



December 10, 2025

**RE: GID Blocks 1&2 Sustainability Report Addendum
OUR FILE 1405G**

On behalf of our client, 1000027909 Ontario Ltd., we are pleased to submit this addendum to the GID Block 1, 2 and 3 Sustainability Report, dated March 2025.

The GID Block 1, 2 and 3 Sustainability Report was submitted and approved as part of the Block Plan approval process in March 2025. This letter provides an assessment of the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for GID Blocks 1 and 2 against the Development Standards of the Sustainability Report. This letter is intended to be read in conjunction with the updated Sustainability Checklist, which forms part of this submission.

Official Plan Amendment

The City of Guelph Official Plan and GID Secondary Plan include various policies and objectives related to sustainability. The proposed Official Plan Amendment does not include any amendments to the City's approved sustainability policies. The official plan amendment will facilitate higher building densities in the mixed-use designation to provide a wider range of densities and housing types on the subject lands, in accordance with the sustainable vision established in the GID Secondary Plan. The official plan amendment does not seek to reduce the area of natural heritage lands on the subject site and provides for an innovative approach to parkland through the provision of a dispersed park and open space system across the GID Block 1 and 2 lands.

Draft Plan of Subdivision

The Draft plan of subdivision has been designed in accordance with the development standards and metrics of the approved GID Block 1,2 and 3 Sustainability Report. The subdivision includes design elements to provide a robust active transportation and public transit network. The dispersed park, walkway and trail network will provide for enhanced tree canopy cover and reduce the urban heat island effects of development. Various construction and building design considerations to improve the development's sustainability will be implemented through conditions of approval.

The subdivision includes a range of built forms, which provide opportunities for a variety of sustainable building features. Single detached dwellings can be provided with optional Net Zero Ready upgrades including: passive envelope performance, mechanical performance, and operation elements. The potential elements and practices for Net Zero Ready homes are detailed in the approved GID Block 1, 2, and 3 Sustainability Report. Multiple residential built forms including townhouses and apartment buildings provide additional opportunities for sustainable building design. Multi-unit residential buildings will be tested to ensure "compartmentalization", limiting cross-suite contamination of odor, sound and air. Multi-unit residential buildings can also integrate energy recovery ventilation systems

and high-performance glazing/windows to provide access to natural daylight, while limiting overheating and air conditioner loads in warmer months. Detailed building features will be confirmed through future site plan and building permit applications.

The draft plan of subdivision has been designed to achieve the following Sustainability Metrics:

- Metric 2.1 – Community Connections: Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites. Provide internal connections to the proposed parks. Connect the proposed neighbourhoods with the existing active transportation network, and the Guelph Transit system.
 - The Draft Plan of Subdivision includes pedestrian and cycling connections on collector roads, pedestrian connections on local roads, walkway connections between local roads, and trails through the proposed parks and open space areas. The Collector Roads have been designed to allow for the future extension of Guelph Transit routes on the GID Block 1 and 2 lands, with sufficient area to allow installation of transit stops and shelters.

The draft plan of subdivision will implement the recommendations of the Sustainability Report through conditions of approval for the following metrics:

- Metric 1.1: Maintain a minimum 30 cm/12" quality topsoil, protect areas from disturbance and/or de-compact subsoil in landscaped areas/non hardscape areas.
- Metric 1.4: To the extent practical, limit site disturbance including earthwork and clearing of vegetation to reduce erosion and dust. Require revegetation of disturbed portions of the site if construction, site servicing does not commence within six months of area grading.
- Metric 2.2: Design on-site sidewalks, crosswalks and walkways to be continuous, universally accessible, barrier-free and clearly delineated in accordance with the Community Design Guidelines and the Accessibility for Ontarians with Disabilities Act.
- Metric 3.1: Use native, non-invasive species within the Natural Heritage System and related buffers and use non-invasive species in all other areas.
- Metric 3.6: Provide a soil volume of 30 m³ per tree and a minimum depth of 1 metre of high-quality soil OR in hard surface situations install a soil cell product with high quality soil and provide the required soil volume.
- Metric 3.7: Meet the City of Guelph Sustainable Development Guidelines for Trees, including soil volumes, spacing and density.
- Metric 3.8: Complete and implement a restoration and/or enhancement plan for adjacent Natural Heritage System areas, including a management and monitoring plan as may be required as a result of Environmental Impact Study recommendations.
- Metric 3.10: Meet the City of Guelph Lighting Guidelines.
- Metric 4.1: Implement the SWM Strategy recommended by MTE in the submitted stormwater management report.
- Metric 4.2: Encourage systems to reuse water, such as grey water recycling, rainwater harvesting systems, cisterns and rain barrels where appropriate.
- Metric 4.3: Minimize stormwater runoff through the use of Low Impact Development (LID) measures as appropriate and implementation of groundwater infiltration on a distributed area basis.
- Metric 5.2: Use energy efficient lighting and promote the use of energy efficient appliances.

- Metric 5.3: Design, Construct and label buildings to achieve ENERGY STAR for New Homes and meet OBC energy performance standards.
- Metric 5.4: Conduct air leakage tests for all buildings and meet future mandatory air tightness standards.
- Metric 5.5: Explore the installation of electric air-source heat pumps for space heating and consider the installation of solar PV where and when viable.
- Metric 6.3: To the extent possible, utilize suitable on-site aggregate material for construction purposes.
- Metric 6.4: Develop and implement a waste management plan to reduce, recycle and/or salvage construction, and land clearing waste.
- Metric 7.2: Prepare a homeowners/tenant brochure that explains the intent, benefits, use, and maintenance of sustainable development design and building features as part of the lease/sale agreement.

Zoning By-law Amendment:

The proposed zoning by-law amendment will implement site specific provisions for building height and uses, while maintaining the City's Council approved City-wide zoning provisions. Zoning regulations which will apply to the subject lands and implement the sustainability metrics are summarized below:

- Metric 2.4 – Bicycle Storage (Visitor): Provision of bicycle parking spaces at grade near the main entrances or easy to identify areas.
 - Minimum bicycle parking rates are implemented through section 5.8 of the City's zoning by-law. The location of bicycle parking areas will be confirmed through future site plan applications.
- Metric 2.5 – Transportation Demand Management: Provision and implementation of a Transportation Demand Management Plan. Required for parking reductions associated with multiple residential, commercial and mixed-use development.
 - A TIS had been prepared and included as part of the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision submission. The TIS includes an assessment of required parking. The proposed zoning by-law amendment does not propose any parking reductions.