City Council - Planning Meeting Agenda

Monday, February 13, 2017 – 6:00 p.m.
Council Chambers, Guelph City Hall, 1 Carden Street

Please turn off or place on non-audible all electronic devices during the meeting.

Please note that an electronic version of this agenda is available at guelph.ca/agendas.

Authority to move into closed meeting

That the Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to the Municipal Act, to consider:

C-2017.1 **75 Dublin Street - Ontario Municipal Board Appeals (Ward 3)** Section 239 (2) (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

Open Meeting – 6:30 p.m.

O Canada
Silent Reflection
First Nations Acknowledgement
Disclosure of Pecuniary Interest and General Nature Thereof

Closed Meeting Summary

Council Consent Agenda:

The following resolutions have been prepared to facilitate Council's consideration of 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. It will be extracted and dealt with separately as part of the Items for Discussion.

CON-2017.4 **45 Yarmouth Street - Proposed Zoning By-law Amendment (File: ZC1604) - Ward 1**

Correspondence:
Steven Jett

Recommendation:

1. That the application from Zelinka Priamo Ltd. on behalf of Ayerswood Development Corporation for approval of a Zoning By-law Amendment from the CBD.1 (Central Business District) Zone to a CBD.1-? (Specialized Central

Business District) Zone to permit the development of a 12 storey, 75 unit apartment building with approximately 143 square metres of ground floor commercial space on the property municipally known as 45 Yarmouth Street and legally described as Parts 1 to 6, Plan 61R-4481, also known as Part of Lots 90 and 91, Canada Company Survey Registered Plan No. 8, City of Guelph, County of Wellington, be approved, in accordance with ATT-2 of the Infrastructure, Development and Enterprise Report IDE 17-12, dated February 13, 2017.

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 45 Yarmouth Street.

CON-2017.5 Proposed Technical Revisions to Guelph's Comprehensive Zoning By-law (1995)-14864 (File: ZC1616)

Recommendation:

That the proposed technical revisions to Guelph's Comprehensive Zoning By-law (1995)-14864 be approved in accordance with the summary chart provided in ATT–1 of Infrastructure, Development and Enterprise Report 17-10 dated February 13, 2017.

CON-2017.6 Request for an Extension of Draft Plan Approval Watson East Subdivision (File: 23T-98501) - Ward 1

Recommendation:

1. That in accordance with Section 51(33) of the *Planning Act*, the application by Black, Shoemaker, Robinson and Donaldson Limited for a five (5) year Draft Plan Approval extension to the Watson East Subdivision (23T-98501) on lands legally described as Part of Lot 6, Concession 3, Division "C", City of Guelph be approved to an extended lapsing date of March 20, 2022, subject to the original draft plan conditions contained in ATT-4 of Infrastructure, Development and Enterprise Services report IDE 17-16, dated February 13, 2017.

2. That in accordance with Section 51(45) of the *Planning Act*, administrative and technical revisions have been made to original draft plan conditions approved by Council on March 20, 2001 to update standard wording and new service area names and staff titles.

3. That in accordance with Section 51(47) of the *Planning Act*, City Council has determined that no public notice is required as changes to the draft plan conditions are administrative and technical in nature and are therefore considered to be minor.

Items for Discussion:

The following items have been extracted from the Committee of the Whole Consent Report and the Council Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

CON-2017.7 Proposed Demolition of 18 Harcourt Drive, Ward 5

Delegations:
Janice Wright

Recommendation:

That the proposed demolition of one (1) detached dwelling at 18 Harcourt Drive be approved.

Special Resolutions

By-laws

Resolution to adopt the By-laws (Councillor Allt)

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

Notice of Motion provided by Councillor Dan Gibson

Adjournment

Staff Report

To	City Council
Service Area	Infrastructure, Development & Enterprise Services
Date	Monday, February 13, 2017
Subject	**Decision Report 45 Yarmouth Street Proposed Zoning By-law Amendment (File: ZC1604) Ward 1**
Report Number	IDE 17-12

Recommendation

1. That the application from Zelinka Priamo Ltd. on behalf of Ayerswood Development Corporation for approval of a Zoning By-law Amendment from the CBD.1 (Central Business District) Zone to a CBD.1-? (Specialized Central Business District) Zone to permit the development of a 12 storey, 75 unit apartment building with approximately 143 square metres of ground floor commercial space on the property municipally known as 45 Yarmouth Street and legally described as Parts 1 to 6, Plan 61R-4481, also known as Part of Lots 90 and 91, Canada Company Survey Registered Plan No. 8, City of Guelph, County of Wellington, be approved, in accordance with ATT-2 of the Infrastructure, Development and Enterprise Report IDE 17-12, dated February 13, 2017.

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 45 Yarmouth Street.

Executive Summary

Purpose of Report

This report provides a staff recommendation to approve a Zoning By-law Amendment to permit the development of a 12 storey apartment building having approximately 75 dwelling units on the property municipally known as 45 Yarmouth Street.

Key Findings

Planning staff support the proposed Zoning By-law Amendment subject to the regulations and conditions in ATT-2.

Location: 45 Yarmouth Street

Financial Implications

Estimated Development Charges: $1,270,125

Estimated Annual Taxes Once Developed: $317,664

Report

Background

On February 5, 2016, an application to amend the Zoning By-law was submitted by Zelinka Priamo Ltd. on behalf of Ayerswood Development Corporation for the subject property at 45 Yarmouth Street. The application was a request to amend the zoning from the current CBD.1 (Central Business District) Zone to a CBD.1-? (Specialized Central Business District) Zone to permit the development of a 14 storey apartment building containing approximately 89 dwelling units. The application was deemed complete on March 3, 2016. The statutory public meeting was held on April 11, 2016. Staff Report 16-22 provided background information related to the proposed application.

This initial development concept for a 14 storey residential apartment building, as illustrated in ATT-8, was proposed under the height and density bonusing provisions of the in effect Downtown Secondary Plan policies. These policies could permit an additional two storeys of height above the maximum height limit of 12 storeys established for the subject site within the Downtown Secondary Plan, where such development provides public benefits beyond what would otherwise be required by the Downtown Secondary Plan. However, following the Public Meeting the owner decided to no longer pursue this additional height through the bonusing provisions and subsequently submitted a revised development proposal based on a 12 storey building. The number of proposed residential units has been reduced from 89 to 75 in association with the revised proposal.

Reports and studies submitted in support of the application were also updated accordingly to reflect the current proposal. The revised application and supporting materials were circulated on August 25, 2016.

Location
The subject property is approximately 0.114 hectares in size and located in the northern end of the Downtown area (see ATT-1). The site is bounded by Yarmouth Street (a one-way northbound local street) to the west and Baker Street (a southbound one-way local street) to the east. The subject site currently contains a parking lot on the northwesterly portion of the property with the remainder of the site being vacant.

Surrounding land uses include:

- a nine (9) storey mixed use building at 55 Yarmouth Street to the north;
- a three (3) storey mixed use heritage building (The Raymond Sewing Machine Company Building) at 37 Yarmouth Street to the south;
- low rise detached residential and commercial buildings across Yarmouth Street to the west; and
- the municipally owned Baker Street surface parking lot across Baker Street to the east.

Official Plan Land Use Designations
The Official Plan land use designation and policies applicable to the subject site were established through Official Plan Amendment #43 (OPA 43), which incorporated the Downtown Secondary Plan policies into the Official Plan. On June 18, 2013, the Ontario Municipal Board ruled that OPA #43 is in full force and effect as of the date of Council adoption (May 28, 2012) with the exception of specific portions that have been identified as being under appeal. It is noted that the subject site is not subject to any appeals.

The Official Plan land use designation that applies to the subject site is "Mixed Use 1", as illustrated in ATT-3. Designated "Mixed Use 1" areas are intended for a broad range of land uses including retail and service, multiple residential, live/work, office, entertainment and recreational commercial, cultural, educational and institutional, in a mixed highly compact development form. The policies of the "Mixed Use 1" land use designation are included in ATT-3. The Downtown Secondary Plan policies in effect establish a minimum building height of 4 storeys and a maximum building height of 12 storeys for the subject site.

Official Plan Amendment 48 is a comprehensive five-year update to the City's Official Plan that is currently under appeal to the Ontario Municipal Board (OMB). OPA 48 has been structured to reflect the Downtown Secondary Plan (OPA 43) by including corresponding terminology, land use schedules, and policies.

Existing Zoning
The subject property is zoned CBD.1 (Central Business District) Zone, as illustrated in ATT-5. The current CBD.1 Zone permits dwelling units with permitted commercial uses in the same building, but does not list a residential apartment building as a permitted use. Details of this current zoning are also included in ATT-5.

Description of Proposed Zoning By-law Amendment
The purpose of the proposed Zoning By-law Amendment is to rezone the subject site from the current CBD.1 (Central Business District) Zone to a CBD.1-? (Specialized Central Business District) Zone to permit the development of 12 storey apartment building containing approximately 75 residential units and a 143 square metre commercial unit along the Baker Street frontage. The following specialized permitted uses and zoning regulations are being requested through the zoning by-law amendment application:

- to permit a maximum building height of 12 storeys;
- to permit a building that intersects the angular planes from the streets (Yarmouth and Baker Streets);
- to permit a minimum setback of 1.1 metres between windows to a habitable room and the adjacent southerly lot line; and
- to permit an off-street parking ratio of 0.80 parking spaces per unit (minimum of 60 spaces for 75 residential units).

The staff recommended zoning and zoning concept are provided in ATT-6.

Proposed Development
The applicant's proposed site concept plan and building elevations are shown in ATT-7.

The development proposed for the subject site is a 12 storey building, consisting of 75 residential apartment units containing 55 two bedroom units and 20 one bedroom units. One ground level commercial unit, approximately 143 square metres in size, is proposed along the Baker Street frontage.

The main pedestrian entrance and residential lobby is located from Yarmouth Street, with secondary access provided from Baker Street. The commercial unit and its entrance are located along the Baker Street frontage. A total of 62 off-street parking spaces are proposed in association with the proposed development through three levels of underground parking accessed from a ramp off Baker Street. A total of 12 at-grade parking spaces accessed from Yarmouth Street would continue to be provided for the exclusive use of the adjoining residential apartment building to the north at 55 Yarmouth, as required by an existing private easement registered on title between the owner of the subject property and the adjacent owner.

The current proposal incorporates a number of revisions to the initial proposal (see ATT-8) that was presented at the April 11, 2016 Public Meeting in response to the issues raised and through the review of the application. As previously indicated, a key revision to the proposal was reducing the height of the building from 14 storeys to 12 storeys, which resulted in a reduction of dwelling units from 89 to 75. Other revisions include:

- The addition of a ground level commercial unit along the Baker Street frontage, replacing the seven (7) at-grade parking spaces and curb cut initially proposed;
- Increasing the height of the ground floor from approximately 3 metres to 4.5 metres;
- Increasing the setback of the tower component of the building on both the Yarmouth Street and Baker Street frontages;
- Incorporating additional articulation on the south façade of the tower, including balconies that wrap around the southwest and southeast corners of the building; and
- Increasing the setback of the mechanical penthouse element from the east and west façade to reduce the overall massing of the building.

Staff Review/Planning Analysis

The staff review and planning analysis for this application is provided in ATT-9. The analysis addresses all relevant planning considerations, including the issues that were raised by Council at the statutory Public Meeting held April 11, 2016 and other issues raised through review of the application. The issues generally include:

- Evaluation of the proposal against the 2014 Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe;
- Evaluate how the application conforms to the applicable Official Plan land use designations and policies including any related amendments;
- Review of proposed zoning;
- Urban design review, including CPTED considerations;
- Review of site servicing, parking and all traffic related issues;
- Review of proposed development in terms of its relationship with potential future redevelopment opportunities at the City's Baker Street parking lot;
- Confirm support for the Community Energy Initiative; and
- Address all comments and issues raised during the review of the applications, including the urban design peer review architect process and other issues noted at the statutory Public Meeting.

As part of the urban design analysis of this application, the City retained a Peer Review Architect, Mr. Michael Rietta of Giannone Petricone Associates Inc. to assist in the review of the proposed development. The Peer Review Architect report is referred to in the Staff Planning Analysis (ATT-9) and included as ATT-11.

Staff Recommendation

Planning staff are satisfied that the recommended Zoning By-law Amendment is consistent with the Provincial Policy Statement and conforms to the Places to Grow Plan. In addition, the zoning amendment conforms to the objectives and policies of the Official Plan, which incorporate the policies of the Downtown Secondary Plan (OPA 43). The revisions made to the application are considered minor and therefore staff recommend that no further public notice is required in accordance with Section 34(17) of the Planning Act. Planning staff are recommending that Council approve the Zoning By-law Amendment subject to the conditions and regulations outlined in ATT-2.

Financial Implications

Estimated Development Charges: $1,270,125

Estimated Annual Taxes Once Developed: $317,664

Consultations

The Notice of Complete Application and Public Meeting was circulated on March 18, 2016 to local boards and agencies, City service areas and property owners with 120 metres of the subject site for comments. The Notice of Public Meeting was advertised in the Guelph Tribune on March 17, 2016. Notice of the application has also been provided by signage on the site. A Notice of Decision will be sent to all interested parties and advertised in the Guelph Tribune within 15 days of Council's decision on the application.

The public agency and comments received from City departments during the review of the application are summarized in Attachment 13. Key dates for the public process regarding the planning application are included in Attachment 14.

Corporate Administrative Plan

This report supports the following goals and work plans of the Corporate Administrative Plan (2016-2018):

Overarching Goals

Service Excellence

Service Area Operational Work Plans

Our Services - Municipal services that make lives better

Our People- Building a great community together

Our Resources - A solid foundation for a growing city

Attachments

ATT-1	Location Map and Orthophoto
ATT-2	Staff Recommendation – Zoning By-law Amendment
ATT-3	Existing Official Plan Land Use Designations and Policies
ATT-4	Official Plan Amendment 48 Land Use Designations
ATT-5	Existing Zoning and Details
ATT-6	Proposed Zoning and Details
ATT-7	Proposed Development Concept and Building Elevations
ATT-8	Initial Development Concept and Building Elevation presented at the April 11, 2016 Public Meeting
ATT-9	Planning Analysis
ATT-10	Shadow Studies
ATT-11	Urban Design Peer Review Architect Report
ATT-12	Community Energy Initiative Commitment Letter
ATT-13	Departmental and Agency Comments Summary
ATT-14	Public Notification Summary

Departmental Approval

Not applicable

Report Author
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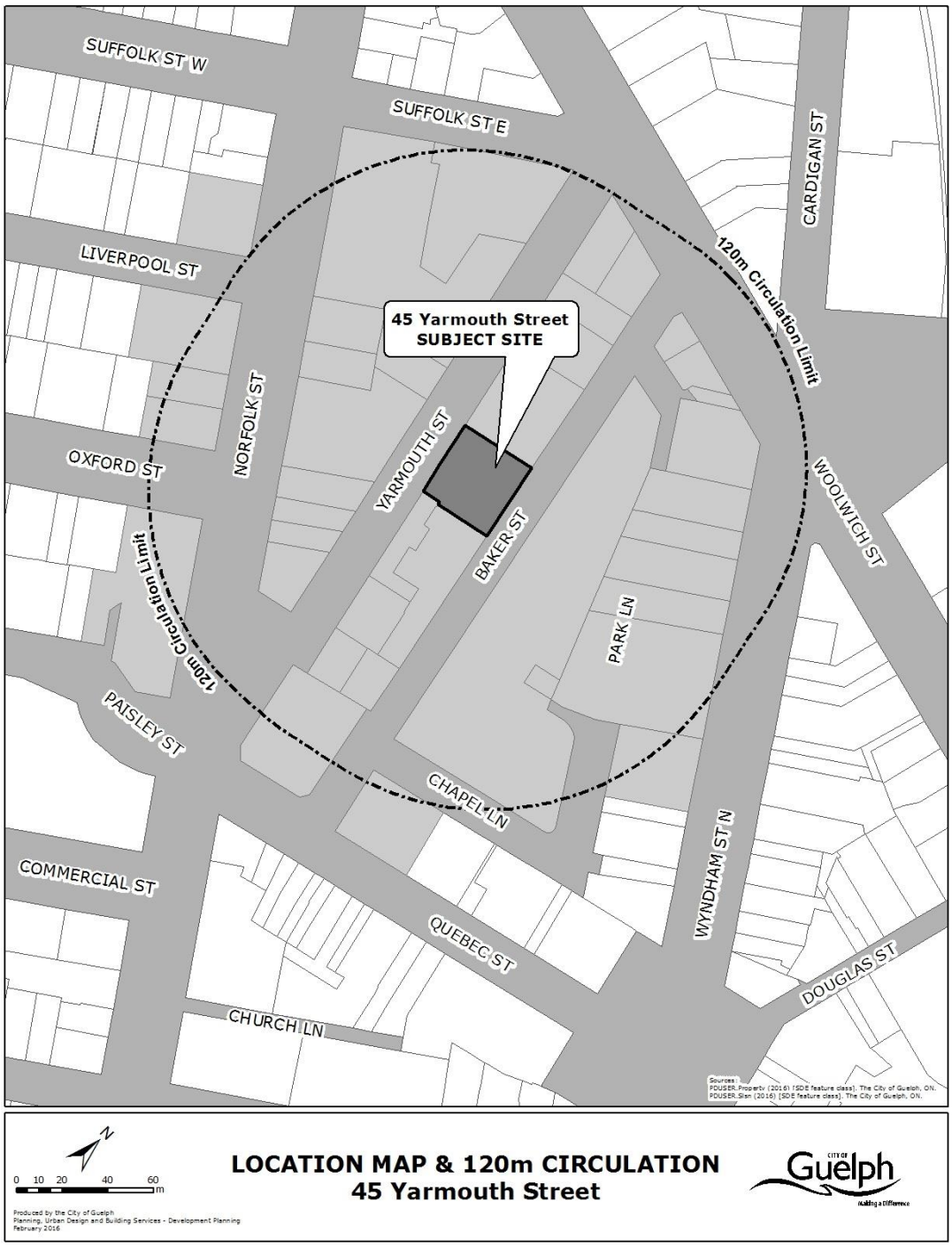
ATT-1
Location Map



ATT-1 (continued)
Orthophoto

ATT-2
Recommended Zoning Regulations and Site Plan Conditions

Part A: Zoning Regulations

Zoning By-law Amendment

The following zoning is proposed:

Specialized CBD.1-? (Central Business District) Zone

Regulations

In accordance with Section 4 (General Provisions) and Section 6.3.2 and Table 6.3.2 (Central Business District Zone Regulations) of Zoning By-law (1995)-14864, as amended, with the following additions and exceptions:

Maximum Building Height
12 storeys

Angular Plane
Section 4.16 outlining a maximum angular plane of 45^{o} from the centerline of streets shall not be applicable.

Windows to Habitable Rooms
Despite Section 6.3.2.1.1, a minimum setback of 1.1 metres shall be required between windows to a habitable room and the adjacent southerly lot line.

Off-Street Parking
A minimum of 0.80 parking spaces per dwelling unit (including all non-residential units).

Part B: Proposed Site Plan Conditions

The following conditions are provided as information to Council and will be imposed through site plan approval.

CITY CONDITIONS

1. That the Owner shall submit to the City, in accordance with Section 41 of the *Planning Act*, a fully detailed site plan, indicating the location of the building, building design, landscaping, parking, traffic circulation, access, lighting, grading and drainage on the said lands to the satisfaction of the General Manager of Planning, Urban Design and Building Services and the City Engineer, prior to any construction or grading on the lands.

a. Further, the Owner commits and agrees that the details of the layout and design for the development of the subject lands shall be generally in conformance with the development concept plan and elevations attached as ATT-7 to the February 13, 2017 Planning, Urban Design and Building Services Report Number IDE 17-12;

b. Further, the Owner shall implement the recommendations of the Urban Design Brief, dated November 26, 2016, by Turner Fleischer Architects Inc., as updated in consultation with City Staff, to the satisfaction of the General Manager of Planning, Urban Design and Building Services. This includes details respecting:

    i. the stepbacks of the tower above the podium, both from Baker Street and Yarmouth Street;
    ii. the minimum floor to floor height of the ground level; and
    iii. the screening of internalized parking areas.

c. Further, the Owner commits and agrees to incorporate the following Transportation Demand Management (TDM) measures as conditions of site plan approval to the satisfaction of the General Manager of Planning, Urban Design and Building Services:

    i. Provide secure bicycle storage dedicated to the residents of the apartment building for a minimum of 52 bicycles;
    ii. Providing unbundled parking where the site developer will charge for parking outside the cost for each unit and make it available on a first-come-first-served basis.

2. Prior to the issuance of site plan approval, the Owner shall provide the City with written confirmation that the building on the subject site will be constructed to a standard that implements energy efficiency in order to support the Community Energy Initiative to the satisfaction of the General Manager of Planning, Urban Design and Building Services and in accordance with the letter attached as ATT-12 to Report IDE 17-12 from Planning, Urban Design and Building Services dated February 13, 2017. This includes exploring the option of designing the building to allow for a future connection to District Energy.

3. Prior to the issuance of site plan approval, written confirmation shall be received from the General Manager of Environmental Services or his or her designate that the proposed development is in conformance with By-law (2011)-19199, known as the Waste Management By-law. Further, the Owner agrees and commits to employ a three-stream waste collection system with considerations and opportunities developed in their Waste Management Plan that would facilitate the transition to City collection at some point in the future.

4. The Owner shall pay to the City, as determined applicable by the Chief Financial Officer/City Treasurer, development charges and education development

charges, in accordance with the City of Guelph Development Charges By-law (2009)-18729, as amended from time to time, or any successor thereof, and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and the Wellington Catholic District School Board, as amended from time to time, or any successor by-laws thereof, prior to this issuance of any building permits, at the rate in effect at the time of the issuance of a building permit.

5. That prior to the issuance of building permits, the Owner shall pay to the City a cash payment in-lieu of conveyance of parkland in accordance with By-law (1989)-13410, as amended by By-law (1990)-13545 and By-law (2007)-18225 or any successor thereof.

6. Prior to site plan approval and prior to any construction or grading on the lands, the Owner shall apply to the City Solicitor to enter into an Encroachment Agreement with the City, satisfactory to the General Manager/City Engineer and the City Solicitor, for the necessary encroachments upon the Yarmouth Street and Baker Street road allowances (such as planters, landscaping, bench and bicycle rack) within the same.

7. Prior to site plan approval and prior to any construction or grading on the lands, the Owner shall apply to the City Solicitor to enter into an Maintenance Agreement with the City, satisfactory to the General Manager/City Engineer and the City Solicitor, for the necessary maintenance requirements for any improvements (such as planters, landscaping, bench and bicycle rack) within the same.

8. The Owner acknowledges and agrees that ensuring the suitability of the land from an environmental engineering perspective, for the proposed use(s) is the responsibility of the Owner.

9. Prior to the site plan approval or prior to any construction or grading on the lands, the Consultant shall certify that all properties to be developed pose no risks to public health and safety and to the environment and can be developed for proposed uses.

10. Prior to site plan approval or prior to any construction or grading on the lands, if contamination is found, the Owner shall:

    a. Submit all environmental assessment reports prepared in accordance with 0. Reg. 153/04, as amended (i.e. if the existing actual (physical) use of the property is going from less sensitive to more sensitive use) OR CSA Z768-01 (as amended) format, describing the current conditions of the subject property to be developed to the satisfaction of the City; and

    b. Complete any necessary remediation/risk assessment work at the Owner's expense and submit certification from a Qualified Person (QP)

that the lands to be developed meet the applicable standard(s) of the intended land use.

11. Prior to site plan approval and prior to any construction or grading on the lands, the Owner shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer:

    a. a stormwater management report and plans certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual", which addresses the quantity and quality of stormwater discharge from the site together with a monitoring and maintenance program for the stormwater management facility to be submitted;

    b. a geotechnical report certified by a Professional Engineer that analyzes the permeability and hydraulic conductivity of the soils and recommends measures to ensure that they are not diminished by the construction and development;

    c. a grading, drainage and servicing plan prepared by a Professional Engineer for the site;

    d. a detailed erosion and sediment control plan, certified by a Professional Engineer that indicates the means whereby erosion will be minimized and sediment maintained on-site throughout grading and construction.

12. The Owner shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in the plans, studies and reports outlined in subsections 11 a) to d) inclusive.

13. The Owner shall pay to the City the actual cost of constructing and installing new 200mm sanitary, 300mm storm, and 150mm water service laterals including any curb cuts and/ or curb fills and furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Owner shall pay to the City the estimated cost of the new 200mm sanitary, 300mm storm and 150mm water service laterals including any curb cuts and/or curb fills, as determined by the General Manager/City Engineer.

14. The Owner shall pay to the City the actual cost of the construction of the new driveway entrances and required curb cut and/or curb fill. Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Owner shall pay to the City, the estimated cost as determined by the General Manager/ City Engineer of the construction of the new driveway entrances and required curb cut and/ or curb fill.

15. The Owner shall pay to the City the actual cost of reconstructing the curb and gutter and sidewalk across the Baker Street Frontage of the property. Furthermore, prior to the issuance of a building permit, the Owner shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of reconstructing the curb and gutter and sidewalk across the Baker Street Frontage of the property.

16. That the Owner grades, develops and maintains the site including the storm water management facilities designed by a Professional Engineer, in accordance with a Site Plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore the Owner shall have the Professional Engineer who designed the storm water management system certify to the City that he/ she supervised the construction of the storm water management system and that the storm water management system was built as it was approved by the City and that it is functioning properly.

17. That the Owner will ensure that any existing domestic wells as well as all boreholes and monitoring wells installed for environmental, hydrogeological or geotechnical investigations are properly decommissioned in accordance with current MOE regulations (O.Reg. 903 as amended) and to the satisfaction of the General Manager/City Engineer, prior to site plan approval and prior to any construction or grading on the lands.

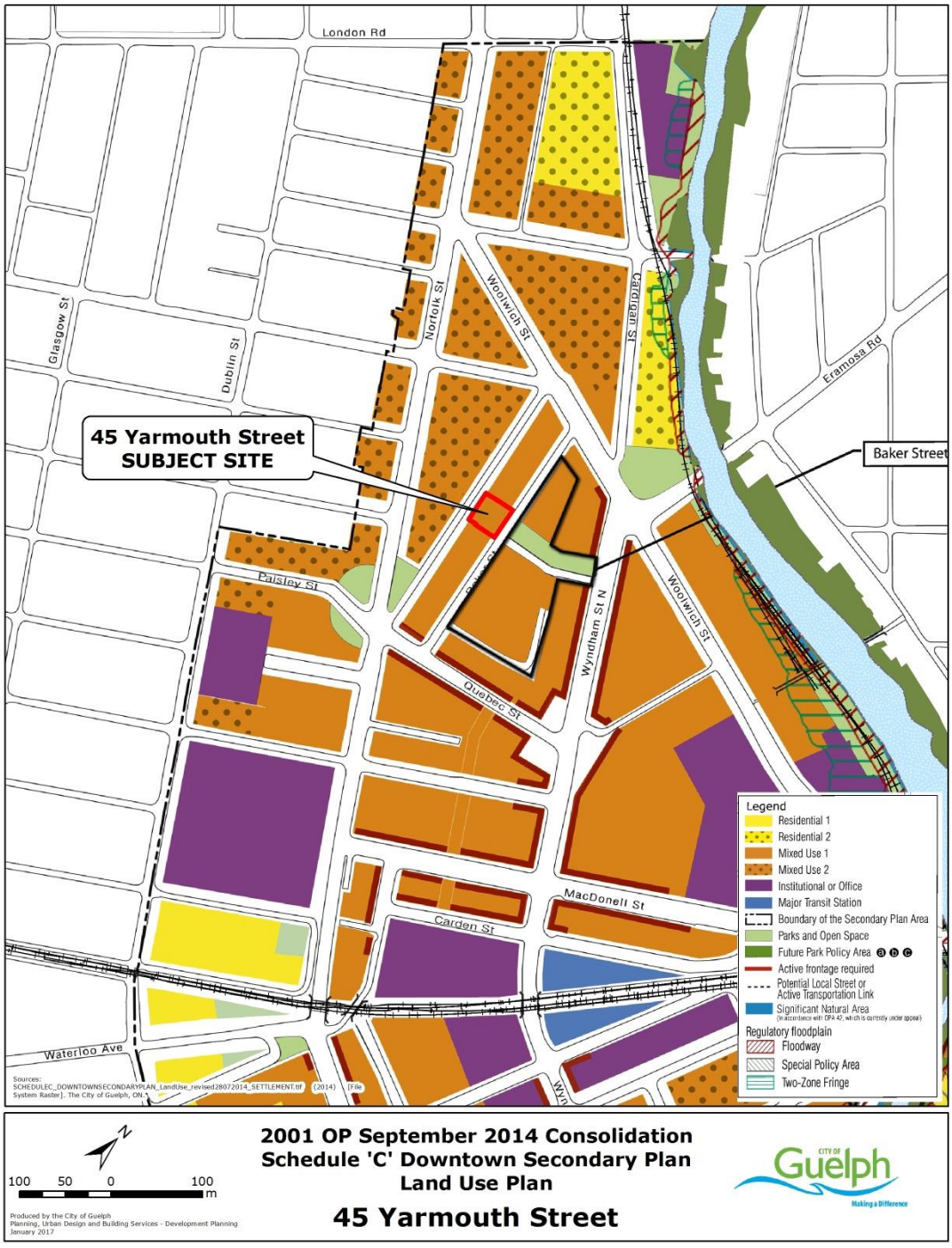
18. The Developer acknowledges that the City does not allow retaining walls higher than 1.0-metre abutting existing residential properties without the permission of the General Manager/ City Engineer.

19. That all electrical services to the subject property are underground and the Owner shall make satisfactory arrangements with Guelph Hydro Electric Systems Inc. for the servicing of the subject property, as well as provisions for any easements and/or rights-of-way for their plants, prior to site plan approval and prior to any construction or grading on the lands.

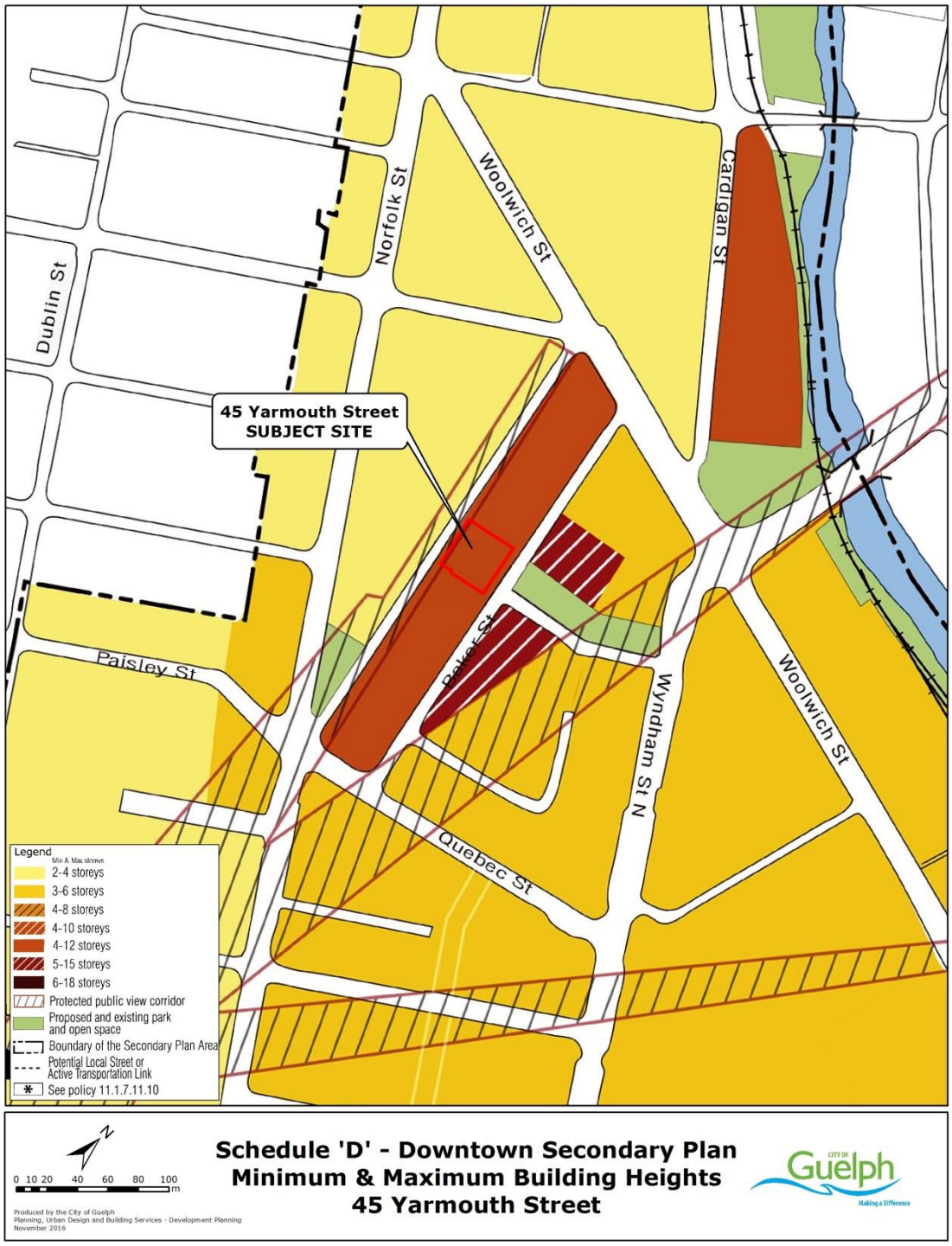
20. That the Owner provides a Stage 1 Archaeological Assessment from a qualified consultant archaeologist with on-site monitoring by a consultant archaeologist during excavation of the subject site.

21. That prior to site plan approval and prior to any construction or grading on the lands, the owner shall enter into a Site Plan Control Agreement with the City, registered on title, satisfactory to the City Solicitor and the General Manager/City Engineer, covering the recommendations noted above and to develop the site in accordance with the approved plans.

ATT-3
Existing Official Plan Land Use Designations and Policies



ATT-3 (continued)
Existing Official Plan Land Use Designations and Policies
(Schedule D – Height Parameters)



11.1.7.3 Mixed Use 1 Areas

11.1.7.3.1
Mixed Use 1 areas, as identified on Schedule C, are intended to accommodate a broad range of uses in a mix of highly compact *development* forms. *Development* within this designation shall contribute to the creation of a strong urban character and a high-quality, pedestrian-oriented environment. Active uses that enliven the street are encouraged to locate on the ground floor of buildings and, as per Policy 11.1.7.3.4, shall be required on key streets.

11.1.7.3.2
The following uses may be permitted:

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

11.1.7.3.3
The minimum floor space index (FSI) in Mixed Use 1 areas shall generally be 1.5, except on properties fronting Elizabeth Street, where the minimum FSI shall generally be 1.0.

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

a) Retail and service uses, including restaurants and personal service uses, or entertainment uses shall generally be required on the ground floors of all buildings at the street edge.

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

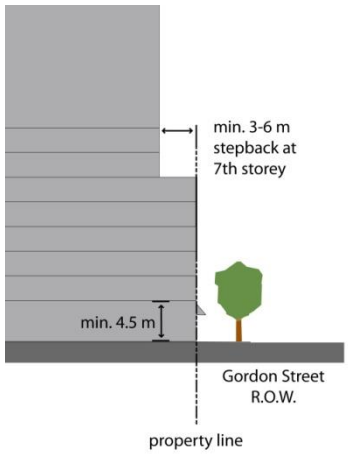
c) Buildings shall contribute to a continuous street wall that has a minimum height of 3 storeys, with infrequent and minimal gaps between buildings.

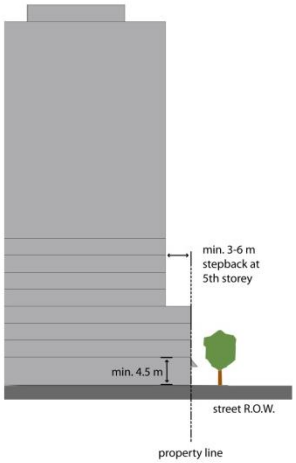
d) The width of retail stores and the frequency of entrances shall contribute to a continuously active *public realm* and give the street wall a visual rhythm. The width of stores and restaurants may be limited through the *Zoning By-law* to ensure a rhythm of commercial entrances and avoid long distances between commercial entrances.

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

11.1.7.3.5
Generally buildings in Mixed Use 1 areas shall be built close to the front property line to help frame and animate adjacent streets. The *Zoning By-law* shall establish maximum setbacks on streets where active frontages are required. On all other streets minimum and maximum setbacks shall be established. The *Zoning By-law* may include limited exceptions to the build-to lines and maximum setbacks while ensuring that a consistent streetwall is extended, maintained or established.

11.1.7.3.6
To respect the historic character of Downtown and ensure a human-scale pedestrian realm, buildings taller than 4 storeys in Mixed Use 1 areas shall generally have a substantial stepback above the fourth storey generally in the range of 3-6 metres minimum from the front of the building fronting a public street or park, except on Gordon Street and Wellington Street, where a stepback of generally 3-6 metres minimum is required above the sixth storey.



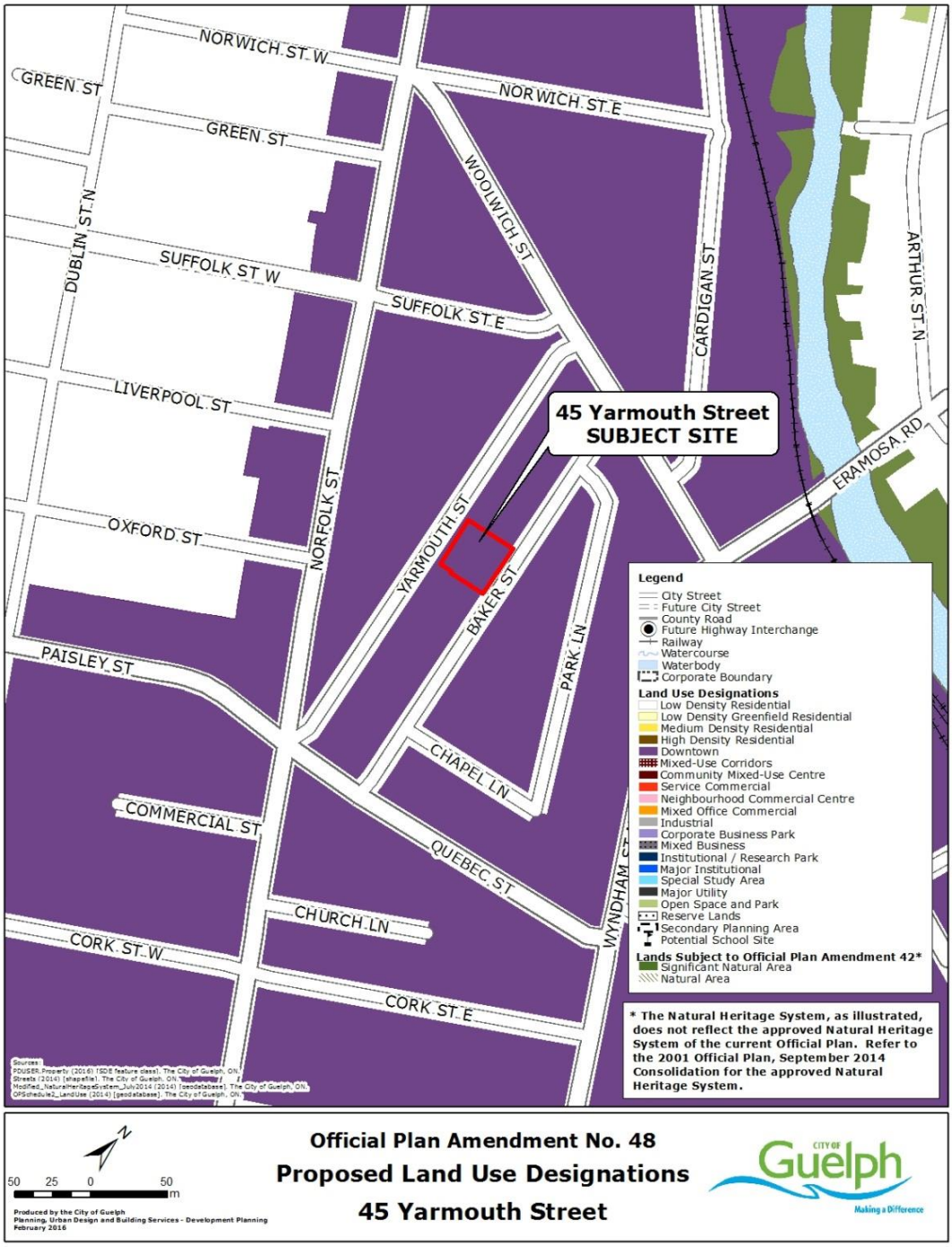


11.1.7.3.7
All buildings shall reflect their urban context and should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.

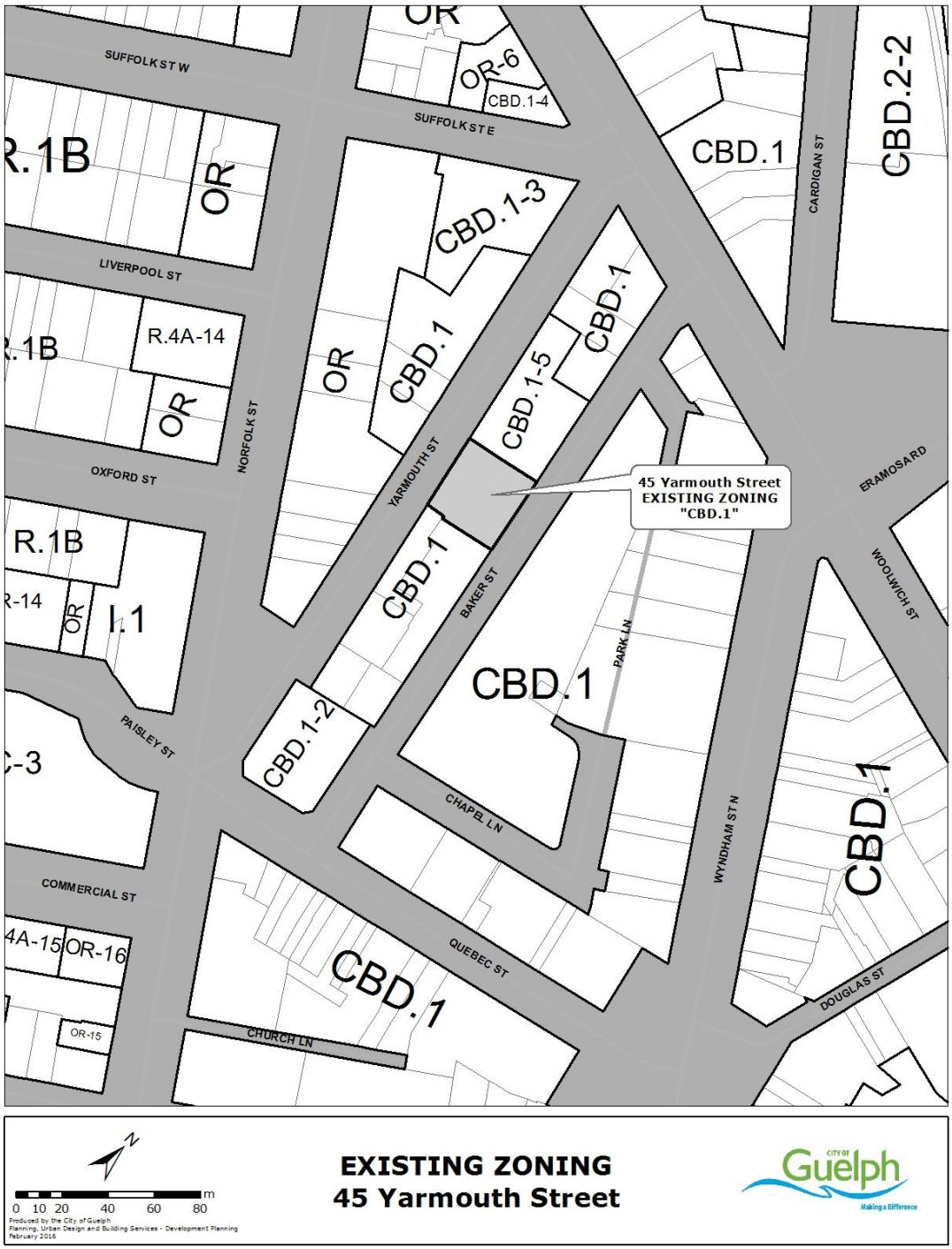
11.1.7.3.8
Generally, entrances to non-residential uses shall be flush with the sidewalk, for ease of access and to maintain a strong relationship to the street.

11.1.7.3.9
As identified on Schedule C, there are areas containing multiple properties west of the Speed River that represent significant opportunities for coordinated and integrated redevelopment: the Baker Street Property and the Wellington Street /Neeve Street Area. Each of these sites shall be developed based on comprehensive master plans for the site. Therefore, in addition to any other submissions required as part of a complete planning application for either of these two sites or any portion thereof, a detailed Urban Design Master Plan shall be prepared for the site by the applicant to the satisfaction of the City and in consultation with the community. The Urban Design Master Plan will be prepared in accordance with the policies of 11.1.8.5

ATT-4
Official Plan Amendment 48 Land Use Designations



ATT-5
Existing Zoning and Details



6.3 CENTRAL BUSINESS DISTRICT (CBD) ***ZONES***

6.3.1 PERMITTED ***USES***

The following are permitted ***Uses*** within the Central Business District – CBD.1 and CBD.2 ***Zones***.

6.3.1.1 Central Business District (CBD) 1 ***Zone***

Agricultural Produce Market
Amusement Arcade in accordance with Defined Area Map 65
Arena
Art Gallery
Artisan Studio
Auction Centre
Bakery
Bed and Breakfast establishment in accordance with Section 4.27
Catering Service
Club
Commercial School
Commercial Entertainment
Courier Service
Day Care Centre in accordance with Section 4.26
Dry Cleaning Outlet
Dwelling Units with permitted commercial ***Uses*** in the same ***Building*** developed in accordance with Section 4.15.2
Financial Establishment
Group Home in accordance with Section 4.25
Home Occupation in accordance with Section 4.19
Hotel
Laundry
Library
Lodging House Type 1 in accordance with Section 4.25
Medical Office
Medical Clinic
Municipal Parkland
Museum
Office
Parking Facility
Personal Service Establishment
Postal Service
Print Shop
Public Hall
Recreation Centre
Religious Establishment
Rental Outlet
Repair Service
Restaurant

Restaurant (take-out)
Retail Establishment
School
Tavern
Taxi Establishment
Tourist Home
Tradesperson's Shop
Transportation Terminal

Accessory Uses in accordance with Section 4.23
Occasional Uses in accordance with Section 4.21

6.3.2 REGULATIONS

Within the Central Business District (CBD) ***Zones***, no land shall be ***Used*** and no ***Building*** or ***Structure*** shall be erected or ***Used*** except in conformity with the applicable regulations contained in Section 4 – General Provisions, the regulations set out in Table 6.3.2, and the following:

6.3.2.1 Additional Regulations Governing ***Dwelling Units*** With Commercial ***Uses*** – CBD.1 ***Zone***

In addition to the provisions of Section 4.15.2, the following shall also apply.

6.3.2.1.1 Where windows to a ***Habitable Room*** do not open onto a public ***Street*** or publicly owned lands, a minimum of 1.2 metres shall be maintained between such window and the adjacent ***Lot Line***.

6.3.2.1.2 One ***Parking Space*** per ***Dwelling Unit*** shall be provided except in that no off-street parking shall be required for ***Dwelling Units*** constructed within ***Buildings*** which existed prior to June 7, 1971.

6.3.2.1.3 ***Dwelling Units*** are not permitted in the ***Cellar, Basement*** or on the main floor level (i.e. in the first ***Storey***).

6.3.2.2 ***Hotel*** Regulations – CBD.1 ***Zone***

In addition to the provisions of Section 4 and Table 6.3.2, the following shall also apply to ***Hotels*** in the CBD.1 ***Zone***.

6.3.2.2.1 Where windows to ***Habitable Rooms*** do not open onto a public ***Street*** or publicly owned lands, a minimum distance of 6 metres must be maintained between such windows and the adjacent ***Lot Line***.

6.3.2.2.2 Where rental units have direct access to a ***Side Yard***, such ***Side Yard*** shall have a minimum width (measured at right angles to such access) of not less than 9 metres.

6.3.2.2.3 Where rental units have direct access to a ***Rear Yard***, such ***Rear Yard*** shall have a minimum width (measured at right angles to such access) of not less than 9 metres and shall have a direct means of access to a public ***Street***, such means of access having a minimum width of not less than 6 metres throughout its length.

Despite Section 4.13.4, the minimum off-street parking ratio shall be one ***Parking***

Space per guest room.

6.3.2.3 ***Building Height*** – CBD.1 ***Zone***

In addition to the provisions of Sections 4.16 and 4.18, the following shall also apply:

6.3.2.3.1 No part of any ***Building*** or ***Structure*** constructed within 15 metres of the ***Street*** allowance for St. George's Square, Quebec Street, Wyndham Street, Wilson Street, Carden Street, Macdonell Street, Cork Street, Baker Street, Woolwich Street, Norfolk Street and the east side of Yarmouth Street shall be less than 3 ***Storeys*** in height, or exceed 5 ***Storeys*** in height above the elevation of the adjacent sidewalk. Refer to the Defined Area Map Number 67 for an illustration. Where Section 4.16 is in conflict with this section, Section 6.3.2.3.1 shall prevail.

6.3.2.3.2 No part of any ***Building*** or ***Structure*** constructed within 15 metres of the Douglas ***Street*** and the west side of the Yarmouth ***Street*** allowances shall be less than 2 ***Storeys*** in height, or exceed 3 ***Storeys*** in height above the elevation of the adjacent sidewalk. Refer to Defined Area Map Number 67 for an illustration. Where Section 4.16 is in conflict with this section, Section 6.3.2.3.2 shall prevail.

6.3.2.4 Exterior Finishes Regulations – CBD.1 ***Zone***

Despite the provisions of this or any other ***By-law*** for the ***City*** of Guelph, the following shall apply:

6.3.2.4.1 All visible walls of any ***Building*** within the Defined Area Map Number 64 shall be constructed of the transparent glass and coursed masonry and/or such materials which replicate coursed masonry as specified in Section 6.3.2.4.1.1:

6.3.2.4.1.1 Exterior facades – coursed masonry and/or materials which replicate coursed masonry (except plain, uncoloured concrete).

Exterior facade trim – all of the material permitted for exterior facades as well as plain, uncoloured concrete elements, wood and metal.

In addition, where a ***Building*** is located on the corner of any ***Street*** shown on Defined Area Map Number 64, the provisions of Section 6.3.2.4.1 shall apply to the ***Building*** wall or walls facing onto the crossing ***Street***.

6.3.2.4.2 All windows of any ***Building*** existing within the CBD.1 ***Zone*** on the date of the passing of this ***By-law***, or any predecessor thereof, shall be of transparent glass only.

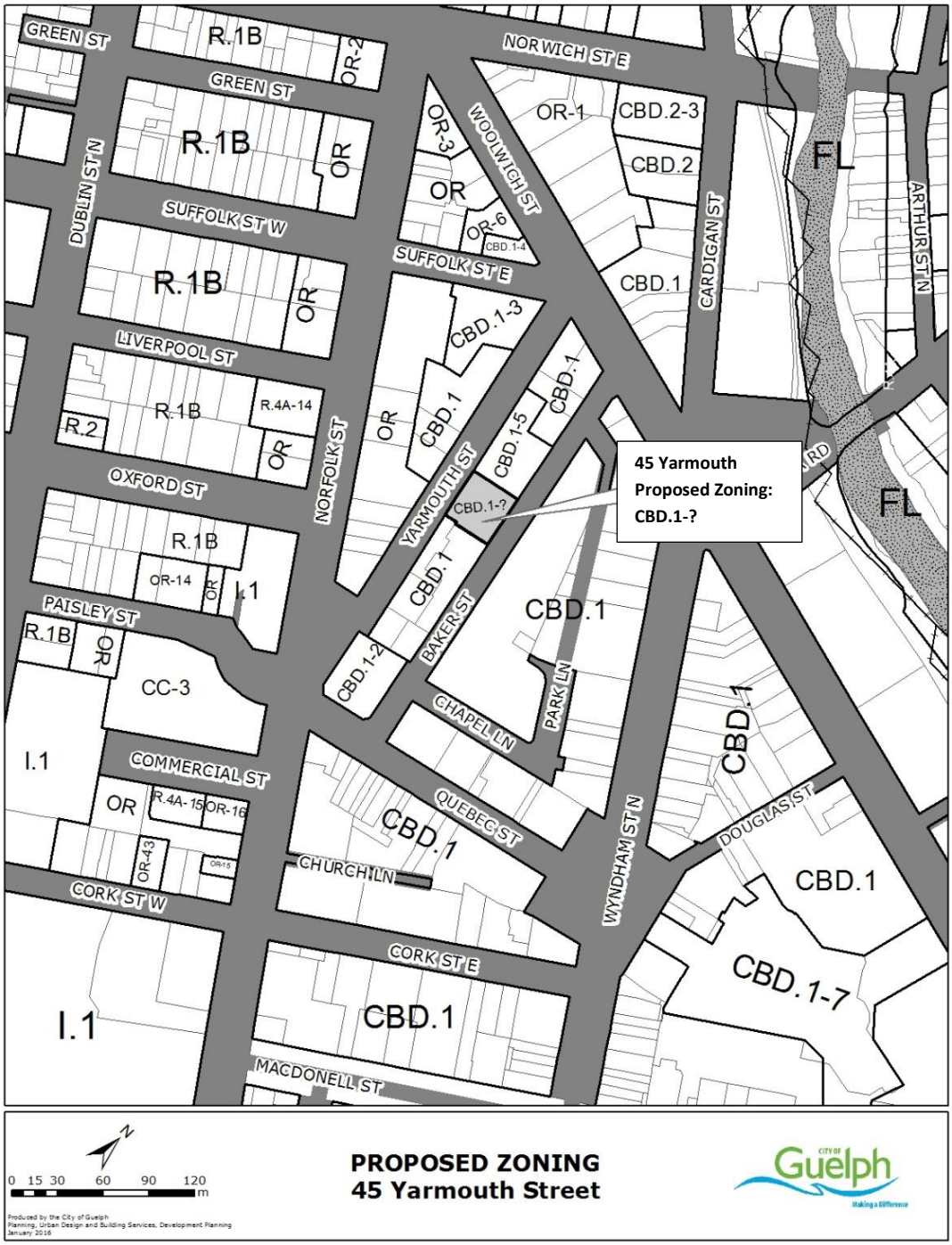
6.3.2.4.3 No exterior walls of a ***Building*** constructed of natural stone within the CBD.1 ***Zone*** shall be defaced in any manner or covered, in whole or in part, with paint, stucco, metal, or other cladding material.

6.3.2.4.4 No window openings of any ***Building*** existing within the CBD.1 ***Zone*** on the date of the passing of this ***By-law***, or any predecessor thereof, shall be closed up with any material except transparent glass.

TABLE 6.3.2 - REGULATIONS GOVERNING CENTRAL BUSINESS DISTRICT (CBD) ***ZONES***

Row 1	***Zones***	CBD.1	CBD.2
2	Minimum ***Lot Area***	--	650 m^2
3	Minimum ***Lot Frontage***	--	15 metres
4	Minimum ***Front Yard***	The ***Street Line*** shall be the ***Setback*** line.	6 metres
5	Minimum ***Side Yard***	--	3 metres
6	Minimum Exterior ***Side Yard***	--	7.5 metres or at least as great as the ***Front Yard*** of a ***Building*** located on an abutting ***Lot*** fronting on the same ***Street*** but not less than 3 metres.
7	Minimum ***Rear Yard***	--	7.5 metres for a ***Building Used*** in whole or in part for residential purposes and 12 metres for all other ***Uses***.
8	Maximum ***Building Height***	6 storeys and in accordance with Sections 6.3.2.3, 4.16, and 4.18.	6 ***Storeys*** and in accordance with Sections 4.16 and 4.18.
9	Off-Street Parking	--	In accordance with Section 4.13.
10	Off-Street Loading	--	In accordance with Section 4.14.
11	***Fences***	--	In accordance with Section 4.20.
12	***Buffer Strips***	--	Where a CBD.2 ***Zone*** abuts any Residential, Institutional, Park or Urban Reserve ***Zone*** a ***Buffer Strips*** shall be developed.
13	Enclosed Operations	In accordance with Section 4.22.	
14	Accessory ***Buildings*** or ***Structures***	--	In accordance with Section 4.5.
15	Maximum ***Building*** Coverage (% of ***Lot Area***)	100	40
16	Exterior Finishes Regulations	In accordance with Section 6.3.2.4 and Defined Area Map Number 64.	-----
17	Garbage, Refuse Storage and Composters	In accordance with Section 4.9.	

ATT-6
Proposed Zoning and Details



ATT-6 (continued)
Proposed Zoning and Details

Specialized CBD.1-? (Central Business District) Zone

Permitted Uses

In accordance with Section 6.3.1.1 of Zoning By-law (1995)-14864, as amended

Regulations
In accordance with Schedule 4 (General Provisions) and Section 6.3.2 and Table 6.3.2 of Zoning By-law (1995)-14864, as amended, with the following additions and exceptions:

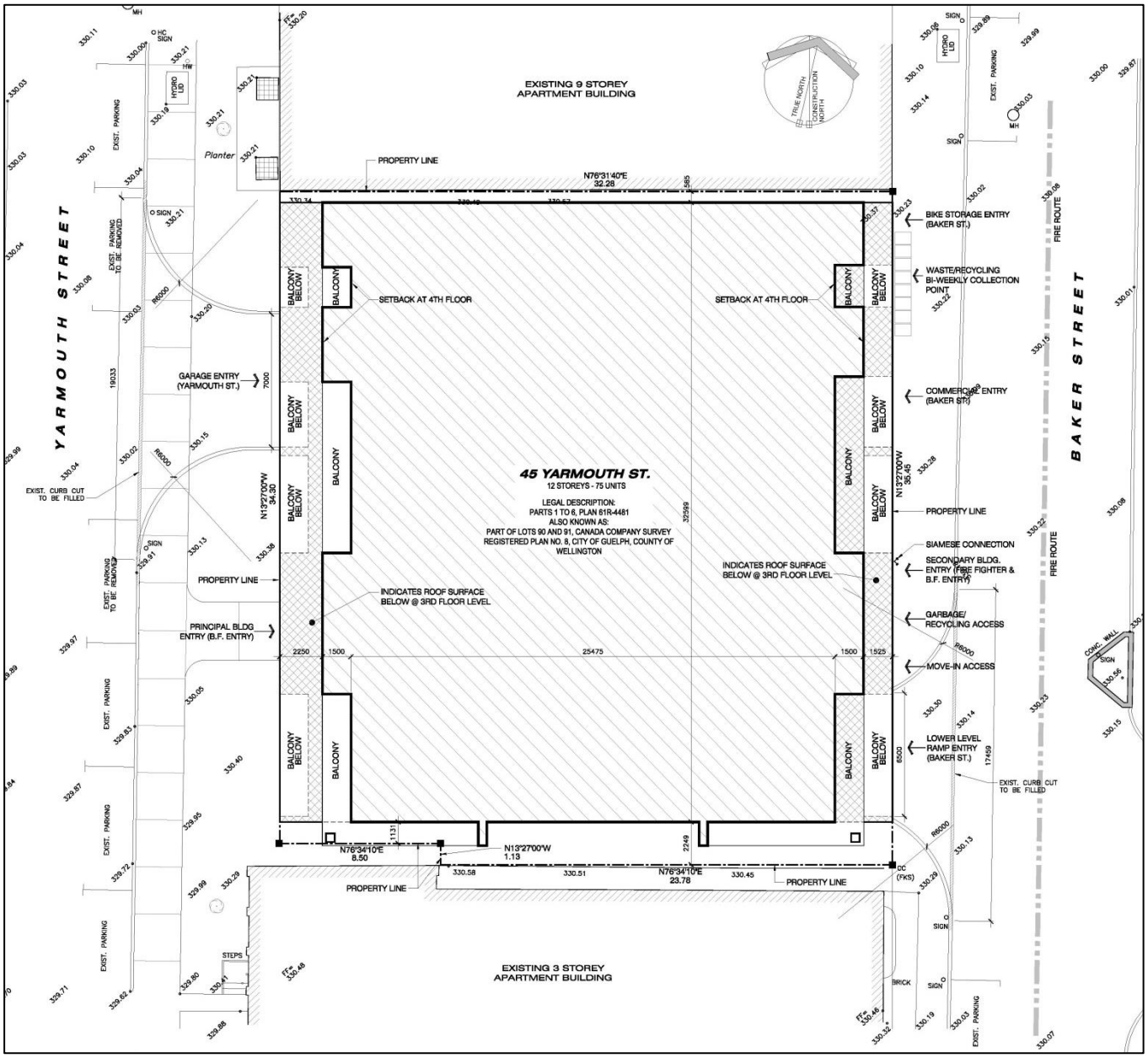
Maximum Building Height
12 storeys

Angular Planes
Section 4.16 outlining a maximum angular plane of 45^{o} from the centerline of streets shall not be applicable

Windows to Habitable Rooms
Despite Section 6.3.2.1.1, a minimum setback of 1.1 metres shall be required between windows to a habitable room and the adjacent southerly lot line.

Off-Street Parking
A minimum of 0.80 parking spaces per dwelling unit (including all non-residential units)

ATT-7
Proposed Development Concept



ATT-7 (continued)
Proposed Building Elevations

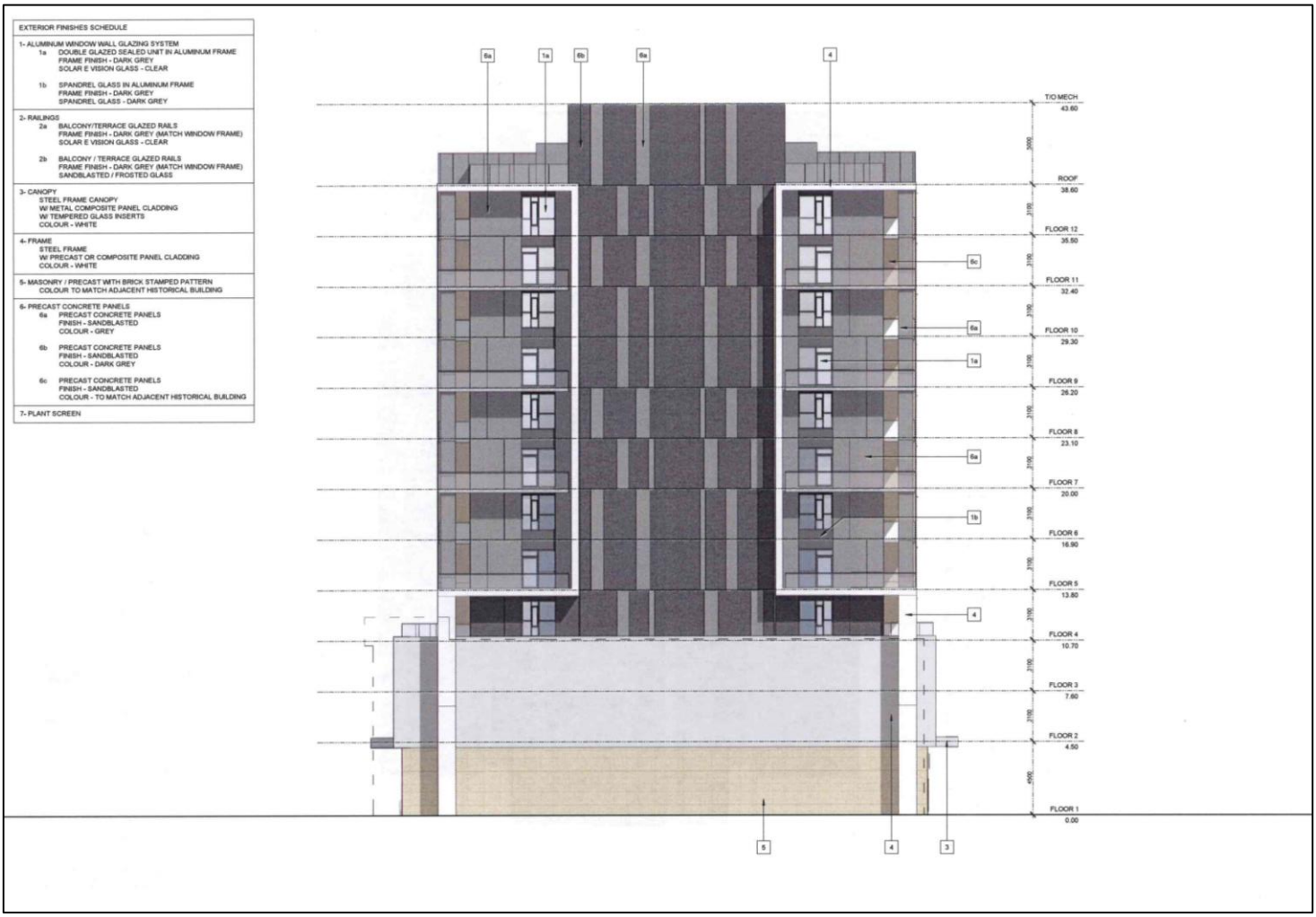
East Elevation (Baker Street)

ATT-7 (continued)
Proposed Building Elevations

West Elevation (Yarmouth Street)

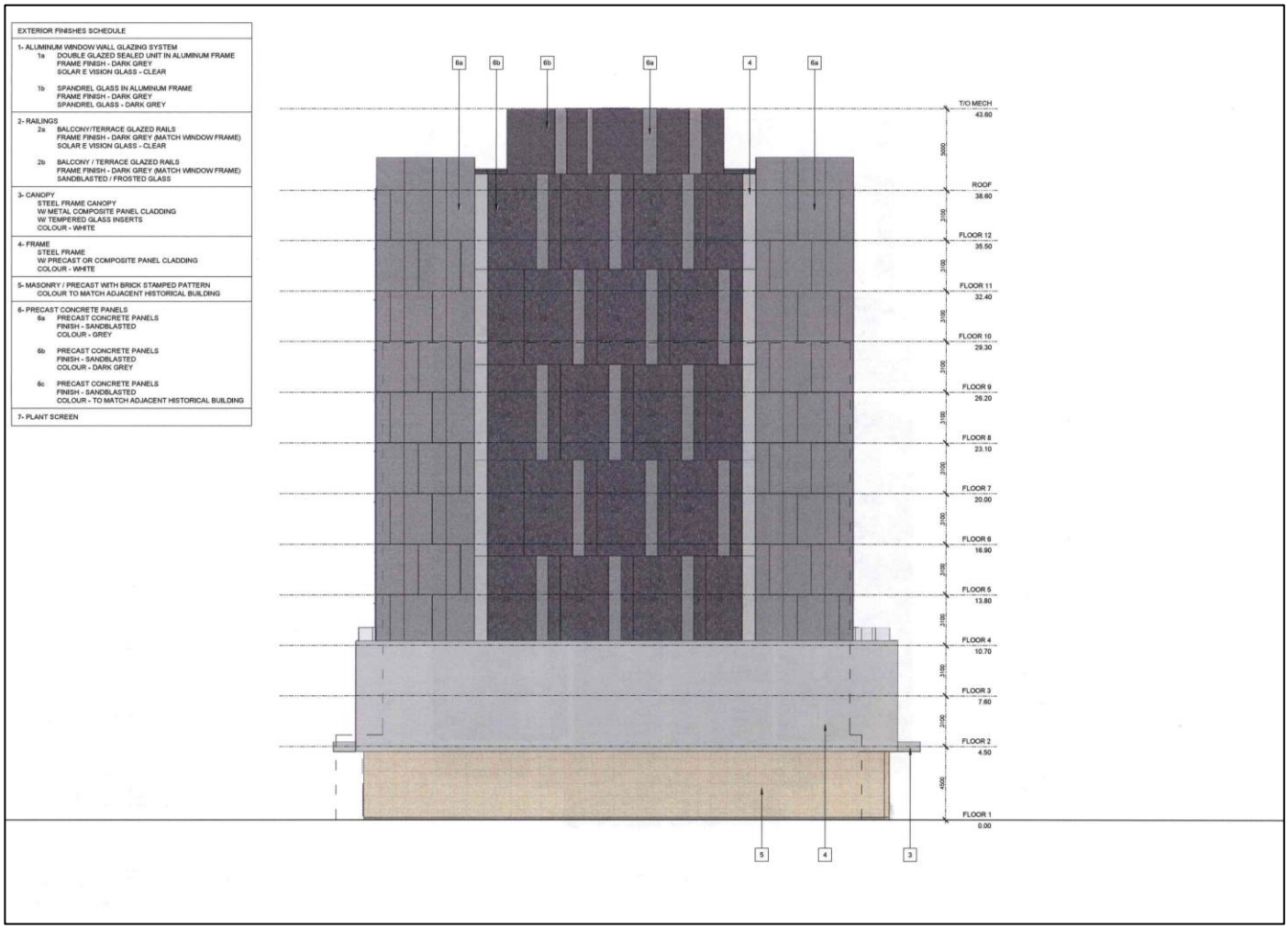
ATT-7 (continued)
Proposed Building Elevations

South Elevation

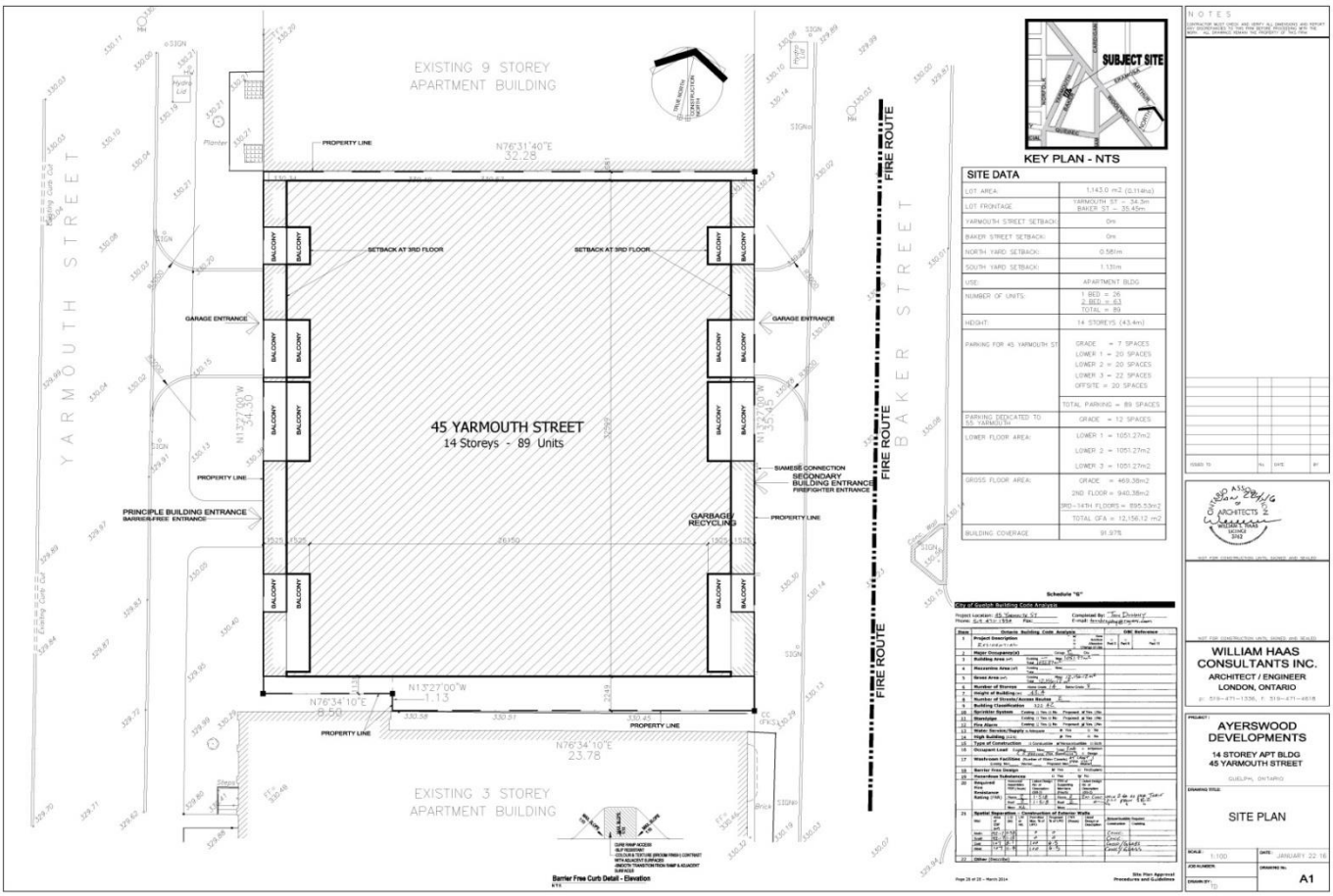


ATT-7 (continued)
Proposed Building Elevations

North Elevation



ATT-8
Initial Development Concept presented at April 11, 2016 Public Meeting



ATT-8 (continued)
Building Elevation of Initial Development Proposal presented at April 11, 2016 Public Meeting

West Elevation (Yarmouth Street)

ATT-9
Planning Analysis

2014 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Key objectives of the PPS include: building strong communities; wise use and management of resources; and protecting public health and safety. The PPS promotes efficient land use and development patterns that support strong, liveable and healthy communities, protect the environment and public health and safety, and facilitate economic growth. City Council's planning decisions are required to be consistent with the 2014 PPS.

The proposed development is consistent with the policies of the PPS. The proposal will provide new development in a compact form with a mix of uses that allow for the efficient use of land, infrastructure and public service facilities. The proposed development represents residential and commercial intensification supporting growth and vitality of the downtown, providing high density residential development in the downtown area of the City on a site that has adequate infrastructure and will support both existing and planned public transit. The proposal contributes to achieving an appropriate range of housing types and densities to help the City of Guelph meet projected requirements for current and future residents.

The PPS also states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety. The proposed zoning by-law amendment includes site specific regulations to facilitate intensification, redevelopment and a compact form.

Provincial Growth Plan for the Greater Golden Horseshoe (Places to Grow)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for managing growth in the Greater Golden Horseshoe, including:

- directing growth to built-up area where capacity exists to best accommodate population and employment growth; and
- promoting transit supportive densities and a healthy mix of residential and employment uses.

The Growth Plan provides an overall general target for intensification. Specifically, by the year 2015, a minimum of 40% of all residential growth will be within the built-up area. In addition, the Growth Plan encourages the development of

compact, vibrant and complete communities with a mix of land uses and a range and mix of employment and housing types.

The Growth Plan designates Downtown Guelph as an Urban Growth Centre that is recognized as a key focus for infill development and intensification. Further, the Urban Growth Centre should be planned to accommodate a significant share of future population and employment growth and achieve an overall density of 150 persons and jobs per hectare. The subject site is within the City's Built-Up Area, and more specifically within the City's Urban Growth Centre. The proposed development will contribute towards meeting density targets, as well as achieving the broad goal of accommodating a significant share of population growth within an identified intensification area. The proposed development would introduce additional density to the site that makes efficient use of existing infrastructure and supports public transit.

Based on the above summary of policies, the proposed Zoning By-law application is consistent with the PPS and conforms to the Growth Plan for the Greater Golden Horseshoe.

Official Plan Conformity

The proposed Zoning By-law Amendment application conforms to several of the major goals of the Official Plan. This includes the following:

- assists in promoting a compact development pattern to avoid sprawl;
- facilitates development in an area where municipal services are readily available;
- provides for urban growth in a manner that ensures the efficient use of public expenditures without excessive financial strain upon the City;
- facilitates development in an established area of the City that is being done in a manner that is sympathetic and compatible with the built form of existing land uses;
- enhances the visual qualities of the City and protects existing heritage resources and unique character of the urban environment;
- maintains and strengthens the role of the Central Business District;
- assists in providing for an adequate supply and range of housing types and supporting amenities to satisfy the needs of all residents; and
- assists in enhancing an efficient and attractive urban landscape that reinforces and enhances Guelph's sense of place and image while acknowledging innovative design opportunities.

The proposed development also meets several of the objectives of the Official Plan, including:

- assisting in building a compact, vibrant and complete community;
- assisting in accommodating projected growth within the settlement area boundary, and more specifically, within the built-up area where capacity exists to accommodate growth;
- providing additional residential land uses;
- supporting a multi-modal transportation network by locating residential density within the urban growth centre; and
- supporting transit, walking and cycling for everyday activities.

Growth Management Strategy

The policies and objectives contained in Section 2.4 of the Official Plan (Growth Management Strategy) aim to build a compact, vibrant and complete community by directing a significant amount of planned growth to locations within the built-up area of the City. Intensification throughout the built-up area, particularly within the Urban Growth Centre, will be promoted and facilitated by the City. Generally, within the built-up area, vacant or underutilized sites will be revitalized through the promotion of infill development, redevelopment and expansions or conversions of existing buildings.

The proposed development is located within the City's built-up area and Urban Growth Centre and would provide intensification on a vacant and underutilized lot. The proposal to develop approximately 75 residential units on this site will contribute to achieving the minimum density target of 150 persons and jobs combined per hectare, as measured across the entire downtown. It is important to recognize that there are several downtown sites that are unlikely to be intensified significantly due to the heritage character of existing buildings and areas. This proposed development represents appropriate density in a strategic location to contribute to reaching the minimum target for the entire downtown area. This new 12 storey residential apartment building, in combination with the ground floor commercial unit along the Baker Street frontage, will contribute to meeting the growth targets set for the downtown.

The proposed development supports the Major Transit Area policies within the Official Plan (Section 2.4.7) by achieving increased residential densities that support the viability of existing and planned transit infrastructure and service. The subject site's location within the Downtown and in proximity to the City's multi-modal transit terminal makes it ideal for supporting transit, walking and cycling for everyday activities.

Downtown Secondary Plan

The Downtown Secondary Plan (DSP) constitutes a part of the Official Plan that is in full force and effect. Therefore, the Official Plan land use designation and policies

applicable to the subject site were established through Official Plan Amendment #43 (OPA 43), which incorporated the Downtown Secondary Plan policies into the Official Plan. The following section provides staff's analysis of the application within the context of the relevant policies of the Downtown Secondary Plan.

Vision, Principles and Objectives
The vision and principles for the downtown include promoting a place where people live, work, shop, dine, play, enjoy culture and be entertained. Accommodating a significant share of population growth downtown is an important objective to enhance the vibrancy and economic vitality of the downtown. Taller building heights are to be strategically located at the periphery of the historic downtown core where they can contribute positively to the downtown while minimizing direct impacts to the historic core and existing neighbourhoods. New buildings are also encouraged to respect and complement the materials of surrounding historically significant buildings and to enhance the public realm throughout the downtown area.

The proposed development supports the vision and principles of the Downtown Secondary Plan. The DSP permits the 12 storey building height that is proposed as a location at the periphery of the historic downtown core (see ATT-3). The proposed development accommodates increased residential density downtown in a compact form and contributes to providing a variety of housing options in the downtown area. The proposal has also been revised to add an active at-grade commercial unit along the Baker Street frontage that will improve the streetscape and public realm of Baker Street.

Land Use and Built Form
The Land Use and Built Form policies of the DSP designate the subject property as "Mixed Use 1" (see ATT-3). The proposed 12 storey building conforms to the intent of this land use designation, which is to accommodate a mix of uses in a highly compact development form, contributing to a strong urban character and a high-quality pedestrian-oriented environment. The proposed development also supports the following objectives of the land use and built form policies of the DSP:

- to promote design excellence;
- to encourage a wide range of land uses and built forms;
- to concentrate higher density uses in proximity to the transit terminal;
- to promote diverse neighbourhoods in the downtown with a variety of housing choices;
- to ensure that built form contributes to attractive streetscapes and supports an inviting, comfortable, and active public realm; and
- ensure new development respects the character of the downtown's historic fabric and the quality of life in surrounding neighbourhoods.

It is also important to note that additional improvements to the design of the building have been incorporated through urban design review of the application. This includes:

- revisions to the design of the podium and modifications to the location of the building's frame have been made to reflect and respond to adjacent buildings and cornices;
- increased building stepbacks above the podium to provide further shape to the building and to reduce its overall massing;
- improvements to the building's southern elevation by incorporating additional articulation on this south façade, including balconies that wrap around the southwest and southeast corners of the building; and
- increasing the height of the ground floor to 4.5 metres to support the role of downtown streets within the Mixed Use 1 areas as pedestrian-oriented, urban streetscapes.

The proposed building will also maintain established building setbacks along both Yarmouth Street and Baker Street with detailed and well-articulated street level facades to provide a high-quality pedestrian oriented environment. Further, the proposed building is located outside the protected public view corridor will have minimal direct impacts to the existing neighbourhood and the historic downtown core.

The proposed development also conforms to a number of the General Built Form and site development policies within the DSP, as follows:

- the proposed building is situated along the front and rear property lines to frame and animate both Yarmouth Street and Baker Street;
- balconies, mechanical penthouses and elevator cores will be integrated into the design of the building;
- the building will be finished with high quality, enduring materials such as stone, brick and glass on well-articulated façades;
- the massing and articulation of the building will moderate perceived mass and shadow impacts and contribute to a varied skyline where the Church of Our Lady is most prominent.
- Maximum floor plate size of floors above the eighth storey, where permitted, generally shall be 1000 square metres. The floor plate of the proposed building above the eighth storey is approximately 895 square metres.

The DSP also includes general policies related to parking, loading and servicing that apply to all areas of downtown (Section 11.1.7.2.4). These policies state that

vehicular entrances to parking areas should generally be located on local streets, secondary streets or laneways to maximize and accentuate building frontages.

Proposed parking areas are underground and internalized to help contribute to attractive streetscapes. The ground floor along the Yarmouth Street frontage will include the main pedestrian entrance and articulated residential lobby. Improvements to the design of the building have also been incorporated to help screen the internalized ground floor parking area that is required to be accommodated for the exclusive use of the adjacent building residential building to the north at 55 Yarmouth Street. Improvements to the proposed building along the Baker Street frontage have also been made by replacing the seven (7) at-grade parking spaces and associated access that was included in the original proposal with a commercial unit. This will help enliven this portion of Baker Street with an active pedestrian oriented use.

Urban Form Policies

Section 3.3 of the Official Plan contains general Urban Form policies that promote a compact urban form by, among other measures:

- encouraging intensification and redevelopment of existing urban areas in a manner that is compatible with existing built form;
- encouraging a gradual increase in the average residential density of the community;
- maintaining and strengthening the Central Business District as the heart of the community;
- promoting mixed land uses in appropriate locations throughout the City;
- promoting a range of building types and innovative designs to meet the diverse needs of the community; and
- encouraging intensification to maximize efficient use of municipal services.

The proposed development conforms to the Urban Form objectives of the Official Plan by providing residential intensification of an existing underutilized site that will help maintain and strengthen the downtown. The subject site has been identified in the Downtown Secondary Plan as a suitable location to accommodate the intensification proposed, which will also maximize the efficient use of municipal services. The subject site also represents a suitable location to accommodate the proposed mixed use development, providing excellent access to the amenities of the downtown core, which includes the nearby Guelph Central Station.

Urban Design Policies

Urban design seeks to create a safe, functional and attractive environment. Section 3.6 of the Official Plan sets out urban design policies, which address the relationship

between buildings, the spaces that surround them and the area's context. The urban design policies of the Official Plan are guidelines that are not intended to be prescriptions for a specific design application, rather recommendations that are to be applied in a flexible manner in conjunction with site-specific considerations.

As previously discussed, the City retained a Peer Review Architect to assist in the urban design review of this application. The Peer Review Architect's report is included in ATT-11, which focuses on the architecture of the building as well as other urban design aspects of the building. The following provides an analysis of the urban design objectives and general policies of the Official Plan applicable to the current development proposal.

- 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 represents intensification of a vacant downtown site with a building that will maintain established building setbacks and contribute to providing a continuous street wall along Yarmouth Street and Baker Street. The design of the proposed building is consistent with the built form policies established for the downtown area.

- To further the conservation of the City's built heritage through the complementary design of new buildings, landscapes and neighbourhoods;
    - The proposed development has been designed to respect the heritage building to the south at 37 Yarmouth Street by maintaining established building setbacks and by incorporating architectural elements from the adjacent building to assist in maintaining a level of consistency along the street.

- To preserve and enhance existing protected views and vistas of Guelph's built and natural features, identify potential new views and vistas and establish means to protect these from encroachments or discordant elements;
    - The proposed development is outside the protected public view corridor as identified within the Downtown Secondary Plan and will not interfere with the protected views to the Church of Our Lady Immaculate.

- To provide a wide variety of housing types and forms in all neighbourhoods in order to create a visually stimulating building environment;
    - The proposed development represents appropriate intensification of an existing under-utilized downtown site, which will add to the variety of

residential apartment units in the downtown and further contribute to the diversification of housing choices.

- New buildings are encouraged to be designed to reflect the visual character and architectural/building material elements found in older, established areas of the City;
    - The proposed building has been designed to respect the adjacent heritage building to the south at 37 Yarmouth Street, incorporating design elements and sympathetic building materials. Overall, the proposed building reflects its urban context and contributes to the creation of a high quality pedestrian oriented environment.

- Orienting buildings towards the street and avoiding extensive blank facades facing a street:
    - The proposed building is oriented along both Yarmouth Street and Baker Street and will frame these adjacent streets with well-articulated street level facades. Further, the addition of active commercial use along Baker street through the revised proposal represents improvement to the design of the building that will enliven this portion of Baker Street.

- Development should be designed in a manner that provides opportunities for informal surveillance of all public parks, streets and parking areas;
    - The urban design review of this application has also included the consideration of Crime Prevention through Environmental Design (CPTED) principles. CPTED is based on the principle that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime as well as an improvement in the quality of life. The proposed development incorporates CPTED principles and provides opportunities for casual surveillance by providing windows and balconies facing both Yarmouth Street and Baker Street. Further, the proposed development has been revised to replace the surface parking area along the Baker Street frontage with a commercial unit that will provide additional street vitality and visual interest, as well as increase informal surveillance of the adjacent street and sidewalk to enhance safety. Overall, the site will be designed to have an active relationship with the adjacent neighbourhood and will not be isolated from casual public encounters and activities.

- To provide a variety of land uses; providing for alternative forms of transportation; and, creating a compact development form that will reduce the need for and length of vehicular trips;
    - The proposed development is a mixed use building in a compact built form that is located in proximity to all of the amenities of Downtown, including shopping, recreation, entertainment and the Guelph Central Station. This provides the opportunity for people to walk cycle or utilize transit to reach their destination as an alternative to personal vehicles. The proposed development also incorporates significant transportation demand management measures that support reduced off-street parking requirement and will further reduce the need for vehicular trips.

- To design service areas and parking areas associated with buildings in a manner that contributes to an attractive streetscape by providing screening and landscaping when facing a publicly accessible space;
    - The nature of the subject site with frontage along both Yarmouth Street and Baker Street requires the consideration of how the proposed building design can best address these two downtown streets. It is recognized that there is not a secondary street or laneway to locate all parking and servicing areas in order to accentuate a main building frontage, as per the general built form policies of the Downtown Secondary Plan. In response, the building design responds to this challenge by placing the main entrance to the residential lobby and access to the twelve parking spaces servicing 55 Yarmouth along the Yarmouth Street frontage and the commercial unit and the entrance to the underground parking structure along the Baker Street frontage to animate both downtown street frontages as much as possible. The design of the proposed building will also incorporate appropriate screening and garage doors to minimize visual impacts of the parking access areas. Details of this design will be further refined and implemented through the subsequent site plan approval process.

<u>Official Plan Amendment 48</u>

On June 5, 2012, the City adopted OPA 48, a comprehensive update to its Official Plan. OPA 48 is currently under appeal and is not yet in effect. Further, since the applications for the subject property were submitted prior to adoption of OPA 48, they are not required to conform to this plan. However, consideration is given to the policies of OPA 48 since these policies provide current guidance for development within the City and within the context of the Provincial Growth Plan. OPA 48 has been structured to reflect the Downtown Secondary Plan (OPA 43) by including corresponding terminology, land use schedules, and policies. As

previously outlined in this report, the application has been reviewed within the context of the relevant policies of the Downtown Secondary Plan and considered to conform to these policies.

Traffic, Site Access and Site Servicing

The applicant submitted a Traffic Impact Study in support of the proposed development to assess traffic impacts from the proposed development. The increase in traffic from the proposed development, as well as the general growth in future traffic from other planned developments in the area were analyzed to determine the impact of the traffic on the surrounding road network and need for any road or traffic control improvements. The general conclusions of the Traffic Impact Study indicated that traffic operations would be acceptable without requirements for improvements at the intersections within the study area. The Traffic Impact Study has been reviewed and accepted by City staff.

The Traffic Impact Study did include a traffic signal warrant analysis for the traffic conditions at the intersection of Yarmouth Street and Woolwich Street and based on this analysis it was concluded that traffic signals are not warranted at this intersection. It is also noted that traffic generated from the proposed development will need to utilize the access to the underground parking from Baker Street, limiting additional traffic generation on Yarmouth Street. Further, the current proposal does not allow for any traffic to cut-through the subject site with the removal of the access from Baker Street to the seven surface parking spaces that were included with the original proposal.

Engineering staff have reviewed the preliminary functional servicing brief submitted in support of the application and are satisfied at this point in time. The conditions outlined in ATT-2 include other Engineering requirements that would need to be satisfied through the site plan approval process, including the approval of detailed stormwater management, grading and servicing plans.

Review of Proposed Zoning

ATT-6 provides details of the proposed zoning. It is noted that through the approval of the Downtown Secondary Plan, there is now a different form of development contemplated for the subject site than what the current zoning would allow. While a new Draft Downtown Zoning By-law has been prepared to implement the policies of the Downtown Secondary Plan, this is not yet in effect. Therefore, specialized zoning regulations are proposed in association with this application in order to implement the built form policies of the DSP.

Building Height

The current zoning of the subject site would permit a maximum building height of 6 storeys. The DSP policies in effect permit a building height of 12 storeys on the subject site, with an additional 2 storeys permitted subject to the height and density policies of the DSP. The application proposes a 12 storey building in conformity with the downtown building heights established in Schedule D (Height Parameters) of the DSP (see ATT-3). As such, the specialized zoning regulation requested to permit a 12 storey building is appropriate to implement the built form policies of the DSP.

Angular Plane

The specialized zoning regulation requested to permit a building that intersects the angular planes from both Yarmouth Street and Baker Streets is required and considered appropriate to accommodate the proposed 12 storey building on the subject site. The removal of the angular plane zoning requirements for the subject site is being recommended since the building has been designed based on the established building heights and alternative built form policies within the approved DSP. These built form policies include building stepbacks and floor plate limitations, which achieve the intent of the angular plane requirements within the current zoning by-law to ensure that buildings provide an appropriately scaled street wall high enough to enclose the street but do not overwhelm the surrounding public streets. Through the urban design review of this application, the applicant has worked with staff and the peer review architect to implement revisions to the design of the podium and incorporating increased building stepbacks above the podium to further shape the building and reduce its overall massing. This has included increasing the height of the ground floor to 4.5 metres to support the role of downtown streets as pedestrian-oriented, urban streetscapes.

Windows to Habitable Rooms

The specialized zoning regulation requested to allow a minimum separation of 1.1 metres between windows to habitable rooms and the southerly property line is considered minor and appropriate. The current zoning regulation requires a minimum separation of 1.2 metres to recognize the Ontario Building Code minimum setback requirement for unprotected openings. However, in this case the windows are proposed to be protected with sprinklered water curtains or equipped with fire shutters, which would provide the opportunity for a reduced setback under the Ontario Building Code. Based on the final design of the building, the necessary setbacks between these windows and the adjacent lot line will need to be implemented in accordance with the Ontario Building Code, regardless of the setback stipulated through a zoning regulation.

Off-Street Parking

The development review of the application included a thorough review of the amount of off-street parking required to support the proposed development. The original proposal for the 14 storey, 89 unit apartment building included the specialized zoning regulation to permit a minimum of 69 off-street parking spaces, which represented a parking ratio of 0.78 spaces per unit. The standard zoning by-law regulations would require a minimum of one parking space per residential unit. The parking within this original proposal was to be accommodated through three levels of underground parking and seven (7) surface parking spaces accessed from Baker Street.

The applicant's revised proposal for a 12 storey, 75 unit building submitted in August of 2016 included the request to reduce the minimum off-street parking spaces to 42 spaces, which represented a parking ratio of 0.56 parking spaces per unit. Underground parking was reduced from three to two levels to accommodate the 42 parking spaces, also noting that the seven surface parking spaces were also eliminated and replaced by the addition of the commercial unit within this earlier development proposal. In support of the proposed reduction in parking, the applicant provided a Parking Justification and TDM Options Study prepared by Paradigm Transportation Limited dated August 2016.

Staff did express concerns with this earlier proposed parking ratio of 0.56 parking spaces per unit, recognizing that in order for the development to be attractive to a broad range of residents both now and in the future, it would be important that sufficient off-street parking can be provided. In order to further assess this parking demand, the City retained BA Group to conduct a peer review of the applicant's parking study and to provide further recommendations on parking supply requirements for the proposed development. The opinion from the peer review study was that a parking ratio of 0.56 parking spaces per unit was insufficient to serve the parking demand for the proposed 75 unit apartment building. The study concluded that a parking ratio of 0.80 parking spaces per unit would be appropriate for the proposed development, also recognizing that the Transportation Demand Management (TDM) initiatives proposed by the applicant could assist in reducing parking demand.

Following this review and through further discussions with the applicant, the applicant revised their proposed zoning to increase the minimum off-street parking requirement to 0.80 spaces per residential unit. This represents 60 parking spaces for the proposed 75 unit development. As per the standard zoning by-law regulations, there would be no off-street parking required for the commercial unit. The third level of underground parking has been re-established within the applicant's current development proposal to accommodate these 60 off-street

parking spaces without the need to provide any parking at-grade to serve the proposed apartment building. It is noted that the twelve surface parking spaces would continue to be provided for the exclusive use of the residents at 55 Yarmouth Street.

The recommended specialized off-street parking regulation requiring a minimum of 0.80 parking spaces per unit, as shown in ATT-2, is considered appropriate to serve the parking demands of the proposed development. The subject site's downtown location will allow residents to walk or cycle to a large number of amenities and inherently reduces the likelihood of each resident requiring a private automobile. The location of the subject site also provides excellent access to transit, which includes the Guelph Central Station that is within walking distance. The proposed development will also incorporate specific transportation demand management measures that will support reduced off-street parking requirements. This includes accommodating 52 secure and convenient bicycle parking spaces within the proposed development and providing unbundled parking (charge for the cost of parking outside the cost for each unit). Condition 1c in ATT-2 identifies these transportation demand measures and would be implemented through the subsequent site plan approval process.

Response to Other Issues

Ground Floor Animation

Issues related to the ground floor use and design of the proposed building were expressed at the April 11, 2016 Public Meeting. Specifically, concerns with respect to a lack of street animation and design presence along the Baker Street frontage of the building were raised, noting the two separate entrances to parking areas that were included within the original building design.

In response, the applicant has revised the development proposal to replace the seven at-grade parking spaces accessed from Baker Street that was included within the original proposal with the addition of a ground level commercial unit along the Baker Street frontage. Introducing this commercial use within the current development proposal will help enliven the adjacent public realm, foster pedestrian activity, promote safety and visual interest, as well as present an improved, articulated façade at the base of the building along Baker Street. Further to the urban design review of this application, Conditions 1a and 1b have been included in ATT-2 to ensure final details of the street level design are addressed appropriated through the subsequent site plan approval process.

Baker District Downtown Renewal Project

An issue was raised at the Public Meeting regarding the proposed development's relationship with potential redevelopment plans for the City owned Baker Street

property opposite the subject site. In particular, some uncertainty was expressed with respect to how the proposed development would integrate with any future development plans across the street, raising the question of whether the development of the subject site would be premature prior to further details on the Baker Street redevelopment project being known. The proposed development is not anticipated to jeopardize any of the planning objectives and opportunities related to the Baker Street redevelopment project, which is contemplated to be a mixed use development with such uses as a new central library, public open space, public parking, as well as new residential and commercial uses.

There has been an extensive urban design review of the proposed development, which has included an assessment regarding how the proposed building addresses both Yarmouth Street and Baker Street. The revised development proposal has introduced a commercial unit along Baker Street to replace the seven (7) at-grade parking spaces accessed from Baker Street within the original proposal. This represents an effort to animate the Baker Street frontage as much as possible, also recognizing the subject site's constraints and the need to provide access to underground parking and to provide other service areas for the building. This current design will enhance sidewalk presence and provide activation along this portion of Baker Street, creating a more inviting and safe pedestrian experience. This will support future development opportunities on the opposite side of Baker Street, noting that planning objectives for the Baker Street redevelopment project would also attempt to achieve an active, pedestrian oriented experience. Detailed design elements, including streetscape landscaping, would be finalized through the subsequent site plan approval process to ensure that the building has a positive impact on the public realm at street level.

Pedestrian Walkway

The issue of establishing a potential pedestrian connection was raised at the April 11, 2016 Public Meeting. It is noted that a pedestrian access through the site was originally identified during the preparation of the Downtown Secondary Plan. However, the implementation of this connection is no longer an option, noting that on November 6, 2013, the Ontario Municipal Board approved a modification for the Downtown Secondary Plan that removed a pedestrian connection from the Plan's schedules that was previously shown on the subject site.

Parking for 55 Yarmouth Street

A total of twelve (12) at-grade parking spaces for the exclusive use of the adjacent apartment building at 55 Yarmouth Street are currently provided on the subject site. As previously discussed, these 12 at-grade parking spaces would be incorporated in the same location within the design of the proposed building. This current private parking arrangement is secured through a reciprocal agreement

between the two property owners. The terms of this reciprocal agreement also state that the owner of the subject site must provide written notice to the adjacent owner at 55 Yarmouth Street prior to commencement of construction requiring temporary removal of the 12 parking spaces and arrange alternative parking accommodations situated within 457 metres of 55 Yarmouth Street. These alternative parking accommodations would be provided at the expense of the owner of 45 Yarmouth Street and be available for use by residents at 55 Yarmouth Street during the period of construction of the proposed building.

Shadowing Impacts

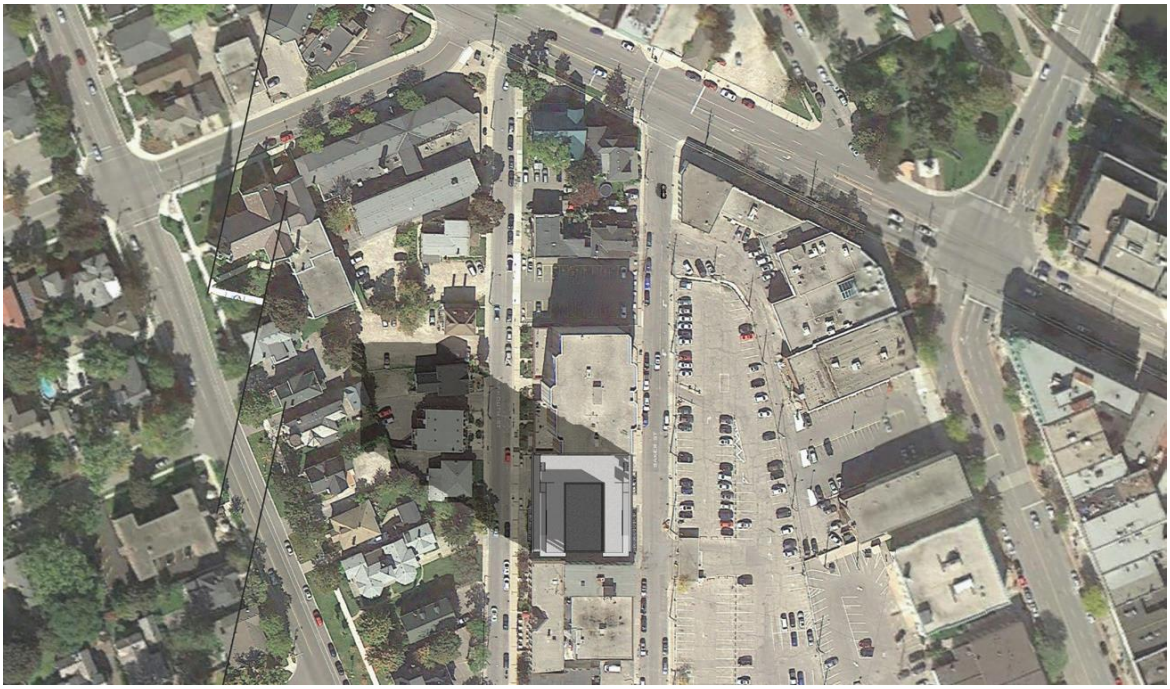
The applicant has submitted a shadow study (see ATT-10) to demonstrate that the proposed building will not have a negative impact on adjacent properties and immediate neighbourhood. The size and square configuration of the building's tower floorplate also ensures that shadows will move more quickly. The revisions made to the design of the building have incorporated increased stepbacks above the lower podium and at the top of the building, which will further mitigate shadowing impacts. Staff are satisfied that the shadow impacts are acceptable, as the shadows cast by the proposed building do not exceed acceptable levels of new shadowing on neighbouring buildings, streets and sidewalks. Reasonable access to sunlight for surrounding properties will be maintained.

Community Energy Initiative Considerations

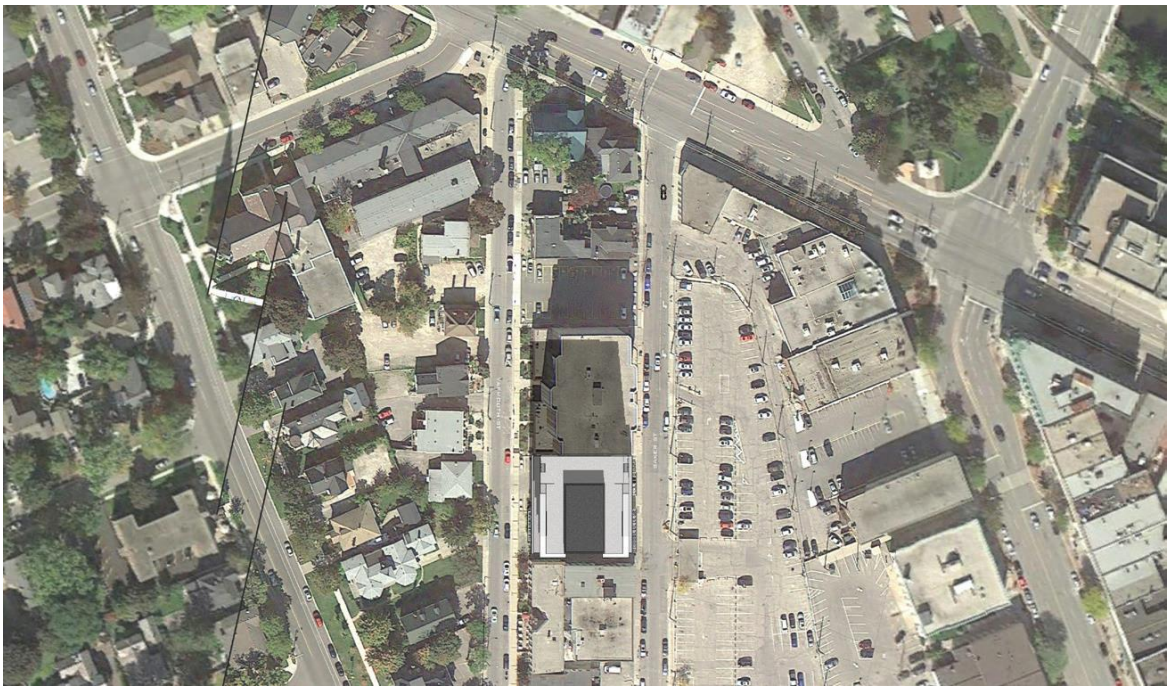
The proposed development will contribute towards implementing the Community Energy Initiative in recognition that it satisfies many of the objectives and policies outlined in Section 3.8 of the Official Plan that promote energy conservation. The proposed development represents compact, infill development on a vacant parcel that will provide residential intensification contributing to a reduction of energy used for municipal services, transportation and heating. Further, the proposed development supports a land use pattern that will reduce travel needs and maximize opportunities to use more energy efficient modes of travel such as transit, cycling and walking.

The applicant has submitted information outlining additional energy efficiency initiatives that are proposed in association with proposed development (see ATT-12). This includes the commitment to explore the option of designing the building to allow for a future connection to the District Energy System. Condition 2 has been included in ATT-2 to ensure that the owner does submit written confirmation at the subsequent site plan approval stage that the proposed building is constructed to a standard that implements energy efficiency in support of the Community Energy Initiative.

ATT-10
Shadow Studies



Sept 21, 9:00 am



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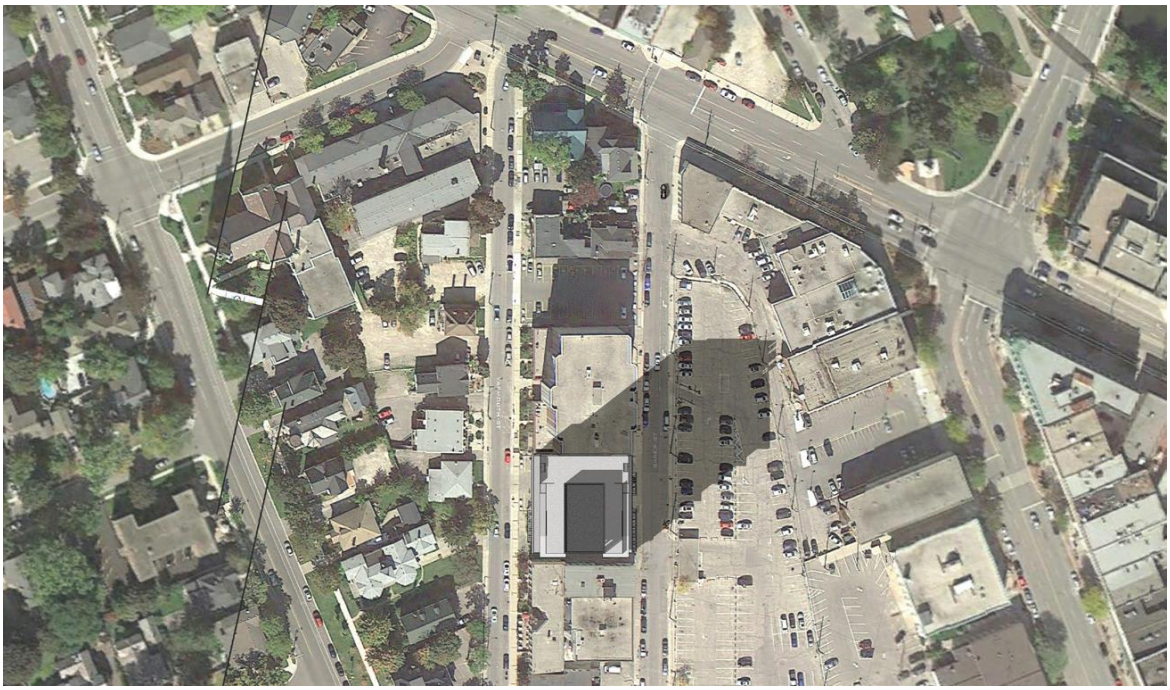

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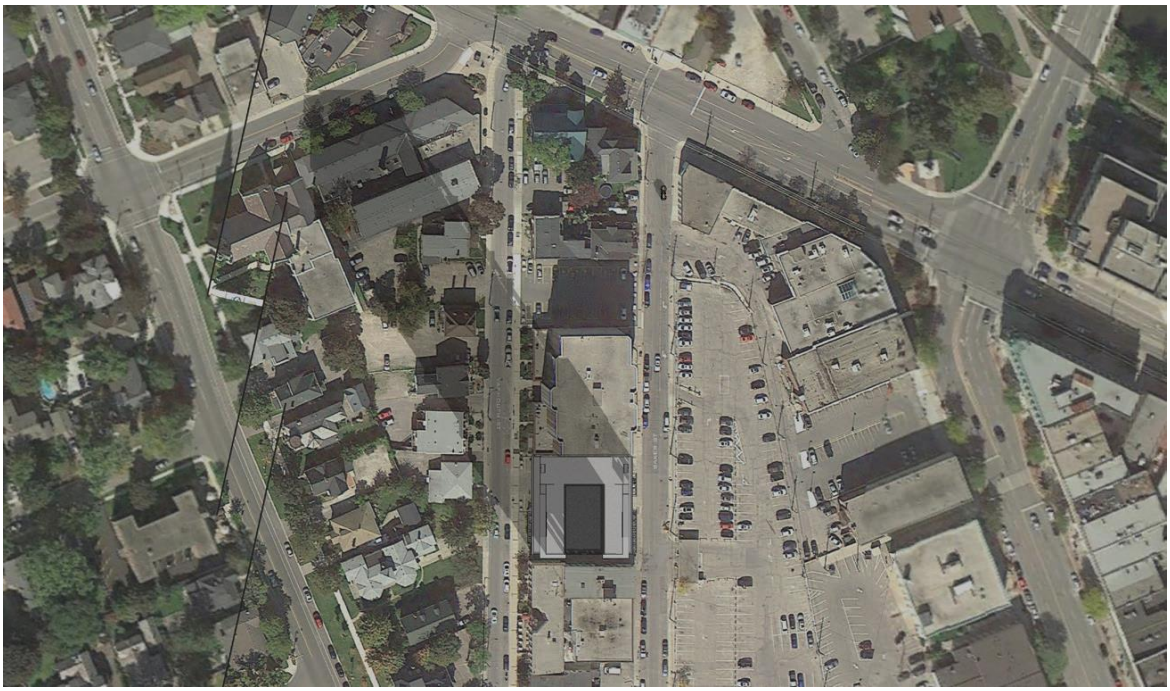
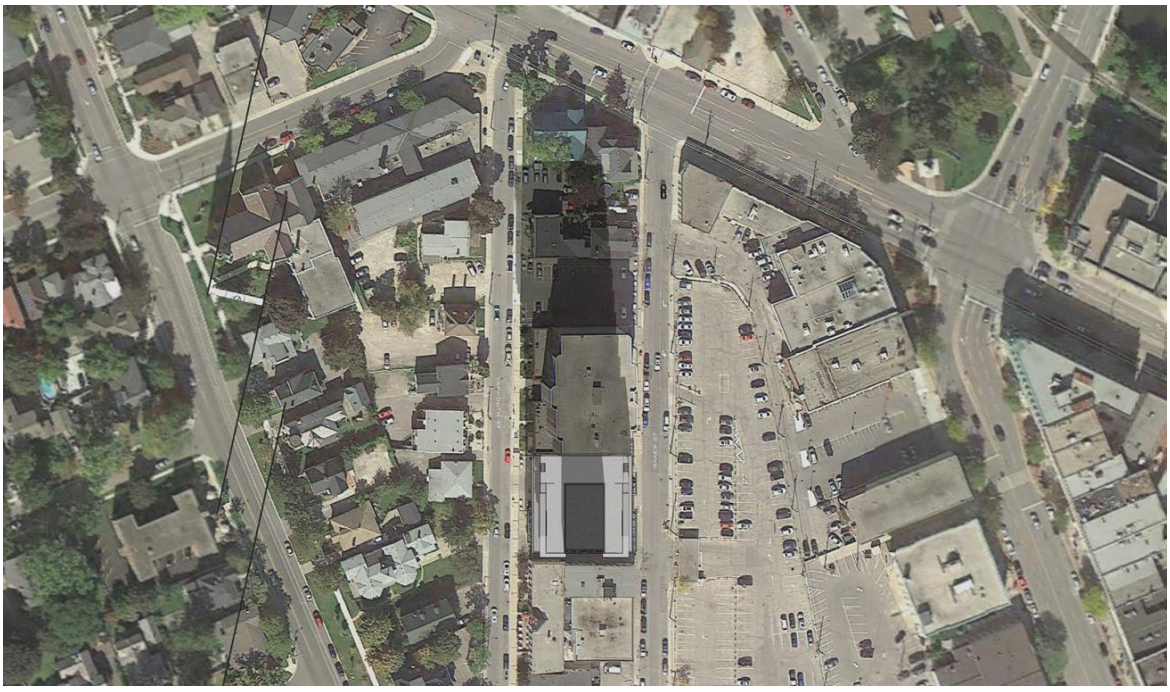


Dec 21, 10:00 am



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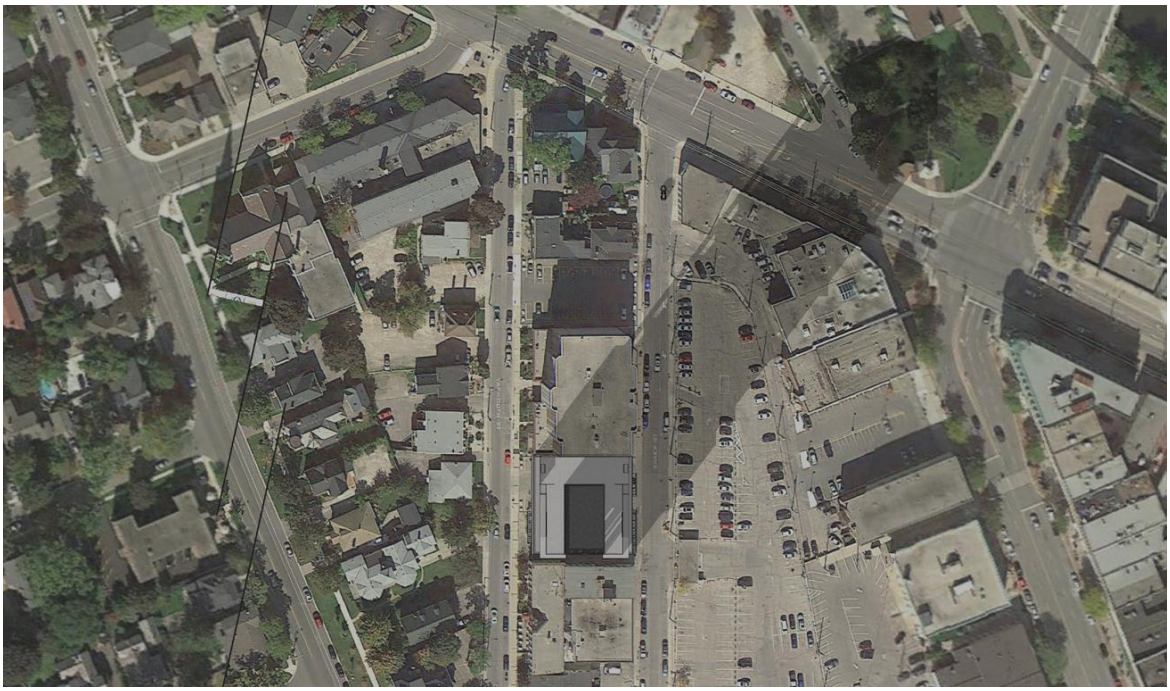

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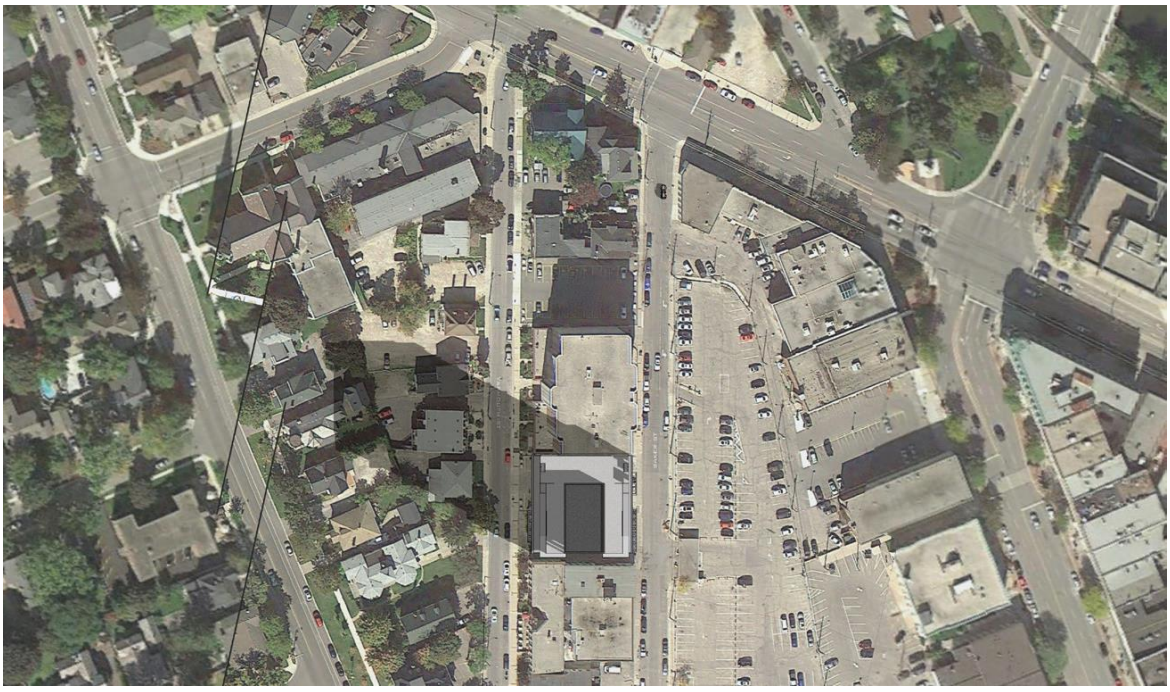
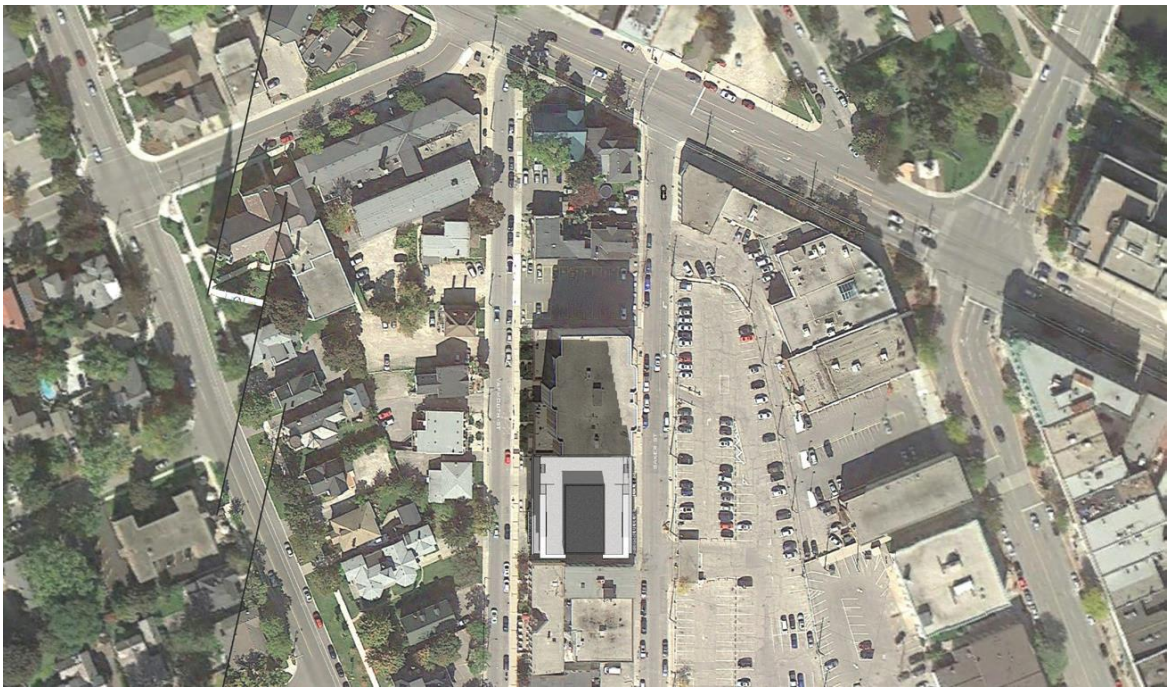
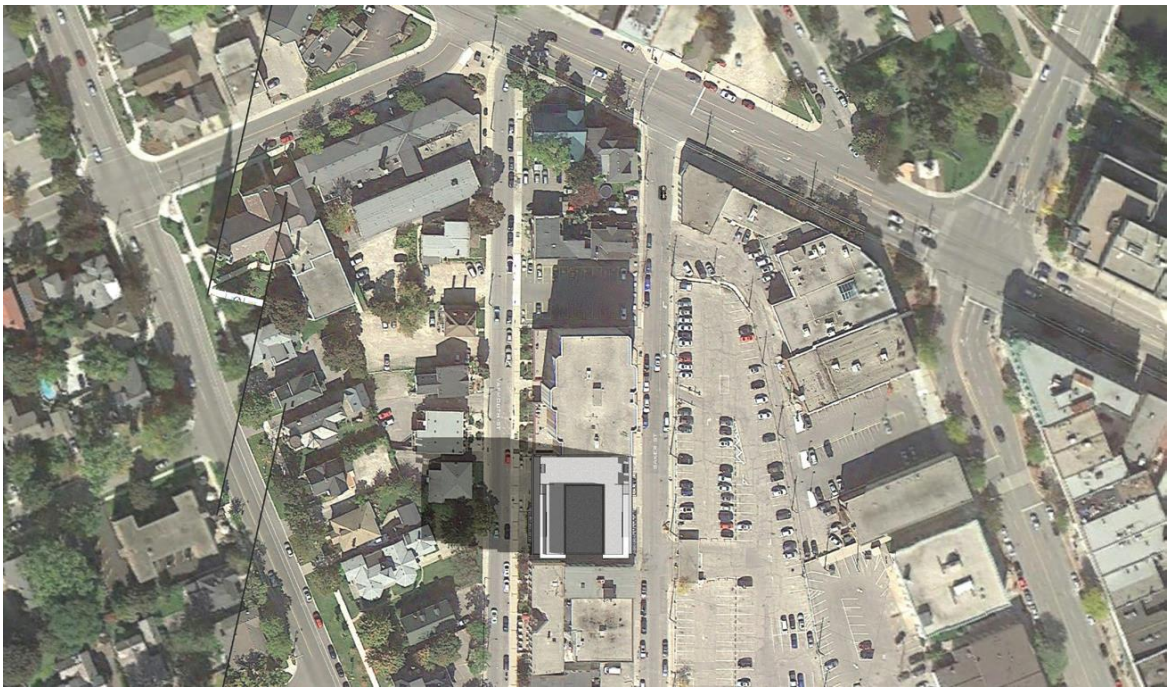


March 21, 9:00 am



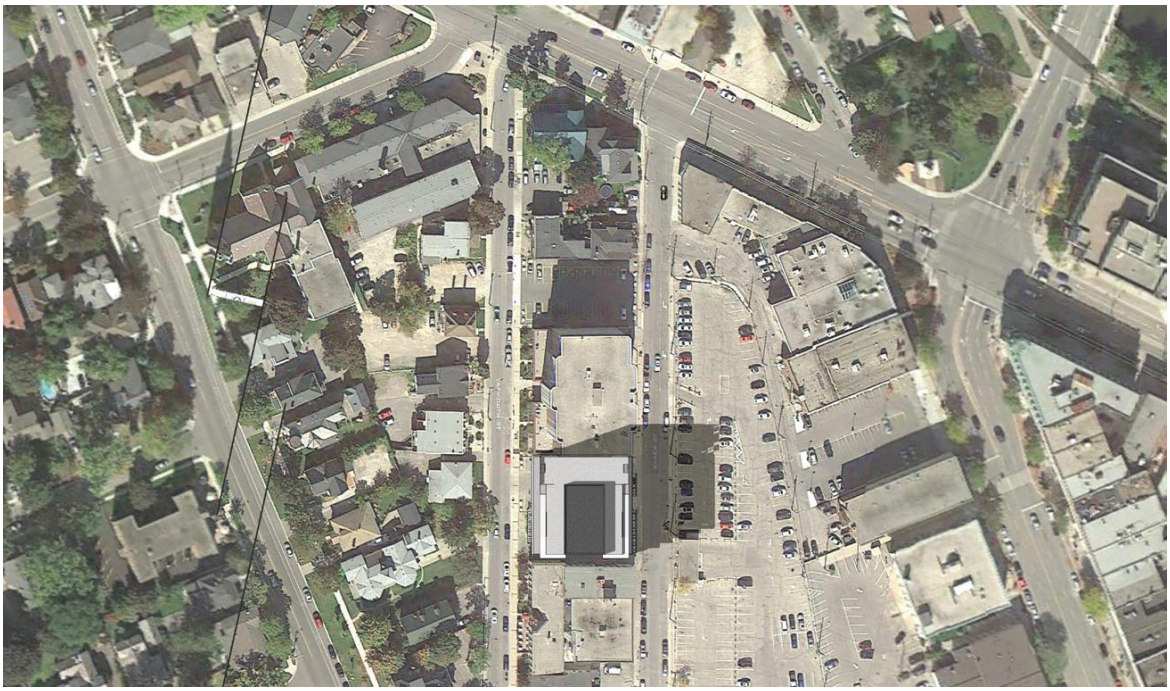
March 21, 12:00 am

March 21, 3:00



June 21, 9:00 am

June 21, 12:00 pm



June 21, 3:00 pm

ATT-11
Urban Design Peer Review Architect Report

Giannone Petricone Associates

Giannone Petricone Associates Inc. Architects
Peer Review Report – 45 Yarmouth Street, Guelph, ON
Final Review: December 16, 2016

The firm of Giannone Petricone Associates was asked by the City of Guelph to provide services in the form of Peer Review Architect for a proposed residential development at 45 Yarmouth Street, Guelph, Ontario.

The first review was issued on April 14, 2016 (attached). Subsequent to the first review, the applicant provided revised elevations and two renderings on July 13, 2016, which addressed many of the initial comments in a positive manner. A revised set of renderings, elevations and plans was then submitted on August 15, 2016 and after a call with City of Guelph, further commentary was provided on the drawings and submitted to the City on September 20, 2016.

This final review provides commentary on the recently revised drawings from the applicant that were submitted to the City on November 30, 2016. These comprised of site plan, floor plans, underground parking plans, elevations, 3D renderings and landscape plans.

Giannone Petricone Associates Inc. **Architects**
462 Wellington St. W. #501 Toronto ON Canada M5V 1E3
Telephone 416 591 7788 www.gpaia.com

Final Review

The following commentary results from review of all documents provided (listed above) and from a discussion with City staff:

1. Proposed Development and Context

1.1 The revised massing of the overall building height from the original 14 storeys to 12 storeys together with the wrapping of the balconies and frame onto the south elevation is a positive revision as it reduces the amount of blank south-facing wall. Further massing revisions include a 3 storey podium and frame at the street edge which reinforces the relationship the neighbouring historic building and provides for a much-improved pedestrian scaled base to the building. These two revisions to the massing provide for a greater integration into the built form context at an urban scale as well as at the pedestrian scale.

2. Ground Floor and Podium

2.1 The scale and materiality of the podium has been improved and properly relates to the historic building to the south, with the increase in the height of the ground floor from 3.1m to 4.5m (consistent with the Downtown Built Form Standards) and the introduction of precast with brick-stamped pattern to match the brick colour of the adjacent historic building. This revision has been successful in creating a stronger and more articulated pedestrian scaled podium.

2.2 The step back from the podium to the tower has been increased on the Yarmouth Street elevation from 1.5m to 2.25m with an additional setback of the podium at grade from 0m to 0.724m. This revision to the step back from podium to tower is an improvement consistent with the intent of the Donwtown Secondary Plan which recommended a step back of 3-6m. Together with the increase in the ground floor height of the podium, this increased step back provides for a better relationship to the historic building to the south and helps to reduce the impact of the tower mass on the pedestrian realm on Yarmouth street.

2.3 The Yarmouth street elevation at grade has been revised with the addition of woven wire screens on either side of the surface parking entry. These landscape screen elements are an improvement to the overall street-related elevation and will provide a soft green screen to the shield the surface parking beyond. The planting species for the screens should be carefully selected to ensure year-round coverage if possible. Together with the addition horizontal and vertical precast panels with brick-stamped pattern to match the brick colour of the adjacent historic building and a canopy extension over the residential entry doors, the west elevation has been greatly improved. The landscape plan also indicates planting beds along the Yarmouth Street frontage which align with the adjacent planting beds on both sides of the property, further contributing to unified pedestrian streetscape.

2.4 The Baker Street elevation at grade has also been greatly improved by eliminating 7 surface parking spaces and associated parking garage entrance and replacing it with a commercial unit and bike storage room. This eliminates curb cuts along the street edge and provides for an animated frontage (café / retailer) along Baker Street.

2.5 Further revisions to the ground floor plan have resulted in the consolidation of access doors along the Baker Street elevation. The move-in room door has been eliminated and a wider corridor allows for a properly scaled residential entry with sidelight and overhead canopy. Similar to the Yarmouth elevation, the addition of horizontal and vertical precast panels with brick-stamped pattern creates a much-improved pedestrian scaled elevation.

3. Tower Design

3.1 In response to the first review comments, the applicant has revised the overall tower massing to create two distinct frames and allow the mechanical core of the building to extend higher between the two east and west facing frames. Also, by wrapping the frames to the south elevation this creates a far more interesting and articulated south elevation to the building as it is perceived at an urban scale. This strategy is an improvement as it creates a more contextually sensitive massing and lowers the perceived height of the building along Yarmouth Street and Baker Street while providing an appropriate

counterpoint to the 3 three storey podium. The wrapping of the balconies has resulted in the addition of an exterior column at the south-west and south-east corners of the building. It is understood that given the limitations of pre-cast construction these columns would be necessary, however, the applicant is encouraged to design a cast-in-place concrete structure in order to allow for the removal of these columns, as they create impediments to great corner views and create awkward ground floor conditions.

3.2 The revisions to the overall building material palette are seen as positive as they align with the revisions to the building massing and reinforce the relationships between podium and tower.

Overall, the revisions as submitted are very positive and provide for a stronger building design which contributes to a more animated and pedestrian-oriented streetscape while acknowledging it's context and making a significant contribution to the City of Guelph skyline.

Michael Rietta
Giannone Petricone Associates Inc. Architects

ATT-12
Community Energy Initiative Commitment Letter

AYERSWOOD
DEVELOPMENT CORPORATION

City of Guelph
Attn: Chris Devriendt
Planner III Senior Development Planner
1 Carden Street
Guelph, ON N1H 3A1

Ayerswood Development Corporation acknowledges its responsibility towards sustainable building design and development in the City of Guelph. Accordingly, the following is a list of sustainability features/matters that have been considered as part of the design of the mixed-use building located at 45 Yarmouth Street in Guelph:

- Ayerswood Development Corporation supports the City's long term district energy plan, provided that it is compatible. We will consider exploring the option of designing the building to allow for connection to a District Energy System, when available.
- To facilitate waste sorting and reduction, the proposed building includes a waste sorting system using a tri-sort chute on each floor of the building, as well as a dedicated collection room for waste, organics and recyclables.
- The proposed development will make use of the 'best-practice' techniques of current construction practices to ensure the resulting building is energy efficient, and to ensure the protection of natural heritage features, including water quality.
- To minimize energy demand through efficient building design consideration will be given to including high performance glazing assemblies, energy recovery ventilation systems; high efficiency appliances and pumps; and variable speed drives on fans and pumps.
- High-albedo materials are included in the building design to reduce the building cooling energy use.
- To reduce ambient surface temperatures on or from the rooftop of the building (Urban Heat Island Reduction) Proper roofing methods and materials will be considered.
- There will be responsible sourcing of all construction materials.
- To reduce demand for water use, water efficient showers, toilets, taps and appliances will be considered.
- To encourage cycling as a clean air alternative, the proposed building includes a dedicated indoor bicycle storage room with 52 bicycle spaces. The bicycle storage room has bene provided with a dedicated entrance to minimize conflicts between bicycles and cars.
- All proposed and existing Traffic Demand Management (TDM) measures, such as the unbundling of on-site parking spaces and the use of the nearby car share space, will be marketed and promoted to future residents of the proposed building.
- To encourage walking as a clean air alternative for all ages and abilities, the proposed building has a pedestrian scale building design, including pedestrian oriented soft and hard landscaping, lighting and signage.
- As outlined in the approved Salt Management Plan, an environmentally friendly alternative has been proposed to replace salt as the main ice management product. EcoTraction has been proposed because it has no environmental risks, unlike salt which often leaches into the groundwater."

Yours truly,
Ayerswood Development Corporation

Per: _____
John Camara

P.O. Box 3117, Terminal "A" London, ON N6A 4J4 Phone: (519) 433-8126 Fax: (519) 433-6132

ATT-13
Departmental and Agency Comments Summary

Respondent	No Objection or Comment	Conditional Support	Issues /Concerns
Planning		√	Subject to conditions in ATT-2
Engineering		√	Subject to conditions in ATT-2
Park Planning		√	Subject to conditions in ATT-2
Urban Design		√	Subject to conditions in ATT-2
Heritage Planner		√	Subject to conditions in ATT-2
Emergency Services/Guelph Fire	√		
Guelph Hydro		√	Subject to conditions in ATT-2
Guelph Police	√		

ATT-14

Public Notification Summary

February 5, 2016	Applications received by the City of Guelph
March 4, 2016	Applications deemed complete
March 17, 2016	Notice of Public Meeting advertised in the Guelph Tribune
March 18, 2016	Notice of Complete Application and Notice of Complete Application mailed to prescribed agencies and surrounding property owners within 120 metres
April 11, 2016	Statutory Public Meeting of Council
August 25, 2016	Notice of revised application circulated
January 23, 2017	Notice of Decision Meeting sent to parties that commented or requested notice
February 13, 2017	City Council Meeting to consider staff recommendation

From: Steven Jett
Sent: January 30, 2017 4:42 PM
To: Clerks
Subject: 45 Yarmouth St

Hello,

Please find attached my letter dated September 2016 regarding the proposed apartment building at 45 Yarmouth Street. My current opinions on this property remain unchanged.

Thank you for your time,

Dr. Steven Jett, Ph.D., C.Psych.
Clinical, Counselling, and Rehabilitation Psychologist

Guelph Office (Main)
53 Yarmouth Street
Guelph, Ontario
N1H 4G2
Tel: 519-265-8033
Fax: 519-265-8023

Orangeville Office
20 Dawson Road, Unit 4
Orangeville, Ontario
L9W 2W3
Tel: 519-265-8033
Fax: 519-265-8023

Web: www.jettpsychologicalservices.com
Email: admin@jettpsychologicalservices.com

September 12, 2016

Dear Mr. DeVriendt:

Re: By-Law Amendment for **45 Yarmouth Street**

I am writing to express my opinion about the apartment building under consideration at 45 Yarmouth Street. As a business owner of a psychological services practice on Yarmouth Street, I support the development of downtown Guelph (commercial or residential). A flourishing downtown core is good for all. However, I have concerns about the residential property under consideration at 45 Yarmouth Street. My primary concern is related to parking, particularly for our patients (many of whom are suffering from chronic pain and physical limitations). As it stands today, street parking on Yarmouth Street and Baker Street is limited. Adding a high density apartment building at 45 Yarmouth Street is expected to limit parking opportunities for patients even further.

From an aesthetic point of view, one of the great joys of being downtown as a business owner, resident, or shopper is having beautiful (and easy) views of our local landmark, Church of Our Lady. I have concerns that a building of the height being proposed would obstruct these scenic views.

Thank you for your time and consideration of my concerns.

Sincerely,

Dr. Steven Jett, Ph.D., C.Psych.

Jett Psychological Services
Live Well.

Staff Report

To	**City Council**
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, February 13, 2017
Subject	**Decision Report: Proposed Technical Revisions to Guelph's Comprehensive Zoning By-law (1995)-14864 File: ZC1616**
Report Number	IDE 17-10

Recommendation

That the proposed technical revisions to Guelph's Comprehensive Zoning By-law (1995)-14864 be approved in accordance with the summary chart provided in ATT–1 of Infrastructure, Development and Enterprise Report 17-10, dated February 13, 2017.

Executive Summary

Purpose of Report

To provide recommendations for minor technical revisions to the Comprehensive Zoning By-law (1995)-14864 that would improve its function for staff and public users.

Key Findings

Staff recommend making a number of minor changes to improve the usability and accuracy of the Zoning By-law.

Financial Implications

None.

Report

Background

In June of 1995, City Council adopted the Comprehensive Zoning By-law (1995)-14864 for the City of Guelph. The Zoning By-law regulates the use of all land in the City and the erection, location and size of all buildings and structures. City staff periodically undertake an administrative review of the By-law to determine if there are minor revisions that should be recommended in order to improve the use and

implementation of the By-law, without substantively changing the intent of the By-law.

Since 1995, five (5) administrative amendments have been approved to the Zoning By-law, in 1997, 1998, 2003, 2010, and 2014. These amendments introduced minor wording changes clarifying the intent of certain regulations, corrected technical omissions and mapping errors and typographical errors. Uses were added to certain zones and some regulations were modified to ensure they were interpreted as originally intended.

Staff in Planning and Building Services have been monitoring inconsistencies and deficiencies within the present By-law since the last administrative amendment in 2014. Additionally, staff have reviewed requests for specific changes to regulations received from the development industry. Minor technical improvements have been included in this report, whereas major changes will be reviewed through the development of a new comprehensive Zoning By-law, which is expected to begin later this year.

Description of Proposed Zoning By-law Amendments

The intent of the proposed amendments is to improve the usability of the By-law for the development community, the general public, as well as City Staff. Recommended changes include revised definitions, minor changes that clarify and/or improve existing regulations and remove inconsistencies, corrected technical omissions, mapping corrections and typographical errors. These minor omissions and problems are often only identifiable through use of the by-law. The entire list of identified concerns and recommended amendments has been added to this report as ATT-1.

Financial Implications

None.

Consultations

The Notice of Public Meeting was mailed to local boards, agencies and City service areas for comments on October 6, 2016 and was also advertised in the Guelph Tribune on October 13, 2016. One public response was received endorsing the proposed changes. A Public Meeting was held on November 14, 2016. No additional comments were received and no member of the public spoke or signed in to the meeting. A Notice of Decision Meeting was advertised in the Guelph Tribune on January 27, 2017.

Corporate Administrative Plan

Overarching Goals

Service Excellence

Service Area Operational Work Plans
Our Resources - A solid foundation for a growing city
Our Services - Municipal services that make lives better

Attachments

ATT-1 Recommended Technical Revisions to the Zoning By-law

Departmental Approval

Not applicable.

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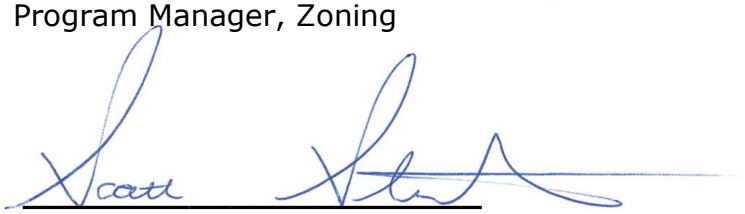

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ATT 1 - Recommended Technical Revisions to the Zoning By-law

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
1		Section 2-Administration and Interpretation	Proposed 2.13 or 2.1.3	No existing statement regarding minor corrections without the need for an amendment to the Zoning By-law.	Technical Revisions to the Zoning By-law. Revisions may be made to this by-law without the need for a zoning by-law amendment in the following cases: (1) correction of grammar, punctuation or typographical errors or revisions to format in a manner that does not change the intent of a provision; (2) adding or revising technical information on maps or schedules that does not affect the zoning of lands including, but not limited to, matters such as updating and correcting infrastructure information, keys, legends or title blocks; and (3) changes to appendices, footnotes, headings, indices, marginal notes, tables of contents, illustrations, historical or reference information, page numbering, footers and headers, which do not form a part of this by-law and are editorially inserted for convenience of reference only.	Staff	Staff identified a need to perform minor corrections to the Zoning By-law without the need for a formal amendment involving a lengthy approval process. Wording based on review of other municipal Zoning By-laws.	Recommended to include this statement to allow for minor omissions and corrections to occur without the need for a formal public meeting process. This will reduce staff and Council's time limiting reports on administrative matters.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
2		Definitions		There is a definition for donation centre used in previous Committee of Adjustment decisions, but it has not yet been included in the parent Definitions section of the Zoning By-law	"Donation Centre" shall mean an establishment owned and operated by a registered non-profit charitable organization which is attended by employees to receive donations from the public of primarily used or second hand housewares, furniture, appliances, equipment, toys and clothing and where these goods are sorted and re-used in part.	Staff	Request by Planning staff to have the definition inserted into the parent Definition section for reference. There is no definition at present and staff indicated the need to have it places in the Definition section for guidance on future inquiries on this type of use.	Staff recommend amending Zoning By-law as requested.
3		Definitions		“Driveway (Residential)” means a surface area in a residential Zone between a Street and a main Structure consisting of, but not limited to, asphalt, concrete, compact gravel, interlocking brick, paving stone or the like used or designed to be used for the driving or parking of Vehicles and shall include any surfaced walk or hard landscaping situated parallel to the Driveway in a manner capable of being parked or driven upon by part or the whole of a Vehicle.	“Driveway (Residential)” means a surface area between a Street and a main Structure consisting of, but not limited to, asphalt, concrete, compact gravel, interlocking brick, paving stone or the like used or designed to be used for the driving or parking of Vehicles and shall include any surfaced walk or hard landscaping situated parallel to the Driveway in a manner capable of being parked or driven upon by part or the whole of a Vehicle.	Staff	Request by Planning staff to amend definition to remove wording "*in a residential zone*" to allow for the definition to be applied to those properties that do not have residential zoning, but still allow for single detached and semi-detached forms of housing (i.e. single detached dwellings within the downtown).	Staff recommend amending this definition to meet broader residential needs.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
4		General Provisions-Accessory Buildings or Structures	4.5.1.4	In a residential zone, the total area of all accessory buildings or structures shall not exceed 70 square metres.	In a residential zone, the total ground floor area of all accessory buildings or structures shall not exceed 70 square metres	Staff	This regulation was the subject of a Committee of Adjustment variance application and the Committee asked for clarity whether the intent was gross versus ground floor area. The intent was to limit the ground floor areas of all structures on a lot. It was never meant to address volume issues of gross floor area.	This revision will provide staff and public guidance towards the intent of the regulation. This will also lessen possible deferrals and inconsistency at the Committee of Adjustment.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
5		General Provisions-Municipal Servicing	4.10	No land shall be Used or built upon and no Building or Structure shall be erected, Used or expanded for any purpose unless all municipal services including sanitary sewers, storm sewers and drains, water mains, electric power lines and roads are available and adequate	Add the following to the existing regulation: In addition to the terms defined in this by-law, the following terms shall have the corresponding meaning for the purposes of this Section: “Adequate” means the necessary capacity is available for Municipal Services."Available" means the necessary provision of Municipal Services to the level of construction, state of completion or period of commissioning as the City deems to be Appropriate.“Appropriate” means Municipal Services are constructed for the street abutting the lot/block for which a building permit is required.“Municipal Services” means sanitary sewers, storm sewers and drains, water mains, electric power and roads	External	There is not a definition of what available and adequate actually is in terms of servicing. Applicable Engineering, Planning and Building staff has reviewed and recommended the revised wording. The discussion was a result of concerns presented by GWADA on technical issues. The results represent what staff and the development industry have discussed and there is satisfaction with the proposed amendment wording	New regulation clarifies the intent of the section on servicing. This will lessen issues around when development can occur on greenfield developments.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
6		General Provisions_ Parking Space Dimensions	4.13.3.2.2	Despite Section 4.13.3.2.1, the minimum Parking Space dimensions for Single Detached, Semi-Detached and Duplex Dwellings or Home Occupations, Group Homes, Bed and Breakfast Establishments, Accessory Apartments, Lodging House Type 1, On-Street Townhouses and R.4 Zones are 3 metres by 6 metres within a Garage or Carport. The minimum exterior Parking Space dimensions are 2.5 metres by 5.5 metres	Despite Section 4.13.3.2.1, the minimum Parking Space dimensions for Single Detached, Semi-Detached and Duplex Dwellings or Home Occupations, Group Homes, Bed and Breakfast Establishments, Accessory Apartments, Lodging House Type 1, On-Street and Cluster and Stacked Townhouses and R.4 Zones are 3 metres by 6 metres within a Garage or Carport. The minimum exterior Parking Space dimensions are 2.5 metres by 5.5 metres	Staff and External	There is no guidance for the internal parking space dimension for a cluster townhouse unit with an associated garage. This discrepancy has been identified by staff and the development industry. Recommend to revise the regulation to reflect the standard 3 m x 6 m space for a garage in a cluster townhouse as well,	New regulation will provide guidance and consistency to staff and designers when considering parking for cluster townhouse developments. .

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
7		General Provisions- Occasional Uses	4.21.4	Despite Section 4.21.2, a construction trailer on a Building site shall be permitted provided such trailer is removed upon the Building being completed, a final inspection of such Building being conducted or until the Building permit is revoked, whichever occurs first.	Despite Section 4.21.1, a construction trailer on a Building site shall be permitted provided such trailer is removed upon the building being completed, a final inspection of such building being conducted or until the building permit is revoked, whicever occurs first.	Staff	The present regulation 'despites' the wrong regulation. The regulation that it is intended to despite is Section 4.21.1 which reads: Occasional Uses are permitted in the C.1, NC, CC, RC, CR, CBD, SC, I.1, P.4 or P.5 Zones or any specialized Zone thereof. This now allows a construction trailer on construction sites when applicable.	This revision will now address the proper section that the regulation is proposing to provide relief from.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
8		General Provisions-Occasional Uses	4.21.5	Despite Sections 4.21.2, a real estate sales office shall be permitted as an Occasional Use on a construction site until such construction is completed or a final Building inspection is conducted, whichever events occurs first.	Despite Sections 4.21.1, a real estate sales office shall be permitted as an Occasional Use on a construction site until such construction is completed or a final Building inspection is conducted, whichever occurs first.	Staff	The present regulation 'despites' the wrong regulation. The regulation that it is intended to despite is Section 4.21.1 which reads: Occasional Uses are permitted in the C.1, NC, CC, RC, CR, CBD, SC, I.1, P.4 or P.5 Zones or any specialized Zone thereof. This now allows a sales office on construction sites when applicable.	This revision will now address the proper section that the regulation is proposing to provide relief from.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
9		General Provisions-Regulations Governing Lodging Houses and Groups Homes	4.25	4.25 REGULATIONS GOVERNING LODGING HOUSES AND GROUP HOMES 4.25.2 Maximum Occupancy for Lodging Houses 4.25.2.1 Lodging Houses shall be limited to a maximum of 12 Lodging units 4.25.2.4 Off-Street Parking for Lodging Houses 4.25.2.4.3 Sections 4.25.2.4.1 and 4.25.2.4.2 shall not apply to any Lodging House located within the CBD.1 Zone that is situated in a Building which existed prior to June 7, 1971.	4.25 REGULATIONS GOVERNING LODGING HOUSE *TYPE 1* AND GROUP HOMES 4.25.2 Maximum Occupancy for Lodging House *Type 1* 4.25.2.1 A Lodging House Type 1 shall be limited to a maximum of 12 Lodging units 4.25.2.4 Off-Street Parking for Lodging House *Type 1* 4.25.2.4.3 Sections 4.25.2.4.1 and 4.25.2.4.2 shall not apply to any Lodging House *Type 1* located within the CBD.1 Zone that is situated in a Building which existed prior to June 7, 1971.	Staff	Staff has identified that this section speaks to Lodging Houses which are not a defined term in the Zoning By-law. For the sake of clarity, the reference will be changed to Lodging House Type 1 which is a defined term and is the subject of these regulations. Lodging House Type 2 does not have specific regulations as they are regulated on a site specific basis	Staff recommend this change only to clarify that the intent of this regulation is for a Lodging House Type 1, not a Lodging House Type 2 which is meant to be evaluated on a site specific basis.
10		Section 5 Residential Zones	5.1.2.3 and 5.2.2.1.3	In the event that there is a transformer easement on a particular Lot, portions of the Single Detached Dwelling may be required to be Setback further than specified in Row 6 of Table 5.1.2 in order that a minimum separation of 4.5 metres may be maintained between the transformer easement and any part of the dwelling.	In the event that there is a transformer easement on a particular Lot, portions of the Single Detached Dwelling may be required to be Setback further than specified in Row 6 of Table 5.1.2 in order that a minimum separation of 3 metres may be maintained between the transformer easement and any part of the dwelling.	External	Request came from an external source. Guelph Hydro has confirmed that their setback requirements have changed to 3 metres rather than 4.5m.	Staff recommend amending Zoning By-law as requested to update to the current standard.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
11	R.3A	Section 5.3 Residential Townhouse Zones	5.3.2.3.1 and 5.3.2.3.3	5.3.2.3.1 The distance between the face of one Building and the face of another Building, each of which contains windows of Habitable Rooms, shall in no case be less than 15 metres. 5.3.2.3.3 The distance between any two Buildings on the same Lot shall in no case be less than 3 metres.	5.3.2.3.1 The distance between the *front, exterior side or rear* face of one Building and the *front, exterior side or rear* face of another Building, each of which contains windows of Habitable Rooms, shall in no case be less than 15 metres. 5.3.2.3.3 The distance between *the interior side yard of* any two Buildings on the same Lot shall in no case be less than 3 metres.	External	Request from development industry to clarify that common interior side yards between buildings on the same lot can and should be closer than front, exterior side and rear yards.	Staff recommend making this change to reduce the number of variances required.
12	R.3A and R.3B	Section 5.3 Residential Townhouse Zones	5.3.2.1	Despite Row 8 of Table 5.3.2, where one Parking Space per unit is provided underground or Garages are attached or designed as an integral part of dwellings, the maximum coverage for the Buildings shall be 40 per cent	Despite Row 8 of Table 5.3.2, in an R.3A, Cluster Townhouse zone, where one Parking Space per unit is provided underground or Garages are attached or designed as an integral part of dwellings, the maximum coverage for the Buildings shall be 40 per cent.	Staff	Planning and Zoning staff amended the Zoning By-law at the request of external customers. Staff supported the change to 40% from 30% due to the increasing number of variance applications that were being continually supported by staff comments. The conflict was never identified between the two sections of the two zoning categories until after the amendment .	This revision will correctly address the intent of the regulation. On street townhouses already have 50% coverage Table 5.4.2. Stacked townhouse already have 40% coverage. This regulation will now allow cluster to go to 40% if they provide garages and not affect the other two types of townhouse dwellings.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
13	SC. 1-18	Part 8 Specialized Service Commercial (SC) zones	6.4.3.1.18	SC. 1-18 240 Silvercreek Pkwy North	Delete the zone in its entirety	Staff	The property at 240 Silvercreek Pkwy North was subject of a zoning amendment to change the classification to CC Community Commercial to add a number of permitted uses. This was part of a larger application affecting three properties. This zoning therefore is no longer in place and the zone should be deleted.	Deleting this zone will avoid any potential discrepancy into what the zoning for the property actually is. It will be clear that the zoning for the property is Community Commercial as reflected on Defined Area Map #8.

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
14	B.2-7 (H)	Specialized B.2 Industrial zones	7.3.2.7	B.2-7 (H) 7.3.2.7.1 Permitted Uses In addition to the permitted Uses listed in Section 7.1.1, the following additional Use shall be permitted in the B.2-7 Zone (H): Animal Crematorium – means a Building fitted with appliances for the purpose of cremating companion animal remains and includes everything incidental and ancillary thereto. This type of crematorium specifically excludes the cremation of livestock and undomesticated animal remains. Holding Provision:Purpose To ensure that the Use of the lands for an animal crematorium does not proceed until the owner has completed certain conditions to the satisfaction of the City of Guelph. 7.3.2.7.3.2 Interim Uses In accordance with Section 7.1.1 Holding Provision Conditions Prior to the removal of the Holding symbol (H), the owner shall complete the following conditions to the satisfaction of the City: 1. The Owner shall demonstrate to the City that the requirements for approval of the Ministry of Environment Certificate of Approval (Air) have been met.	B.2-7 7.3.2.7.1 Permitted Uses In addition to the permitted Uses listed in Section 7.1.1, the following additional Use shall be permitted in the B.2-7 Zone: Animal Crematorium – means a Building fitted with appliances for the purpose of cremating companion animal remains and includes everything incidental and ancillary thereto. This type of crematorium specifically excludes the cremation of livestock and undomesticated animal remains.	Staff	The requirements of the Holding Provision were successfully completed by the owner in 2010.	Remove (H) symbol and the associated conditions from the text of the Zoning By-law

#	Zone	By-law Section	Reg. #	Existing Regulation	Proposed Regulation	Source	Comments	Result
15	B.4-1	Specialized B.4 Industrial zones	7.3.4.1.1	Permitted Uses- 5 Arthur Street S -Major and small electical appliance manufacturing- plastic product manufacturing	Delete reference in entirety	Staff	The shown permitted uses are no longer applicable as property has been rezoned to allow for a residential mixed use development	The new Zoning classification has been created for a mixed use residential and commercial development. The industrial use is no longer in affect and is not permitted in the new zoning.
16		Defined Area Maps	Map #15	Property at 30 Edinburgh Road North has zoning identified as B.4-2. The actual zoning is B.4-14.	Amend Map #15 to reflect the proper zoning category	Staff		Amend Zoning Map as requested
17		Defined Area Maps	Map #73	Park Block zoned P.2 is not included in the area of Poppy Drive and the existing P.1 block	Amend Map #73 to reflect the proper zoning category	Staff		Amend Zoning Map as requested

Staff Report

To	**City Council**
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, February 13, 2017
Subject	**Request for an Extension of Draft Plan Approval Watson East Subdivision File: 23T-98501 Ward 1**
Report Number	IDE 17-16

Recommendation

1. That in accordance with Section 51(33) of the *Planning Act*, the application by Black, Shoemaker, Robinson and Donaldson Limited for a five (5) year Draft Plan Approval extension to the Watson East Subdivision (23T-98501) on lands legally described as Part of Lot 6, Concession 3, Division "C", City of Guelph be approved to an extended lapsing date of March 20, 2022, subject to the original draft plan conditions contained in ATT-4 of Infrastructure, Development and Enterprise Services report IDE 17-16, dated February 13, 2017.

2. That in accordance with Section 51(45) of the *Planning Act*, administrative and technical revisions have been made to original draft plan conditions approved by Council on March 20, 2001 to update standard wording and new service area names and staff titles.

3. That in accordance with Section 51(47) of the *Planning Act*, City Council has determined that no public notice is required as changes to the draft plan conditions are administrative and technical in nature and are therefore considered to be minor.

Executive Summary

Purpose of Report

This report provides a staff recommendation to grant a five (5) year extension of draft plan approval for the final phase of the Watson East Draft Plan of Subdivision (23T-98501).

Key Findings

Planning staff support the request for an extension of draft plan approval subject to the conditions of Draft Plan Approval.

Financial Implications
None arising from this report.

Background

The entire Watson East Subdivision (Draft Plan 23T-98501) included approximately 75 hectares of land east of Watson Parkway, between Eastview Road to the north and the Metrolinx railway to the south (see ATT-1). This overall subdivision, as shown in ATT-2, was draft plan approved on March 20, 2001 to accommodate between 746 and 974 residential units within a mixed density subdivision. To date there have been separate phases of this subdivision registered, as outlined below:

- 61M88 - Watson East Phase 1 (Registered 2003)
- 61M92 - Watson Creek Phase 1 (Registered 2004)
- 61M99 - Watson East Phase 2 (Registered 2004)
- 61M111 - Watson East Phase 3 (Registered 2005)
- 61M129 - Watson Creek Phase 2 (Registered 2006)
- 61M132 - Watson East Phase 4 (Registered 2006)
- 61M142 - Watson East Phase 5 (Registered 2007)
- 61M144 – Watson East Phase 5b (Registered 2007)
- 61M149 – Watson East Phase 5c (Registered 2008)
- 61M159 – Watson East Phase 6 (Registered 2009)
- 61M166 – Watson Creek Phase 3 (Registered 2010)
- 61M170 – Watson East Phase 6b (Registered 2011)
- 61M180 – Watson East Phase 6c (Registered 2012)
- 61M184 – Watson East Phase 6d (Registered 2013)

The only remaining land within the draft plan to be registered includes approximately 4.36 hectares at the most southerly portion of the plan that are to be developed as employment uses (see ATT-2 – southerly section). This draft plan would facilitate the development of an industrial plan of subdivision comprising three (3) blocks that would be accessed from Watson Road via an internal street ending in a cul-de-sac.

Previously, a three (3) year draft plan extension was granted in 2004 and a five (5) year extension was granted in 2007. Since the subdivision will lapse on March 20, 2017, the owner is requesting a five (5) year extension to March 20, 2022. In the event the draft plan approval is not extended beyond March 20, 2017, the subdivision will lapse and there will be no draft plan approval in place for these remaining lands to be registered.

Official Plan Designations

The existing Official Plan land use designations that apply to the subject lands are "Industrial", "Significant Natural Areas and Natural Areas" and "Natural Area Overlay" (see ATT-5).

On June 5, 2012, the City adopted Official Plan Amendment #48 (OPA 48), a comprehensive update to its Official Plan. OPA 48 is currently under appeal and is not yet in effect. OPA 48 proposes to maintain the "Industrial", "Significant Natural Areas and Natural Areas" and "Natural Area Overlay" land use designations.

Existing Zoning

The lands subject to the draft plan extension request are zoned B.3-7 (Specialized Industrial) Zone (see current zoning on ATT-7).

Report

Staff are recommending approval of the draft plan extension, subject to the conditions outlined in ATT-4. This draft plan extension request applies to one small remaining area within the most southerly portion of Draft Plan 23T-98501. These are designated industrial lands that are currently still considered the most appropriate land use to accommodate future employment uses.

The registration of this final phase is dependent on market demand for vacant industrial land and the owner has been actively promoting and marketing this site for this employment use for several years. The owner has also explored opportunities to utilize the property for alternative land uses. However, it is noted that in accordance with provincial policy the City could only permit the conversion of these lands to non-employment uses following the completion of a municipal comprehensive review of the City's employment lands (industrial lands). The City will be initiating this comprehensive review in 2017 to assess the adequacy of the current supply of employment land and to determine how much employment land will be needed to meet long term needs. Potential conversion of the subject lands to non-employment use would only be determined following completion of this review and where it was demonstrated that these subject lands were no longer required for employment purposes. The requested draft plan approval request will allow the approved subdivision to remain in effect as the owner continues to market these vacant lands for industrial use, as well as to determine any potential conversion opportunities through the upcoming comprehensive that would then need to be pursued further through separate future planning applications.

The conditions of draft plan approval included in ATT-4 that apply to the subject lands remain relevant and consistent with applicable policy and include all of the same conditions approved by Council. Administrative and technical revisions have been made to update standard wording and new service area names and staff titles, including an update to Condition 26 with respect to environmental requirements. These revisions are considered minor and, therefore, no further notice under the *Planning Act* is required in accordance with Section 51(47) of the Planning Act.

Financial Implications

None arising from this report

Consultations

The *Planning Act* does not require circulation to agencies or public notification for an extension of draft plan approval. However, a courtesy notice was sent to relevant agencies and City departments to provide notification of this draft plan extension request.

Section 51 (33) of the *Planning Act* allows the municipality to grant an extension of draft plan approval. In the event this draft plan extension is not approved by Council, the subdivision approval would lapse on March 20, 2017 and the owners would have no draft plan approval in place for the subject lands.

Corporate Administrative Plan

Service Area Operational Work Plans
Our Services - Municipal services that make lives better
Our People- Building a great community together
Our Resources - A solid foundation for a growing city

Attachments

ATT-1	Location Map and Orthophoto
ATT-2	Approved Draft Plan of Subdivision
ATT-3	Unregistered Portion of Draft Plan 23T-98501
ATT-4	Conditions of Draft Plan Approval
ATT-5	Official Plan Land Use Designations
ATT-6	Official Plan Amendment #48 Land Use Designations
ATT-7	Existing Zoning

Departmental Approval

Not applicable

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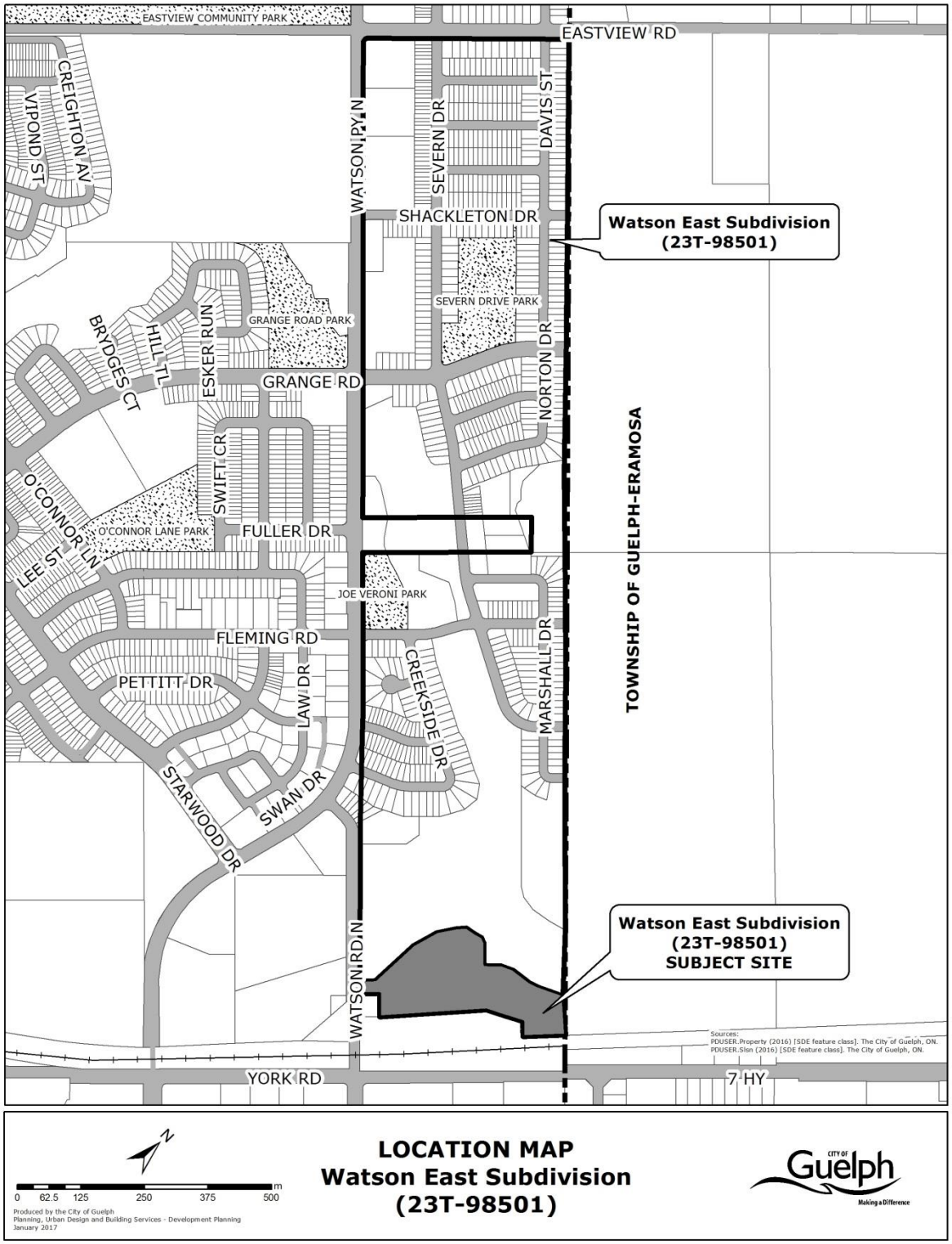
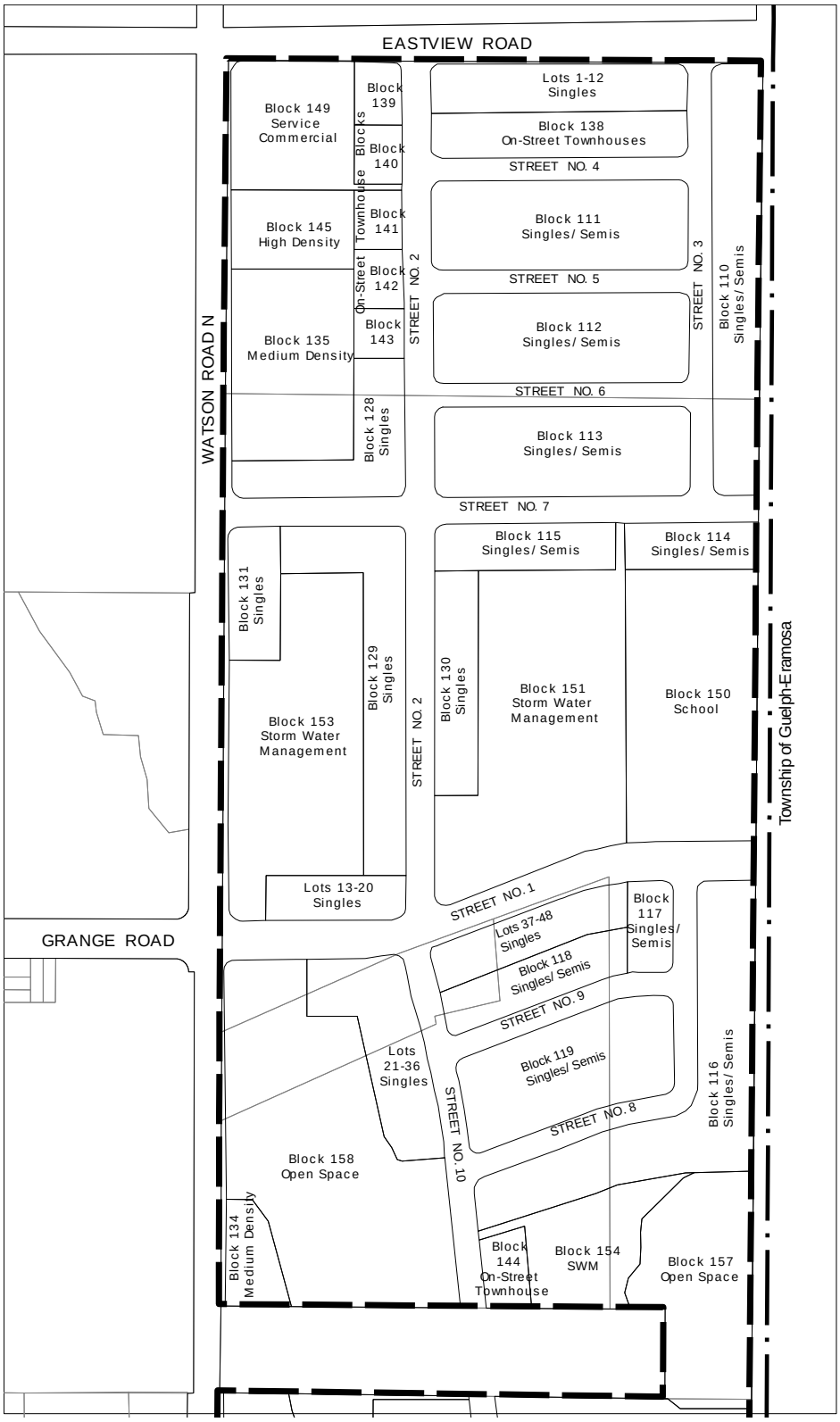
ATT-1
Location Map

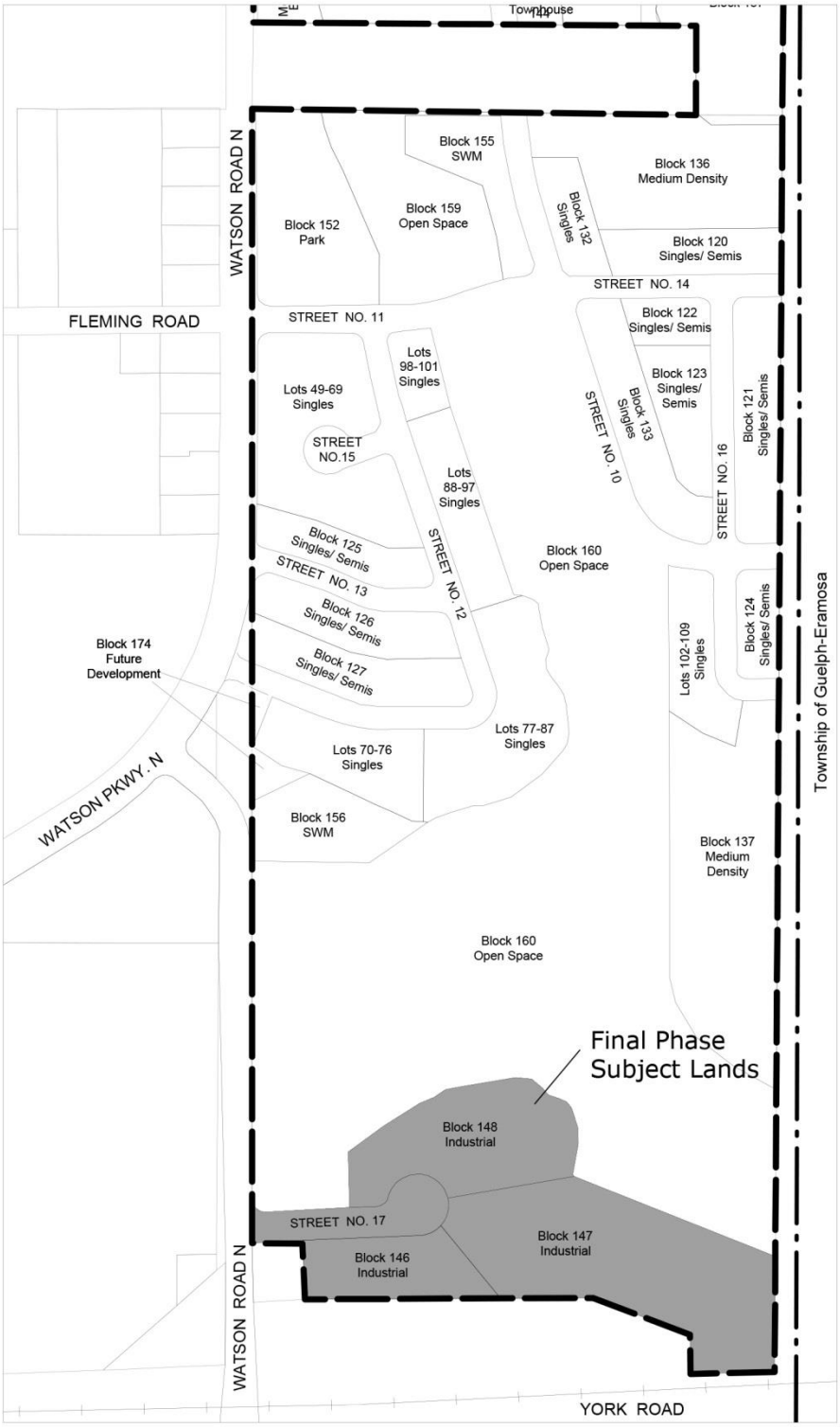


ATT-1 (continued)
Orthophoto

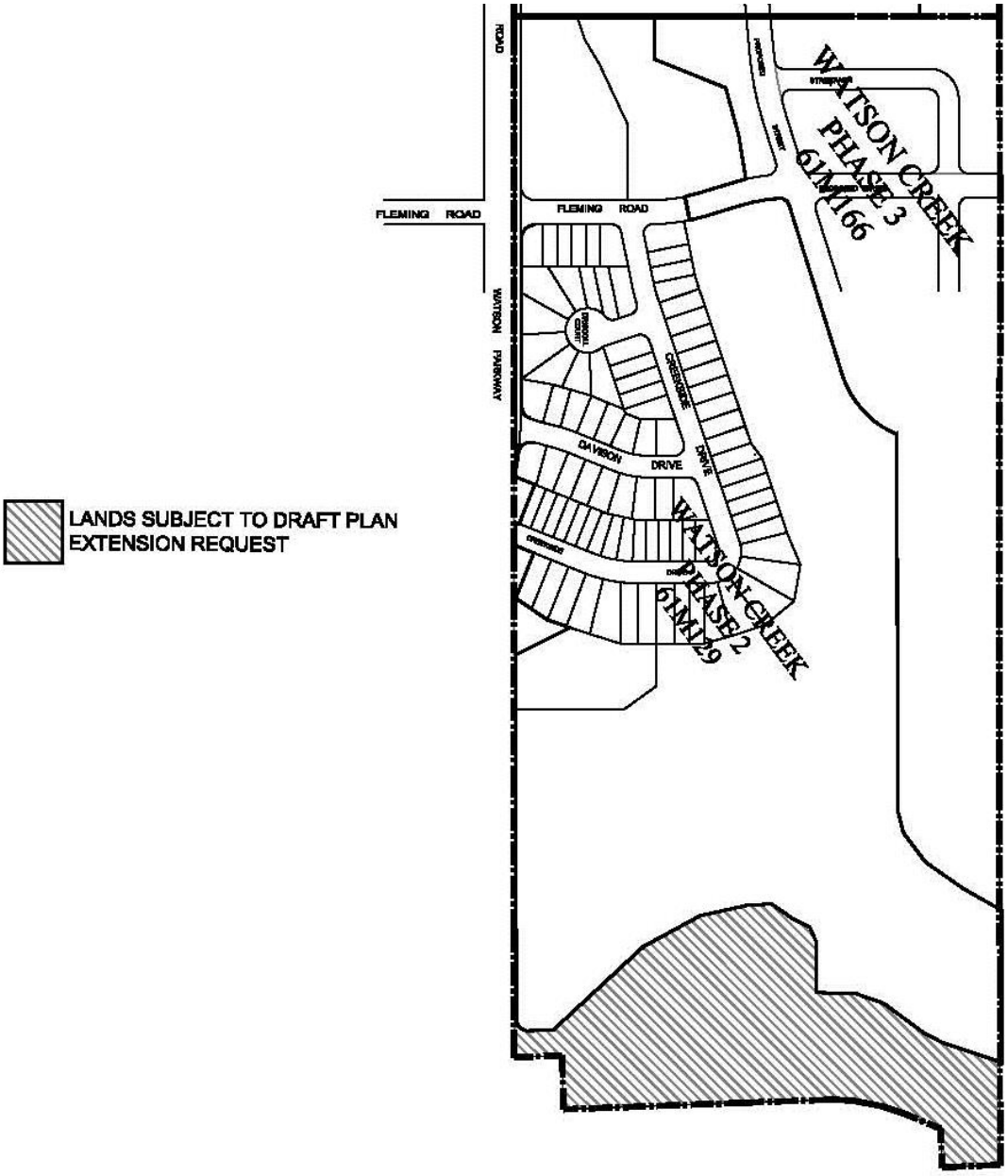
ATT-2
Approved Draft Plan of Subdivision (northerly section)



ATT-2 (continued)
Approved Draft Plan of Subdivision (southerly section)



ATT-3
Lands Subject to Draft Plan Approval Extension Request



ATT-4
Conditions of Draft Plan Approval

1. That the registration of the plan, or any part thereof, shall require approval of the City with respect to adequate water supply and sewage treatment capacity being available.

2. That the developer shall pay any outstanding debts owed to the City prior to the registration of the plan.

3. That any dead ends and open sides of road allowances created by this draft plan be terminated in 0.3 metres reserves which shall be conveyed to the City.

4. That the developer shall pay development charges to the City in accordance with By-law Number (1994)-15992, as amended from time to time, or any successor thereof, and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and The Wellington Catholic District School Board, as amended from time to time, or any successor by-laws thereto, as outlined in the subdivision agreement.

5. That the developer deeds to the City any lands required by the City for Storm Water Management Facilities including Blocks 153 to 156 inclusive and Blocks 175 and 176, as modified. In addition the developer shall deed to the City, all Open Space Blocks including Blocks 157 to 160 inclusive. Furthermore, the developer shall demarcate the boundaries of any lands conveyed to the City in accordance with the policies of the City.

6. That site plans for all corner building lots, as determined by the City Engineer, shall be submitted to the City Engineer for approval of driveway location.

7. That the developer is responsible for the total cost of the design and construction of all services required to service all of the lands within the plan of subdivision, including sanitary, storm and water facilities, the distance and alignment to be determined by the City of Guelph, with such cost to include services required to service the subdivision which are located outside the limits of the subdivision.

8. That the developer is responsible for the total cost, less any development charges share, of the design and construction of providing secondary watermain feeds, satisfactory to the City Engineer, to various sections of the lands.

9. That the developer is responsible for the total cost of the design and construction and any roadwork, including sidewalks, boulevards and curbs, within or surrounding the plan of subdivision.

10. That all easements and rights-of-way required within or adjacent to the proposed subdivision be granted to the satisfaction of the City, Guelph Hydro Electric Systems Inc. and other Guelph utilities.

11. That the developer shall pay to the City the cost of any existing services within or abutting the proposed subdivision, as determined by the City Engineer, including the

local share of the cost of one side of the road for the existing watermain on Watson Road.

12. That the developer make arrangements, satisfactory to the City Engineer, concerning the scheduling of the development and the developers payment of cost for services for the subdivision.

13. That the developer phase the subdivision to the satisfaction of the City and specifically:

    a) The registration of the plan, or any part thereof, shall not occur until Watson Road/Watson Parkway has been upgraded or until provisions have been made for its upgrading, to a standard satisfactory to the City Engineer.

    b) No development or registration shall take place in the area to the east of Block 158 and to the south of lands fronting on Street No. 1 until the lands can be serviced with a sanitary sewer and a secondary means of access have been provided to the area to the satisfaction of the City Engineer;

    c) No development or registration shall take place to the east of Blocks 159 and 160 until a secondary means of access has been provided to the area to the satisfaction of the City Engineer;

    d) Blocks 121, 124, 137, the north-easterly end of Block 120 and the terminus of Streets 10, 14 and 16, shall be held out of development until the City is satisfied that the grading is contained on the lands to be subdivided or until the developer has received approval of the owner of the abutting lands and the Township of Guelph-Eramosa to grade out into the Township.

14. That the last lot on each side at the easterly terminus of Streets 1, 7, 10, 14 and 16 be deeded to the City and held, in accordance with the policy of the City, until the street is extended into the abutting lands, to the satisfaction of the City Engineer or until the lot can be developed to the satisfaction of the City Engineer.

15. That the most northerly lot on Block 110, at the intersection of Eastview Road and Street No. 3 be deeded to the City and held, in accordance with the policy of the City, until the abutting section of Eastview Road can be constructed to its final section and elevation, to the satisfaction of the City Engineer.

16. That Block 174 shall be withheld from development until the existing section of Watson Road abutting the block has been closed. Furthermore, the developer shall be responsible for the costs of closing the existing Watson Road abutting Block 174.

17. That the developer agrees that the development of Block 134 (Medium Density Residential) shall be limited to one access point from Watson Road to the satisfaction of the City Engineer.

18. That the developer prepare a site drainage and grading plan, satisfactory to the City Engineer, for the entire subdivision, prior to the issuance of any building permits for the subdivision.

19. That the developer constructs, installs and maintains erosion and sediment control facilities, satisfactory to the City Engineer, prior to any grading or construction on the subdivision lands in accordance with a plan that has been submitted to and approved by the City Engineer. Furthermore, the developer shall provide a qualified environmental inspector, satisfactory to the City Engineer, to inspect this site during all phases of development and construction including grading, servicing, and building construction. The environmental inspector shall monitor and inspect the erosion and sediment control measures and procedures and compliance with the approved Environmental Implementation Report. The environmental inspector shall report on his or her findings to the City on a monthly or more frequent basis.

21. That all telephone service and Cable TV service in the plan be underground and the developer shall enter into a servicing agreement with the appropriate service providers to provide for the installation of underground utility services, prior to the registration of the plan.

22. Prior to execution of the subdivision agreement, the Developer shall be responsible for the cost of supplying and erecting the street name signs, traffic control signs and no-parking signs in the subdivision to the satisfaction of the City Engineer.

23. Prior to execution of the subdivision agreement, the Developer shall be responsible for the cost of design, development and implementation (including planting) of a Street Tree Planting Plan in accordance with City specifications. The Developer shall provide the City with cash or letter of credit to cover the City approved estimate for the cost of development of the street tree plan to the satisfaction of the City. The Developer shall warranty the trees for two winters. Replacement trees are to be warrantied for (a) the remainder of the warranty period of the original tree or (b) an additional year, whichever is greater. Once the tree has been planted, the Developer shall provide the City with a certificate that certifies that the tree stock quality meets Canadian Nursery Landscape Association standards and that the tree has been planted following the City's Part B Specifications. The certificate must be certified by a landscape architect, certified arborist or professional forester (who must be a qualified member of the Ontario Professional Foresters Association). At the end of the warranty period (after the second winter), the Developer shall provide the City with a second certificate that certifies that the tree was cared for as per the approved watering and maintenance plan on the Street Tree Planting Plan and that the tree is free of defects and disease.

24. That street lighting and underground wiring shall be provided throughout the subdivision at the developer's expense and in accordance with the policies of the City and Guelph Hydro Electric Systems Inc.

25. That the road allowances included in the draft plan and the road widenings, shown as Blocks 161, 162 and 163 be shown and dedicated as public highway's and that prior to the registration of any phase of the subdivision, the City shall receive a letter from the O.L.S. preparing the plan that certifies that the layout of the roads in the plan conforms to the City's "Geometric Design Criteria-July 23, 1993", with the exception of the road widths which shall comply with the widths shown on the approved draft plan of subdivision.

26. That prior to any grading or construction on the lands and prior to the registration of the plan, the developer shall prepare and follow an Environmental Implementation Report (E.I.R) Addendum based on Terms of Reference prepared by the applicant and approved by the City, in consultation with the Environmental Advisory Committee and the Grand River Conservation Authority. The E.I.R. Addendum shall be prepared in accordance with the recommendations contained in the Environmental Impact Study (E.I.S) prepared by North-South Environmental Inc. and dated September 2002, be specific to the final Phase V portion of the subdivision and shall include the following:

    a) Screening for Species-at-Risk;

    b) An updated impact analysis and provide recommendations as to whether the previous impact assessment and proposed mitigation measures (1999 EIS and 2002 EIR) are still valid given the lapse in time, change in conditions and advance in scientific knowledge and technology as it relates to identifying ecological and/or hydrological functions and mitigation measures.

    c) A review of buffers to Provincially Significant Wetlands with consideration for restoration and enhancement of established buffers;

    d) A Tree Inventory and Preservation Plan and Compensation Plan in accordance with the City’s Tree By-law;

    e) A Stormwater Management Report which includes consideration for integration of Low Impact Development techniques;

    f) A seasonal high groundwater table based on hydrogeological investigations;

    g) An updated monthly water balance for the Phase V portion of the subdivision;

    h) A monitoring program to assess the performance of the stormwater management facility and water quality in Clythe Creek;

    i) Enhanced erosion and sediment control, including recommendations to revegetate areas adjacent to the 30 metre setback, prior to grading;

    j) Recommendations for an educational package to future owners or tenants related to natural heritage protection, stormwater management, and drinking water protection.

27. The developer shall at its own expense implement and address all recommendations contained in the latest Environmental Impact Study and EIR Addendum, approved by the City, and the developer shall address each recommendation to the satisfaction of the Grand River Conservation Authority and the City.

28. That the developer agrees to submit to the City, a plan and summary sheet prepared by an Ontario Land Surveyor or Professional Engineer, showing the original and proposed grades of the four corners of every building lot, prior to the submission of building permit applications. The developer further agrees that any fill located below a building foundation shall be certified by a Professional Engineer.

29. That the developer shall submit a detailed Storm Water Management Report and Plans to the satisfaction of the City Engineer which show how storm water will be controlled and conveyed to the receiving water body. The report and plans shall address the issue of water quality in accordance with recognised best management practices and Provincial Guidelines.

30. Prior to execution of the subdivision agreement, the Developer shall submit an updated Traffic Impact Study to the satisfaction of the City Engineer and the Developer shall implement to the satisfaction of the City Engineer the recommendations of the Traffic Impact Study undertaken for this subdivision and approved by the City Engineer.

31. Prior to grading and site alteration, the Developer shall submit a Phase One/1 Environmental Site Assessment in accordance with O. Reg. 153/04 or CSA Z768-00 standard, describing the current conditions of the subject property to the satisfaction of the City. If contamination is found, the consultant will determine its nature and indicate any necessary measures to manage the contamination at the Developer's expense. Prior to the registration of the plan the applicant shall: i. Submit all environmental assessment reports prepared in accordance with O. Reg. 153/04 or CSA Z768-00 standard, describing the current conditions of the land to be developed and/or conveyed to the City to the satisfaction of the City; and ii. Complete any necessary remediation/risk assessment work and iii. submit a report certified from a Qualified Person (QP) that the lands to be developed and/or conveyed to the City meet the applicable standard(s) of the intended land use.

30. That the developer decommissions all on-site wells in accordance with the Ministry of the Environment guidelines to the satisfaction of the City Engineer.

31. That the developer agrees in the subdivision agreement to advise all purchasers of residential units and/or renters of same, by including the following clause in all offers of Purchase and Sale/Lease: "All or parts of Street No's 1, 2, 10 and 11 could be used as part of a transit route to provide public transit service through the subdivision from the early stages of development."

32. The developer shall build Street Nos. 1, 2, 10 and 11 to a minimum pavement width of 10 metres and a corner radius standard of 12 metres to the satisfaction of the City.

33. That the developer shall pay to the City the cost of installing bus stop pads in the subdivision at the locations to be determined with Guelph Transit, prior to the registration of the plan.

34. Prior to the execution of the subdivision agreement, the developer shall provide an on-street parking plan for the subdivision to the satisfaction of the City Engineer.

35. That the developer agrees in the subdivision agreement to advise all purchasers of residential units and/or renters of Lots 49, 59, 60 and 61, Blocks 131 and 134 and the corner lots of Blocks 125 to 127, inclusive, adjacent to Watson Road by including the following clause in all offers of Purchase and Sale/Lease: "Watson Road will be upgraded to four lanes of traffic and may be used as a truck route."

36. That the developer shall complete a tree inventory, preservation and conservation plan, satisfactory to the General Manager of Planning Urban Design and Building Services, in accordance with the City of Guelph By-law (2010)-19058, prior to any tree removal, grading or construction on the site.

37. That the developer shall erect signs at the entrances to the subdivision showing the proposed land uses and zoning of all lots and blocks within the proposed subdivision and predominantly place on such signs the wording "For the zoning of all lands abutting the subdivision, inquiries should be directed to the Planning Services, City Hall". Further, the signs shall also advise that Watson Road will be upgraded to four lanes of traffic and may be used as a truck route.

38. That the developer shall dedicate Blocks 151 and 152 for parks purposes in accordance with the provisions of City of Guelph By-law (1989)-13410, as amended by By-law (1990)-13545, or any successor thereof.

39. Prior to the release of building permits for any Phase containing a Park, the developer shall demarcate the boundary of the Park Block(s) in accordance with the "City of Guelph Property Demarcation Policy". This shall include submitting drawings for approval, identifying the concrete markers and living fences, to the satisfaction of the General Manager of Planning and Building Services. The developer shall be responsible for the cost of design and development of the living fence and property demarcation for the Park Blocks.

40. That the developer shall be responsible for the cost of design and development of the Basic Park Development as per the City of Guelph current "Specifications for Parkland Development", which includes clearing, grubbing, topsoiling, grading, sodding and any required servicing including water, storm, sanitary and hydro for any phase containing a Park block to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with cash or letter of credit to cover the City approved estimate for the

cost of development of the Basic Park Development for the Park Block to the satisfaction of the Deputy CAO of Public Services.

41. That the developer enters into an Engineering Services Agreement with the City and a Subdivision Agreement with the City, registered on title, satisfactory to the City Solicitor, that covers the conditions of approval.

42. That the developer and the Wellington Catholic School Board reach an agreement regarding the supply and erection of signage, at the developer's expense, affixed to the subdivision sign advising potential Separate School supporters of the location of schools serving the area and the current practice of busing students outside the immediate area should schools in the area be at capacity.

43. That Block 150 be set aside as a Public School site to the satisfaction of the Upper Grand District School Board.

44. That the developer agrees to provide the Upper Grand District School Board with a digital file of the plan of subdivision in either ARC/INFO export of DXF format containing the following information: parcel fabric and street network.

45. That the developer agrees in the subdivision agreement to advise all purchasers of residential units and/or renters of same, by inserting the following clause in all offers of Purchase and Sale/Lease, until such time as a permanent school is assigned:

    "Whereas the Upper Grand District School Board has designated this subdivision as a Development Area for the purposes of school accommodation, and despite the best efforts of the Upper Grand District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bused to a school outside the area, and further, that students may in future have to be transferred to another school.

46. That the developer and the Upper Grand District School Board shall reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to Upper Grand District School Board specifications) affixed to the permanent development sign advising perspective residents that students may be directed to schools outside the neighbourhood.

47. That prior to any grading or construction on the site and prior to the registration of the plan, the owners or their agents shall submit the following plans and reports to the satisfaction and approval of the Grand River Conservation Authority:

    a) A detailed storm water management report in accordance with the 2003 Ministry of Environment Report entitled, "Stormwater Management Practices Planning and Design Manual".

    b) An erosion and siltation control plan in accordance with the Grand River Conservation Authority Guidelines for sediment and erosion control, indicating

the means whereby erosion will be minimized and silt maintained on site throughout all phases of grading and construction, including a monitoring and maintenance plan and provisions for timely revegetation of the site.

c) A Development, Interference with Wetlands and Alterations to Shorelines and Watercourses permit under Ontario Regulation 150/06 for any proposed works within the regulated area.

47. That the subdivision agreement between the owners and the municipality contain provisions for:

a) The completion and maintenance of the works in accordance with the approved plans and reports contained in condition 46.

b) The maintenance of all storm water management systems in accordance with the approved plans throughout all phases of grading and construction.

48. That the developer shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal, adverse impacts to any significant archaeological resources found. No demolition, grading or any soil disturbances shall take place on the subject property, prior to the issuance of a letter from the Ministry of Citizenship, Culture and Recreation to the City indicating that all archaeological assessment and/or mitigation activities undertaken have met licensing and resource conservation requirements.

49. That prior to the registration of the plan, the developer shall install a 1.8 metre high chain link fence and landscaping (which may include the retention of existing vegetation) along any lot or Block abutting the common boundary between the City and the Township of Guelph/Eramosa, to the satisfaction of the General Manager of Planning, Urban Design and Building Services.

50. That the developer shall include in the subdivision agreement and insert in all agreements of purchase and sale or lease for each dwelling unit abutting the common boundary between the City and the Township of Guelph Eramosa the following warning clause:

"The land adjacent to this subdivision is being actively farmed which includes activities such as herbicide application, nutrient application, planting and harvesting of various crops which may affect the living environment of residents living in close proximity to the farming operations."

51. That the developer shall include in the subdivision agreement and insert in all agreements of purchase and sale or lease for each dwelling unit the following warning clause:

"The Guelph Air Park is located close proximity to this subdivision. Residents are hereby advised that noise from Air Park activities may affect the living environment of residents living in this subdivision."

52. That the developer shall agree in the Subdivision Agreement related to the registration of Blocks 146, 147 or 148, in wording satisfactory to Metrolinx (formerly Canadian National Railway):

    a) To install and maintain a chain link fence (or alternate acceptable material) a minimum of 1.83 metres in height along the mutual property where direct access to the rail corridor is afforded, prior to the registration of the plan.

    b) That any proposed alterations to the existing drainage pattern affecting the railway right-of-way must receive prior concurrence from GO Transit and be substantiated by a drainage report to the satisfaction of GO Transit.

53. That prior to the registration of Blocks 146, 147 and 148, the developer shall engage a consultant to undertake an analysis of noise and vibration and to identify appropriate measures to mitigate any adverse effects from noise and/or vibration that may impact the development of the Blocks and to include all recommendations in the subdivision agreement.

54. That the developer shall include in the subdivision agreement and insert in all agreements of purchase and sale or lease for each dwelling unit on Block 137 (i.e. lands for residential purposes within 300 metres of the railway right-of-way) the following warning clause:

    Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest are the owners of lands within 300 metres from the land which is the subject hereof. In addition to the current use of the lands owned by Metrolinx, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the Metrolinx lands or Metrolinx and their respective assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/operations on, over or under its lands.

55. The developer shall satisfy all requirements and conditions of **Canada Post** including advisories and suitable mailbox locations. The developer shall ensure that the eventual lot/home owner is advised in writing by the developer/subdivider/builder that Canada Post has selected the municipal easement to their lot for a Community Mail Box installation and the developer shall be responsible for the installation of concrete pads in accordance with the requirements of Canada Post, in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes.

56. That prior to the registration of all or any portion of the plan, the Wellington Catholic District School Board shall advise the City in writing how condition 41 has been satisfied.

57. That prior to the registration of all or any portion of the plan, Upper Grand District School Board shall advise the City in writing how conditions 42, 43, 44 and 45 have been satisfied.

58. That prior to the registration of all or any portion of the plan, Guelph Hydro Electric Systems Inc, shall advise the City in writing how conditions 10 and 24 have been satisfied.

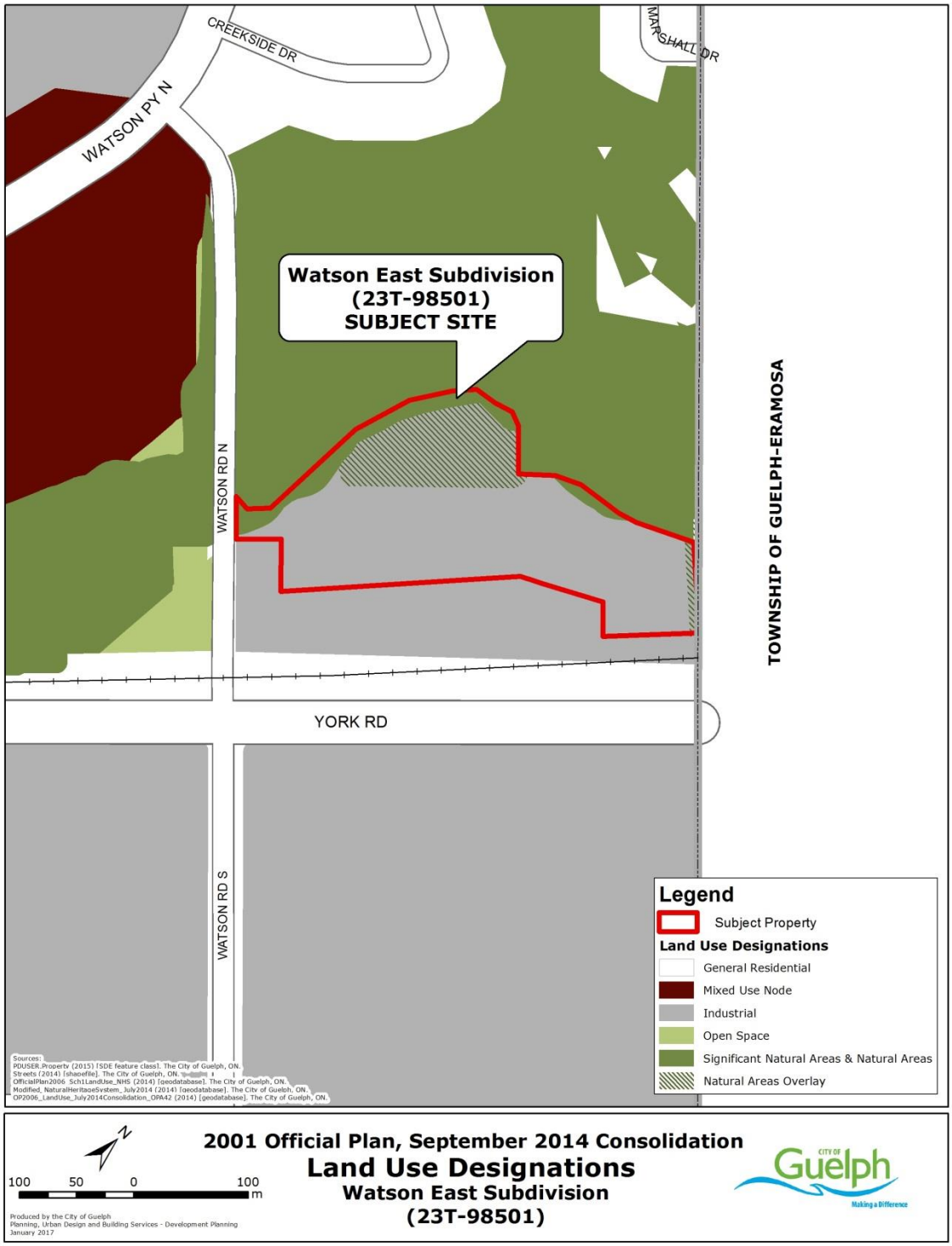
59. That prior to the registration of all or any portion of the plan, the Canadian National Railway (Metrolinx) shall advise the City in writing how conditions 52, 53 and 54 have been satisfied.

60. That prior to the registration of all or any portion of the plan, The Ministry of Citizenship, Culture and Recreation shall advise the City in writing how condition 48 has been satisfied.

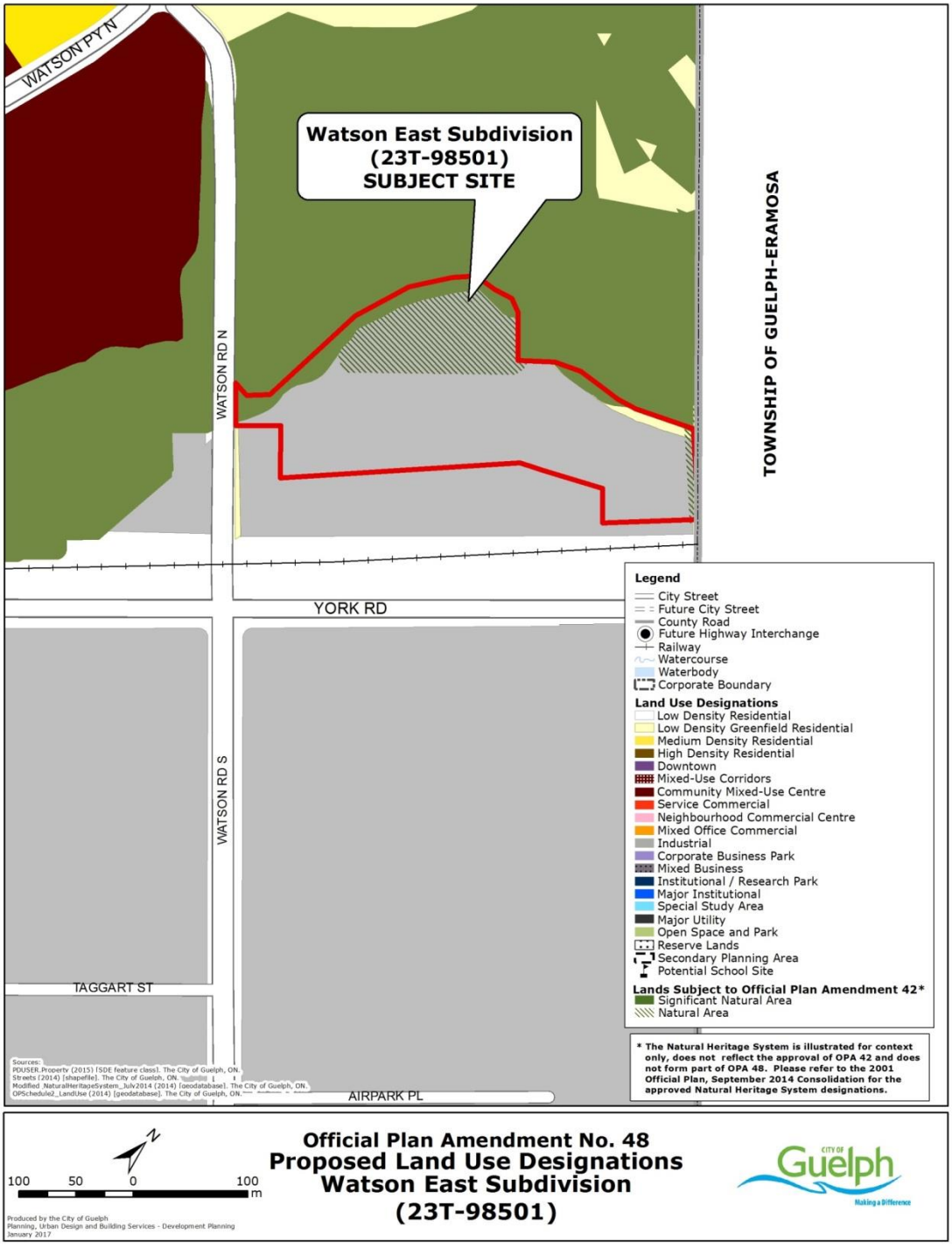
61. That prior to the registration of all or any portion of the plan, the GRCA shall advise the City in writing how conditions 46 and 47 have been satisfied."

NOTE: That this Draft Plan Approval shall lapse on March 20, 2022.

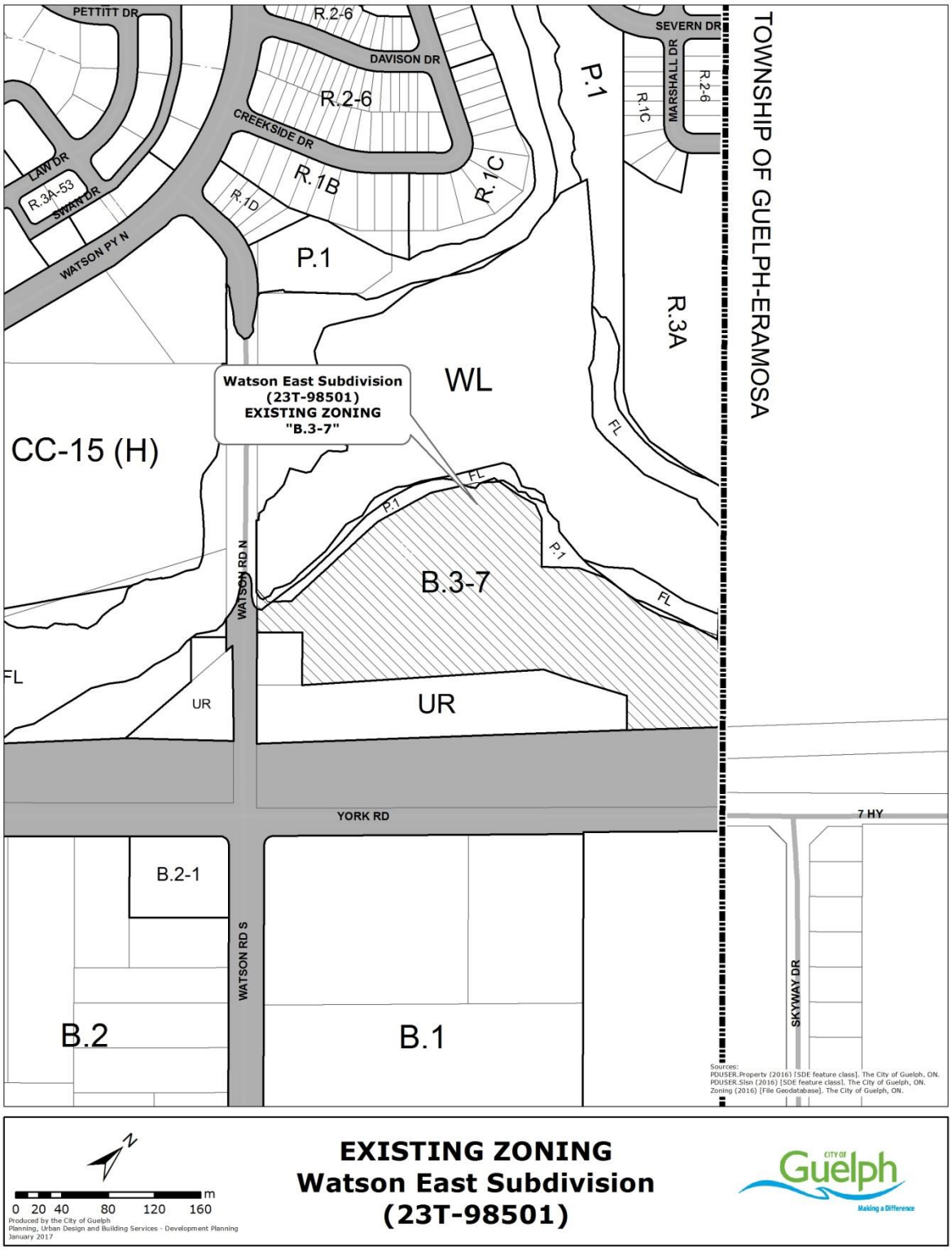
ATT-5
Existing Official Plan Designations



ATT-6
Official Plan Amendment #48 Land Use Designations



ATT-7
Existing Zoning



Staff Report

To	City Council
Service Area	Infrastructure, Development & Enterprise Services
Date	Monday, February 13, 2017
Subject	**Proposed demolition of 18 Harcourt Drive, Ward 5**
Report Number	IDE 17-14

Recommendation

That the proposed demolition of one (1) detached dwelling at 18 Harcourt Drive be approved.

Executive Summary

Purpose of Report

To provide background and a staff recommendation related to a request for demolition approval of one (1) single detached dwelling.

Key Findings

One (1) existing single detached dwelling is proposed to be demolished and to be replaced with a 2 storey residential dwelling in the future with the eventual result in 'no net loss' of residential dwelling units.

Financial Implications

None.

Background

The City received an application to demolish one (1) single detached dwelling at 18 Harcourt Drive on December 22, 2016 through Infrastructure, Development and Enterprise.

The subject property is located on the north side of Harcourt Drive, east of Edinburgh Road south and west of Gordon Street. The subject property is zoned R.1B (Residential Single Detached). The applicant is requesting to demolish the existing single detached dwelling on the subject property. Conceptual elevation plans (ATT 4) for a new single 2 storey residential dwelling has been submitted to the City.

Report

The City's Demolition Control By-law was passed under the authority of Section 33 of the Planning Act. The By-law is intended to help the City "...retain the existing stock of residential units and former residential buildings in the City of Guelph." Section 33 of the Planning Act allows that Council's decision may be appealed by the applicant to the Ontario Municipal Board. In addition, an applicant may appeal if there is no decision within 30 days of filing the application.

Cultural Heritage Resources

The subject property (18 Harcourt Drive) is not designated under the Ontario Heritage Act, and has not been listed (as non-designated) in the City of Guelph's Municipal Register of Cultural Heritage Properties under section 27 of the Ontario Heritage Act. The subject property has not been identified as a built heritage resource in the City's Couling Building Inventory. Therefore, Heritage Planning staff has no objection to the proposed demolition.

Tree Protection

The subject property is less than 0.2 hectares in size and therefore is not regulated by the Private Tree Protection By-law. However, the City is committed to the protection and enhancement of its urban forest resources. Trees provide services to the neighborhood including reduction of air pollution, moderation of the urban heat island effect, carbon sequestration, shade and habitat for resident wildlife, and thus should be preserved to satisfy the City's targets to achieve and maintain 40% canopy cover. Staff encourages the applicant to consult with an arborist for advice on retaining and protecting as many trees as possible during demolition, and construction of the new dwelling.

Recommendation

Staff recommend approval of the proposed demolition as the single detached dwelling at 18 Harcourt Drive. The dwelling is not a significant cultural heritage resource and the applicant does plan on replacing the structure with a new single

detached dwelling in the future. Conceptual elevation plans (ATT 4) for a new single 2 storey residential dwelling have been submitted to the City.

Financial Implications

None

Corporate Strategic Plan

3.1 Ensure a well designed, safe, inclusive, appealing and sustainable City.

Departmental Consultation

The City's Senior Heritage Planner and Environmental Planner were consulted regarding the proposed demolition permit.

Communications

A sign is posted on the subject property advising that a demolition permit has been submitted and that interested parties can contact Building Services for additional information.

Attachments

ATT-1 Location Map
ATT-2 Aerial Photograph
ATT-3 Photograph
ATT-4 Conceptual Elevation Plans

Report Author
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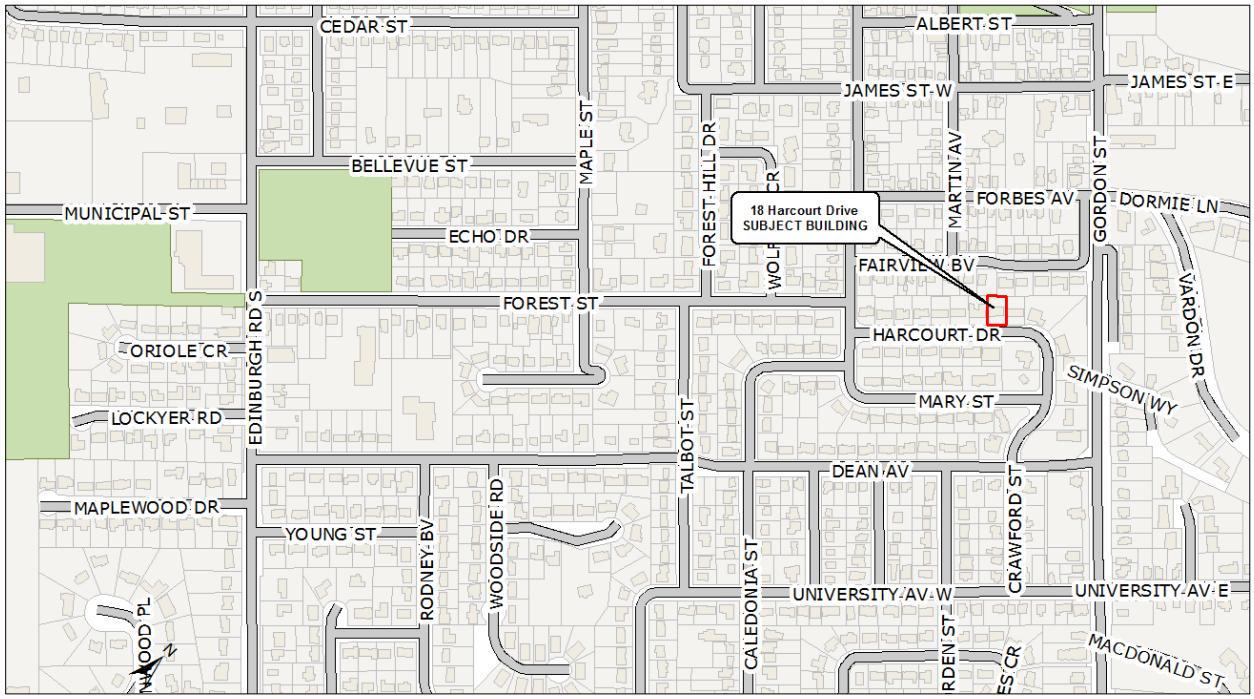
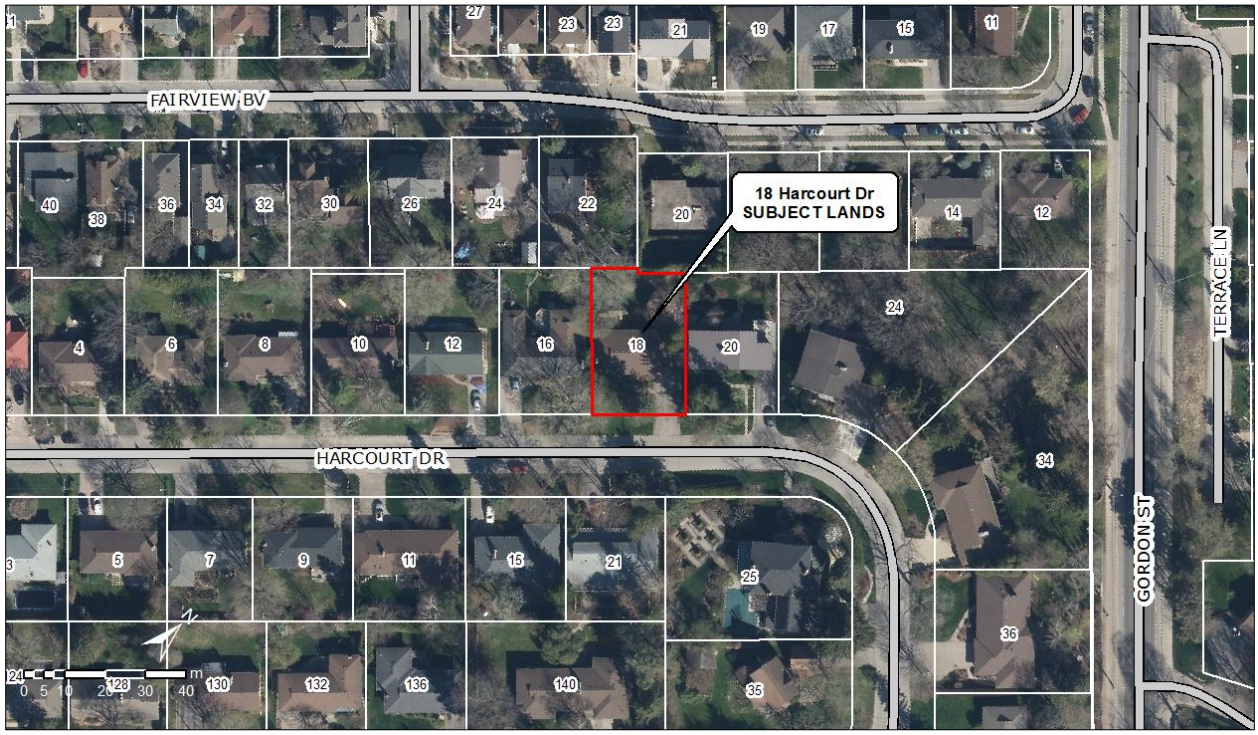
ATT-1 – Location Map



ATT-2 – Aerial Photograph

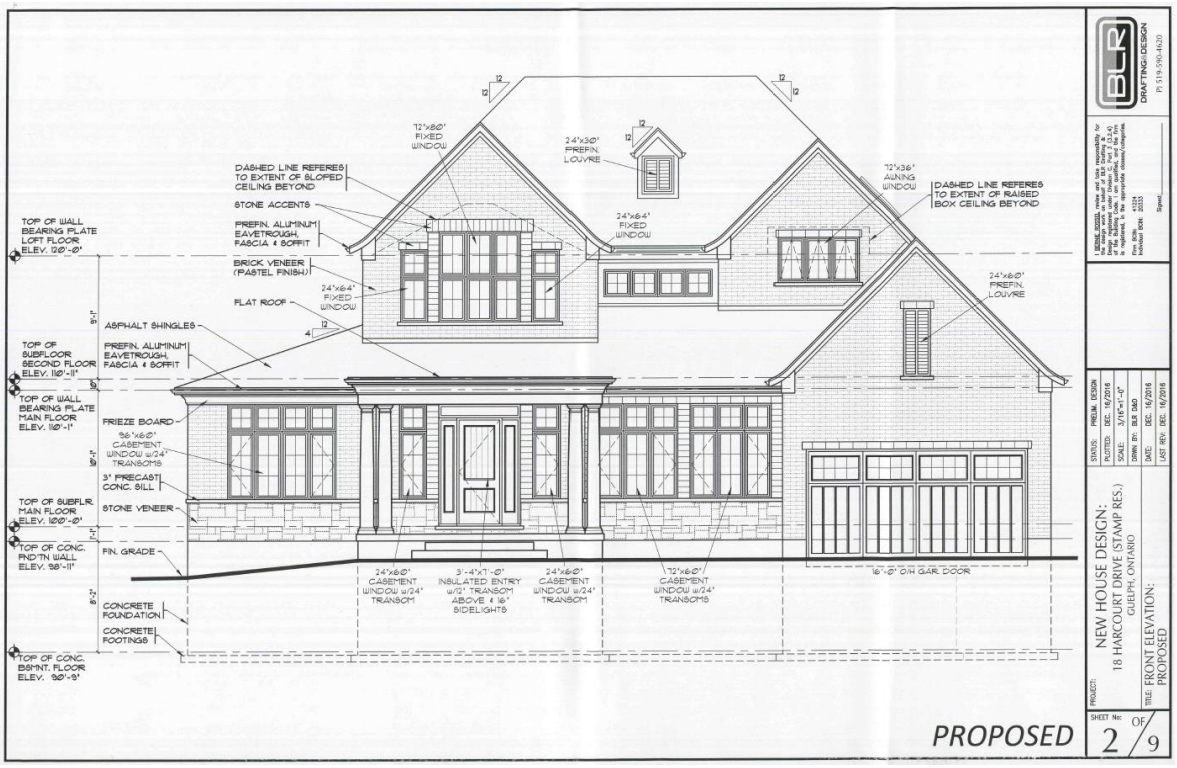


ATT-3 – Site Photographs

Photograph of 18 Harcourt Drive

(Photograph taken January 2017)

ATT-4 – Conceptual Elevation Plans



Front Elevation Plan

Rear Elevation Plan

NOTICE OF MOTION

Title of Motion: Exploring Opportunities to Accelerate Large Neighbourhood Commercial Growth in East Guelph

Moved by: **Councillor Gibson**

SUMMARY:

Guelph's East End (east of Victoria Rd) has been, and continues to be a significant growth area for our city and is acknowledged to be underserviced by large neighborhood commercial amenities. With thousands of residences, four public schools, and over 1,000 additional residential units currently approved for construction (detached, semis, towns and low rise condominiums), the lack of commercial amenities is exacerbating community frustrations. Residents have been patiently expressing a desire for these amenities for too long within the appropriately zoned portion of land at Watson and Starwood. Today however, with reconstruction of the York Road intensification corridor now in the capital budget forecast, and the City wide comprehensive commercial policy review underway, now is the time to welcome further interest in neighbourhood commercial investment along this corridor (Victoria Road east to Watson Parkway).

RECOMMENDATIONS

That the following motion be referred to the March Committee of the Whole meeting for consideration:

1. That, in conjunction with the ongoing comprehensive commercial policy review, staff be directed to consider other opportunities for neighborhood commercial development along the York Road Intensification corridor (east of Victoria Road) with the intent of attracting further commercial investment to East Guelph (East of Victoria Road), and

2. That staff report back to Council on these opportunities as they emerge or, at established reporting milestones for the commercial policy review.