/screened to minimize visual impacts. within the rear yard, in areas which are not visible from the streetscape, or within buildings.</i></p> <p>Underground utilities are encouraged, <i>where feasible</i>. However, <i>where it is not feasible, utility providers are encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc, when determining appropriate locations for large utility equipment and utility cluster sites.</i></p>	<p><u>appropriate locations of above-ground utilities in order to reduce visual impacts and physical barriers.</u> Underground utilities are encouraged.”</p>
17.	November 9	D. Picard		<ul style="list-style-type: none"> • Height restrictions should be adhered to • Plenty of locations in other areas of Guelph for 18 storey buildings 	<ul style="list-style-type: none"> • Comments received. Approach to height addressed in Staff report.
18.	November 10	Lorraine Pagnan		<ul style="list-style-type: none"> • Concern regarding “cut-through” traffic through the Ward • Concern regarding the riverfront parkland and the potential loss of businesses • Concern with the lack of mention of the ensuring of the protection of heritage and historic aspects of the Ward in the goals of the Secondary Plan 	<ul style="list-style-type: none"> • The 2001 Paradigm study and the Downtown Secondary Plan are dealing with different areas of redevelopment although there are areas common to both. The Paradigm study also concluded that no major corridor widening will be necessary over the next 20 years on Wellington St, York Rd or Elizabeth St (page 39). By using more recent traffic counts, updated land use assumptions, and expected roadway improvements, the results from the Secondary Plan traffic analysis are consistent with the Paradigm report’s findings and conclusions. These

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					<p>conclusions do not preclude considerations of traffic calming measures and intersection modifications from being pursued in the future however none are planned at this time.</p> <ul style="list-style-type: none"> • The plan anticipates and permits Mixed-use development throughout much of the Urban Growth Centre which permits retail uses. The Secondary Plan is planning for a net gain in the commercial space over the life of the Plan even with the conversion of riverfront lands to park. • There are a number of policies and objectives that address both the Ward directly. This includes the policies of section 11.1.7.11 that specifically addresses the Ward's character and the conservation of the its heritage resources.
19.	November 14	J. Ackerstream		<ul style="list-style-type: none"> • Concerned with permitting high rises downtown 	<ul style="list-style-type: none"> • Comments received. Approach to height addressed in Staff report.
20.	November 16	Grant W. Love		<ul style="list-style-type: none"> • Not supportive of the proposed river-side parkland especially any demolition of the Guelph Animal Hospital 	<ul style="list-style-type: none"> • Comments received. Further discussion regarding riverfront parkland policies are included in the staff report.
21.	November 23	Elizabeth Grey		<ul style="list-style-type: none"> • Not supportive of 18 storey (plus 2 storeys for bonusing) buildings or anything over 10 storeys • Concerned about the shadow, wind and parking impacts for the development at 148-152 MacDonell 	<ul style="list-style-type: none"> • Comments received. Approach to height addressed in Staff report. There is no opportunity for bonusing of 2 additional storeys on top of the 18. • 148-152 MacDonell Street is part of an active development application and is being evaluated through that process. Shadow, wind, and parking issues of the building are being directly addressed through that process

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22.	November 25	Alan R. Patton Patton Cormier and Associates	45 Yarmouth/ Ayerswood Development Corp	<ul style="list-style-type: none"> • Asking for removal of local street shown on 45 Yarmouth • Concern regarding step-back of 3-6 metres policy 	<ul style="list-style-type: none"> • The intention of the one-way connection between Yarmouth St and Baker St is to distribute part of the eastbound left turn movements at Baker/Quebec intersection. However, this distribution can be better achieved through the proposed two-way street connecting Wyndham Street and Baker Street. As such the one-way connection between Yarmouth Street and Baker Street will not be required. Future Local Street has been removed between Baker and Yarmouth. A pedestrian mews and key pedestrian has been shown in that location. This will help divide up this long block while providing for flexibility in its implementation • The policy regarding step-backs provides direction to the Zoning By-law. There may site-specific reasons for proposing reduced step-backs however, the inclusion of step-backs assists in creating a pedestrian friendly streetscapes but setting the bulk of the taller building farther back from the street line. A policy that allows for some additional flexibility has been included that allows for recognition of site-specific issues in the application of this policy (11.1.8.1.4)
23.	December 4	Adrienne Crowder		<ul style="list-style-type: none"> • Opposition to buildings over 6 storeys • 18 storeys is out-of-character and negatively impact the skyline 	<ul style="list-style-type: none"> • Comments received. Approach to height addressed in Staff report.
24.	December 5	Brenda Aherne		<ul style="list-style-type: none"> • King, Arthur, Queen area, should receive effective traffic calming 	<ul style="list-style-type: none"> • Traffic Services will be looking into the need for traffic calming measures on

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				<p>measures before redevelopment</p> <ul style="list-style-type: none"> • Redevelopment should be 6 storeys • Improve streetscape along MacDonell (street trees, benches etc) 	<p>Arthur Street North. Also, Engineering advises that the traffic impact on Arthur Street North due to proposed new developments in downtown is not significant as trips generated by the new developments will be mostly using Elizabeth Street, York Road, Macdonell Street including the bridge, Neeve Street and Woolwich/Wellington corridor. Approach to height addressed in Staff report.</p> <ul style="list-style-type: none"> • Policy 11.1.5.1.4 directly addresses streetscape improvement along MacDonell including the placement of street trees.
25.	December 13	Elizabeth Grey		<ul style="list-style-type: none"> • Not supportive of 18 storey (plus 2 storeys for bonusing)—6 storeys would be ideal • Concerned about shadowing impacts of redevelopment of 148-152 MacDonell , in combination with Marsh Tire and Woods 1 Redevelopment. 	<ul style="list-style-type: none"> • Comments received. Approach to height addressed in Staff report. There is no opportunity for bonusing of 2 additional storeys on top of the 18. • 148-152 MacDonell Street is subject to an active development application on it and is being evaluated through that process with regard to shadow. In general, reduction in floorplates will help ensure that any shadowing impact will be fast-moving. Shadow impacts will also be addressed through future planning applications for the Woods 1 site and the former Marsh Tire Site.
26.	December 20	Gary Cousins	County of Wellington/ 138 Wyndham/ 129 Wyndham/ 74	<p>138 Wyndham</p> <ul style="list-style-type: none"> • Land Uses not shown along laneway • Identification of laneway is 	<p>138 Wyndham</p> <ul style="list-style-type: none"> • Maps revised to show land use designation across the site • As indicated in the draft policies the

Item	Date	From	Property/ Organization	Summary of Comments/ Changes Requested	Staff Response
			<p>Woolwich</p> <p>129 Wyndham</p> <p>74 Woolwich</p>	<p>premature</p> <ul style="list-style-type: none"> Concerned “community and social services” could become non-conforming uses <p>129 Wyndham</p> <ul style="list-style-type: none"> Concerned “community and social services” could become non-conforming uses <p>74 Woolwich</p> <ul style="list-style-type: none"> Concerned that Schedule B implies the County lands are part of Guelph’s public realm 	<p>laneway location is conceptual, may be modified and will be further modified through the completion of the Urban Design Master Plan (11.1.4.2.7)</p> <ul style="list-style-type: none"> 11.1.7.3.4 b) revised by replacing “professional offices and community or social services” with “offices” and clarifying that the policy applies to new uses <p>129 Wyndham</p> <ul style="list-style-type: none"> 11.1.7.3.4 b) revised by replacing “professional offices and community or social services” with “offices” and clarifying that the policy applies to new uses <p>74 Woolwich</p> <ul style="list-style-type: none"> Change made to label in Schedule B from “Existing park and publicly accessible open space” to “Existing park and open space”. Policy 11.1.5.2.1 revised to acknowledge that some of the lands identified as open space is currently publicly accessible by are in private or institutional ownership and continued public access is at the discretion of landowners. However the City will encourage where appropriate pedestrian links and open space to be maintained.
27	January 6	Robert Mason	Northeast corner of Dublin Street and Cork Street/Our Lady Immaculate	<ul style="list-style-type: none"> Designation of the current tennis courts from Institutional or Office to Mixed Use 1 	<ul style="list-style-type: none"> Staff is recommending that this property be designated to Mixed Use 2 which permits uses such as townhouses and small-scale commercial development. The purpose is to allow for transition of land

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			Parish Community		uses between this property and the surrounding area—similar to the approach along Paisley near the western edge of the Urban Growth Centre.
28	February 9, 2012		Downtown Advisory Committee	<ul style="list-style-type: none"> • That the plan should be clearer on the use and interpretation of specific numbers and criteria, and remove any that are not essential. • That in regards to the riverfront parkland policies: <ul style="list-style-type: none"> --better graphics and links to policies. --more clarity on time-frames. --that a business case and acquisition strategy form part of the analysis leading to the DSP policy recommendation • That Peer Review Panels and/or bonusing/ development-permitting systems be more central to the achievement of quality projects in the downtown. • That consideration be given to more height in low-lying areas along Wellington corridor for instance, to enable all potential sites to contribute to the intensification goals by 2031 and beyond 	<ul style="list-style-type: none"> • Flexibility in numbers such as floorplates, taller ground floor height and stepbacks addressed in staff report through the inclusion of a new policy (11.1.8.1.4) • See discussion in the staff report regarding the riverfront parkland policies i • Policy 11.1.8.2.1 allows for the use of peer review architects. Bonusing, and peer review will be important tools in the implementation of the Downtown Secondary Plan • Approach to capacity and height addressed further in the Downtown Secondary Plan.
29	March 23, 2012	Wendy Nott, Walker, Nott, Dragicevic	5 Arthur Street/Kilmer Brownfield	<ul style="list-style-type: none"> • 2.0 FSI density maximum may limit required flexibility to adapt to changing market conditions 	<ul style="list-style-type: none"> • Additional density could be considered through bonusing policies • Comments Received

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		Associates Limited	Management Limited	<p>etc.</p> <ul style="list-style-type: none"> • Support implementation of bonusing opportunities • Urban Design Master Plan policies too specific and should be replaced by an overall site development concept plan • Sketches of policy 11.7.11.5 show little variation and should be removed • 11.1.7.2.5 a) add “where feasible” to active uses on parking structures • 11.1.7.11 should allow for the continued use of land on the east side of Arthur Street as parking. 	<ul style="list-style-type: none"> • Urban Design Master Plan is a key implementation document to be submitted as part of a future planning application. Text added to recognize that these may evolve over time. (11.1.8.5.2) • The diagrams of 11.1.7.11.5 are conceptual. The text recognizes that the actual configuration of the site’s public realm may differ from the options shown and may be further refined. No change is proposed. • “Subject to technical considerations” added to the policy 11.1.7.2.5a) in order to recognize that there may be site-specific technical reasons that this may not be desirable or possible. • Off-site parking to be addressed as part of the Parking Strategy (11.1.4.5.4 f)
30	March 27, 2012	Maria Pezzano	The Ward Residents’ Association	<p>The existing neighbourhood should not be behind the wall of new development</p> <p>Development should blend into the existing neighbourhood, to be a part of our neighbourhood.</p> <p>Criteria should be incorporated in any future plans:</p> <ul style="list-style-type: none"> • The sky view is as important as grade view; light is highly valued. • Residents should be able to see through the development, therefore incorporating open space. 	<ul style="list-style-type: none"> • Sky view recognized in principle e) • Built form policies also address the maximum length of buildings and building separation • Wording regarding character and articulation added to principle e) • The two points above address the concern about the wall effect along Arthur Street • Clarification be made to principles to recognize the importance of pedestrian-level views towards the river corridor (11.1.7.11.4) • Transition is addressed in principle e) as well

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				<ul style="list-style-type: none"> • Buildings should vary in character, incorporating a mix of typologies throughout the development. • The form along the edges should incorporate a smooth transition and reflect qualities mentioned in the characterization of the Ward document and visual examples of built form provided by TWRA to all stake-holders . • The development should be alive and contextual. We value grade related entrances that incorporate features such as porches etc. • Large stature street trees are also an important neighbourhood transitional element and sufficient soil volume and canopy space shall allow for these along the street frontage of the new development • Upper limit of the building height ranges proposed must be justified through the urban design master plan and re-zoning processes and address all built form issues. 	<ul style="list-style-type: none"> • Wording regarding promoting a grade-related relationship of buildings to the surrounding streets to added to principle f) • Principle f) addresses ensuring buildings contribute to the animation of surrounding streets • Improved streetscape including streetscape elements such as sidewalks and street trees is addressed in the general policies (e.g. 11.1.5.11) • Wording regarding conceptual streetscapes has been added to the Urban Design Master Plan policy. • Approach to addressing height through the Urban Design Master Plan addressed in the staff report • Reference to two active transportation bridges over the Speed River has been added to the text. The Secondary Plan sets out the vision, there are a number of ways these could be implemented (e.g. Development Charges).
31	April 13, 2012	The Planning Partnership	5 Arthur Street/ Fusion Homes	<ul style="list-style-type: none"> • Height, Density, Bonus: should permit 16 storeys across the site. Up to 4 storeys along Arthur Street • Requirements of an Urban Design 	<ul style="list-style-type: none"> • See discussion is staff report • The Urban Design Master Plan is not an extra step but will be part of the submission of a complete application (e.g. as part of re-zoning process) which will

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				<p>Master Plan</p> <ul style="list-style-type: none"> • Definition of compatible • Level of uncertainty • General items regarding flexibility around built form , retail, and parking 	<p>support and guide the review of the development applications on this site.</p> <ul style="list-style-type: none"> • Language has been added to recognize that the Urban Design Master Plans may be amended through subsequent developments phases and planning applications. (11.1.8.5.2) • Definition of compatible will be the same as the City-wide draft Official Plan Update (OPA 48) • The completion of implementation items is not tied to the consideration of development applications • Approach to affordable housing addressed in the staff report • Reference to two active transportation bridges over the Speed River has been added to the text. The Secondary Plan sets out the vision, there are a number of ways these could be implemented (e.g. Development Charges). • See discussion regarding built form and retail as part of the staff report. • The site-specific limit on floorplates between the 4th and 6th storey has been deleted. • Off-site parking to be addressed as part of the Parking Strategy (11.1.4.5.4 f)



**Downtown Secondary Plan - OPA 43
Proposed Public Parkland
(South Side of Wellington Street East
between Gordon Street and Wyndham Street South)**

April 13, 2012

Introduction

The following is a staff response to the issues and concerns raised by property owners and tenants regarding the proposed designation of these lands as Future Park Policy Area C. Staff intend to bring forward recommendations, as summarized in this document, for consideration by City Council at its meeting on April 30, 2012.

- The November 7, 2011 staff report and draft Downtown Secondary Plan Official Plan Amendment showed the lands designated in this area as Future Park Policy Area C
- A number of objections and concerns were raised by property owners and tenants regarding:
 - Impact of the proposed designation on potential improvements/investments planned to existing commercial buildings.
 - Impact on existing businesses and their ability to continue.
 - Impact of the proposed designation on the ability to secure tenants in the existing commercial buildings.
 - Concern that the proposed designation would devalue the property.
- Staff has reviewed concerns, conducted further analysis of options
- The Downtown Secondary Plan will be further presented to Council, with staff recommendations, for decision at the Council meeting on April 30, 2012
- With respect to Future Park Policy Area C, staff will be recommending the long-term acquisition of these lands for purposes of creating a public park
- In addition, staff will recommend policy language to:
 - Provide further clarity and certainty around timing;
 - Provide more certainty regarding the status of existing uses and their ability to continue to function productively; and
 - Ensure that the long-term acquisition process is fair and equitable and minimizes effects on landowners and tenants.

1. The need for additional parkland in the downtown:

The creation of parkland in the downtown generally satisfies a number of objectives including providing health, environmental, aesthetic and economic benefits that are important elements for a good quality of life. Downtown's public realm is fundamental to the attractiveness and livability of the core and indeed the entire city. Downtown's many beautiful buildings should be matched by beautiful public spaces. Trees, landscaping and green space generally are essential beautifying elements that contribute to a high quality of life by creating settings for recreation, culture, gatherings and passive enjoyment. Downtown needs additional urban parkland and better access to the river. A diverse network of existing and new open spaces linked by enhanced streetscapes will create a more cohesive and attractive Downtown, providing new opportunities to experience the river, dine outdoors and enjoy special events and Downtown activity.

The objective of the plan is to provide one Hectare of public parkland per 1000 residents of the downtown which is lower than the City-wide target and reflective of a more urban, downtown standard. Based on a proposed minimum residential population of 8,500 residents this means achieving a total of 8.5 ha within the Downtown Secondary Plan Area. The proposed acquisition of the commercial properties for parkland creation is a key component in meeting Downtown's long-term parkland needs as well as providing significant City-wide benefit.

2. Why staff selected this location for parkland?:

The reasons include the following:

- Linking Royal City Park (a city-wide asset) and John Galt Park.
- Marking and enhancing a major gateway to the downtown. In combination with views to Church of Our Lady, this park would announce arrival to Downtown Guelph and improve its sense of place.
- Providing a 'front yard' and additional public amenity space for the high-density residential development planned on the north side of Wellington Street and elsewhere Downtown. This is an urban solution to providing green space in a high-density environment.
- Allowing for the high quality Primary trail connection identified in the Trail Master Plan.
- Providing an essential active transportation connection since bike lanes are not planned for Wellington Street.
- Improving visual and physical public access to the river, which was a key goal of Guelph planning for years as reflected in the River System Management Study, Guelph Trail Master Plan, Parks, Recreation and Culture Master Plan and the Official Plan.
- Provide an opportunity for a living community centre with outdoor uses such as sculpture gardens, grassed areas, basketball courts or a splash pad.

3. What is the timing of the proposed park?:

The planning horizon of the Downtown Secondary Plan is 2031, by which time the park is planned to be functional.

4. What is the timing of land acquisition for the proposed park?:

- With the recommendation to City Council on April 30, 2012 to approve the Downtown Secondary Plan, staff will also be recommending that funding for land acquisition for the park be identified in the Ten Year Capital Forecast in the year 2022.
- Staff will recommend policy language to indicate that land acquisition would start when funding is planned to be available in 2022, if property owners approach the City on a willing seller basis.
- The City will monitor acquisition of land under this policy to determine if the objectives of the Plan are being met.
- This park development schedule will be monitored through the 5-year Official Plan review based on the population growth assumptions underpinning the Downtown Secondary Plan and the recommended parkland ratio.
- It is the City's intent to keep these properties in productive commercial use until park development occurs

5. What is the impact on the existing commercial uses of the affected properties?:

- Commercial land uses will be allowed to continue until the City proceeds with park development
- It is the City's intent to keep these properties in productive commercial use after they are acquired by the City, until park development occurs
- Physical aesthetic improvements, minor expansions and additional compatible commercial uses shall be permitted
- Major expansions and significant new uses shall not be permitted
- As part of the long-term redevelopment some small-scale commercial uses may be established at the intersection of Gordon Street and Wellington Street East. Therefore some commercial-use is envisioned in the long-term near the intersection. Only commercial that compliments the future park space is anticipated
- Additional commercial space throughout the Secondary Plan area is anticipated—overall a net loss of commercial space is not being planned for

6. What does this mean for property owners (landlords)?:

- After funding is available in 2022, property owners interested in selling their properties may approach the City to sell their properties to the City
- There shall be no restrictions on continuing to lease the properties for similar commercial purposes until parkland development occurs. The City is prepared to take ownership of the properties with commercial leases in place (i.e. the

City will become landlord to existing tenants). The City will likely re-tenant any vacant space until park development occurs.

- Compensation for land acquisition shall be as set out in Section 8 of this handout.

7. What does this mean for tenants?:

- Tenants can continue to lease space at the properties until park development occurs
- If landlords sell the property to the City, the City will honour existing leases and tenants will be able to stay on under existing or negotiated agreements until park development occurs

8. How will compensation be determined for land acquisition?:

- To create the public park, it shall be the intent of the City to negotiate mutually satisfactory agreements to acquire the properties from willing sellers. Negotiations will include considerations based on the framework provided in the Expropriations Act.
- Market value for the properties shall be based on their uses disregarding the parkland use proposed in the Downtown Secondary Plan. Compensation will be based on commercial uses that were possible at the time of approval of the Downtown Secondary Plan.

Further Questions:

Please feel free to direct further questions to:

David de Groot, Urban Designer, 519-822-1260 Ext. 2358, david.degroot@guelph.ca
or

Jim Stokes, Manager of Realty Services, 519-822-1260 Ext. 2279, jim.stokes@guelph.ca

Summary of staff recommended changes to the November 7, 2011 policies

- Staff will recommend changes to the policies to state that:
 - the City will acquire the lands for purposes of creating a public park;
 - land acquisition could start when funding is planned to be available in 2022, if property owners approach the City on a willing seller basis;
 - Recognize that this timeframe could be extended based on monitoring (i.e. growth targets being met)
 - Compensation will be based established through the negotiation of mutually satisfactory agreements, based on the framework provided in the Expropriations Act
 - The need for land acquisition by other means shall be monitored through the planning period.

- The policies will permit similar commercial uses to those to those that exist at the time of Secondary Plan adoption
- Major expansions and the addition of significant new uses are not permitted
- Clarify name and purpose of the parkland acquisition strategy