

CITY COUNCIL AGENDA



Consolidated as of December 8, 2014

Council Chambers, Guelph City Hall, 1 Carden Street

DATE December 8, 2014 – 7:00 p.m.

Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.

**O Canada
Silent Prayer
Disclosure of Pecuniary Interest and General Nature Thereof**

DECLARATION OF OFFICE OF COUNCILLOR SALISBURY

PRESENTATION

a) None

PUBLIC MEETING TO HEAR APPLICATIONS UNDER SECTIONS 17, 34 AND 51 OF THE PLANNING ACT

Application	Staff Presentation	Applicant or Designate	Delegations (maximum of 10 minutes)	Staff Summary
360 Woolwich and 15 Mont Street: Proposed Zoning By-law Amendment (ZC1407) – Ward 3	• Katie Nasswetter, Senior Development Planner	• David McAuley	• Ian Connelly & Stephanie Connelly • John & Cathy Prescott (presentation) • Fred & Shirley Hoffman (presentation) • Robert Blakeney • Justine Dainard • Maggie Laidlaw • Holly Dolan • Flora Laird • Ben Barclay • Aaron Sawchuk • Todd Gillis (presentation) • Lawrence Murphy	

			<p><u>Correspondence:</u></p> <ul style="list-style-type: none"> • Ian Connelly • Ailidh Connelly • John & Cathy Prescott • Fred & Shirley Hoffman • Lorene Wagner • Joannah O'Hatnick & Lewis Lukens • Marie & David Smith • Lisa & Matt Cornish • Flora & Rob Laird • Andrew Hueniken • Justine Dainard • Tony DiLoreto • Michael Crawley • Charlotte Mingle • Steve Dyck, Solar Guelph • Darren Devine • Owen Scott, Landplan Collaborative • Patti Holmes, Exhibition Park Neighbourhood Group • Bruce & Sandie Abel • Sarah Alderman & Todd Gillis • Ian Cornett & Catherine Moon • Steve Beamish • John Ambrose • Dennis Huffman • Maggie Laidlaw • Nick Grayson • Brian Jones • Holly Dolan • Paul Wartman, Transition Guelph • Lawrence Murphy & Rebecca Hallett • Christine de 	
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			Boer & David Woodcock • John & Katherine Harper • Evan Ferrari	
1511-1517 Gordon Street & 15 Lowes Road: Proposed Official Plan Amendment & Zoning By-law Amendment (File: OP1402/ZC1408) – Ward 2	• Michael Witmer, Development & Urban Design Planner	• Astrid Clos	<u>Correspondence:</u> • Parry Schnick	
132 Harts Lane West: Proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment (File: 23T14502/OPA1401/ZC1406) – Ward 1	• Chris DeVriendt, Senior Development Planner	• Andrew Lambden • Dave Brix • Astrid Clos	<u>Delegations:</u> • Brett Walkling	

CONSENT AGENDA

"The attached resolutions have been prepared to facilitate Council's consideration of the various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with immediately. The balance of the Consent Agenda can be approved in one resolution."

Council Consent Agenda			
Item	City Presentation	Delegations (maximum of 5 minutes)	To be Extracted

CON-2014.60 144 Watson Road North: Proposed Zoning By-law Amendment (File: ZC1313) - Ward 1		<u>Delegations:</u> <ul style="list-style-type: none"> • Kyle Bittman, Coleterra Development <u>Correspondence:</u> <ul style="list-style-type: none"> • Norman & Donna Nielsen • Mary Hopkins • Ruth Ann Krouskie • S. Lindsay Taylor • Andrew McKendrick • Louie Loberti, Loblaw Properties Limited • Karolyne Pickett – with petition 	✓
CON-2014.61 78 Starwood Drive: Proposed Zoning By-law Amendment (File: ZC1315) - Ward 1		<u>Delegations:</u> <ul style="list-style-type: none"> • Sue Rietschin, GUFF • Kyle Bittman, Cole Terra Development • Hugh Whiteley <u>Correspondence:</u> <ul style="list-style-type: none"> • Louie Loberti, Loblaw Properties Limited (see correspondence from 144 Watson Road N.) • Sue Rietschin, GUFF • Hugh Whiteley 	✓
CON-2014.62 170 to 178 Elizabeth Street: Proposed Zoning By-law Amendment (File: ZC1410) - Ward 1		<ul style="list-style-type: none"> • Jeff Buismann 	✓
CON-2014.63 781 Victoria Road South (formerly 50 Stone Road East): Proposed Official Plan Amendment and Zoning By-law Amendment (File: OP1301/ZC1304) – Ward 5		<u>Delegations:</u> <ul style="list-style-type: none"> • John Ambrose, GUFF • Jessica Eusebio, Wellington Water Watchers • Lin Grist, Living Rivers and Greenways Group Guelph • Laura Murr • Krista Walkey, Stantec • Hugh Whiteley <u>Correspondence:</u> <ul style="list-style-type: none"> • Bryan Wyatt • Wellington Water Watchers • Norah Chaloner • Lin Grist, Living Rivers 	✓

		and Greenways Group Guelph • Ron Kelly • Hugh Whiteley	
CON-2014.64 1750 Gordon Street: Application for Site Plan Approval for a Temporary Real Estate Sales Office/ Trailer in a Mixed Use Commercial Development (File: SP14A056) – Ward 6			
CON-2014.65 50 Law Drive: Proposed Zoning By-law Amendment (File: ZC1404) – Ward 1			
CON-2014.66 95 Couling Crescent: Proposed Zoning By-law Amendment (File: ZC1409) – Ward 2			
CON-2014.67 300 Grange Road: Request for an Extension of Draft Plan Approval (File: 23T07505) – Ward 1			
CON-2014.68 Proposed Demolition of 2 Deerpath Drive – Ward 4			
CON-2014.69 Proposed Demolition of 1511 Gordon Street – Ward 6			

SPECIAL RESOLUTIONS

BY-LAWS

Resolution – Adoption of By-laws (Councillor Allt)

"THAT By-law Numbers (2014)-19825 to (2014)-19845, inclusive, are hereby passed."

By-law Number (2014)-19844 A By-law to dedicate certain lands known as Reserve Block 44, Plan 61M173, City of Guelph, as part of Goldenview Drive.	To dedicate certain lands as part of Goldenview Drive.
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By-law Number (2014)-19845 A by-law to confirm the proceedings of meetings of Guelph City Council. (November 17, December 1, 3 and 8, 2014)	To confirm the proceedings of meetings of Guelph City Council held November 17, December 1, 3 and 8, 2014.
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MAYOR'S ANNOUNCEMENTS

Please provide any announcements, to the Mayor in writing, by 12 noon on the day of the Council meeting.

NOTICE OF MOTION

ADJOURNMENT

John and Cathy Prescott



View of space for
proposed
development from
our front yard

We oppose the Zoning By-Law
Amendment proposal because:

Parking

- Resident parking is inadequate and inconsistent with zoning regulations
- Single non-compliant driveway is inadequate; Mont Street is narrow and busy
- Separate entrance and exit driveways needed
- Snow removal from parking lot and driveway would be problematic
- No provision for business parking



Size

- Complex too massive for the space
- Non-compliant with minimum front, internal side, external side and rear yard spaces (and parking)
- Is the request for “Specialized Office-Residential” rezoning just a way to evade residential compliance requirements?

Re-zoning

- Re-zoning to “Specialized Office-Residential” could lead down the road to apartment units becoming commercial spaces
- No guarantee the condominium vision will happen
- New units should be zoned residential only to prevent such problems

Street and area character

- Complex is large and inconsistent with the residential character of Mont Street
- Metal balcony and walk-up seem designed to meet fire regulations and compliance issues, not for streetscape compatibility
- Starts a process of encroachment of commercial densification into a residential area

Traffic

- Will increase traffic on the street, including courier drop offs and office visitor parking
- No guarantee that all residents of new units will work in office; may be additional workers that will increase traffic and parking needs

Shirley and Fred Hoffman

Problem: Massive structure, loss of view



Problem: Massive structure, loss of view



Problem: Size and shading



Problem: Size and shading



9 AM summer

Problem: Size and shading, we will lose this



Problem: Size and shading



Problem: Loss of trees



Problem: Loss of trees



Problem: Snow, ice and rainfall, Northern exposure, 4.5 feet from property line



Problem: Snow removal from single parking lot and driveway



Other problems

- Parking of commercial vehicles on Woolwich and Mont Street
- Garbage disposal?
- Incompatible with houses on Mont Street in both scale and design

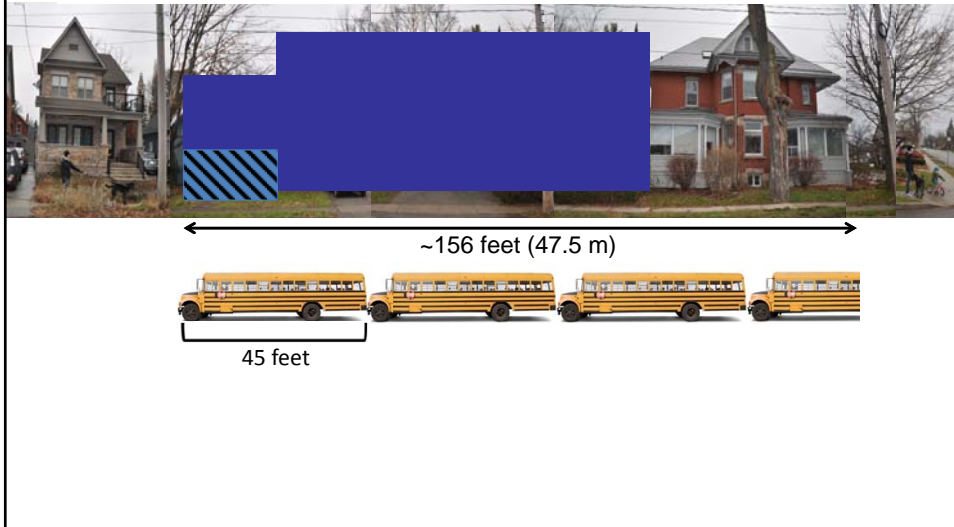
Proposed Zoning By-Law Amendment ZC1407

Todd Gillis

*"...a highly desirable **residential** neighbourhood for my young family."*
Mr. David McCauley, Page 4, Urban Design Brief, 2014



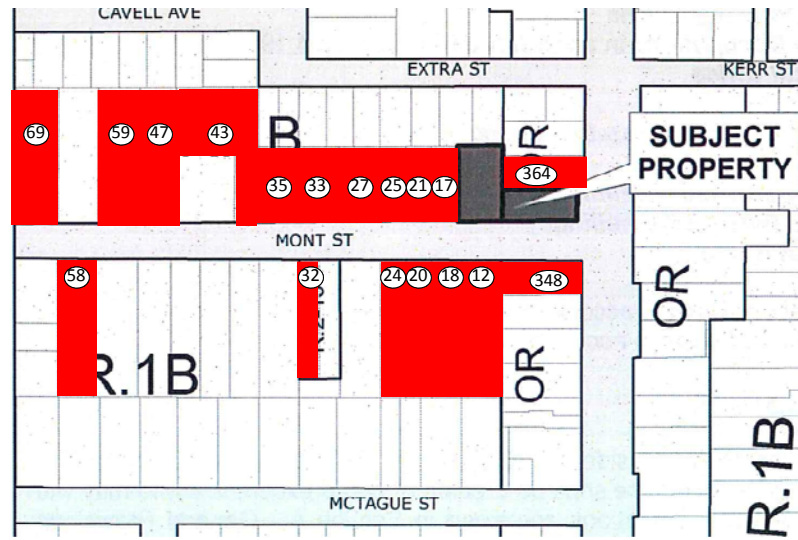
*"...a highly desirable **residential** neighbourhood for my young family."*
Mr. David McCauley, Page 4, Urban Design Brief, 2014



Residents who have written letters in opposition of rezoning/development as of Dec 5th

Fred and Shirley Hoffman –Woolwich
Michael Crawley –Mont/ Woolwich
Ian Connelly - Mont
Lawrence Murphy - Mont
Holly Dolan and Joey Kish - Mont
John and Cathy Prescott - Mont
Lorene Wagner - Mont
Bruce Abel - Mont
Nick Grayson - Mont Street
Lisa Enright-Cornish and Matt Cornish - Mont
Todd Gillis and Sarah Alderman - Mont
Darren and Melissa Devine - Mont
David and Marie Smith - Mont
Flora and Robert Laird - Mont
Joannah O'Hatnick and Lewis Lukens - Mont
Charlotte Mingle - Mont
Bob and Lisa Butler - Mont

At least 18 individuals/families have written a letter to council opposing the rezoning/development



 = Address of families/individual who have written letters in opposition

From:**Sent:** November 27, 2014 3:13 PM**To:** Katie Nasswetter**Cc:** Clerks**Subject:** Proposed Rezoning

Good Afternoon,

I just wanted to take a few minutes to highlight the concerns I have regarding the proposed rezoning of 360 Woolwich / 15 Mont. My wife and I have presided at for last 3 yrs and have enjoyed the family oriented environment that our street is known for, but we are now concerned that the changes if allowed would completely alter the character of our street in a negative way. Below is a list of the points that we feel need to be taken into consideration before any change is approved

1) Rezoning from residential to office residential- this is very disconcerting if change is approved then it would open the door for other businesses to open shop on our street forever changing the character of this family oriented street. My wife and I wouldn't have bought here if such business's existed previous to purchase.

2) Parking and Traffic- our street is overcrowded and lack of parking is already a serious issue during winter it is pretty much reduced to one lane, with the redevelopment there isn't enough parking to accommodate the flow of cars that will stem from visitors and clients of new tenants. Not to mention this increase in traffic will put our children at risk, if I wanted to live on a busy business like street I would have bought elsewhere, one of the key pieces to the property valuation on Mont is the quiet nature and safe setting for children. This redevelopment would forever change that and could potentially cause property values to decrease which is completely unacceptable. Never should our local government allow one citizen to prosper at the expense of another.

3) Massive actual size- 3 full stories running from the edge of Woolwich down full length of both properties to within 1.5 meters of the next property. This does not fit the look and feel of our neighbourhood. Again I will point out that the adjacent properties will for certain be less appealing with such a huge building that close, this could cause damage to current value but for certain cause damage to future value, I would again ask you to question how it is fair for one to gain at another's expense.

4) Garbage- where will 16 new bins be stored in a space intended for 1? This will be nothing short of an eye sore in my opinion.

5) Why Mont and not us- If this is approved developers from all across Ontario will come to Guelph and seek approval for similar rezoning in our residential neighbourhoods and if we object they will say why Mont and not us.

In my opinion this development is completely wrong for Mont street, there is a very strong possibility it could cause current owners to see a decrease in current property value and definitely a decrease in amount of future property value increases. How can you allow current owners to lose for one to gain? If approved this will definitely call into question the ethics and motivation of our local planning department.

Thanks for taking the time to consider these concerns,

Darren Devine.

p.s ask yourself if this was proposed on your street how would you feel?

November 27, 2014

landplan

City Clerk, City of Guelph
clerks@guelph.ca

copy: Katie Nasswetter, Senior Development Planner
Planning, Building, Engineering & Environment
katie.nasswetter@guelph.ca

landscape architects
environmental planners
heritage planners

319 WOOLWICH STREET
GUELPH, ONTARIO
N1H 3W4
(519) 824-8664
facsimile: (519) 824-6776
e-mail: oscott@thelandplan.com

Re: Zoning Bylaw Amendment (File No. ZC1407)
360 Woolwich St. & 15 Mont Street

The Landplan Collaborative Ltd. has had its office at 319 Woolwich, across the street from the subject property for nearly 30 years. In that time we have seen many improvements to the neighbourhood as the area changes from mainly single family residential uses to offices and apartments. The proposed extension of the Office/Residential uses to include live/work apartments on David's property is very suitable for this location and provides a sensitive transition from Woolwich Street offices to single family detached homes on Mont and similar side streets.

The massing, height and scale of the proposal is the same as that of the 2½-storey 360 Woolwich Street office/residence and the 2½-storey adjacent residence on Mont Street and is a more successful example than that of the 3-storey Terrace Professional Office Suites at 328-332 Woolwich directly across the street from our office, where a parking lot separates the buildings from the single family homes on McTague Street, and a small stone cottage is immediately adjacent on Woolwich Street.

Neither parking, nor traffic issues are evident in the vicinity from our experience, and David's proposal is not likely to change this. Parking will be limited to the rear and not visible from the street. One driveway will serve the new complex, removing both of the existing double driveways and providing a generous landscaped area.

The proposal meets the intent of the Official Plan and Zoning Bylaw in providing innovative residential options compatible with existing established neighbourhoods whilst increasing density within the existing infrastructure close to downtown.

In my opinion the structure that David has proposed is in keeping with the streetscape on Mont Street and Woolwich Street and an example of a good infill project with no negative impact on the neighbourhood.

Sincerely,

The Landplan Collaborative Ltd.



Owen R. Scott,
President



November 27, 2014

Re. File ZC1407, Proposed Zoning By-law Amendment

EPNG meeting report

On October 16, 2014, The Exhibition Park Neighbourhood Group (EPNG) held an open-invitation public meeting at Victory Public School library. It was well-attended, with several political candidates and new faces attending.

By his request, local resident Lawrence Murphy presented slides about the proposed zoning change and development at 360 Woolwich/15 Mont. Mr. Murphy was honest about sharing his own specific concerns and perspective, but also worked to present the project in a fair and balanced way to the community.

The discussion and feedback from this presentation was actually in favour of the concepts that the proposed development embodies. Individual comments supported low-rise densification in our downtown 'walkability' zone; praised the car-share and work-from-home model that enables car-ownership to decrease; and proposed that having local businesses rooted in our community would be useful to residents. There was also praise for creating a building that was highly attractive, and that would be a model of energy efficiency.

While the EPNG cannot claim to represent the entire neighbourhood, it did seem clear that among those who attended our public meeting the majority felt favourably toward the proposed development.

Thank you,

Exhibition Park Neighbourhood Group

From: Bruce Abel
Sent: December 2, 2014 2:51 PM
To: Clerks
Subject: File: ZC1407 360 Woolwich Street and 15 Mont Street

Proposed Rezoning and Development

File: ZC1407 360 Woolwich Street and 15 Mont Street

We object to the proposed development because it:

- 1) does not respect and complement the buildings on Mont; and,
- 2) would change the nature of Mont Street.

We suggest that the proposed development is incompatible with the street in the following areas:

Architecture

The proposed building:

- a) is three-stories high;
- b) spreads over two lots in length;
- c) has a predominately glass exterior; and,
- d) is a large, rectangular box-shaped, modernistic structure.

From our perspective, nothing in the design reflects or enhances the architecture of the street.

Relationship to the street

Due to the size, number of units and architectural design, the proposed building would visually dominate the street.

In addition, re-zoning 15 Mont from R.1B (Single-detached residential) to Specialized OR (Office Residential) would change the nature of the street from residential to a business environment. The increase in vehicle traffic from the eight home/office units (occupants and clients) would negatively impact the quiet, narrow street.

We believe that such a development cannot coexist with the surrounding area without an unacceptable adverse impact.

Respectfully submitted,

Bruce Abel
Sandie Abel

Ms. Katie Nasswetter,
Senior Development Planner
City of Guelph

November 27th 2014

Regarding: File number ZC1407

Dear Ms. Nasswetter: Our family home is located at Mont Street and as result will be directly affected by the proposed zoning change and associated development at 360 Woolwich/15 Mont Street. It is important to note that though the applicant's address is on Woolwich Street, the proposed development and rezoning is effectively occurring on a small and quiet residential side street. We, and many residents, moved onto Mont in the last 5 years. When we purchased our home we were looking for a quiet neighborhood to raise a family. If the proposed rezoning and development comes to fruition the quality of life on the street will be irreversibly diminished. For this reason, it is our opinion that the rezoning and proposed development is inappropriate for Mont Street or any residential street. Below we outline our issues with the rezoning and development.

Rezoning from residential to commercial

One thing that attracted our family to Mont Street is that it is a quiet residential street with many families and children. Children are often outside, running between neighboring houses and playing along the street. Changing the zoning so that seven commercial businesses can move into this environment is not appropriate. It will completely change the dynamic of the street. Property zoning designations are in place to set standards and to protect streets and neighborhoods from developments that are contrary to the current standard. In the current situation on Mont Street, there is no greater cause for rezoning beyond the desires of the property owner and developer. Monetary gain by one is not sufficient reason to change a law put in place to protect many. *If a developer is able to change zoning so that a building such as that proposed could be inserted into a vibrant residential neighborhood, then the question is why bother having zoning at all?*

Parking and Traffic

The insertion of an eight-unit work/live onto Mont Street will increase traffic and cause further street congestion. Mont is a very narrow street and parking is allowed on one side. The available parking spots, especially those near Woolwich, are often completely occupied. In the winter, the accumulation of snow dramatically reduces the width of the road making it difficult for cars to drive past a parked vehicle. In addition, such narrowing of the street makes it nearly impossible for a car to enter Mont from Woolwich if a car is trying to exit Mont. The proposed development will exacerbate these issues due to the addition of 5 new residences and any customers that the 7 new work-live units will have. The street will be more congested, as the parking lot of the proposed development is inadequate in space and design to accommodate the needs of the proposed commercial building. This issue will be exacerbated in the winter when snow accumulation will reduce the area of the lot. These cars will therefore end up parked on Mont.

There are currently 16 children under the age of 10 years on Mont Street and 8 of these live within 100 m of the proposed development. Many of these children play in front yards and on driveways. It is not uncommon to see these children or their older siblings run across the street in chase of a ball, or dog. The narrowness and congestion of Mont reduces visibility and leaves little room for drivers to maneuver and avoid anything in their path. The increased traffic and drivers preoccupied with

navigating a more congested street caused by the proposed development has the potential, therefore to cause a serious accident on this street.

Size

The proposed building is out of scale for a residential street. The fact that the developer is asking for exemptions from set back standards is clearly indicative of this. For example, the required 6m front yard is to be reduced to 0.9m, and the side yard is to be restricted from 2.4m to 1.5m. Once the extension is built there will effectively be a three-story structure extending 161 feet along Mont Street. With such a large, continuous structure situated close to the narrow sidewalk, this building will become the dominant feature on the east end of the street. Houses situated around the structure will be dwarfed. This will also act to make the neighborhood feel like a downtown street lined with businesses instead of a residential neighborhood. This is not the Mont Street on which we want to raise our family on.

In the opinion of the residents of Mont Street the proposed development will not improve our street. In fact it will make it less livable and less family friendly. For these reasons we urge that Guelph city council reject the application requesting the zoning change and associated development at 360 Woolwich/15 Mont Street.

Yours sincerely

A handwritten signature in black ink, appearing to be 'SA' followed by a long horizontal stroke.

Sarah Alderman, PhD and Todd Gillis, PhD

Guelph

December 3, 2014

We are writing to register our strong opposition to the proposed development at the east end of Mont Street, identified as File No. ZC1407. Our family lives less than a block away at Mont Street and we know that it is important for City Council and the Planning Department to understand what the neighbours think of this situation.

The proposed development is too large and does not, in any way, suit the style and character of the neighbourhood or street. Artist renderings of the building are more reminiscent of a rather coarse, simple, multi story apartment block than the residences currently on Mont Street, and we would include David McCauley's building on Woolwich Street. His building is a gorgeous structure. We firmly believe that three stories are far too high, eight units are far too many and rezoning is not necessary.

We are not opposed to changes. We are not opposed to redevelopment or intensification. However, the size, scope, and function of the current proposal is unacceptable. Subdividing the lot, building homes similar to ones recently built just to the west of the proposed development would be welcome. What is currently proposed is not.

Furthermore, Mont Street is only one block long and so increased traffic on any part of the street will affect the entire street. All of the 8 units face Mont Street and the one entrance/exit to the parking lot is only accessible from Mont Street. This will invariably increase the traffic pressure on Mont Street. One must also consider the fact that there are over 30 children ranging from infant to 16 years of age who live and play on this quiet residential street. More cars, congestion and traffic will greatly increase the likelihood of accidents, potential injury or worse.

Parking on Mont Street is already congested, especially toward Woolwich Street. It is impractical and nonsensical to think that creating parking for only one car per unit is sufficient for "live/work" units. Not only does there need to be parking for the resident, but presumably for the clients, patrons and patients of those units. Parking and congestion will undoubtedly spill out onto Mont Street throughout the day and into the night, especially since the parking capacity on Woolwich Street will not change.

Other concerns include snow removal, which can only become a bigger problem than it already is on the street. Garbage collection for the 8 units, stacked three high, will also be disruptive.

As concerned neighbours, living on the block, we think there is a great deal of work to do on this file and to this plan before approval can be given.

Sincerely,

Ian Cornett and Catherine Moon

From: Stephen Beamish
Sent: December 4, 2014 10:00 AM
To: Katie Nasswetter
Cc: Clerks; Ian Connelly
Subject: Zc1407---re zoning mont

I just wanted to raise my concerns regarding the proposed building and rezoning at Mont and Woolwich. I feel like we're coming off the worst winter traffic and snow situation that I have seen since moving to Extra Street 12 years ago. We love this neighbourhood and accept that there are inherent problems with size of street, parking and snow removal. It seems to me that this rezoning puts more people on the street and cars on the road (Mont and ours) and would make snow removal more complicated. I don't know too much about the rezoning concept but I am a bit fearful about a precedent setting large build that leads to it being replicated throughout our residential neighbourhood. I appreciate the opportunity to express my opposition

Steve Beamish

From: John Ambrose
Sent: December 4, 2014 10:36 AM
To: Clerks
Cc: Katie Nasswetter
Subject: ZC1407

Clerk's Office, City of Guelph
Katie Nasswetter, Planning

Re: ZC1407

I have reviewed the proposed development at 360 Woolwich St./ 15 Mont St. I am very impressed with the detail in the design to achieve sustainability: living, working, low environmental foot print. This is destined to be a model of how sustainable in-fill development should take place in the city! I fully support this innovative, liveable and sensitive design--to the environment and of the community it will become a part.

John D. Ambrose

Dennis Huffman

Doctor of Chiropractic

363 Woolwich St. Guelph Ontario N1H 3W4

Tel. (519) 836-4861

RECEIVED
DEC -3 2014
CITY CLERK'S OFFICE

Nov. 25, 2014

Re: 360 Woolwich St & 15 Mont St.
Proposed Zoning Bylaw Amendment (File No. ZC1407)

Katie Nasswetter, Senior Development Planner
Planning, Building, Engineering & Environment
City of Guelph
Katie.nasswetter@guelph.ca

I am writing to express my support for this proposed zone change.

There will be no effect on my chiropractic practice across Woolwich St. and the concept of live/work units on the Mont St. side of Mr. McAuley's office would be quite compatible with the neighbourhood.

The design has provided adequate parking tucked out of view around back both for the residents and offices.

Because the practitioners live and work on site, the amount of increased traffic will be minimal.

From my office, I see very little daily use of the 2 hour parking on Mont St and all day parking this block of Woolwich St is mostly used by the residents of 364 Woolwich. For the most part, Mont St is vacant all day long.

Our neighbourhood is well served by Guelph Transit, bike lanes and pedestrians and this reduces the impact of car traffic.

The visual impact of the addition at the rear of his offices will be minimal and is in keeping with the 3 storey houses next door on Mont.

The size of this development is small and residential in character and fits well with it's surroundings. It meets a need for another form of housing than the large single family homes on Mont St.

I wholeheartedly approve of this zone change and embrace the proposed live/work apartments.

Sincerely,



Dennis Huffman

Dennishuffman1@execulink.com

December 4th, 2014

This letter is in support of the proposed development on the north-west corner of Woolwich and Mont Streets. I attended an Open House, arranged by David McAuley, to permit residents of the neighbourhood to see the preliminary designs for this development, and I was very impressed both by the possibility of a small-scale intensification project that does not conflict with the neighbourhood, and with the very light environmental footprint such a development would incur. The proposal would allow for eight units of living space, instead of the two that currently inhabit the proposed space. This fits very nicely with both the province's Places to Grow document and with the city's intensification goals.

The city will be obliged to accept approximately 50,000 more residents by 2030, according to the Places to Grow guidelines, and while there are designated areas for substantial intensification, such as the downtown core, anywhere else in the city where small intensification projects can be added will reduce the requirement for the number of large high-rise buildings in the designated intensification areas of the city.

One of the most common arguments I have heard in opposition to this project is that "it will set a dangerous precedent"/"it is the thin edge of the wedge". It may indeed set a precedent, but not a dangerous one. It will illustrate to residents and developers alike that tastefully-designed, moderately-sized multiplexes do have a place alongside single family homes in residential neighbourhoods. If every such proposal is dismissed as 'the thin edge of the wedge', then single family residential neighbourhoods will never be able to contribute to the intensification needs of our city, and why should that be the case? Why shouldn't all neighbourhoods be obliged to contribute, regardless of how small the contribution? It is not as if this is a ten-storey monstrosity being shoe-horned into an entirely residential neighbourhood; in fact it is no higher than many of the surrounding buildings. The buildings that line Woolwich Street have a mixture of residences and commercial uses, and the proposed development takes up a relatively small portion of Mont Street.

The live-work concept is becoming increasingly popular, and the passive home design proposed for the project is cutting edge in environmental design – in fact I would go so far as to say that it may become an award-winning design that will be hailed as the most desirable mode of residential building for the future. It dovetails nicely into the City's Community Energy Plan, and I applaud architect David McAuley for the many unique aspects of the project. I hope that you will consider this proposal carefully and that staff will recognise how valuable a project such as this can be, in terms of innovation, design and environmental sustainability.

Respectfully,

Maggie Laidlaw

NGrayson

Resident of [REDACTED] 21 Mont Street

Guelph, Ontario

N1H 2A3

December 4, 2014

To: Katie Nasswetter

Senior Development Planner, Planning Services,
Planning, Building, Engineering and Environment,
City Hall,
1 Carden Street,
Guelph,
Ontario N1H 3A1

Dear Katie:

Regarding the zoning amendment request **File ZC1407** and the proposal for a new dwelling addition to be added at the intersection of **Woolwich and Mont Street**; I strongly urge the City Planning Department to deny this project moving forward in the manner proposed.

The reasons for denial are based on, neighbourhood ground swell against it, obvious lack of consideration of neighbors in well-established mature neighborhood, business and traffic intensification, devaluation of local properties and general environmental degradation.

As a new resident to the street- Oct 4, 2015- small business owner in the downtown core, long term resident of Guelph and educated with a Mechanical Engineering and a Bachelor of Environmental Science Degrees, I'm well positioned and educated to speak and support the reasons for denial I have listed above.

In fairness to the idea of better land use and the tenants of private property; I believe a compromise needs to be found that allows for another single family dwelling, and preserves and or provides current tree berms with greater distance from existing property lines at a minimum. The immediate neighbours need a lot more respect.

Please feel free to discuss this zoning amendment with me or reply to me with a time and location where I can add my voice to the commentary. My contact details are below.

Sincerely,

Regards, Nick Grayson

Cell phone: [REDACTED] 519-400-6398

Office: [REDACTED] 888-863-8010

Address: [REDACTED] 173 Woolwich-unit 103

Guelph, Ontario, [REDACTED] N1H 3V4

www.cameroninstruments.com

Brian Jones

Guelph Ontario

December 4, 2014

Katie Nasswetter

Senior Development Planner

Guelph City Hall

1 Carden St.

Guelph Ont. N1H 3A1

Re : ZC1407: Rezoning and Development at 360 Woolwich St. / 15 Mont St.

Ms. Nasswetter,

I have been considering the impact of the project at 360 Woolwich/15 Mont St. since David McAuley first invited me to an open house to present his proposal for the above location.

My first reaction was that the building is far too big for the size of the lot and it does not fit with the aesthetic of the neighborhood.

Upon more reflection, it occurred to me that the property values of 17 Mont, 18 Mont, 20 Mont, 364 Woolwich, and 348 Woolwich will decrease due to the size and mass of the proposed building. I don't think it is the purpose of City Council to give the green light to projects that are detrimental to the value of adjacent properties.

I believe intensification or higher density can be achieved on this property without sacrificing neighbourhood property values.

Yours sincerely

Brian Jones

December 3, 2014

Katie Nasswetter
Senior Development Planner, Planning Services,
Planning, Building, Engineering and Environment,
City Hall, 1 Carden Street,
Guelph,
Ontario N1H 3A1

RE: Zoning Bylaw Amendment Application – File No. ZC 1407, 360 Woolwich St. & 15 Mont St.

Dear Ms. Nasswetter:

I am writing in regards to the zoning bylaw amendment application – File No. ZC1407, 360 Woolwich St. and 15 Mont St.

I live at with. We are the first owners of our house, which is an infill. We chose this house because it is a nice house that was designed to integrate with the character of the street. More importantly, however, we chose this house because of the neighbourhood - its character, its reputation as a safe area, its tree-lined streets, and its proximity to amenities, including Victory Public School, Exhibition Park and the downtown core. After living in this neighbourhood for over six years, I can now add 'people' to that list. This is a wonderful community of young and old, some relatively new to the neighbourhood (like us) and some who have been here for generations. These are people who value their neighbours, their community, and, just like any investor, their homes.

I am not against intensification that is consistent with the character of the neighbourhood, conforms to the policies of the Official Plan (OP) and the regulations and bylaws meant to enforce and shape those policies, respects public health and safety, and contributes (or at least does not diminish) the value of my home and those of my neighbours.

My husband and I are against the Zoning Bylaw Amendment Application – File No. ZC1407. Below I highlight my objections, concerns and rationale for this position.

ZONING

David McAuley (the applicant) is requesting approval of a Zoning By-Law Amendment application to permit the development of a seven (7) residential unit addition to an existing Office-Residential Building. The proposed rezoning from single-detached residential (R.1B) to specialized office-residential (OR) is requested to permit the

development of an addition to the rear of the existing office-residential building at 360 Woolwich Street, containing eight live/work apartment units, with specialized regulations to permit a reduction in parking spaces provided and building setbacks required.

Mont Street ReZoning

Mont Street is a residential, narrow street. Mr. McAuley inaccurately articulates in his Urban Design Brief that it is a mixed-use neighbourhood. More accurately, it is a residential neighbourhood within which there is a mixed-use corridor (Woolwich Street). His existing office-residential building is located on this mixed-use corridor. In addition, the proposed development is not on Woolwich Street and there will be very little change or impact on Woolwich Street. Most, if not all of the proposed development will be to the Mont Street site and therefore most of the impacts will be to Mont Street. As such, the development should be evaluated in reference to its conformity with the character, streetscape and primary purpose of Mont Street, not Woolwich Street. Mont Street is not a mixed-use street like Woolwich Street.

Mont Street is a very narrow residential street with mostly single detached family homes (some have accessory apartments). It is zoned residential to reflect this. A rezoning to office-residential does not conform or contribute to the value of this street and its homes nor does it align with the City's OP that has identified this area as residential. There are opportunities to intensify 15 Mont Street within the existing zoning by-law (and be consistent with the City's overarching goal to intensify built areas) and that will conform with the character of the streetscape.

My husband and I strongly oppose the proposed rezoning from single-detached residential (R.1B) to specialized office-residential (OR). Office residential zoning should be kept on the Woolwich Street corridor (where it is delineated in the zoning bylaws and OP) and not be allowed to extend onto Mont Street. Some small home-based businesses are already allowed within the existing R.1B zoning that would conform to the neighbourhood. There is no reason to change the existing zoning on Mont Street from residential to office-residential.

Live/Work Concept

Having reviewed the application and supplemental documents, I am still unclear how this proposal is a live/work apartment and why a specialized OR is being requested. The proposed development is essentially an apartment building appendage to an existing home-office on Woolwich (which apparently is 'under-utilized', Section 1.3 Urban Design Brief). The apartment units proposed are small 'residential' units with little office space available. It appears that the 'work' part of the proposal is the existing office building on Woolwich Street, already zoned OR.

I remain perplexed as to what the development is really all about. If the 'work' part of the 'live/work' development is all in the existing OR building on Woolwich, why is Mr. McAuley requesting a zoning to OR for the 'live' units on Mont Street? Why is he attaching the apartment unit to his existing OR building if the two entities are essentially distinct? Will he require owners/renters of the 'live' section to lease office space in the existing 'work' building?

It seems to me that the 'live/work' narrative presented is simply one to appeal to the environmental sensibilities of a progressive City Council and citizenship and to appear as if it aligns with the City's OP and the Province's Places to Grow policy framework. I cannot see how this is anything but a tactic to distract from and justify the proposal's request for concessions from the existing by-laws related to parking, set-backs and overall public safety.

I believe the development as proposed is not authentically a 'live/work' development. It is a seven-unit apartment building that cannot conform to existing residential zoning.

ENVIRONMENTAL SUSTAINABILITY

I have a PhD in environmental management, with a particular focus on climate change mitigation and adaptation. I am very supportive of environmental sustainability, green building design and conservation practices. I support the principles of Mr. McAuley's proposal, particularly his incorporation of green building design (e.g., solar heating, grey water, natural lighting). I also support reasonable intensification and a reduced carbon footprint lifestyle (e.g., use of public transportation, energy efficiency).

My biggest concern is that the environmental sustainability concept is being used to overshadow some significant deficiencies with the proposal. For example, Mr. McAuley articulates that the proposal is intended to appeal to the environmentally conscious who will use alternative transportation, work out of their home, and, if they own a vehicle, it will be smaller and more efficient. He uses this to justify an inadequate number of parking spots (17 spots are required in the by-law; 8 are proposed) and inadequate parking space sizes.

He also makes reference in his Urban Design Brief to by-law concessions made in other jurisdictions to accommodate for "high performance, energy efficient buildings", for example, to accommodate the need for thicker walls for more insulation. While this may be relevant for specific design details, I question the applicability of this argument to the specialized concessions requested by Mr. McAuley (e.g., are the walls going to be that thick that he needs such significant reductions to the required front, side and rear yard setbacks?).

In addition, Mr. McAuley is using his environmental sustainability narrative to justify his proposed density. He is requesting to build a seven unit apartment building on an existing lot that currently has a single house. While I am not opposed to intensification and increased residential density (I live in an infill!), I do not think seven units is appropriate for the size of the lot nor would it fit in with the existing streetscape. I believe Mr. McAuley could intensify in that location (15 Mont Street), without changing the zoning and within the existing residential zoning category. He could incorporate environmentally sustainable design concepts into a fewer number of slightly larger residences for the equivalent return on investment.

My husband and I agree with Mr. McAuley's innovative environmentally sustainable design principles but not as they apply to this proposed development. We believe Mr. McAuley is using environmental sustainability as a tactic for concessions to existing by-laws. We believe he can apply his environmentally sustainable design concepts to a smaller number of residences on 15 Mont Street that would integrate with the streetscape and the character of the existing homes on Mont Street and would conform to the existing residential zoning.

DESIGN

I like eclecticism and modern architecture; however, I do think the building proposed does not fit with the character of the street. It is my understanding that Mr. McAuley was influential in ensuring that our house fit with the character-style homes of the street. So, I am a little confused as to why he is proposing something that is so out of character. I appreciate stucco and mixed materials, but I do not like the outdoor staircase, the communal balcony or the institutional look of the building. In particular, the staircase on the outside of the building on the Mont Street side and the communal balcony, also on the Mont Street side, is aesthetically unpleasant and reminds me of a motel. I also question the practicality of an outdoor spiral staircase in the middle of winter and the saleability of a unit that does not have any private outdoor space except for a shared balcony that is a potential security risk – an issue that will not appeal to the older clientele to which he is marketing his development.

As already mentioned, I think Mr. McAuley is proposing too many units for the location. Houses with Mont Street addresses are single-family, residential, not multi-unit, office/commercial. While there are apartment units within several of the homes, we do not have multi-unit buildings. It is a family oriented neighbourhood with related amenities. It is a sought-after area by families to access these amenities. It is also a high-valued area. I would like to keep it that way. For that reason, we cannot support a seven-unit apartment building complex. We would rather see fewer residential homes that fit with the character of the street.

HEALTH AND SAFETY

I have serious concerns about the impact of the proposed development on the safety of people, particularly children, on Mont Street. An additional seven residences (potentially 14 people or more) and associated businesses will increase traffic on Mont Street. It is already used as a through street to Exhibition Park where people drive too fast for the width of the street. There are often cars parked on the south side of the street (there is 2 hour parking), which means the street is often a single lane road and visibility is reduced. Increased traffic on Mont Street poses a safety risk to the many children that walk, ride and play on the sidewalks and street. I urge Council and the City to seriously consider traffic safety when reviewing this proposal.

Parking

Parking is already an issue on Mont Street. Parking is permitted on the south side of the street and many people, residents and visitors, take advantage of this. Mr. McAuley is requesting a concession to the required parking spaces. He is proposing 8 spaces, when he should have 17. He is requesting smaller spaces than what is required. He argues that parking is not an issue; that people can park on the street, that two additional spaces could be added to Mont Street, that overnight visitors can park in Exhibition Park (really?) and that one parking space per unit and stacked visitor parking is reasonable. In addition, he argues that those who live in the units will have smaller, more efficient cars (if they have a vehicle at all) and therefore parking is not an issue. My question is: why should we (tax payer, Mont Street resident) have to accommodate Mr. McAuley's design deficiencies? What precedence does this set for development in the future?

Even if we accept Mr. McAuley's assumptions about the new residents of 15 Mont Street and their limited need for parking, what happens when it snows? Where will all the snow go? With climate change, we will likely experience more severe winters like last year. For most of last winter, there was no parking on Mont Street; Mont Street was a single lane road and when someone did try to park on the street, they blocked others from getting out of their driveway (I have experience with that). Given the limited space that Mr. McAuley is proposing for his parking, I question where the snow will go and where people at 15 Mont Street will park when one or two of their spaces have been used for snow piling and there is no parking available on the road? The lack of parking and the expectation that people will park on the street and in the green space at the end of the street (Exhibition Park) is not sensible, responsible or safe. More parking on the street means reduced visibility and potential harm to people, especially children.

We are strongly against the proposed development and believe that should there be intensification on 15 Mont Street within the existing residential zone, that no concessions be made for parking.

Waste

Another issue is waste. According to the materials provided, the proposed units will use the municipal system (three cart system). There is also mention of on-site compost, although I cannot figure out where this will go given the lack of space. I cannot imagine where all the municipal bins (up to sixteen bins lining the street) will go on garbage pickup day and what kind of mess that will make on such a narrow street.

PROPERTY VALUE

I do not fault Mr. McAuley for looking for ways to increase his return on investment. It is a high-valued property in a sought-after location of Guelph. Our houses are worth more than the average and we pay high taxes. Just as Mr. McAuley has invested in property in this area, we all have made investments. My home is an investment. We bought here knowing it was a good location and a good financial decision. I expect that my return on investment is considered when this proposal is reviewed. Just as Mr. McAuley is looking out for his financial interests, I too am looking out for mine. I believe that the proposed development will diminish the value in my property, especially if the building becomes a mix of businesses and rental apartments with cars lining the streets day and night. I did not buy a home on a mixed-use street. I bought a home on a residential street in a residential neighbourhood – a safe place to raise my children and a good investment to put towards my retirement.

Thank you for accepting this letter. Please do not hesitate to call me should you have any questions.

With kind regards,

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

Holly Dolan

A handwritten signature in black ink, appearing to read 'Joey Kish', with a stylized 'J' and 'K'.

Joey Kish



Transition Guelph Endorsement for David McAuley project

Re: 360 Woolwich St & 15 Mont St. Proposed Zoning Bylaw Amendment (File No. ZC1407)

Katie Nasswetter, Senior Development Planner

Planning, Building, Engineering & Environment, City of Guelph

Katie.nasswetter@guelph.ca

On behalf of the Board of Directors of Transition Guelph, I am writing to provide Transition Guelph endorsement of the above project.

After reviewing the zone change application, reports and drawings as well as talking to the project proponent David McAuley, we have concluded that this is exactly the kind of transition project that should be supported and applauded. The concept of live/work units fills a need for small apartments and the environmentally sustainable practice of living and working without the need to commute. This reduces the number of parking spaces and eliminates the impact of traffic congestion. The design to Passive House criteria is progressive in sustainable terms and should be welcomed as a first in Guelph.

About Transition Guelph - Transition Guelph is a group of citizens coming together as volunteers to promote processes and projects for strengthening community resilience and economic vitality. Our goal is to create a richer, more vibrant community through the re-localization of the services and resources that we need in order to survive and thrive in a world of long-term energy cost increases, climate change, and growing instability in the world economy. The Transition movement seeks to envision and create an optimistic future for ourselves, our grandchildren, and beyond. In theoretical terms, it means building more resilient communities.

The Building Group at Transition Guelph is made up of a number of people from local homeowners, builders, renovators, home auditors, engineers, planners, landscape architects, trades people, material suppliers to architects and designers who are concerned with how we construct and upgrade the structures we live in to be more healthy, energy efficient, affordable and sustainable. We have received positive feedback from the Transition Guelph Building Group, which is in favour of the project.

I hope that City staff and Council can see the benefits also and approve this application.

Sincerely,
Paul Wartman
President, Transition Guelph
Chair, Transition Guelph Board of Directors

Paul Wartman

December 1, 2014

To the Mayor and Council of the City of Guelph:

Submitted without prejudice.

We are opposed to the proposed Development and Zoning Bylaw Amendment Application File No. ZC1407

We are opposed because: the size and scope of the project are too large for Mont Street in particular and the neighbourhood in general; the variances to zoning threaten the integrity of the neighbourhood and introduce the possibility of radically altering the nature of this and other residential neighbourhoods; and the architectural character of the proposal is in no way in keeping with Mont Street or the Exhibition Park neighbourhood.

Massing and Scale of the Project

- The massing of the proposed development will be far greater and more imposing than the neighbouring homes on Mont St. **See Appendix 1 for calculations.**
 - The massing of the Proposed Addition is 4.6 to 6.3 times larger than the massing of nearby houses.
 - The massing of the Total Complex is 5.6 to 7.6 times larger than the massing of nearby houses.
- The applicant's claim that "the massing of my proposed addition will not be more imposing than these", in reference to the houses at 17 & 19 Mont, is clearly not true (Letter of 27 June 2014, under heading 'Heritage').
- The existing streetscape would be maintained with the presence of 2 single-detached homes on the property intended for the Proposed Addition, which would represent a doubling of the residential density that currently exists on the 15 Mont St property. **See Appendix 2 for calculations.**

Parking Access

- Access to parking is limited to a single 3.6m driveway. This driveway is not wide enough to allow vehicles to pass each other in opposite directions (even with very narrow vehicle models). Provision of a driveway that can only be used by one vehicle at a time may result in delays to movement of traffic along Mont St., as vehicles wait for their turn to enter or exit the driveway.
- The parking area and driveway do not provide ingress and egress of vehicles to and from a street in a forward notion only, contrary to Zoning Bylaw 4.13.3.1.
- There appears to be sufficient space for one vehicle at a time to back out of its spot and make the necessary turns to orient themselves for a forward exit from the complex. However, there is not sufficient room for two vehicles to be moving through the parking area at the same time.
- If one vehicle is backing out of a spot and making turns to orient themselves for forward exit from the complex and another vehicle enters the parking lot, there will be insufficient room for them to manoeuvre safely around each other. This may require the entering vehicle to back out onto Mont

St again in order to allow the departing vehicle to leave, which would likely result in frustration for the drivers, increased congestion on Mont St, and increased danger to pedestrians and other vehicles on Mont St.

Access to Rear Yard Regulations

- According to Zoning Bylaw Table 6.5.2 Row 8, vehicular access to the Rear Yard from a public street shall have an overhead clearance of not less than 4.5m. This regulation does not appear to have been given any consideration in the Proposed Development.
- According to the Vertical Elevations and Section figures provided in the Cultural Heritage Resource Impact Assessment (Figure 31, p. 20), the covered driveway will have an overhead clearance of approx. 2.7m which is 1.8 m less than the required clearance.
- Therefore, the proposed second storey overhanging unit, under which the driveway passes, should not be permitted.

Parking Spaces

- The size of the proposed parking spaces is inadequate even for the targeted demographic of this development, and will not provide sufficient space between vehicles for people to get in and out of their vehicles with ease and without 'dinging' neighbouring vehicles, even if all vehicles are among the narrowest available. **See Appendix 3 for calculations.**
- The proposal indicates that there will be 8 permanent parking spaces provided, which represents a deficit of 9 parking spaces and provides only 47% of the required number of spaces for the proposed uses. **See Appendix 4 for calculations.**
- The proposal indicates that there will be barrier-free accessible ground floor residential units, however no Designated Accessible Parking space has been included in the plans. Inclusion of a single accessible parking space in order to meet the needs of one residential unit would result in a maximum of only 7 parking spaces in the area available, which provides only 41% of the required number of spaces and represents a deficit of 10 spaces.
- The 4 proposed stacked parking spaces are not at all practical. Utilization of the 4 proposed Stacked Parking spaces blocks off access to 6 of the 8 permanent parking spaces. Residents requiring use of their vehicle during office hours, will be forced to move their cars out of the parking lot at the beginning of the work day or during the night before in order to avoid being blocked in, which will result in a high demand for use of on-street parking spaces, which are already limited and overused.
- Complaints and parking problems are bound to escalate.
- Even if we consider the 4 proposed tandem/stacked parking spaces, there is still a deficit of 5 parking spaces and only 70% of the required parking spaces provided.
- If required Side Yard (3m) and Rear Yard (10m) Regulations are followed for an OR Zone abutting a Residential Zone (Zoning Bylaw 6.5.2.1 and Table 6.5.2 Row 7), then the area that should be permitted for parking is only 8.29 m wide and 14.24 m deep, which is sufficient for only 5 parking spaces (which provides less than 30% of the required parking spaces and represents a deficit of 12 spaces).

Rear Yard Regulations

- According to Zoning Bylaw Table 6.5.2 Row 7, the minimum Rear Yard for an OR Zone is 10 m, not 7.5 m as indicated in the proposal Site Data Chart.
- As the front of the property is designated to be 360 Woolwich, the Rear Yard runs along the western side of the 15 Mont St, where it meets the side yard of 17 Mont St.
- The proposed development provides for only 1.5 m between the driveway/parking lot, and only 1m between the overhanging second storey addition, and the property line with 17 Mont St, which results in a deficit of 9m of Rear Yard. Thus, the proposal provides for only 10% of the required Rear Yard.
- Thus, at minimum, the proposed development needs to be reduced in size so that the edge of the driveway is at least 10 m from the property line with 17 Mont St.
- The area for the parking lot should, thus, be reduced by 8.5m to a width of 8.29 m. There is then insufficient room to accommodate the 4 parking spots numbered 5, 6, 7 & 8 on the Proposed Site Plan, resulting in a further deficit in parking space provisions.

Buffer Zone Regulations

- In addition, Zoning Bylaw Table 6.5.2 Row 17, indicates that where an OR Zone abuts any Residential Zone, a buffer strip shall be developed. A buffer strip is a “land area used to visibly separate one Use from another Use or to shield or block noise, lights, or other nuisances” (Zoning Bylaws Section 3.1 Definitions).
- Presumably some form of lighting will be erected in the rear parking area in order to provide residents with safe and secure access to their parking spaces and to residential units. Development of a buffer strip to shield neighbouring homes from lighting will therefore be necessary.
- In consideration of the Buffer Strip and Rear Yard Regulations, the variance to permit only 1 m between the Addition and the western property line should not be granted.

Side Yard Regulations

- According to Zoning Bylaw 6.5.2.1, where an OR Zone abuts a Residential Zone, the minimum Side Yard shall be 3 m on the abutting side, not 1.5 m as indicated in the proposal Site Data Chart.
- As the front of the property is designated to be 360 Woolwich, the Side Yard runs along the northern side of the proposed development, and abuts a Residential Zone at the back of the parking lot where it meets the rear yard of numbers 16 & 18 Extra St.
- However, there is only a yard of 1.55m provided between the parking lot and the property line, which is a deficit of 1.45 m of Side Yard, and provides only 52% of the required Side Yard.
- Thus, the area for the parking lot should be reduced by 1.5m to a depth of 14.24 m. There is then insufficient room to accommodate the 4 parking spots numbered 5, 6, 7 & 8 on the Proposed Site Plan, resulting in a further deficit in parking space provisions.

Waste Management (See Appendix 5 for calculations)

- Waste management will need to rely on the City’s automated cart collection system, as use of a private dumpster collection service does not appear to be a viable option - due to the limited area

available behind the proposed addition to accommodate dumpsters, and the limited dimensions of the covered driveway to allow servicing of dumpsters.

- With 8 residential units and shared office spaces there will be between 4 to 16 waste collection carts at the curb each garbage day. If it takes 30 seconds to empty a cart, the garbage truck will be outside of the Complex, and effectively reduce Mont St to a one lane road, for up to 8 minutes. This constriction of traffic flow represents an incredible inconvenience to residents and other users of the street. During the winter there will be no way to move past any trucks. And cars from homes across from the development will be unable to exit during garbage collection.
- The space needed for Bin placement at the curb on collection days will be a minimum of 5.1 m length x 1.17 m depth, and a maximum of 22.2 m x 0.84 m. Thus bins will take up from 25% TO 100% of the length of the addition, which will be an incredible eyesore from the time carts are placed at the street until residents return them to their storage area, which may not occur until well into the evening.
- During the winter on Mont St, accumulation of snowbanks along the curb means that residents must place their carts in their driveways in order for the automated collection trucks to be able to access the bins. For the proposed development, there is insufficient space in the 3.6m wide driveway to accommodate even the lowest number of carts during the winter.
- The high density of waste carts on one property, especially of organic carts, increases the likelihood of the neighbourhood skunk and raccoon population being attracted to the area, toppling over carts and strewing waste in the area.

Exterior Stair

- The proposed 3-storey exterior roofed staircase will be very imposing, and does not match the design of any other building in the area.

Neighbourhood Character

- One of the City of Guelph's Official Plan's Operating Principles is "to identify a community character which is distinct from other areas". The proposed development distorts that character.
- The Official Plan's Community Form Statement says in part that "Guelph's beauty lies in its compact, small town character". The placement of this development on a residential street reduces that beauty.
- Section 3.6 of the Official Plan, Urban Design, explicitly states that one objective is "to ensure that the design of the built environment strengthens and enhances the character of the existing distinctive landmarks, areas and neighbourhoods of the City". The proposed development does not accomplish this.
- The proposed development does not satisfy the spirit or the letter of Section 3.6.17 "Character of Development in Older, Established Areas". In particular it does not "reinforce and complement the existing range of building mass, height, proportion and orientation of buildings relative to the street".
- Section 7.2.7, Subsection a, of the Official Plan states "that the building form, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity". The proposed development does not satisfy any of these requirements. Its massing is

overwhelming, its character is in no way compatible with any other building on the street or in the neighbourhood and its appearance is unsuitable to the proposed site.

- In its response to the Provincial “Places to Grow” discussion paper in Oct 2004, the City of Guelph asked “that the Province strengthen its reference to cultural heritage protection and recognize the importance of neighbourhood character with intensification in the document’s Vision Statement.” That the City would ask this of the Province makes plain that neighbourhood character matters in Guelph. The proposed development is detrimental to the character of the neighbourhood and in direct opposition to the desires and the vision of our City.
- The City’s Draft Urban Design Action Plan speaks to the need to recognise the “distinct character” of neighbourhoods and to “use infill development to enhance the quality and livability of existing neighbourhood and help manage growth sustainably”. The proposed development fails to live up to these laudable goals.

General Observations

- There is no precedent for the expansion of OR Zones and the addition of Multistorey apartment buildings onto residential side streets in this area. The proposed development is therefore better suited for location on a main arterial road, such as fully on Woolwich St, or at the intersection of two major roads such as London & Woolwich, or in one of the designated intensification zones.
- We are concerned about the precedent that approval of this proposal would set for further developments on residential side roads, leading to a decline in quality of life of residents, increased traffic and parking problems, a reduction in urban tree densities and an increase in concerns and complaints from residents.
- We have been told that there are beneficial aspects to this proposal that will lead to a low energy footprint of the proposed complex, however the details of those beneficial design elements do not appear to be available for us to review. The words are appealing but they are but words.
- We are supportive of the environmentally beneficial aspects of this proposal. However, other developers that use the approval of this proposal as precedent for future proposal on residential streets may not include the same environmental benefits.
- The current driving/walking habits of employees of J. David McAuley Architect Inc. are irrelevant to the evaluation of this proposal. What needs to be considered is whether or not the needs of the residents and businesses inhabiting this development into the future would be met by the proposal.
- The proposed complex is not located within walking distance of a full service grocery store. Nor is a full service grocery store easily accessed by public transit. Residents will therefore require use of a vehicle for regular shopping trips. Even if they are all able to make use of nearby car share facilities, there will be a consequent increase of traffic on Mont St.
- The applicant indicates that “in consideration for the designated cottage at 12 Mont St” the new driveway will be placed at the west end of the property. However, he also proposes that 2 new parallel parking spaces be added to Mont St in front of the designated properties. This will lead to further congestion on Mont St and exacerbate issues of lane reductions during the winter and when garbage collection is underway.

APPENDICES

Appendix 1. Massing of Proposed Development

Massing refers to the general shape and size of a building. The front facing area of a building (i.e. width x height) is thus a suitable measure for comparing the massing of buildings.

Based on calculations shown in the Tables below:

- The massing of the Proposed Addition is 4.6 to 6.3 times larger than the massing of nearby houses.
- The massing of the Total Complex is 5.6 to 7.6 times larger than the massing of nearby houses

Massing of Proposed Development:

Building	Width (m)	Height (m)	Massing (m²)
15 Mont St Addition (incl. 2 nd storey addition 5x6m)	27.53 (+5)	9 (6)	277.73
360 Woolwich (on Mont)	6.35	9	57.15
Total Massing of 360 Woolwich/15 Mont Complex			334.88 m²

Massing of nearby houses on Mont St:

Building	Width (m)	Height (m)	Massing (m²)
12 Mont St	9.84	4.5	44.30
17 Mont St	6.43	9	57.86
18 Mont St	8.05	7.5	60.38

Number of nearby houses that could fit into Massing of Proposed Development:

Building	Addition only	Total Complex
12 Mont St	6.27	7.56
17 Mont St	4.80	5.79
18 Mont St	4.60	5.55

Appendix 2. Mont St Streetscape

A measure for determining what type of development would be in keeping with the existing streetscape and density of Mont St is to calculate how many properties of a width typical for the street could fit into the property intended for the Proposed Addition.

The width of the property intended for the Proposed Addition is 28.13 m (i.e. distance from property line with 17 Mont St to 360 Woolwich building, but excluding the 5.395 m connector to 360 Woolwich).

Based on the calculations below, the property intended for the Proposed Addition could be subdivided into 1.6 to 2.9 properties equivalent to those of the nearby houses.

Thus, the existing streetscape could be maintained with the presence of ~2 single-detached homes. The development of 2 single family homes would represent a doubling of the residential density that currently exists on the 15 Mont St property.

Property	Property Width (m)	Number of equivalent properties that could fit into Proposed Addition property
360 Woolwich	14.33	1.96
12 Mont St	17.33	1.62
17 Mont St	9.84	2.86
18 Mont St	12.19	2.30

Appendix 3. Width of Proposed Parking Spaces

Required width of parking spaces is 2.75m (Zoning Bylaw 4.13.3.2.3). The Proposed Development allows for only 2.5m width for each parking space, representing a loss of 25cm between vehicles.

However, most small, efficient models of car are not as much as 25 cm narrower than larger cars. For example, the 2015 Toyota Prius is only 18 cm narrower than a Toyota Highlander SUV. The Chevrolet Spark, which is probably the narrowest vehicle available, is only 22 cm narrower than a Toyota Camry.

Therefore, the proposed parking spaces will not provide sufficient space between vehicles for people to get in and out of their vehicles with ease and without 'dinging' neighbouring vehicles, even if all vehicles are among the narrowest available.

The proposed parking spaces are inadequate even for the targeted demographic of this development.

The proposal states that the targeted demographic will be interested in environmentally friendly, efficient vehicles. However, a range of vehicle sizes from hybrid SUVs to hybrid compact vehicles are now available in this market sector. A Nissan Pathfinder Hybrid SUV would provide only 54 cm clearance between adjacent vehicles, and a Chevrolet Volt electric car would provide less space between adjacent vehicles (71cm) than a Ram 1500 Pick-Up Truck (73cm) does in a regular sized parking space. All cars would need to be narrower than the 2015 Mini Cooper in order to get the same space between adjacent cars as with two SUVs in regular spaces. Even the narrowest car available does not provide the same clearance between adjacent vehicles as the Prius in a regular sized spot.

Vehicle Width and available space between adjacent vehicles:

Vehicle Type	Vehicle Width (m)	Space between vehicles with 2.75m parking space	Space between vehicles with 2.5m parking space
2014 Ram 1500 Pick Up Truck	2.02	0.73	0.48
2014 Nissan Pathfinder Hybrid SUV	1.96	0.79	0.54
2014 Toyota Highlander SUV	1.93	0.82	0.57
2015 Toyota Camry	1.82	0.93	0.68
2015 Chevrolet Volt	1.79	0.96	0.71
2015 Toyota Prius	1.75	1.00	0.75
2015 BMW 1 Series			
2015 Mini Cooper	1.73	1.02	0.77
2015 Smart fortwo	1.72	1.03	0.78
2015 Kia Rio			
2015 Nissan Versa Note	1.69	1.06	0.81
2015 Honda Fit			
2015 Toyota Prius C			
2015 Toyota Yaris			
2014 Nissan Cube			
2013 Mini Cooper	1.68	1.07	0.82
2015 Mitsubishi Mirage	1.67	1.08	0.83
2015 Fiat 500	1.63	1.12	0.87
2015 Chevrolet Spark	1.60	1.15	0.90

Appendix 4. Number of Parking Spaces

The proposal indicates that there will be 8 proper parking spaces provided, which represents a deficit of 9 parking spaces and provides only 47% of the required number of spaces for the proposed uses. Even if we consider the 4 proposed tandem/stacked parking spaces (which we argue below actually reduces available parking), there is a deficit of 5 parking spaces and only 70% of the required parking spaces provided.

The required number of parking spaces is:

Zoning Bylaw	Type of Use	Bylaw Requirements	Required for Proposed Use
4.13.4.3	Apartment	1.5 per unit	12
4.13.4.2	Office	1 per 33 m ² GFA	5
TOTAL REQUIRED:			17

Designated Accessible Parking Spaces

The proposal indicates that there will be barrier-free accessible ground floor residential units, however no designated Accessible Parking space has been included in the plans. A special Vehicle Parking Space shall be a minimum of 4.0 m wide (Zoning Bylaw 4.13.5.2).

Thus, inclusion of a single accessible parking space in order to meet the needs of one residential unit would result in a maximum of only 7 parking spaces in the area available, which provides only 41% of the required number of spaces and represents a deficit of 10 spaces.

Tandem/Stacked Parking Spaces

Utilization of the 4 proposed Stacked Parking spaces blocks off access to 6 of the 8 permanent parking spaces. Inclusion of a Designated Accessible parking space would result in only a single permanent parking space being useable at the same time as stacked parking spaces are in use. Four stacked parking spaces plus two regular spaces (or one designated parking space) results in availability of only 6 (or 5) usable parking spaces (or 5 if one is an accessible space) represents a deficit of 11 (or 12) parking spaces and provides only 35% (or 29%) of the required number of spaces for the proposed uses.

Residents with day-time errands or activities that require use of a car (such as getting groceries) are therefore likely to move their cars out of the parking lot to prevent being blocked into the parking space by clients or visitors to the Complex. This will result in a high demand for use of on-street parking spaces, which are already limited and overused.

Appendix 5. Waste Management

Waste management will need to rely on the City's automated cart collection system, as use of a private dumpster collection service does not appear to be a viable option, as 1. Installation of a dumpster would reduce parking spaces further, 2. even a small 10-yard dumpster (dumpster dimensions: 3.05 m wide x 2.44 m deep x 1.07 m tall) would be difficult to move in and out of the narrow covered driveway (3.6m wide x ~2.7m height) and, 3. a typical dumpster truck is too large to enter and turn around in the available space.

With 8 residential units and shared office spaces there will be between 4 to 16 carts at the curb each garbage day. If it takes 30 sec to empty a cart, the garbage truck will be outside of the Complex, and effectively reduce Mont St to a one lane road for up to 8 minutes.

Addition of an on-street parking space in front of 12 Mont St, as suggested in the proposal, could mean that movement of vehicles into/out of the east end of Mont St would be entirely blocked for the duration of garbage collection outside of the complex.

Thus, no additional on-street parking in front of 12 Mont St should be approved by the City.

Footprint of Waste Bins at Curb for waste collection

If residential units each have their own set of bins, the Complex will need to have a minimum of 8 sets of bins for the residential units, plus additional bins for office units. The smallest combination of bins likely suitable for individual residential units is 1 80L organics bin, 1 medium blue bin, 1 medium grey bin (<http://guelph.ca/living/garbage-and-recycling/curbside-collection/cart-program/about-your-carts/>).

If residents were to share larger bins and there are 8 to 16 residents in the Complex, a total of 2 to 4 times as many carts would be needed as for a single-detached residence. The City recommends 1 80L organics bin, 1 extra large blue bin (360L) and 1 large grey bin (240L) for a typical residence.

Cart placement guidelines state that carts should be placed 30 cm from the curb with 1m between bins (<http://guelph.ca/living/garbage-and-recycling/curbside-collection/cart-program/user-guide/cart-placement-at-the-curb/>).

Based on calculations below, the space needed for Bin placement at curb on collection days will be a minimum of 5.1 m length x 1.17 m depth, and a maximum of 22.2 m x 0.84 m.

During the winter on Mont St, accumulation of snowbanks along the curb means that residents must place their carts in their driveways in order for the automated collection trucks to be able to access the bins. For the proposed development, there is insufficient space in the 3.6m wide driveway to accommodate even the lowest number of carts during the winter.

Bin dimensions:

	Dimensions W x D (cm)
80L organics bin	41 x 55
Medium Bin	49 x 54
Large Bin	62 x 70
Extra Large Bin	64 x 87

With 8 sets of bins, and the smallest size of each Bin (i.e. 80L organics bin, medium blue bin or medium grey bin), total footprint when at curb for pick up is:

$$\text{Length of Curb Space} = 8*(41+100) + 8*(49+100) - 100 = 11.28 \text{ m} + 11.92 \text{ m} - 1 \text{ m} = 22.2 \text{ m}$$

$$\text{Depth of Curb Space} = 0.84 \text{ m (depth of medium bin, placed 30cm from curb).}$$

With 2 sets of bins using standard City recommendations (1 80L organics bin, 1 extra large blue bin (360L) and 1 large grey bin (240L):

$$\text{Length of Curb Space} = 2*(41+100) + 2*(64+100) - 100 = 2.82 \text{ m} + 3.28 \text{ m} - 1 \text{ m} = 5.1 \text{ m}$$

$$\text{Depth of Storage Space} = 1.17 \text{ m (depth of extra large bin, placed 30cm from curb).}$$

With 4 sets of bins using standard City recommendations (1 80L organics bin, 1 extra large blue bin (360L) and 1 large grey bin (240L):

$$\text{Length of Curb Space} = 4*(41+100) + 4*(64+100) - 100 = 5.64 \text{ m} + 6.56 \text{ m} - 1 \text{ m} = 11.2 \text{ m}$$

$$\text{Depth of Storage Space} = 1.17 \text{ m (depth of extra large bin, placed 30cm from curb).}$$

Sincerely,

Lawrence Murphy and Rebecca Hallett

Guelph, ON

04 December 2014

Katie Nasswetter
Senior Planner
Planning, Building, Engineering and Environment
City of Guelph

E katie.nasswetter@guelph.ca

RE: 360 Woolwich Street and 15 Mont Street (File ZC1407)

Dear Katie,

This letter outlines our **opposition** to the proposed rezoning and development at 360 Woolwich Street / 15 Mont Street. We are opposed to both the proposed rezoning and development of these properties and we ask that the City of Guelph **not** approve the rezoning of this site from residential to office residential. Our reasons for not approving of the proposed three-storey development on this site are outlined below. The negative impacts on the lives of surrounding residents far outweigh the good that can be brought about from the proposed development.

PARKING, TRAFFIC AND SAFETY

The proposed development aims at creating 8 live/work units. These independently owned “units” would likely need a minimum of one parking spot and the amount of parking space it has allotted for all of the properties combined is questionable. There does not seem to be sufficient space for cars to move in and out of the parking lot without great cooperation and adherence to some sort of schedule. There is also no allowance for parking needed by the businesses. It is almost certain that visitors to the businesses would be required to park their vehicles on Mont Street. The addition of the both the resident and visitor cars associated with the 8 live/work units would severely impact the already limited parking availability on Mont Street. On a regular basis today, there are multiple delivery trucks making their way to homes on Mont Street and they often have to wait for passing traffic to go by before continuing on their way amongst parked vehicles. The additional traffic and parking associated with these units would greatly increase the amount of congestion in the surrounding residential neighborhood. Put simply, there is no room on Mont Street for additional traffic or parked cars associated with these units. The street already has problems with garbage, snow removal and delivery trucks trying to make their way through, let alone an emergency vehicle!

Safety concerns arise whenever traffic is increased. They are especially worrisome with heavy traffic on a narrow street that cannot accommodate two-way traffic in winter. Factoring in the steady stream of garbage and delivery trucks, and the addition of snow removal trucks in the winter months, the resulting bottleneck could potentially be the difference between life and death. With the increasing number of young families living on Mont street, the safety of playing children becomes questionable. Long gone will be the days of allowing our kids to visit friends and play in the neighbourhood freely if safety becomes too great an issue.

CITY SERVICES

The location of garbage bins for 8 units comes into question and once again the space allotted for these in the rear of the property hardly seems sufficient. We can only imagine that adding that many bins to curbside for pickup will undoubtedly create visual impairment for adjacent properties, both for car and pedestrian traffic. The bins would also have to be spaced so closely together on the curb that garbage pickup itself might be an issue. The location of impending snow is also a concern which needs to be addressed. The snow collecting in the parking lot will need to be removed and where it will go becomes a concern. If it is simply pushed to the street boulevard, there is no way there will be sufficient space for the garbage bins to rest for collection. Placing bins in the mouth of the single lane driveway is also not an option if cars are going to access the street and/or lot.

DESIGN

It wasn't until I saw a visual of the proposed development that I became very concerned about the impact on our neighbourhood. The "photo" certainly caught me off-guard and the out of scale design is clearly in direct contrast to the surrounding homes on Mont Street. The three-story building looks like a motel with both the cold commercial-like materials and the design of a motel with its long balcony stretching across the 8 units. The character of the street and neighbourhood is one of maturity and older style homes. The juxtaposition of this unsightly structure to the neighbouring properties is almost laughable; integration is certainly not a goal of the design here.

QUALITY OF LIFE

We believe the proposed development on this site would devalue the quality of life of all its surrounding residents, which extend from houses to the north and south of 360 Woolwich to both ends of Mont Street. Not only would there be a loss of privacy for residents directly adjacent to the development, but the increased traffic, parking challenges, and all that is associated with these issues, just brings more headaches for those living nearby. I am all for new developments in older city neighbourhoods with the purpose of increasing housing density. However the scale of this development is too large for this street and neighbourhood. We can only surmise that the main purpose for this development being at such a large scale is to increase the return on investment for the property owner.

We are open to hearing proposals of how this development can be scaled down in size and more aesthetically integrated into the neighbourhood. If such a revised proposal cannot be brought forth, we urge City staff to reject the rezoning and development being proposed.

Sincerely,

Christine de Boer and David Woodcock

[REDACTED]
Guelph, Ontario [REDACTED]

John & Katherine Harper
Guelph, Ontario

December 4, 2014

Katie Nasswetter
Senior Development Planner, Planning Services,
Planning, Building, Engineering and Environment,
City Hall,
1 Carden Street,
Guelph, Ontario
N1H 3A1

Dear Katie Nasswetter:

Re: Proposed Zoning By-Law Amendment ZC1407

We would like to be on record that we are opposed the Zoning By-Law amendment noted above and the proposed redevelopment of 15 Mont Street / 360 Woolwich St.

We have lived at our current residence for the past 30+ years and have watched as Mont Street has changed and evolved in this time; all of which being positive to the neighborhood.

For instance:

- i) there was the Carriage House located at the back of 45 Mont St., which was renovated and converted into a single family home; now identified as 43 Mont St.
- ii) There are the two stone cottages, directly across the street from the subject property(s), both of which were extensively renovated, so as to maintain their Heritage charm and character.
- iii) The most recent change was the demolition of a house which was located at 17 Mont St. – similar to the subject house at 15 Mont Street - and the result being the creation of two building lots and the construction of two new single family homes (17 and 19 Mont St). As one can readily see, the developer / builder of these two properties took into consideration the character of the neighborhood and built two homes that fit well with the surrounding homes in the neighborhood.

We are not opposed to change, as long as, the changes are not to the detriment of our surrounding neighborhood.

The proposed building structure is far too big for the property that is being rezoned. If approved by the City's Planning Department and the City of Guelph, the negative impact

on the Mont Street Neighborhood will be irreversible. As well, you will have set a precedent that may have far reaching negative consequences that may not have been planned or anticipated.

There are issues with this proposed development that concern us:

- 1) It appears there is little consideration given to neighboring properties, and these owners right to enjoyment and reasonable privacy.
- 2) There are eight planned parking spaces, as well as, four additional “double parking” spaces. If these double spaces are used as proposed, they would actually interfere with all of the parked vehicles. We suspect that in order to avoid one being blocked in, these residents and visitors would be parking their cars and trucks on Mont Street and Woolwich Street. Parking is a huge issue on our street now.
- 3) At present, it can be difficult and dangerous pulling out of Mont St onto Woolwich when there are cars parked on Woolwich, at either side of Mont St. As noted in 2 above, it will only get worse.
- 4) Garbage containment, storage and collection have not been properly considered because the size of the development is too large.
- 5) Proper consideration has not been given for snow removal and storage. Mont Street usually becomes a single lane with the amount of snow we have been getting over the past few years.
- 6) There is no consideration that such a development will negatively impact the neighborhood as a whole. The proposed development does not fit in with the area.

As stated above, we are not opposed to the redevelopment of the property at 15 Mont St. However, the proposed plans for the structure at 15 Mont / 360 Woolwich is not reasonable, nor realistic, and there appears to be little to no consideration or respect for the Mont Street neighborhood, especially the immediate neighbors.

Sincerely,

John & Katherine Harper

Evan Ferrari

4 Honey Cres., Guelph, ON, N1G 1A3

City Clerk
City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1

Sent Via email to: clerks@guelph.ca, Katie.nasswetter@guelph.ca

Dear Clerk

Re: **360 Woolwich Street and 15 Mont Street**
Proposed Zoning By-Law Amendment - File:
ZC1407

I am supportive of the development currently planned for 360 Woolwich Street and 15 Mont Street (File ZC1407).

Change is difficult for all of us and any change to an existing community can be seen as threatening. Rarely do high-rise buildings in extremely high-density areas add to a sense of community without the negative impacts of traffic and other problems. Instead this project does the opposite.

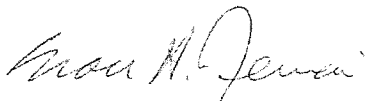
By virtue of how this has been planned and implemented; traffic, parking and waste management will be significantly reduced in the development area. Moreover, this type of project provides for an excellent opportunity to improve a sense of belonging and being part of the local community. Strong neighborhood ties builds strong communities that we all benefit from.

By attracting owner occupied buyers that want to work 'virtually' from home, it will significantly reduce the amount of traffic. It will providing a broader diversity of work and living situations and will strengthen the community in the immediate area.

Finally, the low environmental impact designs of the buildings themselves reduces the owners' costs, benefits all of us by enhancing expertise in Guelph for this type of construction and improves the local environment. The concept of a livable city permeates everything about this development.

I strongly urge council to support this amendment and find ways to help other developers create similar opportunities.

Sincerely



Evan Ferrari

Cc: Katie Nasswetter

From: [parryschnick](#)
To: michael.witmer@guelph.ca;
Subject: 1511 Gordon Zone change
Date: Mon, 20 Oct 2014 10:09:37 -0400

Hi Michael,

Thank you for your voicemail.

I own the property at Lowes Road, which is adjacent to 15 Lowes Road and the parcel submitted for rezoning. I've spoken to the owner of that parcel to discuss how the landscaping and transition to my property is envisioned. However, there is no finalized site plan and landscape plan. I'd like to be sure that the separation between the two properties is appropriate. For example, I'd like to see a fence which is 6 ft high from the top of the 2 ft high retaining wall....so 8 ft high if measured from the ground near the base of the trees. If there is only a 6 ft fence, then people exiting their cars will see only a 4ft fence height, and they'll be peering over the fence into my back yard, bedroom windows, etc. This seems inadequate, so if a higher fence is permitted I think that would be more appropriate. I'd like to be included in the discussion around trimming trees and tree removal as well.

The rest of the plan seems reasonable.

Please feel free to give me a call if you have a chance to discuss this further.

Regards,
Parry Schnick

CONSENT AGENDA

December 8, 2014

His Worship the Mayor
and
Members of Guelph City Council.

SUMMARY OF REPORTS:

The following resolutions have been prepared to facilitate Council's consideration of the various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with immediately. The balance of the Consent Agenda will be approved in one resolution.

A REPORTS FROM ADMINISTRATIVE STAFF

REPORT	DIRECTION
<p>CON-2014.60 144 WATSON ROAD NORTH PROPOSED ZONING BY-LAW AMENDMENT (FILE: ZC1313) - WARD 1</p> <p>1. That the application by Coletara Development for approval of a Zoning By-law Amendment from the CC-15 (H) Zone and FL Zone, to a specialized R.4B-?? Zone to permit the development of approximately 133 residential apartment units at the property municipally known as 144 Watson Road North and legally described as Part Lot 5, Concession 3, Division C (formerly Guelph Township), designated as Part 2, Reference Plan 61R-10049, City of Guelph, be approved in accordance with the zoning regulations and conditions outlined in Attachment 2 of Infrastructure, Development and Enterprise Report 14-65 dated December 8, 2014.</p>	Approve
<p>CON-2014.61 78 STARWOOD DRIVE: PROPOSED ZONING BY-LAW AMENDMENT (FILE: ZC1315) - WARD 1</p> <p>1. That the application by Coletara Development for approval of a Zoning By-law Amendment from the B.1 (Industrial) Zone and UR (Urban Reserve) Zone to the R.4B-? (Specialized High Density Residential) Zone, R.4B-? (H) (Specialized High Density Residential) Holding Zone, and R.1D (H) (Single Detached Residential) Holding Zone to permit the development of approximately 405 residential apartment units and ground level commercial uses along Starwood Drive in five (5) buildings at the property municipally known as 78 Starwood Drive and</p>	Approve

legally described as Part of Lots 4 and 5, Concession 3, Division C, Township of Guelph, Being Parts 11 and 14, 61R-7989, City of Guelph, be approved in accordance with the zoning regulations and conditions outlined in Attachment 2 of Infrastructure, Development and Enterprise Report 14-63 dated December 8, 2014.

2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 78 Starwood Drive.

CON-2014.62 170 to 178 ELIZABETH STREET: PROPOSED ZONING BY-LAW AMENDMENT (FILE: ZC1410) - WARD 1

Approve

1. That the application by Van Harten Surveying Inc., on behalf of Jennifer Hunter, Taylor McDaniel and Clark McDaniel for approval of a Zoning By-law Amendment to change the zoning from the "Specialized Residential Single Detached" (R.1B-10) Zone to a "Specialized Residential Single Detached" Zone (R.1D-?) to permit the development of five (5) single detached dwellings on the property municipally known as 170 to 178 Elizabeth Street, legally described as Part of Lots 5, 6 and 7 on Registered Plan 263, be approved in accordance with the zoning regulations and conditions outlined in Attachment 2 of Infrastructure, Development and Enterprise Report 14-64, dated December 8, 2014.
2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 170 to 178 Elizabeth Street.

CON-2014.63 781 VICTORIA ROAD SOUTH (FORMERLY 50 STONE ROAD EAST): PROPOSED OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT (FILE: OP1301/ZC1304) - WARD 5

Approve

1. That the application by Stantec Consulting Ltd. on behalf of the University of Guelph for approval of an Official Plan Amendment to redesignate the subject site from the "Major Institutional" land use designation to the "General Residential" land use designation to permit the development of 18 single detached dwelling units fronting on a private condominium road at the property municipally known as 781 Victoria Road South and legally described as Part of Lot 2, Concession 8, (formerly Puslinch Township), City of Guelph, County of Wellington, be approved in accordance with Attachment 2 of Infrastructure, Development and Enterprise Report 14-59 dated December 8, 2014.

2. That the application by Stantec Consulting Ltd. on behalf of the University of Guelph for approval of a Zoning By-law Amendment to rezone the subject site from the I.2 (Institutional) Zone to R.1B-? (Specialized Single Detached Residential) Zone to permit the development of 18 single detached dwelling units fronting on a private condominium road at the property municipally known as 781 Victoria Road South and legally described as Part of Lot 2, Concession 8, (formerly Puslinch Township), City of Guelph, County of Wellington, be approved in accordance with the zoning regulations and conditions outlined in Attachment 3 of Infrastructure, Development and Enterprise Report 14-59 dated December 8, 2014.
3. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 781 Victoria Road South.

**CON-2014.64 1750 GORDON STREET: PROPOSED ZONING BY-LAW AMENDMENT (FILE: ZC1410)- WARD 6
– APPLICATION FOR SITE PLAN APPROVAL FOR A REAL ESTATE SALES OFFICE IN A MIXED USE COMMERCIAL DEVELOPMENT (FILE: SP14A056) - WARD 6**

Approve

1. That Report 14-71 regarding an application for Site Plan Approval submitted by Reid's Heritage Homes Ltd. on behalf of Loblaw Properties Limited proposing a temporary real estate sales office/trailer on the lands municipally known as 1750 Gordon Street, and legally described as Part of Block 64, Plan 61M-65, from Infrastructure, Development and Enterprise dated December 8, 2014, be received.
2. That approval authority for a site plan application submitted by Reid's Heritage Homes Ltd. on behalf of Loblaw Properties Limited proposing a temporary real estate sales office/trailer to be located on a vacant portion of an existing mixed use commercial development on the lands municipally known as 1750 Gordon Street, and legally described as Part of Block 64, Plan 61M-65, be given to the General Manager of Planning Services, subject to resolving the technical issues set out in Attachment 2 of Infrastructure, Development and Enterprise Report 14-71, dated December 8, 2014 to the satisfaction of the General Manager of Planning Services.

CON-2014.65 50 LAW DRIVE: PROPOSED ZONING BY-LAW AMENDMENT (FILE: ZC1409) - WARD 1

Approve

1. That the application by Dunmill Homes Inc. for approval of a Zoning By-law Amendment from the UR (Urban Reserve) Zone from the UR

and R.2-6 zones to the R.1B and R.1C (Single Detached Residential) Zones to permit the development of five (5) single detached dwellings at the property municipally known as 50 Law Drive and legally described as Block 220, 61M-18M & Part Lot 16, Plan 468 Designated As Part 1, 61R-11219 Except Part 1, 61R-11967, City of Guelph, be approved in accordance with the zoning regulations and conditions outlined in Attachment 2 of Infrastructure, Development and Enterprise Report 14-68, dated December 8, 2014.

2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 50 Law Drive.

CON-2014.66 95 COULING CRESCENT: PROPOSED ZONING BY-LAW AMENDMENT (FILE: ZC1409)- WARD 2

Approve

1. That the application by Van Harten Surveying Inc., on behalf of Granite Homes Guelph Inc. for approval of a Zoning By-law Amendment from the R.1C (Residential Single Detached) Zone to the R.2 (Residential Semi-Detached/Duplex) Zone to permit the development of a semi-detached dwelling on the property municipally known as 95 Couling Crescent and legally described as Lot 34, Registered Plan 61M-184, City of Guelph, be approved in accordance with the zoning regulations and conditions outlined in Attachment 2 of Infrastructure, Development and Enterprise Report 14-67, dated December 8, 2014.

CON-2014.67 300 GRANGE ROAD: REQUEST FOR AN EXTENSION OF DRAFT PLAN APPROVAL (FILE: 23T-07505)- WARD 1

Approve

1. That the application for an extension to the Draft Plan Approval of the subdivision at 300 Grange Road (23T-07505) applying to lands legally described as Part Lot 6 and 7, Registered Plan 53, Division "C", City of Guelph, be approved for a five (5) year period to an extended lapsing date of December 8, 2019, subject to the conditions contained in Attachment 4 of the Infrastructure, Development and Enterprise Report 14-60, dated December 8, 2014.

CON-2014.68 PROPOSED DEMOLITION OF 2 DEERPATH DRIVE - WARD 4

Approve

1. That Report 14-70 regarding the proposed demolition of one (1) single detached dwelling at 2 Deerpath Drive, legally described as Plan 866, Lot 44; City of Guelph, from Infrastructure, Development and Enterprise dated December 8, 2014, be received.

2. That the proposed demolition of one (1) detached dwelling at 2 Deerpath Drive be approved.
3. That the applicant be requested to erect protective fencing at one (1) metre from the dripline of any existing trees on the property or on adjacent properties which can be preserved prior to commencement of demolition.
4. That the applicant be requested to contact the General Manager of Solid Waste Resources, within Infrastructure, Development and Enterprise regarding options for the salvage or recycling of all demolition materials.

CON-2014.69 PROPOSED DEMOLITION OF 1511 GORDON STREET - WARD 6

Approve

1. That Report 14-72 regarding the proposed demolition of one (1) single detached dwelling at 1511 Gordon Street, legally described as Plan 508, Part Lot 1; City of Guelph, from Infrastructure, Development and Enterprise dated December 8, 2014, be received.
2. That the proposed demolition of one (1) detached dwelling at 1511 Gordon Street be approved.
3. That the applicant be requested to erect protective fencing at one (1) metre from the dripline of any existing trees on the property or on adjacent properties which can be preserved prior to commencement of demolition and maintained fencing during demolition;
4. That the applicant be requested to contact the General Manager of Solid Waste Resources, within Infrastructure, Development and Enterprise regarding options for the salvage or recycling of all demolition materials.

attach.

From: Lindsay Taylor
Sent: December 1, 2014 8:07 AM
To: Clerks
Subject: 144 Watson Rd North

Dear Council Members,

I am writing to you concerning the proposed by-law amendment for rezoning of 144 Watson Rd North.

As of this morning, the recommendation from staff cannot be found on your website. I trust you have a staff that would not recommend you move forward with such an ill planned concept.

Here are my concerns,

1. Based upon a strategic plan that property was set aside for commercial use. Based upon the rapid growth of the east side and the lack of commercial and retail space it would be counter intuitive to rezone this property to high density housing.
2. Based on the proposal the city needs to not only rezone but grant exceptions to fairly low standards to start with. To reduce the parking ratio will create an absolute nightmare in the winter. Looking at the conceptual plan this reduction does not even provide one parking stall per unit
3. The common area reduction as well will also reduce greatly the value of community living and by default, this unit will become an eye sore and the source of community conflict. It will lower the perceived value of its residents.

I urge council to reject this proposal and stick with the original intent for retail space. Clearly this is not a well thought out plan by the developer. Having served on a the board and the executive of the Wood Buffalo Housing and Development Corporation I am keenly aware of our need as a city for affordable rental units that provide quality of life. This is not it. If this proposal came to that board when I was a member I would vote no.

--

S. Lindsay Taylor

Sent: November 26, 2014 6:54 PM
To: Mayors Office
Cc: Karolyne
Subject: Re: Watson Road residential zoning application

I've lived in ward one since the end of 2007. I've seen it transformed from fields (there were only three houses in those fields and one was mine) to a suburban nightmare. Much to my dismay, this area remains devoid of a gas station and a grocery store, which always made me wonder whether people at city hall were serving the residents of ward one over their own friends or special interests.

I have lived in many cities across Canada and in the US. Take Burlington for instance, every major road is lined with stores with residential houses behind them. Guelph line, walkers line, Appleby, New street, Brant street, all major streets, are teaming with businesses accessible to local residents. By contrast, ward one (through which runs Watson, by all means a major street) is mostly just houses.

Build an apartment building in this area? Why? Generally people who rent would like local services. I used to rent in many places before buying a home here and every one of those places was surrounded by businesses, shops, and restaurants.

435 residents have signed a petition and you want to still perhaps go ahead with the rezoning of this area? In my view, that is nothing short of irresponsible. Anyone driving through this area can see that it was poorly planned. If I wanted to walk for instance to the grocery store, it would take me about 30 minutes. To buy gas, I need to either drive to York road or to eramosa. There is not a single gas station south from eramosa to stone, stone to Victoria, Victoria to Claire, Claire to the industrial area. I realize that this goes beyond ward one but illustrates the blatant neglect of city planners and city hall for allowing it.

I will not be attending the meeting, but consider this email my venting at the even notion that city hall will continue to irresponsibly build more houses instead of building the community that ward one so desperately needs.

Andrew McKendrick

VIA EMAIL AND REGULAR MAIL

December 3, 2014

Clerk's Department
City of Guelph
City Hall, 1 Carden Street
Guelph, ON
N1H 3A1

Attention: Mr. Stephen O'Brien, City Clerk

Dear Mr. O'Brien:

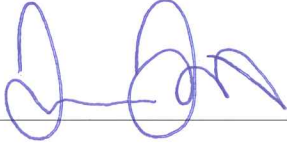
Re: Coletera Development
Zoning By-law Amendment Applications
78 Starwood Drive (ZC1315)
144 Watson Road North (File ZC1313)
Guelph, Ontario

Loblaw Properties Limited are the owners of vacant lands at 115 Watson Parkway North (formerly 72 Watson Road North) within the Mixed Use Node at Starwood Drive and Watson Parkway North in Guelph. We recently had a preliminary meeting with City of Guelph Planning Staff for the lands with regard to a proposed commercial development anchored by a supermarket. We intend on submitting for a pre-consultation meeting in the New Year to determine the required planning approvals.

We are in support of the Coletara Development Zoning By-law Amendment applications for 78 Starwood Drive (ZC1315) and 144 Watson Road North (File ZC1313) within the Mixed Use Node that are going forward to Council on December 8, 2014 for a decision. The proposed residential uses within the Mixed Use Node will be beneficial to the proposed commercial development by bringing additional population growth to the nearby area.

Should you have any questions, or require further information, please do not hesitate to call.

Yours very truly,



Louie Loberti, Loblaw Properties Limited

cc. Mr. Steve Thompson, Choice Properties REIT (Via Email)
Mr. Jonathan Rodger, Zelinka Priamo Ltd. (Via Email)

December 4, 2014

Councillor Dan Gibson
Councillor Bob Bell
Councillor James Gordon
Councillor Andy Van Hellemond
Councillor Phil Allt
Councillor June Hofland
Councillor Mike Salisbury
Councillor Christine Billings
Councillor Cathy Downer
Councillor Leanne Piper
Councillor Mark MacKinnon
Councillor Karl Wettstein
Mayor Cam Guthrie

1 Carden Street
Guelph, Ontario
N1H 3A1

**RE: Council Decision Meeting of December 8, 2014 – Proposed Zoning
By-law Amendment for 144 Watson Road North**

Dear City of Guelph Council,

The lack of commercial services in Guelph's east end has been a long-standing issue for many Ward 1 residents, and particularly for those living east of Victoria Road.

This problem can largely be attributed to a flawed municipal planning process in this area, namely the incremental rezoning of commercial land to residential land, and the lack of mixed-use zoning which allows for residential and commercial properties to be built within the same neighbourhood.

We are aware of a third application for a housing development in the area of Watson Road and Watson Parkway, which would require rezoning of a portion of what little commercial land is left for more residential development.¹ Guelph City Council has been hoping for years that Loblaws will finally open a grocery store east of Victoria Road, if only we keep adding more residential development to the area. Instead, Loblaws has built a new, bigger Zehrs on Eramosa Road.

Speculating about a specific private company's future plans is not how municipal planning should be conducted.

¹ "More high and medium density housing proposals for Guelph's east end could finally attract a grocery store", Guelph Mercury, April 15, 2014.

By removing commercial land from the east end, we are further narrowing our options for obtaining commercial services in the neighbourhood. We don't need more residential housing, we need shops, doctors' offices, restaurants and cafés; places that we can walk to and that can bring vibrancy to the east end.

We call on Guelph City Council to reject the proposal to rezone the property at 144 Watson Road North for residential development.

Sincerely,

424 names submitted

Background Information from OPA 42 for 78 Starwood and 781 Victoria Rd applications Delegation from Guelph Urban Forest Friends (GUFF)

The policies in this document for the Natural Heritage System establish minimum standards for development within the city to protect natural heritage features and areas including:

- Greater protection of woodland and wetland features, including requirements for protective buffers.
- Support for the management, enhancement and restoration of the City's Urban Forest and the Urban Forest Management Plan.

In table 6.1 of OPA 42, the *established buffers* for
Provincially Significant Wetlands (PSW) are 30 m.
Significant Woodlands- 10 m from the dripline.

It also states in the document that "the final width of *established buffers* may be greater than the *minimum buffers*"

As stated in OPA 42, Development and site alteration shall not be permitted within the Natural Heritage System, and established buffers to natural heritage features, except for the following uses:

- i) legally existing uses, buildings or structures;
- ii) passive recreational activities;
- iii) low impact scientific and educational activities;
- iv) fish and wildlife management;
- v) forest management

Mayor Guthrie and City Councillors
1 Carden Street
Guelph, Ontario
N1H 3A1

December 8 2014

RE: Official Plan Amendment and Zoning By-Law Amendment Application for 781 Victoria Road

Dear Mayor Guthrie and Councillors

My name is Bryan Wyatt and although I live on Woodland Glen Drive on the opposite side of Guelph from the Victoria Road meadow I am very familiar with this natural area.

For the past eight years I have been monitoring the bird nesting boxes that are situated in this meadow. I am a licensed master bird bander with the Canadian Wildlife Service and I band the adults and the broods that are reared within the boxes. Additional bird and nature observations are duly noted as I carry out my regular monitoring routine.

My visits to this site are always a highlight of my rounds. I take particular pleasure in observing the seasonal changes and the diversity of life forms that occur from early spring through late fall.

I received a Master of Science degree from the University of Guelph in 1970, my research topic being the ecology of bumble bees with particular reference to pollen analysis. The reason I mention this is to inform you that the meadow flowers in this area are actively worked by many insect pollinators. It is well documented that intense pressure is now being placed on pollinators and, in my opinion, to lose this meadow to a housing development would be another, albeit small, indication that the natural world is not worth saving.

I equally enjoy just being in this beautiful setting with its panoramic views of wetland and forest. Despite the proximity of busy Victoria Road the breadth of views to the south, west and north gives a strong sense of being out of the city and in a tranquil natural world that gives a calming peacefulness. Replacing the meadow with a housing estate not only removes the beauty of the meadow but also significantly diminishes the natural features surrounding the site and the views of them.

Also, I am dismayed that it seems to be mostly unrecognized that the destruction of the meadow and the building of homes, literally to the border of the Nature Reserve, will not significantly impact the integrity of the Reserve. The meadow is an essential buffer to sustain the natural features of the Reserve.

It is my hope that the City of Guelph can find a way to protect this wonderful natural setting and preserve it as a place of refuge not only for plants and animals but for future generations of Guelph residents who, like me, am sustained by my contact with nature.

Sincerely yours

Bryan Wyatt
Guelph, Ontario

December 8, 2014

Mayor Guthrie and Guelph City Council
Office of the Mayor
City Hall
1 Carden Street
Guelph, Ontario N1H 3A1

Dear Mayor and Council

The Wellington Water Watchers (WWW), a non-profit organization dedicated to the protection, restoration and conservation of drinking water in Guelph and Wellington County, respectfully submit comments in regards to the Council Consent Agenda, Item *CON-2014.63 781 Victoria Road South* at the December 8 Council Meeting.

WWW sought the advice of a hydrologist with expertise in surfacewater and groundwater interaction. Based on the advice we received, we are very concerned that this development may compromise a significant high quality recharge area for Guelph's groundwater.

The site being proposed for development contains a meadow where water enters the underlying watertable aquifer by infiltration into the ground. Protecting groundwater recharge is a key part of sustainable groundwater management, especially for the City of Guelph which relies on groundwater as its main source of drinking water.

The meadow is immediately adjacent to the Arboretum Woods Tributary of Torrance Creek. This tributary receives groundwater discharge as seepage and transmits the flow to the main channel of Torrance Creek. A portion of the meadow recharge is to the aquifer systems that underlies the meadow which are directly connected to the Carter wells, 300m to the east. The travel times for water and potential contaminants to the wells is short. With municipal wells within such close proximity to a potential recharge area there is strong motivation for further review.

The meadow is a valuable high-performing natural feature, producing 400mm per year of recharge; this rate of recharge is well above the 225mm per year identified as marking the lower limit for Significant Recharge Areas under the technical rules of the Source Water Program. **The recharged water from this natural area is essentially free of contaminants, a level of purity that can be duplicated by only the most elaborate of water treatment systems.**

The Carter wells have recorded nitrate nitrogen levels above the drinking water standard at times, and chloride levels in all of Guelph's wells are now a concern and are rising steadily. The value of recharge water low in nitrate nitrogen and in chloride, such as produced by the meadow, is thus very high and priority should be given to preserving and protecting such recharge areas.

The current development plan proposed for *781 Victoria Road South* does **not** recognize or mention the meadow as a recharge feature supplying Torrance Creek and the Carter wells. **WWW ask that a deferral of a decision takes place in order for more detailed discussion**

about the potential issues and threats this development might have to Guelph's groundwater.

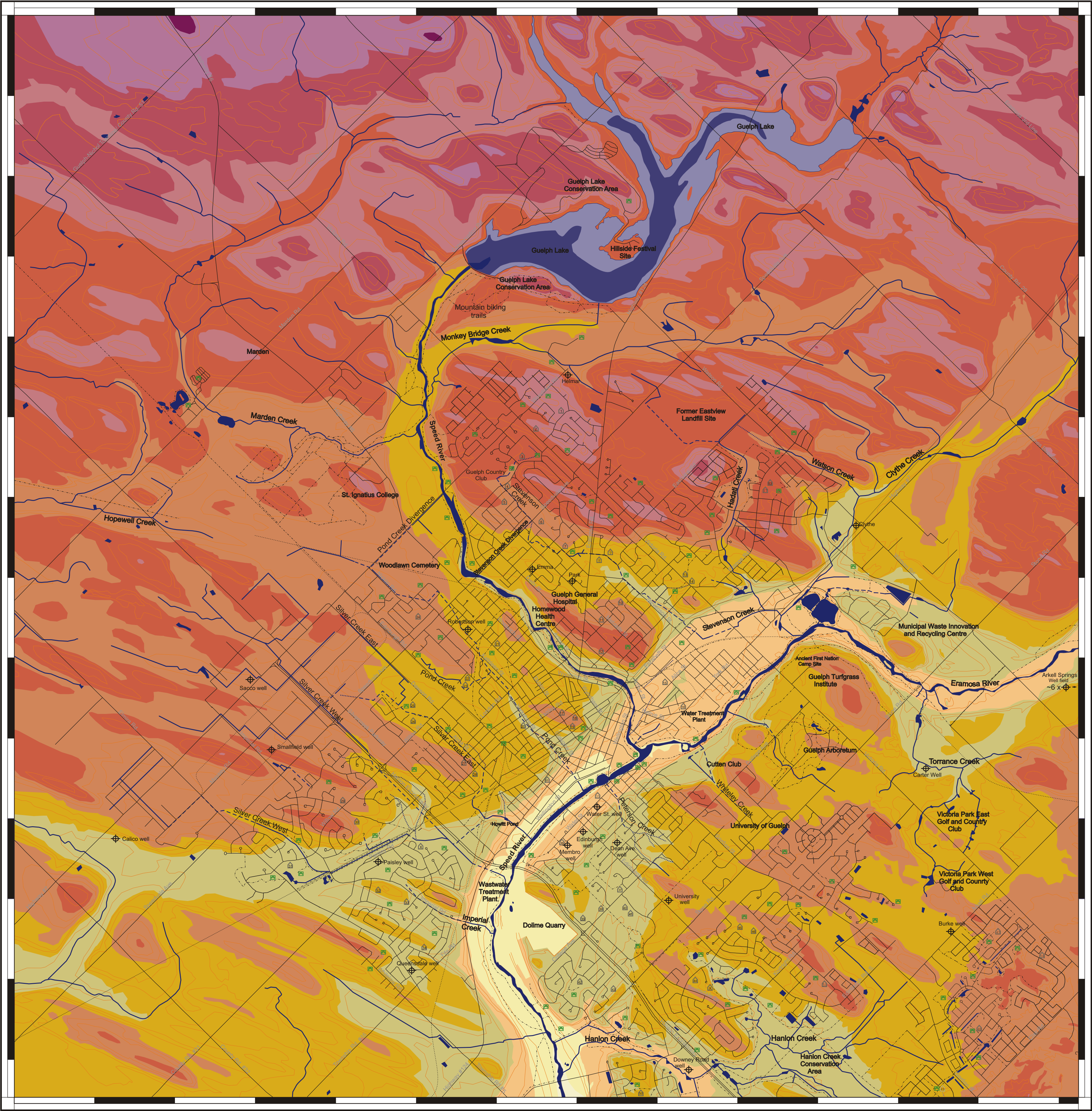
We do not directly oppose development at this moment, but we do ask that the precautionary principle be applied until more comprehensive study and discussion has taken place. We believe that the recently elected City Council is not in possession of the required data to make a fully informed decision regarding the proposed project. We believe additional discussion and a more thorough review of the hydrology of this area is needed in order to guarantee that no harm to groundwater and related ecosystems will result from development of this proposed site.

Sincerely,

Board of Directors

Wellington Water Watchers

wellingtonwaterwatchers@gmail.com



Schools

1. Brant Avenue

2. St. Patrick

3. Waverley Drive

4. Sunnydale

5. Brighton Street

6. Edward Johnson

7. Holy Rosary

8. John F. Ross

9. Ottawa Crescent

10. Laurine Avenue

11. King George

12. St. George's

13. St. John

14. St. James

15. Sacred Heart

16. Tytler

17. Holy Trinity

18. Central

19. St. Stanislaus

20. Guelph Collegiate

21. Victory

22. Our Lady of Lourdes

23. St. Bernadette

24. June Avenue

25. Shelldale Crescent

26. Willow Road

27. St. Joseph

28. Paisley Road

29. Westwood
30. St. Peter

31. Mitchell Farm

32. St. Francis of Assisi

33. Taylor Evans

34. Gateway Drive

35. John McCrae

36. John Calvin

37. College Avenue

38. Centennial

39. College Heights

40. St. Rene Goupil

41. Priory Park

42. University Village (closed)

43. Mary Phelan

44. Fred A. Hamilton

45. Jean Little

46. St. Michael

47. Sir Isaac Brock

48. St. Paul

49. Bishop Macdonell

50. Kortright Hills

51. Rickson Ridge

52. Westminster Woods

53. Ken Danby

54. St. Ignatius of Loyola

55. Guelph Montessori

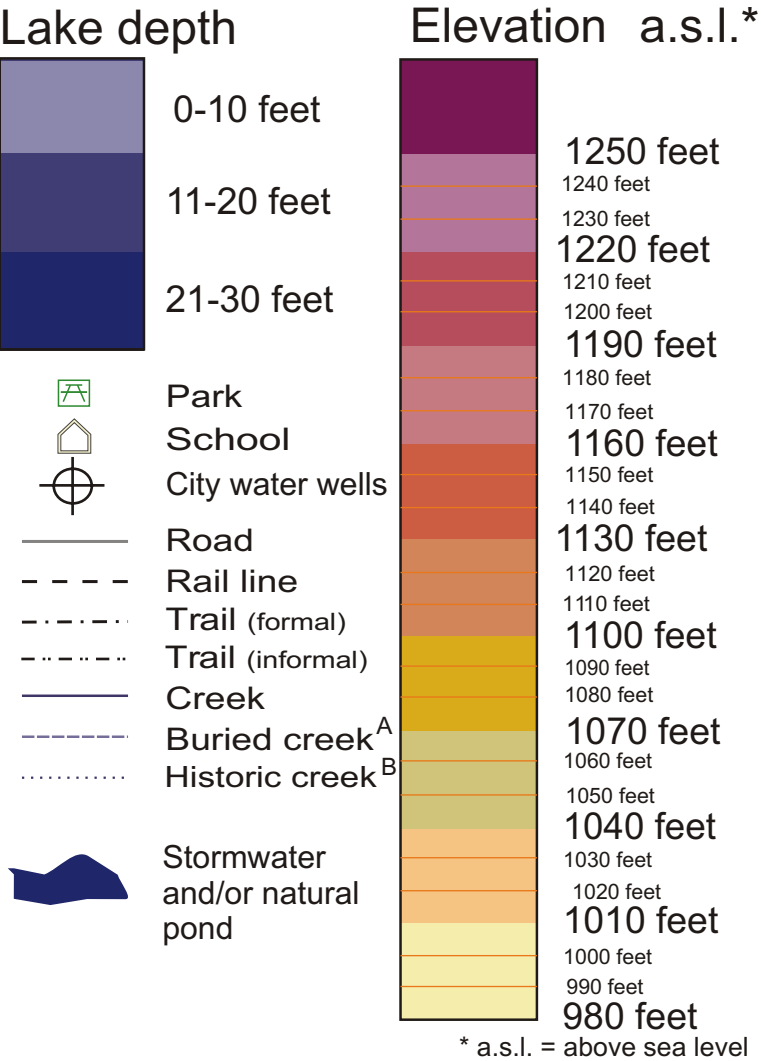
Watershed: Stevenson Creek = ⊥, Speed River = ∕, Eramosa River = ∞, Hadati Creek = ∞, Pond Creek = ∞, Silver Creek East = ∞, Silver Creek West = ∞, Imperial Creek = †, Hanlon Creek = ∞

Natural Heritage Features of Guelph and Surround

0 1 Km 2 Km
Current version - December 31, 2011.

This map has been compiled using a variety of data sources including topographic maps, historical maps, air photos, digital geographical files, interviews and ground truthing. The following organizations have assisted in its completion: The Department of Geography, University of Guelph, The City of Guelph, The Grand River Conservation Authority and The Guelph International Resource Centre. Geographical information is continually changing. Features depicted on this map may have changed and new features may need to be added. If you would like to contribute information to the map, make suggestions or participate in designing the next version please contact the author. Produced and compiled by Jeremy Shute.

^A Buried Creek: a natural watercourse that is probably still flowing at some times (ephemeral), or all (perennial) of the year and has been placed in culverts and buried.
^B Historic Creek: a natural watercourse that probably used to flow at this approximate location and may still be flowing at some times of the year.



Mayor Guthrie and City Councillors
1 Carden Street
Guelph, Ontario
N1H 3A1

December 4, 2014

Re : the Official Plan Amendment and Zoning By-law Amendment Application
for 781 Victoria Rd.

Dear Mayor Guthrie and Councillors,

With regard to the meadow on the south-west corner of Stone Rd and Victoria Rd

This meadow has been a source of wonder and beauty for many decades to many people in our city. I wonder if this meadow could be preserved as part of our natural heritage that is crucial to the cultural and natural life of our city.

In recent years I recall, after taking a course on warbler watching, Mimi Hamilton and I climbed a stile in the fence to study the warblers in May. We had taken a course at the Arboretum in birdwatching.

It was a great joy to catch sight of several warblers and particularly for the first time, a Blackburnian Warbler at the top of the trees along the edge of the meadow. At that time the public was encouraged to enjoy this nature preserve.

I wonder if it is possible to keep it from development since we desperately need our green corridors and natural places for the bird population in our area. It was such a lovely moment that I then returned home to paint this watercolour of the bird to memorialize the event.

It would be a great loss to the city to lose this natural sanctuary. Given the emphasis on the importance of environmental concerns in our Strategic Plan I trust that you will not allow this unique part of our natural heritage to be removed for development. The privatization of this site that has given so many generations pleasure, as well as upheld a strong biodiverse habitat, would be a great loss for future generations in Guelph.

I hope you will reject this application or at least, to refer it for re-evaluation as accessible space for public enjoyment and a natural reserve.

Sincerely yours,

Norah Chaloner

Blackburnian Warbler



- N. Chalover -

RE: Maintaining and Strengthening the Ecological Integrity of the Arboretum Nature Reserve

The University of Guelph, through the Heritage Trust, is proposing to sell a 3 ha. parcel of land on Victoria Road south of Stone Road and has applied to the City of Guelph to have this land redesignated and rezoned to allow construction of 18 houses.

If this proposal is not approved by City Council the University could reconsider the status of this parcel as developable surplus land and instead add this critically-important part of the City of Guelph's Natural Heritage System to the Arboretum's Nature Reserve to be protected in perpetuity.

In 1965, during the formation of the University of Guelph, the University, with funding from the Province, purchased land south of Stone Road and west of Victoria Road in lot 1 and in the north half of lot 2 of Concession 8 of Puslinch Township. Much of this land is now leased to the Village at the Arboretum.

In 1966, as one of the first and important steps of positioning the new University of Guelph at the forefront of environmentally-focused institutions, the Board of Governors approved the establishment of an Arboretum and a Master Plan for the Arboretum was drawn up and approved by the Board of Governors in 1970. In this plan the land south of Stone Road, including the current Nature Reserve, was designated as an unmanaged research area.

A second Master Plan for the Arboretum was completed in 1986 but not taken to the Board of Governors for approval. In this plan the current Nature Reserve at the southeast corner of Stone and Victoria was formally recognized. The formation of a Nature Reserve in the Arboretum followed the lead of such prestigious sister universities as Cornell and Rutgers.

The Nature Reserve occupies a portion of the University of Guelph lands south of Stone Road and west of Victoria Road and includes a block of magnificent old growth forest and a large Provincially Significant Wetland. In 1987, as part of the setting of boundaries for the Village at the Arboretum lease, an additional portion of the University of Guelph land south of Stone Road, the portion immediately east of the southern part of the Village at the Arboretum, was added to the Nature Reserve.

The 3 ha block of meadow, wetland and valleyland that extends east from the added block to Victoria Road was not included in the Nature Reserve as the University considered it developable. This 3 ha block is a linchpin connector within the City of Guelph Natural Heritage System. Most of the 3 ha area is identified as Significant Natural Area as either Significant Valleyland, Significant Wetland, or buffer and connector to the Significant Woodland of the Arboretum Nature Reserve to the north. The remaining smaller portion of the site, a transitional moist to upland meadow, is identified as a Natural Area.

To the east of the subject property, across Victoria Road, is the extensive wooded and meadow area associated with the Torrance Creek wetland complex. A tributary of Torrance Creek originates on the property and flows east across Victoria Road to join Torrance Creek; this tributary valley forms an important connective corridor to the natural areas outside the City of Guelph. An important wildlife crossing has been identified in association with the tributary valley and its crossing of Victoria Road.

As the above description makes clear the parcel being considered for removal from the Natural Heritage System is completely surrounded by elements of the Natural Heritage System of the City of Guelph (to the north, west and south) or Puslinch Township (to the east). The meadow area proposed for housing has intrinsic value for its wildlife habitat and aesthetic beauty. In addition the meadow has functional importance as a buffer to the sensitive valleyland, wetland and old-growth woodlot that enclose it, and, as noted above, functions as a wildlife linkage corridor for all these areas.

The proposed small housing development containing 18 luxury houses for high-income families, would be carved out the centre of this linchpin area and would result in an isolated block of housing disconnected from existing residential areas and separated from them by the intervening natural areas to the north, west, and south. This proposal is the worst sort of urban sprawl, using spot zoning to impose an extremely intrusive incompatible use on a critically important natural area.

We ask that the original decision to classify the 3 ha parcel in question as developable land be re-examined in the light of the advances in understanding of its importance within the Natural Heritage Systems of the City of Guelph and of Puslinch Township.

We further ask that immediate attention be given to the addition of this block to the Arboretum Nature Reserve. With the addition of this meadow area the Nature Reserve would be an unparalleled site for research on management of fully biodiverse natural areas in urban settings. The Reserve would also be an extraordinary source of pride to the University of Guelph as exemplifying its Better Planet objective through protection in perpetuity of treasured natural ecosystems.

Statement prepared for Living Rivers and Greenways Group Guelph (LRG3) by
Hugh Whiteley November 28 2014

Subject: Proposed Development 781 Victoria Road South

I wish to have the email message below distributed to City Council for the 781 Victoria planning item at the December 8th Council meeting

I have learned that there is a planning proposal to put 18 houses on the meadow south of the University of Guelph Nature Reserve. I am very disturbed to learn of this proposed development. I ask City Council to take account of my assessment of the value of this meadow as a natural area.

I have gone to google maps which has helped to jog my memory a bit. I was working at the arboretum from 1979 till 1991 and I don't remember any agricultural disturbance of that area at all ,in fact I started university in 1969 and don't remember any agricultural activity back then either. I do remember seeing some evidence of some field studies in the area ,both in the meadow and the forested areas. My guess would be that it was botanical,zoological and ecological research.

I also remember the meadow being an example of a maturing meadow with significant successional growth which would tend to indicate the area had not been in agricultural production for quite sometime . It may have had some hay taken off in the past or may have been pasture at some point but again from what I remember the evidence would indicate that it had in fact been basically undisturbed for quite some time . The only thing that I think could be confusing this issue is that I do recall some plots in the meadow area but they were relatively small and were experimental plots vs production of any kind. The forest also had some evidence of research markers .

It was an area that in my capacity as supervisor of the arboretum I would kind of keep an eye on it as I saw it an important natural area adjacent to the arboretum and didn't want to see any harm or vandalism come to it . I was in the habit of both looking in on my travels past but also walking the area at least seasonally . The other thing I would say about this area is that it was then and is more importantly now a significant ecological linkage to other natural areas . This would be from a botanical , zoological and ecological point of view . Maintaining and protecting these areas is more important now than ever as more and more areas are developed and the connections are fragmented or lost.

The area is significant and diverse with it's successional meadow ,older growth forest and water shed features . In my opinion the entire area is a valuable nature reserve and it deserves protection . I hope this has gone some way in providing some background on the history of this site.

Ron Kelly