

City Council - Planning Meeting Agenda



Monday, April 9, 2018 – 6:30 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 on guelph.ca/agendas.

Open Meeting – 6:30 p.m.

O Canada

Silent Reflection

First Nations Acknowledgment

Disclosure of Pecuniary Interest and General Nature Thereof

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.

IDE-2018.50 Built Form Standards for Mid-rise Buildings and Townhouses

Recommendation:

That Council approves the Built Form Standards for Mid-rise Buildings and Townhouses, included as Attachment 1 in Report IDE-2018-50 dated April 9, 2018.

IDE-2018.51 Urban Design Concept Plans for the Gordon Street Intensification Corridor

Recommendation:

1. That Council endorse the Urban Design Concept Plans for the Gordon Street Intensification Corridor included as Attachment 1 to report IDE-2018-51 dated April 9, 2018.
2. That staff be directed to use the Urban Design Concept Plans for the Gordon Street Intensification Corridor to guide the review of future development applications within this corridor.

IDE-2018-54

131 Malcolm Road – Municipal Servicing and Access Agreement

Recommendation:

1. That staff be directed to negotiate a municipal servicing and access agreement between the City of Guelph and Ceva Animal Health Inc. for the purposes described in Council Report # IDE-2018-54.
2. That the Mayor and City Clerk be directed to execute a municipal servicing and access agreement between the City of Guelph and Ceva Animal Health Inc. for the purposes described in Council Report # IDE-2018-54, subject to the terms and conditions of the agreement being satisfactory to the City Solicitor, the Deputy CAO for Infrastructure, Development and Enterprise Services and the Deputy CAO for Corporate Services.
3. That staff be directed to prepare a draft Corporate Policy, which will serve to consider and direct potential requests for the extension of municipal services and access to properties abutting City of Guelph boundaries, and to report to Council with the results by no later than the end of Q1/2019.

**Public Meeting to Hear Applications
Under Sections 17, 34 and 51 of The Planning Act**
(delegations permitted a maximum of 10 minutes)

IDE-2018.46

**119 Ingram Drive and 35 Wideman Boulevard
Proposed Zoning By-law Amendment File: ZC1713
Ward 2**

Staff Presentation:

Michael Witmer, Development Planner II

Recommendation:

That Report IDE 2018-46 regarding a proposed Zoning By-law Amendment application (ZC1713) from Black, Shoemaker, Robinson & Donaldson Limited on behalf of Artifex Construction Limited to permit 28 on-street townhouses on the properties municipally known as 119 Ingram Drive and 35 Wideman Boulevard, and legally described as Blocks 41 and 42, Registered Plan 61M-173, City of Guelph, from Infrastructure, Development and Enterprise dated April 9, 2018, be received.

IDE-2018.24

**Brownfield Redevelopment Community
Improvement Plan Update**

Staff Presentation:

Tim Donegani, Policy Planner

Recommendation:

That Report IDE-2018-24 Statutory Public Meeting: Brownfield Redevelopment Community Improvement Plan Update, dated April 9, 2018, be received.

IDE-2018.52

**278 College Avenue West Proposed Zoning By-law
Amendment File: ZC1801 Ward 5**

Staff Presentation:

Rino Dalbello, Planner

Delegation:

Lloyd Barrell
Stewart Clark

Correspondence:

Tracy Walker
Mark Radoja
Blayne Laffin
Joe Raheb
Hugo Montuori
Andre and Melissa Rodrigues
Rick Robson
Xiaomen Wuyi
Naeem Yahya Mir
Bipasha Chakravarty
Dr. Elaine Harrison

Recommendation:

That Report IDE 2018-52 regarding a proposed Zoning By-law Amendment application (ZC1801) from Astrid J. Clos Planning Consultants on behalf of 9428577 Canada Corp. (Jane Fung) to permit a residential development on the property municipally known as 278 College Avenue West and legally described as Part of Lot 13, Registered Plan 435, City of Guelph, from Infrastructure, Development and Enterprise dated April 9, 2018, be received.

IDE-2018.44

**671 Victoria Road North Proposed Zoning By-law
Amendment File ZC:1606 Ward 2**

Staff Presentation:

Katie Nasswetter, Senior Development Planner

Delegation:

Nancy Shoemaker, Black, Shoemaker, Robinson & Donaldson Limited

Recommendation:

That Report IDE 2018-44 regarding a proposed Zoning By-law amendment application (File: ZC1606) by Astrid J. Clos Planning Consultants on behalf of 1830334 Ontario Inc. to permit a townhouse residential development on a portion of the property municipally known as 671 Victoria Road North and legally described as Part of Lot 1, Concession 7, Division C, City of Guelph, from Infrastructure, Development and Enterprise dated April 9, 2018, be received.

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.

IDE-2018.49

**Clair-Maltby Secondary Plan: Planning and Design
Charrette**

Presentation:

Stacey Laughlin, Senior Policy Planner

Delegation:

Benjamin Perry
James Nagy
Ted Michalos

Recommendation:

That the Clair-Maltby Secondary Plan Preferred Community Structure be received.

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.

Adjournment

Staff Report



To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, April 9, 2018

Subject **Built Form Standards for Mid-rise Buildings and Townhouses**

Report Number IDE-2018-50

Recommendation

That Council approves the Built Form Standards for Mid-rise Buildings and Townhouses, included as Attachment 1 in Report IDE-2018-50 dated April 9, 2018.

Executive Summary

Purpose of Report

The purpose of this report is to provide Council with the recommended Built Form Standards for Mid-Rise Buildings and Townhouses (Attachment 1). As part of the City's Urban Design Manual, the document provides clear standards for the design of new townhouse buildings and mid-rise buildings across the City.

Key Findings

The City has completed an update of its Official Plan through Official Plan Amendment (OPA) 48. The City is now moving forward with implementation of the Plan.

The draft Built Form Standards for Mid-Rise Buildings and Townhouses were received by Council on December 11, 2017 and have been refined.

Based on the Official Plan, the document addresses how different components of a site should be organized and designed, as well as specific standards for mid-rise buildings and townhouses. The document provides the basis and recommendations for the future comprehensive Zoning By-law review in regards to design and massing considerations. It also addresses potential zoning regulations for these types of developments.

It provides a thoughtful and consistent approach to evaluating the design of these buildings and guidance to the development community, while allowing for innovation and supporting design excellence. The document also helps residents and developers understand the quality of design that will be expected of new development.

Financial Implications

The Built Form Standards for Mid-rise and Townhouse Buildings is funded through the approved capital budget.

Report

The City has completed an update of its Official Plan through Official Plan Amendment (OPA) 48 which is now in effect with the exception of one site specific and some site specific policy appeals. Based on this, the City is now moving forward with implementation of the Plan. One of the goals is to enhance the already established sense of place that Guelph's citizens enjoy and to guide change where it is planned to occur, creating a complete and distinctive community through the application of urban design excellence. This work will become a component of the City's Urban Design Manual.

The recommended Built Form Standards for Mid-rise Buildings and Townhouses provides clear standards for the design of new townhouse buildings and mid-rise buildings across the City (with the exception of Downtown which is subject to the [Downtown Built Form Standards](#)). The building standards address both residential and mixed use developments and take policy direction from the urban design policies in the City's Official Plan. It provides a thoughtful and consistent approach to evaluating the design of these buildings and providing guidance to the development community, while allowing for innovation and supporting design excellence. The document also helps residents and developers understand the quality of design that will be expected of new development and, if followed effectively, will result in a streamlined approvals process.

The document also provides the basis and recommendations for the future comprehensive Zoning By-law review in regards to potential design and massing regulations for townhouses and mid-rise buildings. It provides sufficient direction regarding the evaluation of urban design briefs, site-specific Zoning By-law amendments and other planning applications. The City retained Brook McIlroy as the consultant on this project.

As outlined in Guelph's Official Plan, mid-rise buildings are generally between 4 and 6 storeys. This work addresses mixed-use buildings as well as single-use buildings. The document also addresses different townhouse typologies such as cluster townhouses, stacked townhouses and street-oriented townhouses.

Overview of Changes

A full overview of the proposed document is contained within the Infrastructure, Development and Enterprise Services Report 2017-137 "Draft Built Form Standards for Mid-rise Buildings and Townhouses" (see Attachment 4.

Changes have been made in the recommended Standards to reflect staff's response to feedback received from the public, Council, external agencies and internal City Departments.

In addition to minor wording changes to address grammar and administrative changes, the following key changes have been made to the recommended Built Form Standards:

- Adding reference to the City's Blue Built program, Water Efficiency Strategy Water Supply Master Plan, and Stormwater Management Credit Programs;
- Including reference to Development Engineering Manual;
- Providing some additional references and details around tree planting standards;
- Providing more detail about waste management and integration into site plans;
- Ensuring that where numbers are provided the intent behind the standards is clear; and,
- Fine-tuning of language to ensure the correct balance between clear direction and flexibility.

Overview of Key Issues and Staff Responses

Since the release of the draft Built Form Standards in November 2017, seven stakeholders and the Accessibility Advisory Committee have provided written comments. Clarification and revisions have been made where appropriate.

A more detailed summary of comments received from the public and a staff response has been included as Attachment 2 of this report. The submitted comments are included as Attachment 3 of this report. In addition, a draft version was brought forward to Council on December 11, 2017. The Consultations section of this report provides an overview of engagement completed.

The following general themes of concerns/issues have been identified from the open house, Council feedback (received at the Council meeting) and written submissions:

1. Enforceability/Flexibility: Standards versus guidelines versus regulations.
2. Waste Management.
3. Building design issues: Responding to context while ensuring variety.

1. Enforceability/Flexibility: Standards versus guidelines versus regulations

Summary of issue:

Some members of the public and members of council raised questions around enforceability and implementation, with some concerned that the document would not be implemented or could be avoided by developers if it was not made more enforceable. Concerns were raised by others who were concerned that the document does not provide enough flexibility and should be made clear that the document is a guideline.

Staff response:

- The recommended document strikes a balance between providing enforceability and flexibility. The purpose of the document is to help residents and developers understand the quality of design that will be expected of new development. Therefore, staff is purposely using the word “standards” to emphasize that these are meant to outline the City’s expectations for development. Therefore, these are beyond guidelines.
- Staff recognizes that site-based context and site specific issues or technical requirements may justify some deviation from the Standards. Therefore, the process noted in Section 5 of the Built Form Standards document builds in flexibility to respond to these factors. However, the onus will be on the developer to justify any deviations. Generally, this will occur through the submission of Urban Design Briefs which will be required to justify and summarize deviations from the standards. The document notes that acceptance of these deviations is at the discretion of the City.
- In addition, the document also makes recommendations for updating the Zoning By-law to implement key standards as regulations. Zoning By-law regulations are more clearly enforceable and less flexible than the performance standards.
- Finally, staff has reviewed the document to fine tune the language to ensure the correct balance between direction and flexibility. In addition, more description of intent was added where appropriate and where dimensions are provided. These dimensions will provide direction for the future Zoning By-law update.

2. Waste Management

Summary of issue:

Comments were raised by members of the public and members of Council around ensuring that these types of development contribute to the City’s waste management goals (e.g. planning for three stream and public pick-up).

Staff response:

- Waste management is addressed in section 6.9 of the Built Form Standards document. Staff also followed-up with Waste Management staff and have made changes to provide additional direction around solid waste.

- The document notes that waste management plans are required to be reviewed by City staff for compliance and for demonstration that the design fits with the City's three stream sorting system and providing access for collection.
- Reference has also been added to ensure site planning includes adequate space for waste vehicles and containers. Where garages are not provided, consolidated waste pick-up areas are required.

3. Building design issues: Responding to context while ensuring variety

Summary of issue:

Comments were received around building design and how design responds to context while ensuring variety. Some were concerned that in some newer areas of the City there was not enough variety (e.g. buildings were too similar in colour). Others commented that both existing and planned context should be taken into account in building design.

Staff response:

- A standard that encourages architectural variation within development blocks has been added to reduce sameness in design while still ensuring complementary design (standard 7.3.2).
- As outlined in the standards new development is to reflect the buildings in the surrounding area and/or the emerging context. For example, this could include setbacks from property lines, building setbacks, height, building materials, etc.

Financial Implications

The Built Form Standards for Mid-rise and Townhouse Buildings is funded through the approved capital budget.

Consultations

Formal consultation began in early 2017. Staff and consultants interviewed a number of key stakeholders who are involved professionally in the development of these buildings types in Guelph. Internal staff from multiple departments have also been consulted. In addition, on March 22nd two public workshops were conducted, one in the afternoon and one in the evening. In total, approximately 55 people attended the workshops. A Preliminary Design Directions document was prepared and supported by Council on May 8, 2017.

A draft version of the document was then prepared and refined based on comments received from key internal staff. This included staff from Engineering and Zoning. A public and stakeholder commenting period for review of the draft document was conducted between November 24, 2017 and January 15, 2018. A public open house was held on December 7, 2017 which was attended by approximately 25 people. In addition, a draft version of the document was brought forward to City Council on

December 11, 2017 for Council receipt and comment. Staff also met with the Accessibility Advisory Committee in February 2018. Interviews, written comments and workshops have informed the development of the final recommended document.

Communications

The final document will be communicated and shared with the community as per the project's communications plan.

Corporate Administrative Plan

Overarching Goals

Service Excellence

Innovation

Service Area Operational Work Plans

Our Services - Municipal services that make lives better

Our People- Building a great community together

Attachments

- ATT-1 [Built Form Standards for Mid-rise Buildings and Townhouses](#)
- ATT-2 Summary and Analysis of Public Input Received
- ATT-3 Public Comments Received
- ATT-4 December 11, 2017 Draft Built Form Standards for Mid-rise Buildings and Townhouses (IDE Report 2017-137) is available on the City of Guelph website at: https://guelph.ca/wp-content/uploads/council_agenda_121117.pdf#page=96

Departmental Approval

Not applicable

Report Author

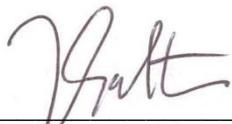
David de Groot

Senior Urban Designer

Approved By

Melissa Aldunate

Manager of Policy Planning and Urban Design



Approved By

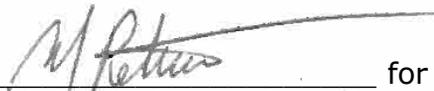
Todd Salter

General Manager

Planning, Urban Design, and
Building Services

519-837-5615, ext. 2395

todd.salter@guelph.ca



Recommended By

Scott Stewart, C.E.T.

Deputy CAO

Infrastructure, Development and Enterprise

519-822-1260, ext. 3445

scott.stewart@guelph.ca

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
1.	Public Health	<p>5.2 Large Site Development- p. 17</p> <p>Please consider requiring Master Plans to specifically illustrate that built and natural features encouraging healthy lifestyle choices were incorporated, where feasible. In order to facilitate this, WDG Public Health is available to collaborate with the City of Guelph on a healthy development checklist that can be used for Master Plan applications, or any other appropriate development applications.</p>	<p>This has been addressed throughout the document. Creating a healthy development checklist is not part of the scope of this project. No change made.</p>
		<p>6.0 Site Organization & Design- p.18</p> <p>Please consider including healthy community design in the list of what efficient sites should achieve. For example: Consider built and natural features that will encourage healthy lifestyle choices, such as active modes of travel, access to healthy food and social connectivity.</p>	<p>Changes made to include "Encourage healthy lifestyle choices, such as active modes of travel"</p>
		<p>6.1 Sustainable Site Design- p. 22</p> <p>Please consider revising Standard #4 to:</p> <p>"Encourage the use of green roofs and white roofs to reduce energy consumptions. Green roofs, including vegetable gardens, are strongly encouraged on</p>	<p>Green roofs are encouraged on page 22. No change made.</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		midrise buildings.”	
		<p>6.2 Parking, Access, Circulation & Loading- p. 23</p> <p>Please consider switching the order of current Standards #2 and #3 to emphasis the preference for underground parking, as opposed to surface parking.</p>	Change made, order of points changed.
		<p>Please consider editing Standard #2 to:</p> <p>“When underground or structured parking is not feasible, surface parking should generally be located at the rear or side of the buildings...”</p>	Above ground parking is addressed on page 26. No changes made.
		<p>Also, please consider including a general standard statement pertaining to bicycle parking to exemplify equal importance of all travel modes that require parking onsite.</p>	Bicycle parking standards are provided on page 27. No change made.
		<p>6.2 Parking, Access, Circulation & Loading: Additional Standards for Townhouses- p.25</p> <p>Please consider revising Standard #20 to:</p> <p>“When occupied, loading areas should not impede on-site vehicular, pedestrian and cyclist circulation.”</p>	Change made.
		6.2 Parking, Access, Circulation & Loading: Additional	Bicycle parking ratios are included

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>Standards for Townhouses- p.26</p> <p>Please consider including a minimum standard ratio for both residential and visitor bicycle parking based on the type of building and/or number of units.</p>	<p>in the Site Plan Guidelines. This may also be addressed through the future Zoning By-law update. No change made.</p>
		<p>6.3 Common Amenity Area: Use and Design Requirements- p.28</p> <p>Please consider including a requirement (or incorporating into an existing requirement) for the consideration of community garden inclusion in the common amenity area. For example: Consider the inclusion of accessible vegetable garden plots for local residents to encourage onsite healthy food access.</p>	<p>Reference to community garden added to page 29.</p>
		<p>7.0 Mid-Rise Buildings- p.39</p> <p>Please consider editing the following statement to: "Create comfortable, green, universally accessible and usable outdoor spaces."</p>	<p>Change made.</p>
		<p>7.1 Building Massing, Scale and Transitions- p.41</p> <p>Please consider editing the Standard #12 to: "All building frontages that face a main street should be designed to be active frontages..."</p>	<p>Change made.</p>
		<p>8.0 Townhouses- p. 46</p>	<p>Bullet revised as follows: "Consist of</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		Please consider editing the 5th bullet point statement to: "Consist of active frontages lined with street trees, street lights and connected sidewalks."	active frontages lined with street trees and connected sidewalks."
2.	John Steggles	<p><u>Page 7 2.0 Background review, official plan 2nd Paragraph</u></p> <p>In this section it discusses several areas of promotion including architectural style and design, as this is what we see as a finished article it's important that the public be involved, how will a review of these items be carried out? Will staff or council be the arbiter of what is acceptable, how much change can we effect under the current provincial rules?</p>	The <i>Planning Act</i> outlines the types of application that require community engagement. The public is able to get involved in community engagement undertaken by City staff, this will inform Staff's recommendation to Council. There is also an opportunity for the public to delegate to Council.
		<p><u>Page 8 Zoning by law 1995-14864</u></p> <p>This section talks about recommendations made from this document to the city's zoning by law review.</p> <p>At this point does staff have a number of "recommendations" it intends to promote as new zoning by laws. How will this process be conducted (publically or not)?</p>	Recommendations of this document will inform the comprehensive Zoning By-law review. This will be a separate multi-year project that will have its own community engagement process.

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p><u>Page 15 5.0 Meeting the Standards. Official plan Amendment</u></p> <p>The official plan amendment section has 4 paragraphs, at the end of 3 of these paragraphs the sentence states "Acceptance of these deviations is at the discretion of the city". Who will make these decisions, staff or council? Again will the public be included.</p>	<p>An Official Plan amendment includes prescribed community input through the Planning Act. A public meeting and a decision meeting at Council provide an opportunity for the public to delegate.</p> <p>Deviations from standards can be justified in some situations and would be included as a recommendation from Staff if the deviation is acceptable.</p>
		<p><u>Page 17 5.2 Large site development paragraph 1</u></p> <p>This section deals with the need to provide full details of how the new development will look.</p> <p>What is the definition of a larger site, is this dependent on square footage/Acreage?</p> <p>The paragraph states "a master plan may be required for sites that.....".</p> <p>What is the situation when a master plan is <u>not</u> required, why wouldn't a plan be required for all</p>	<p>Rather than a size, the criteria for deciding if a master plan is required is outlined on page 17 (see the first paragraph with the bulleted list).</p> <p>A master plan is not required for smaller sites, i.e. street-oriented townhouses.</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>applications.</p>	
		<p><u>Page 23 6.2 Parking access circulation and loading, Generals Standards. Paragraphs 2 and 3.</u></p> <p>In the case of surface and underground parking, reference is made to Ontario Policy are these instructions current zoning by law, if not should they be?</p>	<p>Reference noted is to Official Plan policy not Ontario Policy.</p> <p>Built Form Standards will inform a future update to the comprehensive Zoning By-law.</p>
		<p><u>Page 31 Paragraph 12</u></p> <p>Where roofing design is appropriate should the installation of green roofs be made mandatory as part of an ongoing effort to improve our environment. (Current text states "strongly encouraged").</p>	<p>This is beyond the scope of this project, however this document is looking at changes to incent green roofs by allowing them to count towards landscaped open space.</p>
		<p><u>Page 33 6.5 tree planting. Paragraph 2.</u></p> <p>The statement reads" first consideration of site design should strive to preserve existing trees on site"</p> <p>This gives far too much leeway for a developer to do what he wants. The language must be stronger; a developer must provide designs that reflect the current situation.</p>	<p>Currently staff requires a tree preservation plan to be submitted with any development application. This allows for existing trees to be classified based on health, age and species. This document provides a basis for understanding any impact to existing trees and where trees are removed tree compensation is</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
			required. Currently compensation is required at a rate of 3 new trees to 1 existing tree that is over 10cm dbh. No changes made.
		<p><u>Page 35 6.6 Mid block connections, Standards 1 and 2.</u></p> <p>There appears to be conflicting statements between standards 1 and 2. Re writing the standards with an explanation of the terminology used would prevent possible confusion.</p>	Changes made to provide clarity.
		<p><u>Page 37 6.8 Rooftop Mechanicals</u></p> <p>This has become a bone of contention of late with Guelph residents. The discussion as to whether mechanicals in effect are another building story is uppermost. I believe there may be some conflict with the opening statement that states the mechanicals must be completely screened from the public view with mechanicals setback a minimum of 1.5 metres. This I believe need further review and a more precise definition.</p>	Standard adjusted by adding angular plane in the objective. It is still important to add the 1.5m stepback to ensure that mechanical equipment isn't flush with the façade.

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p><u>Page 41 Standard 8</u></p> <p>The standard as written is difficult to understand, what anyone would derive from it particularly developers can be interpreted in any way. How will this be reviewed by the city? How will developers be made to prove that this has been taken under consideration?</p>	<p>Staff will review building design and ensure that new development reflect the buildings in the surrounding area and/or the emerging context. This could be setbacks from property lines, building stepbacks, height, building materials, etc. Minor changes made to provide clarity.</p>
		<p><u>Page 42 Standards 15 and 16</u></p> <p>In proposed developments abutting natural areas will the proposed transition rulings apply or will these be done on a case by case basis.</p> <p>What will be the decision criteria be regarding the setback of higher buildings in a low rise area.</p>	<p>Standard 15 will apply to all development applications where built form abuts natural areas.</p> <p>OP Policy will guide the decision criteria regarding building design of tall buildings and transition of land uses: Where proposed buildings exceed the building height of adjacent buildings, the City may require the new buildings be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape.</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p><u>Page 45 7.3 Articulation façade design and materials Standard 2</u></p> <p>If general consensus can be reached that precast concrete panels regardless of how they are fashioned are obnoxious and ugly why can they not be excluded entirely and zoned as such? If this cannot be done lets change the wording from “not recommended” to “strongly disapproved of and subject to scrutiny”</p>	<p>Changes made to make the direction stronger.</p>
		<p><u>Page 46 Townhouses 1st paragraph.</u></p> <p>It states “areas of the city are encouraged to be designed to complement the visual character and architectural design element found in these areas “. As a statement this is far too vague, we must have tighter definitions. Under this ruling a developer could in theory (although highly unlikely) design a terrible building in a dilapidated and run down area.</p>	<p>Wording has been directly taken from Official Plan policy (OP 8.5.1). The intent of this policy is to ensure new buildings fit into the existing character of the neighbourhood and complement the area. No change made.</p>
		<p><u>Page 50 8.2 Ground floor and street edge design Standard 4</u></p> <p>I think this whole premise of narrowing the townhouse frontage dilutes the intent of the proposed frontage regulations and would lead to confusion and a mix not aesthetically pleasing .the whole standard</p>	<p>Consideration to reduce the frontage requirements of townhouses would only be entertained where rear lane garages are proposed. No change made.</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>should be deleted.</p>	
		<p><u>Page 52 8.3 Articulation, Facade design and materials standard 7</u></p> <p>If building codes do not include regulations concerning the provision of air conditioners in new buildings there will always be air conditioners on balconies. The proposed standard stating that air conditioners are “strongly discouraged within balconies” is superfluous.</p>	<p>Noted. No change made.</p>
		<p><u>Page 53 9.0 Implementation Common amenity area.</u></p> <p>The plans definition of common amenity area includes the statement “The location, size and design of common outdoor amenity areas should be appropriate given the building type, unit mix, and adjacent land uses and amenities”. How can this rule be interpreted, are there guidelines, who makes the decision as to what is right and what is wrong, on what do they base their decision?</p>	<p>Sentence removed.</p>
		<p><u>Page 55 9.2 Urban design briefs</u></p> <p>This is very good strategy, will this provision be mandated as part of the proposed design application</p>	<p>The need for Urban design briefs is determined by Staff through pre-consultation process. This is a mandatory process for all</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		or strongly advised?	developments.
		<p><u>General comment</u></p> <p>I accept that this is a design draft and will be subject to change. The way the documents is currently worded includes such expressions as "will be" "must be" these are unequivocal and can only be interpreted one way. However the text contains no less than 102 uses of the word "should", this as an expression is loose and can be subject to interpretation. This as a comment may seem trivial and I recognise the need for flexibility. However, I believe we should carefully review the use of the word "should" and where possible change to a stronger expression of intent.</p>	Noted. Staff have reviewed and revised as appropriate.
3.	Donna Jennison	<p>How effective are "guidelines" at shaping new developments?</p> <p>Given a recent "snout house" development on Elizabeth Street and the relentless enthusiasm of developers to build cheaply in order to maximize profits, I would like to advocate that zoning bylaws should include the following:</p>	<p>Note that the scope of this document is to address townhouses and mid-rise buildings and does not cover single detached and semi-detached dwellings.</p> <p>The document does provide guidance to limit garage width, garage door projections, visual impacts of parking and ensure that</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>1. placement of front doors:</p> <ul style="list-style-type: none"> - front doors and windows, including ground floor, should be prominently located on the front of the building to ensure "eyes on the street", community connection, engagement and security, - limit garage door projections so they are mostly recessed and do not project ahead of the front wall of the house, <p>b. parking</p> <ul style="list-style-type: none"> - to reduce the visual impact of parking surface parking areas should generally be located at the rear or side of buildings and not between the front of the building and the street. <p>c. street edge design</p> <ul style="list-style-type: none"> - new developments must complement the character and role of adjacent street <p>The relatively recent condominium townhouse development on Elizabeth St. and the one proposed by the same developer for Stevenson St. North, File ZC1613 & CDM 1609, incorporate none of the above and do nothing to create an enjoyable, connected,</p>	<p>developments compliment the character of the neighbourhood. Further, the document recommends changes to the Zoning By-law as appropriate to implement these directions.</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>engaged and aesthetically pleasing streetscape/community. The existing and planned "snout houses" (garages with houses attached) are not pedestrian friendly, discourage neighbours from getting to know each other, have zero curb appeal and create alienating streetscapes. They are ugly emblems of a "let's maximize our profits" world and an auto-dominated lifestyle.....all in an area that is already challenged by crime and poverty.</p> <p>Please do what you can to ensure that future developments, especially in vulnerable and challenged neighbourhoods, get the housing they need to ensure healthy, active and connected communities. If that means incorporating front door/porch/window/parking requirements into zoning bylaws I implore you to do so.</p>	
4.	Sarah Galliher	<p>I haven't read the proposed standards in their entirety and cannot attend the public meeting but wanted to send a quick email in support of enhanced standards for Guelph's urban form.</p> <p>The main things I value in the development and re-development of this city relate to sustainability. Emphasis on walking and other modes of transportation is huge for the future of our</p>	<p>The document addresses sustainability in section 6.1.</p> <p>Following direction provided in the Official Plan, the Standards include direction around pedestrian circulation, bicycle parking and</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>communities.</p> <p>This may be outside the realm of the design plans but I would love to see streaming of waste in apartment and high rise buildings and certainly design considerations for how this could be accommodated.</p> <p>It is shocking to think of recycling and compost going into waste bins in high density residential environments. also, this is less about sustainability more about visual appeal - i support improved standards for apartment buildings particularly as it relates to not allowing the 2/3 brick 1/3 aluminum siding bit. and for Townhouses i'm supportive of more varied designs that boost visual appeal. The arkell road west coast styled towns are great. we need more sophisticated and dynamic design in guelph.</p>	<p>other measures to support active transportation (see section 6.2).</p> <p>Waste management is addressed in section 6.9 and notes that waste management plans are required to be reviewed by City staff for compliance with the City's three stream waste system.</p> <p>Comments noted.</p>
5.	Unto Kihlanki, Talo Architect Inc.	<p>Section 7.1 – Building Massing, Scale and Transitions – Standard 3</p> <p>In my opinion, the common provisions regarding required side yard setbacks are, arguably, the most problematic zoning obstacle to the creation of beautiful, and sustainable, cities today. The designers and builders of traditional cities - the cities most revered as beautiful examples of urban design, including Paris, Barcelona, Florence, etc., etc.; and</p>	<p>Comments noted. Side yards are often required for a number of reasons including providing adequate separation from buildings on adjacent properties in proportion to the building's height, maintaining access, and where necessary, to accommodate services, and to allow</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>let's not forget our own Wyndham St. - simply did not worry about them; and I fail to see what harm that has done.</p> <p>Unfortunately, these days, in North America anyway, it seems that we have come to hate continuous street walls – ie. common party walls. Instead, we seem to prefer that all of our buildings sit as discreet objects surrounded by space: every building needs to be a monument, which is a grand waste of space; not to mention confusing to someone trying to 'read' the urban environment.</p> <p>However, if we have to have side yard setbacks on arterial roads, then let's not compound the problem by including a requirement to increase them as a function of height; let's save that for where it is really needed: to protect access to sunlight for the street; and for the rear yards, which are likely to face lower density forms of building.</p>	<p>for proper lot grading and drainage.</p>
		<p>Section 7.1 – Building Massing, Scale and Transitions – Standard 6</p> <p>While I agree with the general idea of the step-back, I think the height at which it should apply should be related to the width of the street on which it fronts; but, it should also respect the line of an existing street wall, if one exists.</p> <p>If the street width is, say, 26 metres, then a five</p>	<p>Noted. Some flexibility has been written into the standard's wording. As noted in Standard 7.1.6, "Stepbacks must relate to the existing context and consider transitioning uses".</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>storey building, even with no step-back, will not be overwhelming; and it may not even break through the 45 degree angular plane. So, it should not require a step-back, unless there is enough existing fabric that is at a lower level – say, both adjacent buildings are three storeys, or four; and configured to actually create a street-wall - in which case the lower level step-back makes sense to help reinforce the visual power of an existing street wall.</p>	
		<p>Section 7.2 – Ground Floor & Street Edge Design – Standard 4</p> <p>The standard recognizes the importance of the outdoor space adjacent to a ground level residential unit fronting onto the street, calling for a higher level of design articulation; however, unless the site happens to offer the opportunity for a significant grade change – so that the front yard area is higher than the sidewalk by, say, a minimum of two feet – there is a need for a set of design tools to create more privacy, both visual and audial, for the residents. Otherwise the resident is very unlikely to actually use the outdoor space, which is a pity; and it devalues the building type, feeding the current bias against apartment style living, which considers it as a second class form of housing.</p> <p>I realize that existing by-laws severely restrict the height, and setbacks, of front yard fencing; however, if there is any way that the guideline can mitigate</p>	<p>Noted. Regulations for fences will be reviewed as part of the upcoming comprehensive Zoning By-law review.</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		these by-law shortcomings – or, at least, help to promote the idea of changing them - I think it would be very helpful. Perhaps there could be a 45 degree angular plane rule for a garden wall that permits up to a 6’ height; combined with a required street entrance that has to be a minimum width of transparent opening – say 6’ wide, with glass, or wrought iron, fencing and gate; so that it doesn’t resemble an armed compound. There is a great precedent for this in a building on the south west corner of St. George & Prince Arthur, in the Annex area in Toronto. I mentioned this to the presenter at the work shop in December.	
6.	GSP Group- Heather Price	Generally, we encourage the City to provide for flexibility in the implementation of this document and recognize that not all projects will necessarily meet all standards. To this end, it may be appropriate to change the very name of the document to Guidelines rather than Standards. Further, we encourage the City to incorporate language in Section 5.0 about the importance of flexibility and the ability to support site-specific design solutions to address unique site contexts.	Noted. Standards have been chosen as this document reflects the City’s expectations. The process noted in Section 5 builds in flexibility to respond to context and site specific deviations. No changes made.
		As a general observation, guidelines that articulate design intent rather than prescribing standards are more flexible in their implementation. We encourage the City to provide greater emphasis on the design	Staff has reviewed the document and additional intent was added where dimensions are provided. The dimensions will provide direction for

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>intent of individual guidelines rather than the absolute dimensions or measurements. For example, <i>"front yard setbacks to midrise buildings should be sufficiently wide to provide for landscaping including tree planting and/or outdoor commercial space such as patios"</i> rather than <i>"the minimum front yard setback to midrise buildings shall be 3.0 metres"</i>. Such language also creates a more user-friendly document, making it clearer to the reader the purpose of the guidelines. For example, one guideline in this document states: <i>"A minimum 3 metre setback should be provided between building walls and a parking space"</i>. The purpose of this guideline is not clear. We encourage the City to expand on the purpose of such guidelines to provide greater clarity.</p>	<p>the future Zoning By-law update.</p>
		<p>It is our understanding that one purpose of this initiative is to inform a future Zoning By-law update to introduce new regulations to zones that permit mid-rise and townhouse forms of development. The standards proposed may be better considered in the context of that work. We encourage the City to add language to clarify that the standards contained in this document do not supersede the regulations of the Zoning By-law for matters such as required setbacks, lot widths, buffer strips and garage widths.</p>	<p>Changes made on page 54.</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>With respect to parking, the document anticipates the potential for parking reductions from Zoning By-law requirements in specified geographic areas if necessary to satisfy landscaped open space requirements. However, there may be other locations in the City where parking reductions could be supported, considering other factors such as providing Transportation Demand Management measures. We encourage the City to consider such possibilities in the guidelines pertaining to parking.</p>	<p>Agreed. Parking standards will be reviewed comprehensively through the future Zoning By-law update.</p>
		<p>The document encourages underground parking and recognizes that there may be circumstances where it cannot be provided due to water table constraints. Similarly, the guidelines note that reductions to required common amenity space may be reduced where the site is proximate to a park. We agree with both of these guidelines in principle. However, it is our submission that there may be numerous other factors for why underground parking may not be viable and similarly why reductions to required common amenity space may be justified. For each of</p>	<p>The process noted in Section 5 builds in flexibility to respond to context and site specific rationalization. No changes made.</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>these guidelines we encourage the City to clarify that the cases cited (water table and nearby park) are one of several possible examples.</p> <p>Midrise</p> <p>With respect to the draft Mid-Rise guidelines we offer the following specific comments:</p> <ul style="list-style-type: none"> • The guidelines seem to discourage projecting balconies. Is this the intent? What is the rationale? • It is important to consider the planned use of adjacent properties as well as the existing conditions when assessing compatibility and designing the interface. • The guidelines call for a setback between the fourth and fifth floors. The guidelines may want to allow for other means of built form articulation (such as step backs at lower or higher floors, changes of materiality, etc.). • The guidelines call for active frontages along street elevations, however the Zoning By-law may not necessarily permit non-residential uses. It may be appropriate to clarify what is meant by active frontages (e.g. would locating a residential lobby/common amenity room at grade with entrance facing the street be permissible?) 	<p>Change made. Intent added for discouragement of projecting balconies which is to reduce building massing and create a cohesive, high quality design.</p> <p>Change made. Added reference for the consideration of future planned neighbourhood context.</p> <p>A setback between the fourth and fifth floors is included to ensure 1) appropriate scale and massing of the building, and 2) to secure usable patio space.</p> <p>Changes made to clarify that active frontages should be provided along identified main streets.</p> <p>Intent of 45 degree angular plane is included in document. The process noted in Section 5 builds in</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<ul style="list-style-type: none"> There may be circumstances where angular planes exceeding 45 degrees may be appropriate. 	flexibility to respond to context and site specific rationalization for any deviation.
		<p>Townhouse</p> <p>With respect to the draft Townhouse guidelines we offer the following specific comments:</p> <ul style="list-style-type: none"> There appear to be some inconsistencies within this section. For example, the proposed maximum height from sidewalk finished elevation to the elevation of the front door is 1.2 metres in one section and 1.5 metres in another. 	Both the 1.2m and 1.5m requirements are correct. 1.5 metre dimension refers to sites on variable topography and measures between the curb/property line and the house. The sill of the grade related front door should not be any higher than 1.2 metres above the height of the sidewalk unless there are topographical changes on the site. In such cases an average of 1.2 metres to a maximum of 1.5 metres is appropriate.
7.	Accessibility Advisory Committee	<p>Motion passed at the February 20, 2018 Meeting:</p> <p>The Accessibility Advisory Committee (AAC) recommend that the City encourage some mid-rise dwellings be built with more accessibility to the building themselves; at present, typical designs rarely allow for accessibility. In keeping with our aging population, a higher proportion of these</p>	<p>Standard 7.25 states that "Primary entrances to the base of mid-rise buildings must be barrier free and provide sufficient clearance for pedestrian walkways."</p> <p>Similar standards require accessible access to parking lots (6.2.9) and</p>

Attachment 2- Summary and Analysis of Public Input Received

	Respondent	Summary of Comments Received	Staff Response
		<p>dwelling should include accessibility such as front entrances and walk-out entrances at grade.</p> <p>Further, the AAC encourage more of these types of dwellings be built with the potential accessible living created through minor renovations.”</p>	<p>common amenity spaces (6.3.12).</p> <p>Staff has also added encouragement for the provision of accessible townhouse units and apartment units in sections 7.0 and 8.0.</p>



Review of: Built Form Standards for Mid-Rise Buildings and Townhouses (Draft November 2017)

Location: City of Guelph

Review Completed By:

Brianne Petrina, Health Promotion Specialist, Healthy Communities & Public Policy
 Bo Cheyne, Environmental Health Specialist, Health Protection

Please see below for areas of consideration:

Area	Page	Consideration
5.2 Large Site Development	p.17	Please consider requiring Master Plans to specifically illustrate that built and natural features encouraging healthy lifestyle choices were incorporated, where feasible. In order to facilitate this, WDG Public Health is available to collaborate with the City of Guelph on a <u>healthy development checklist</u> that can be used for Master Plan applications, or any other appropriate development applications.
6.0 Site Organization & Design	p.18	Please consider including healthy community design in the list of what efficient sites should achieve. For example: <u>Consider built and natural features that will encourage healthy lifestyle choices, such as active modes of travel, access to healthy food and social connectivity.</u>
6.1 Sustainable Site Design	p.22	Please consider revising Standard #4 to: “Encourage the use of green roofs and white roofs to reduce energy consumptions. Green roofs, <u>including vegetable gardens</u> , are strongly encouraged on midrise buildings.”
6.2 Parking, Access, Circulation & Loading	p.23	Please consider switching the order of current Standards #2 and #3 to emphasis the preference for underground parking, as opposed to surface parking. Please consider editing Standard #2 to:

Attachment 3 Public Comments Received

Area	Page	Consideration
		<p>“When underground or structured parking is not feasible, surface parking should <u>generally</u> be located at the rear or side of the buildings...”</p> <p>Also, please consider including a general standard statement pertaining to bicycle parking to exemplify equal importance of all travel modes that require parking onsite.</p>
6.2 Parking, Access, Circulation & Loading: Additional Standards for Townhouses	p.25	<p>Please consider revising Standard #20 to: “When occupied, loading areas should not impede on-site vehicular, pedestrian <u>and cyclist</u> circulation.”</p>
6.2 Parking, Access, Circulation & Loading: Additional Standards for Townhouses	p.26	<p>Please consider including a minimum standard ratio for both residential and visitor bicycle parking based on the type of building and/or number of units.</p>
6.3 Common Amenity Area: Use and Design Requirements	p.28	<p>Please consider including a requirement (or incorporating into an existing requirement) for the consideration of community garden inclusion in the common amenity area. For example: <u>Consider the inclusion of accessible vegetable garden plots for local residents to encourage onsite healthy food access.</u></p>
7.0 Mid-Rise Buildings	p.39	<p>Please consider editing the following statement to: “Create comfortable, green, <u>universally accessible</u> and usable outdoor spaces.”</p>
7.1 Building Massing, Scale and Transitions	p.41	<p>Please consider editing the Standard #12 to: “<u>All building frontages that face a main street</u> should be designed to be active frontages...”</p>
8.0 Townhouses	p.46	<p>Please consider editing the 5th bullet point statement to: “Consist of <u>active</u> frontages lined with street trees, <u>street lights</u> and <u>connected sidewalks</u>.”</p>

A review of the build form Standards for mid rise Buildings and townhouses Draft documents

J.A Steggles

My review of this draft document is not intended as criticism, staff has come up with a very good document with good specifics, as an aid to future development it goes along way. I have made no comment on specific dimensions, angles, as someone totally unqualified I would not presume to question staffs knowledge.

My comments come from someone who is very concerned (Based on current building practise), that we do not turn our charming little town into a replica of some of the concrete, soulless aberrations we see in other cities.

Please accept these comments in the spirit they were intended.

Page 7 2.0 Background review, official plan 2nd Paragraph

In this section it discusses several areas of promotion including architectural style and design, as this is what we see as a finished article it's important that the public be involved, how will a review of these items be carried out? Will staff or council be the arbiter of what is acceptable, how much change can we effect under the current provincial rules?

Page 8 Zoning by law 1995-14864

This section talks about recommendations made from this document to the city's zoning bye law review. At this point does staff have a number of "recommendations" it intends to promote as new zoning bye laws. How will this process be conducted (publically or not)?

Page 15 5.0 Meeting the Standards. Official plan Amendment

The official plan amendment section has 4 paragraphs, at the end of 3 of these paragraphs the sentence states "Acceptance of these deviations is at the discretion of the city". Who will make these decisions, staff or council? Again will the public be included.

Page 17 5.2 Large site development paragraph 1

This section deals with the need to provide full details of how the new development will look.

What is the definition of a larger site, is this dependent on square footage/Acreage?

The paragraph states "a master plan may be required for sites that.....".

What is the situation when a master plan is not required, why wouldn't a plan be required for all applications.

Page 23 6.2 Parking access circulation and loading, Generals Standards. Paragraphs 2 and 3.

In the case of surface and underground parking, reference is made to Ontario Policy are these instructions current zoning bye law, if not should they be?

Page 31 Paragraph 12

Where roofing design is appropriate should the installation of green roofs be made mandatory as part of an ongoing effort to improve our environment . (Current text states “strongly encouraged”).

Page 33 6.5 tree planting. Paragraph 2.

The statement reads” first consideration of site design should strive to preserve existing trees on site” This gives far too much leeway for a developer to do what he wants. The language must be stronger; a developer must provide designs that reflect the current situation .

Page 35 6.6 Mid block connections, Standards 1 and 2.

There appears to be conflicting statements between standards 1 and 2. Re writing the standards with an explanation of the terminology used would prevent possible confusion.

Page 37 6.8 Rooftop Mechanicals

This has become a bone of contention of late with Guelph residents. The discussion as to whether mechanicals in effect are another building story is uppermost. I believe there may be some conflict with the opening statement that states the mechanicals must be completely screened from the public view with mechanicals setback a minimum of 1.5 metres. This I believe need further review and a more precise definition.

Page 41 Standard 8

The standard as written is difficult to understand, what anyone would derive from it particularly developers can be interpreted in any way. How will this be reviewed by the city? How will developers be made to prove that this has been taken under consideration?

Page 42 Standards 15 and 16

In proposed developments abutting natural areas will the proposed transition rulings apply or will these be done on a case by case basis.

What will be the decision criteria be regarding the setback of higher buildings in a low rise area.

Page 45 7.3 Articulation façade design and materials Standard 2

If general consensus can be reached that precast concrete panels regardless of how they are fashioned are obnoxious and ugly why can they not be excluded entirely and zoned as such? If this cannot be done lets change the wording from “not recommended” to “strongly disapproved of and subject to scrutiny”

Page 46 Townhouses 1st paragraph.

It states “areas of the city are encouraged to be designed to complement the visual character and architectural design element found in these areas “. As a statement this is far too vague, we must have tighter definitions. Under this ruling a developer could in theory (although highly unlikely) design a terrible building in a dilapidated and run down area.

Page 50 8.2 Ground floor and street edge design Standard 4

I think this whole premise of narrowing the townhouse frontage dilutes the intent of the proposed frontage regulations and would lead to confusion and a mix not aesthetically pleasing .the whole standard should be deleted.

Page 52 8.3 Articulation, Facade design and materials standard 7

If building codes do not include regulations concerning the provision of air conditioners in new buildings there will always be air conditioners on balconies. The proposed standard stating that air conditioners are “strongly discouraged within balconies” is superfluous.

Page 53 9.0 Implementation Common amenity area.

The plans definition of common amenity area includes the statement “The location, size and design of common outdoor amenity areas should be appropriate given the building type, unit mix, and adjacent land uses and amenities”. How can this rule be interpreted, are there guidelines, who makes the decision as to what is right and what is wrong, on what do they base their decision?

Page 55 9.2 Urban design briefs

This is very good strategy, will this provision be mandated as part of the proposed design application or strongly advised?

General comment

I accept that this is a design draft and will be subject to change. The way the documents is currently worded includes such expressions as “will be” “must be” these are unequivocal and can only be interpreted one way. However the text contains no less than 102 uses of the word “should”, this as an expression is loose and can be subject to interpretation. This as a comment may seem trivial and I recognise the need for flexibility. However, I believe we should carefully review the use of the word “should” and where possible change to a stronger expression of intent.

From: [David deGroot](#)
To: "[Donna Jennison](#)"; [Katie Nasswetter](#)
Cc: [Abby Watts](#)
Subject: RE: input - draft BFS
Date: December-11-17 12:55:58 PM

Thank you for comments. Your comments have been received.

David de Groot, MCIP, RPP, MUDES | Senior Urban Designer
T 519-822 -1260 x 2358 |
E David.deGroot@guelph.ca

From: Donna Jennison
Sent: December 8, 2017 11:13 AM
To: David deGroot; Katie Nasswetter
Subject: input - draft BFS

After reading over the Draft Built Form Standards document and attending the information session at city hall last night I have a couple of concerns:

How effective are "guidelines" at shaping new developments?

Given a recent "snout house" development on Elizabeth Street and the relentless enthusiasm of developers to build cheaply in order to maximize profits, I would like to advocate that zoning bylaws should include the following:

1. placement of front doors:

- front doors and windows, including ground floor, should be prominently located on the front of the building to ensure "eyes on the street", community connection, engagement and security,
- limit garage door projections so they are mostly recessed and do not project ahead of the front wall of the house,

b. parking

- to reduce the visual impact of parking surface parking areas should generally be located at the rear or side of buildings and not between the front of the building and the street.

c. street edge design

- new developments must complement the character and role of adjacent street

The relatively recent condominium townhouse development on Elizabeth St. and the one proposed by the same developer for Stevenson St. North, File ZC1613 & CDM 1609, incorporate none of the above and do nothing to create an enjoyable, connected, engaged and aesthetically pleasing streetscape/community. The existing and planned "snout houses" (garages with houses attached) are not pedestrian friendly, discourage neighbours from getting to know each other, have zero curb appeal and create alienating streetscapes. They are ugly emblems of a "let's maximize our profits" world and an auto-dominated lifestyleall in an area that is already challenged by crime and poverty.

Please do what you can to ensure that future developments, especially in vulnerable and challenged neighbourhoods, get the housing they need to ensure healthy, active and connected communities. If that means incorporating front door/porch/window/parking

requirements into zoning bylaws I implore you to do so.

In the interests of creating beautiful, healthy and safe communities,

Best regards,

Donna Jennison



Virus-free. www.avast.com

From: [David deGroot](#)
To: ["Sarah Galliher"](#)
Cc: [Abby Watts](#)
Subject: RE: mid rise and townhouse built form standards
Date: November-29-17 9:05:01 AM

Thank you for your comments. Your comments have been received.

Regards,

David de Groot, MCIP, RPP, MUDS | Senior Urban Designer
T 519-822 -1260 x 2358 |
E David.deGroot@guelph.ca

From: Sarah Galliher
Sent: November 28, 2017 12:20 PM
To: David deGroot
Subject: Fwd: mid rise and townhouse built form standards

Hi Dave

I haven't read the proposed standards in their entirety and cannot attend the public meeting but wanted to send a quick email in support of enhanced standards for Guelph's urban form.

The main things I value in the development and re-development of this city relate to sustainability. Emphasis on walking and other modes of transportation is huge for the future of our communities.

This may be outside the realm of the design plans but I would love to see streaming of waste in apartment and high rise buildings and certainly design considerations for how this could be accommodated.

It is shocking to think of recycling and compost going into waste bins in high density residential environments.

also, this is less about sustainability more about visual appeal - I support improved standards for apartment buildings particularly as it relates to not allowing the 2/3 brick 1/3 aluminum siding bit.

and for townhouses I'm supportive of more varied designs that boost visual appeal. The Arkell Road West Coast styled towns are great. We need more sophisticated and dynamic design in Guelph.

Thanks for your consideration,
Sarah



ARCHITECT INC.

January 18, 2018

Mr. David de Groot
Senior Urban Planner
Planning, Urban Design and Building Services
City of Guelph

Re: Draft Built Form Standards for Mid-Rise Buildings and Townhouses

Dear Mr. de Groot,

I know that I have missed the deadline for submission of comments regarding your Draft Built Form Guidelines; and I apologize for that. I'm hoping, however, that if my comments have any merit you will take them into consideration anyway.

First of all, I want to say how much I like what you, and Brook-McIlroy, are proposing, generally. And, as a design professional working, primarily, in the design of in-fill projects, I expect that this document, once implemented, will make it much easier for me to convince my clients to put forward a higher quality of urban design in the first place.

The current system can descend into a bargaining for trade-offs – “give me more height, and I’ll give you more green space, etc.”. Which can actually discourage our clients from supporting our best design efforts in the beginning; it can lead to a thought process in which the proponent wants to ‘float a straw dog design’; thinking that he will have to give up something anyway, in order to receive the approvals that he really needs to proceed with the project. I hope that this will help to improve our design/approvals process.

In the future, should you also be successful in implementing pre-zoning for the parts of the city that are crucial for ongoing infill development – for example arterial roads - then so much the better; I am looking forward to the day.

In the meantime, I offer you the following minor comments, which I hope you, and your consultants, will accept in the constructive spirit that they are intended:

Section 7.1 – Building Massing, Scale and Transitions – Standard 3

In my opinion, the common provisions regarding required side yard setbacks are, arguably, the most problematic zoning obstacle to the creation of beautiful, and sustainable, cities today. The designers and builders of traditional cities - the cities most revered as beautiful examples of urban design, including Paris, Barcelona, Florence, etc., etc.; and let's not forget our own Wyndham St. - simply did not worry about them; and I fail to see what harm that has done.

Unfortunately, these days, in North America anyway, it seems that we have come to hate continuous street walls – ie. common party walls. Instead, we seem to prefer that all of our buildings sit as discreet objects surrounded by space: every building needs to be a monument, which is a grand waste of space; not to mention confusing to someone trying to ‘read’ the urban environment.

However, if we have to have side yard setbacks on arterial roads, then let’s not compound the problem by including a requirement to increase them as a function of height; let’s save that for where it is really needed: to protect access to sunlight for the street; and for the rear yards, which are likely to face lower density forms of building.

Section 7.1 – Building Massing, Scale and Transitions – Standard 6

While I agree with the general idea of the step-back, I think the height at which it should apply should be related to the width of the street on which it fronts; but, it should also respect the line of an existing street wall, if one exists.

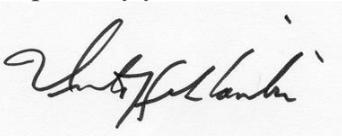
If the street width is, say, 26 metres, then a five storey building, even with no step-back, will not be overwhelming; and it may not even break through the 45 degree angular plane. So, it should not require a step-back, unless there is enough existing fabric that is at a lower level – say, both adjacent buildings are three storeys, or four; and configured to actually create a street-wall - in which case the lower level step-back makes sense to help reinforce the visual power of an existing street wall.

Section 7.2 – Ground Floor & Street Edge Design – Standard 4

The standard recognizes the importance of the outdoor space adjacent to a ground level residential unit fronting onto the street, calling for a higher level of design articulation; however, unless the site happens to offer the opportunity for a significant grade change – so that the front yard area is higher than the sidewalk by, say, a minimum of two feet – there is a need for a set of design tools to create more privacy, both visual and audial, for the residents. Otherwise the resident is very unlikely to actually use the outdoor space, which is a pity; and it devalues the building type, feeding the current bias against apartment style living, which considers it as a second class form of housing.

I realize that existing by-laws severely restrict the height, and setbacks, of front yard fencing; however, if there is any way that the guideline can mitigate these by-law shortcomings – or, at least, help to promote the idea of changing them - I think it would be very helpful. Perhaps there could be a 45 degree angular plane rule for a garden wall that permits up to a 6’ height; combined with a required street entrance that has to be a minimum width of transparent opening – say 6’ wide, with glass, or wrought iron, fencing and gate; so that it doesn’t resemble an armed compound. There is a great precedent for this in a building on the south west corner of St. George & Prince Arthur, in the Annex area in Toronto. I mentioned this to the presenter at the work shop in December.

Respectfully yours,



Unto Kihlanki, B. Arch, OAA
President
Talo Architect Inc.

Talo Architect Inc.
302 Edinburgh Rd. S., Guelph, Ontario, N1G 2K4
Tel. 519-546-9765



SHAPING GREAT COMMUNITIES

January 22, 2018

City of Guelph
Planning, Urban Design and Building Services
1 Carden Street
Guelph, Ontario Canada
N1H 3A1

Attn: David de Groot, Senior Urban Designer

Re: **Draft Built Form Standards for Mid-Rise Buildings and Townhouses
General Comments**

Dear Mr. de Groot,

Thank-you for the opportunity to review the draft Built Form Standards for Mid-Rise Buildings and Townhouse publication dated November, 2017. We support the initiative to develop guidelines for these built form typologies and appreciate the effort to engage the industry to receive input on the draft before adoption.

Generally, we encourage the City to provide for flexibility in the implementation of this document and recognize that not all projects will necessarily meet all standards. To this end, it may be appropriate to change the very name of the document to Guidelines rather than Standards. Further, we encourage the City to incorporate language in Section 5.0 about the importance of flexibility and the ability to support site-specific design solutions to address unique site contexts.

As a general observation, guidelines that articulate design intent rather than prescribing standards are more flexible in their implementation. We encourage the City to provide greater emphasis on the design intent of individual guidelines rather than the absolute dimensions or measurements. For example, *“front yard setbacks to midrise buildings should be sufficiently wide to provide for landscaping including tree planting and/or outdoor commercial space such as patios”* rather than *“the minimum front yard setback to midrise buildings shall be 3.0 metres”*. Such language also creates a more user-friendly document, making it clearer to the reader the purpose of the guidelines. For example, one guideline in this document states: *“A minimum 3 metre setback should be provided between building walls and a parking space”*. The purpose of this guideline is not clear. We encourage the City to expand on the purpose of such guidelines to provide greater clarity.

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

72 Victoria Street South, Suite 201, Kitchener, ON N2G 4Y9 519 569 8883
162 Locke Street South, Suite 200, Hamilton, ON L8P 4A9 905 572 7477
gspgroup.ca

It is our understanding that one purpose of this initiative is to inform a future Zoning By-law update to introduce new regulations to zones that permit mid-rise and townhouse forms of development. The standards proposed may be better considered in the context of that work. We wish to be notified of any such Zoning By-law update process. We have concerns with how the proposed standards will be implemented in the meantime. We encourage the City to add language to clarify that the standards contained in this document do not supersede the regulations of the Zoning By-law for matters such as required setbacks, lot widths, buffer strips and garage widths.

With respect to parking, the document anticipates the potential for parking reductions from Zoning By-law requirements in specified geographic areas if necessary to satisfy landscaped open space requirements. However, there may be other locations in the City where parking reductions could be supported, considering other factors such as providing Transportation Demand Management measures. We encourage the City to consider such possibilities in the guidelines pertaining to parking.

The document encourages underground parking and recognizes that there may be circumstances where it cannot be provided due to water table constraints. Similarly, the guidelines note that reductions to required common amenity space may be reduced where the site is proximate to a park. We agree with both of these guidelines in principle. However, it is our submission that there may be numerous other factors for why underground parking may not be viable and similarly why reductions to required common amenity space may be justified. For each of these guidelines we encourage the City to clarify that the cases cited (water table and nearby park) are one of several possible examples.

Midrise

With respect to the draft Mid-Rise guidelines we offer the following specific comments:

- The guidelines seem to discourage projecting balconies. Is this the intent? What is the rationale?
- It is important to consider the planned use of adjacent properties as well as the existing conditions when assessing compatibility and designing the interface.
- The guidelines call for a stepback between the fourth and fifth floors. The guidelines may want to allow for other means of built form articulation (such as step backs at lower or higher floors, changes of materiality, etc.).
- The guidelines call for active frontages along street elevations, however the Zoning By-law may not necessarily permit non-residential uses. It may be appropriate to clarify what is meant by active frontages (e.g. would locating a residential lobby/common amenity room at grade with entrance facing the street be permissible?)
- There may be circumstances where angular planes exceeding 45 degrees may be appropriate.

Townhouse

With respect to the draft Townhouse guidelines we offer the following specific comments:

- There appear to be some inconsistencies within this section. For example, the proposed maximum height from sidewalk finished elevation to the elevation of the front door is 1.2 metres in one section and 1.5 metres in another.

We trust that the above-noted comments will be considered during the preparation of the final document. Should you have any questions or comments, please do not hesitate to contact myself or Hugh Handy. We request to receive notice when the final document is presented to Guelph Council for adoption.

Yours truly,

GSP Group



Heather Price
Associate Senior Planner/ Urban Designer

Staff Report



To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, April 9, 2018

Subject **Urban Design Concept Plans for the Gordon Street Intensification Corridor**

Report Number IDE-2018-51

Recommendation

1. That Council endorse the Urban Design Concept Plans for the Gordon Street Intensification Corridor included as Attachment 1 to report IDE-2018-51 dated April 9, 2018.
2. That staff be directed to use the Urban Design Concept Plans for the Gordon Street Intensification Corridor to guide the review of future development applications within this corridor.

Executive Summary

Purpose of Report

The purpose of this report is to provide Council with the recommended Urban Design Concept Plans for the Gordon Street Intensification Corridor. As part of the City's Urban Design Manual, this report outlines the approach to achieving the Council-adopted Official Plan vision in regard to the Gordon Street Intensification Corridor.

Key Findings

The City has completed an update of its Official Plan through Official Plan Amendment (OPA) 48. The City is now moving forward with implementation of the Plan.

The document outlines how the Official Plan vision for the Gordon Street Intensification Corridor can be achieved. With a focus on key demonstration sites, these plans will provide staff and developers with additional guidance regarding the preparation and review/evaluation of future development applications within this area. The document also provides recommendations for the future comprehensive

Zoning By-law review. The draft concept plans were received by Council on December 11, 2017 and have been refined.

This work provides a thoughtful and consistent approach to urban design in this area and will be incorporated into the City's Urban Design Manual. The document helps residents and developers understand the quality of design that will be expected of new development and, if followed effectively, will result in a streamlined approvals process.

Financial Implications

The Urban Design Concept Plans for the Gordon Street Intensification Corridor is funded through the approved capital budget.

Report

The City has completed an update of its Official Plan through Official Plan Amendment (OPA) 48, which is now in effect with the exception of one site specific appeal and some site specific policy appeals. Based on this, the City is now moving forward with implementation of the Plan.

The document highlights and illustrates Official Plan policies regarding the Gordon Street Intensification Corridor. This work builds on and complements the Built Form Standards for Townhouses and Mid-Rise Buildings. The document also builds on the City's Official Plan, using urban design to implement placemaking principles in Intensification Corridors through the technical city-building procedures and tools available to the City.

In 2016, Council endorsed urban design concept plans for the Woolwich Intensification Corridor (in conjunction with Woodlawn/Woolwich Community Mixed Use Node). Like the Woolwich concept plan, the Urban Design Concept Plans for the Gordon Street Intensification Corridor will provide staff and developers with additional guidance for the preparation and review/evaluation of future development applications within this area. It also provides recommendations to the City's future comprehensive zoning by-law update. The document will provide a consistent approach to urban design and will be incorporated into the Urban Design Manual when completed. The City has retained Brook McIlroy as the consultant on this project.

Overview of Changes

The purpose of the Urban Design Concept Plans for the Gordon Street Intensification Corridor is to illustrate a cohesive vision for future development within the Gordon Street Intensification Corridor based on Official Plan policies as well as other City policies.

A full overview of the proposed document is contained within the Infrastructure, Development and Enterprise Services Report 2017-138 "Draft Built Form Standards for the Gordon Street Intensification Corridor." This report is Attachment 3.

Changes have been made in the recommended document to reflect staff's response to feedback received from stakeholders and internal City Departments.

In addition to minor wording changes to address grammar and administrative changes, the following key changes have been made to the recommended document:

- Clarification that the concept plans illustrate full build out of Official Plan policies. While market and economic conditions will ultimately determine the timing for the full build-out of the permitted uses and built form vision, the concept plans are intended to provide greater guidance to development proponents and enhance clarity and consistency regarding the City's urban design policies in this area.;
- Clarification around the document name (changed from Built Form Standards for the Gordon Street Intensification Corridor to Urban Design Concept Plans for the Gordon Street Intensification Corridor) ;
- Graphically showing the two park options as the same size and fine-tuning wording for Site 4; and,
- General fine-tuning of wording (see discussion below).

Overview of Key Issues and Staff Responses

Since the release of the draft document in November, 2017, staff has made clarifications and revisions to the recommended document, where appropriate.

Submitted written comments are included as Attachment 2 of this report. These comments were considered in the preparation of the final document. In addition, a draft version of the document was brought forward to Council on December 11, 2017 (Attachment 3). See the Consultations section of this report for an overview of engagement completed.

The December staff report addressed key themes that had been identified up to that point. Subsequently one additional general concern has been identified around the level of flexibility versus requirements.

Some requested generally stronger language to provide more certainty in the document. Others wanted to recognize that the concept plans may not happen in the short term and recognize flexibility. Staff has reviewed the document to fine-tune the wording. In addition, changes have been made to provide clarification that the concept plans illustrate full build out of Official Plan policies. For example, commercial sites may not evolve beyond their current commercial-only use in the short term but that over time the site may evolve to a mixed-use function envisioned by the Official Plan. See further discussion below.

Staff also met with those that requested further meetings. Requested minor changes to specific sites were generally accommodated. See summary chart below.

Site	Summary of Changes
Site 1: 815-833 Gordon Street	No changes made.
Site 2: 2-34 Kortright Road West & 987-1027 Gordon Street;	Text added to recognize that it is anticipated that the commercial only function will evolve over time to a mixed-use function, while recognizing that this may not happen right away. Diagram revised to show a chamfered building at Gordon Street and Kortright and deleted middle view corridor.
Site 3: 24-46 Harts Lane West & 1119 Gordon Street;	Minor wording changes to support alternative road design to preserve existing trees along Harts Lane.
Site 4: 1152- 1270 Gordon Street;	Added a new design consideration about creating well-scaled residential intensification in keeping with the context and Official Plan designations. Diagram changes to include principle facades along Lowes Road and widen central mid-block connection. Graphically showing the two park options as the same size. Providing some more flexibility around size of the park.
Site 5: 1353-1389 Gordon Street;	No changes made. Changes were made earlier in the consultation process.
Site 6: 1340, 1354, and 1408 Gordon Street & 33-41 Arkell Road; and	No changes made. Changes were made earlier in the consultation process.
Site 7: 160-182 Dawn Avenue; 34-42 Lowes Road West & 1533-1579 Gordon Street.	Diagram revised to show a chamfered building at Gordon Street and Lowes Road and extend the principal façade along Lowes Road.

Next Steps

The document establishes general principles and design considerations for development within the Intensification Corridor and, in particular, the key demonstration sites. Once endorsed by Council, this document will be used to provide guidance for staff to evaluate development applications within the area. While market and economic conditions will ultimately determine the timing for the full build-out of the permitted uses and built form vision, the concept plans are intended to provide greater guidance to development proponents and enhance clarity and consistency regarding the City's urban design policies in this area.

Part of the City's direction to build partnerships and continuous improvement, this document will help make the development processes more straightforward and clear. It helps residents and developers understand the quality of design that will be expected of new development and, if followed effectively, will result in a streamlined approvals process.

Development proposals within the area will be required to demonstrate how the proposal is generally consistent with and reflects the Urban Design Concept Plans for the Gordon Street Intensification Corridor to the satisfaction of staff. Furthermore, the principles established will guide the development of implementation tools (e.g. zoning by-law amendments or updates). This being said, the demonstration plans are conceptual and issues such as building size/placement may be refined and changes proposed through the development process so long as the development is generally consistent with the document.

Financial Implications

The Urban Design Concept Plans for the Gordon Street Intensification Corridor is funded through the approved capital budget.

Consultations

At the project outset, staff and consultants interviewed and met with a number of landowners and other key stakeholders who are involved professionally in development in Guelph.

A meeting was held on May 24, 2017 with owners of land within the seven demonstration sites. The purpose of this meeting was to present the initial concept plans and get feedback prior to taking the draft document to the larger public. This meeting was held in a workshop format to allow for facilitated discussion of the concept plans. Approximately 36 people attended this meeting.

On October 24, 2017 an Open House was held at the Salvation Army with an afternoon and evening session to present the revised draft document and demonstration sites to the general public. Approximately 64 people total attended these meetings. This was held in combination with a public and stakeholder commenting period for review of the draft document which closed on January 15, 2018.

In addition, a draft version was brought forward to City Council on December 11, 2017 for Council receipt and comment. Interviews, written comments and workshops have informed the development of the final recommended document.

Communications

The final document will be communicated and shared with the community as per the project communications plan. Communications tactics will include:

- A media release announcing the final document;
- Social media messages on Twitter and Facebook; and,
- Updating the project webpage and posting an electronic version of the final document.

Corporate Administrative Plan

Overarching Goals

Service Excellence
Innovation

Service Area Operational Work Plans

Our Services - Municipal services that make lives better
Our People- Building a great community together

Attachments

- ATT-1 [Urban Design Concept Plans for the Gordon Street Intensification Corridor](#)
- ATT-2 Public Comments Received
- ATT-3 [December 11, 2017 Draft Built Form Standards for the Gordon Street Intensification Corridor \(IDE Report 2017-138\)](#)

Departmental Approval

Not applicable

Report Author

David de Groot
Senior Urban Designer

Approved By

Melissa Aldunate
Manager of Policy Planning and Urban Design



Approved By

Todd Salter
General Manager
Planning, Urban Design and
Building Services
519.822.1260, ext. 2395
todd.salter@guelph.ca



Recommended By

Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519.822.1260, ext. 3445
scott.stewart@guelph.ca

From: valerie.gilmor valerie.gilmor
Sent: January 14, 2018 1:54 PM
To: David deGroot
Cc: Abby Watts; Melissa Aldunate
Subject: Feedback
Attachments: Gordon Street Feedback Jan 14, 2018.doc

Hi David,

Attached are a few comments on the Gordon St. Corridor draft from November. I think everything is clear but if you have any questions, do drop a line.

Hope this finds you well.

Regards

Valerie

January 14, 2018

Built Form Standards for Gordon Street Intensification Corridor Draft November 2017

Most of my comments relate to strengthening the language in the document so that developers understand the importance of conforming to the city of Guelph's standards.

Page 4 1.2

This document can be used Change to can to must or will. Can, to my mind, provides too much flexibility in terms of a response, can do it or not.

Page 5 2.1

Last sentence, first paragraph..... change can to must to read ... must be accommodated

Page 6 second paragraph beginning ... Gordon Street should ... Like "can", "should" implies that it is desirable but not a requirement. Should is used three times in this paragraph. Change should to must for greater emphasis and definition of what is required.

Next Paragraph beginning....Although this document Lne 4 change should to must

Page 8 3.5

The itemized/bulleted list. The first point *Land uses and adjacent built form*; is very important I believe. How can it be given greater emphasis? Also just before the list ...change Should to will.

Page 9 4.0 Gordon Street Vision

The vision - vibrant, pedestrian friendly, mid-rise buildings, rows of healthy trees, active uses.

The order of the Guiding Principles is important and should I believe reflect the vision. Re-order the principles to reinforce the vision....Perhaps #9 becomes #1 , #2 remains #2, #5 becomes #3, #6 becomes #4, #3 becomes #5, #4 becomes #6, #1 becomes #7 #7 becomes #8, #8 becomes #9

Page 11 51. Area 1 Comment Would it be useful to reorder the Design Considerations to reinforce the vision?

Page 12 Design Considerations

Bullet 1 ... reorder statement slightly....Move “concentrate commercial uses” to the end of the sentence to read Make efficient use of the site area by replacing existing commercial floor area with greater concentrated commercial uses.

Where is a “view corridor” defined? Or is it? Is it said corridor wide enough so two people to walk side by side? Just enough for one person to walk? Or just enough to allow a peak between buildings?

Page 13 Vehicle access is directly onto Gordon Street, as well as Kortwright. Why, when all this will do is increase volume, turning issues and traffic problems?

Page 14 Throughout the document many drawings and photos show buildings on corners, built right to the edge of the properties, essentially, a sharp right angled corner , following the road design. Why not create greater visibility, pedestrian friendly corners, using angled, chamfered, articulated designs to soften the building’s mass, add a sculpture and make the space more people friendly. A picture is worth a thousand words, so please use images which convey *the most desirable designs possible for corner buildings*.

Page 15

Last bullet point- “consider” like “can and should” is easily ignored. Perhaps use the word “propose” which puts the onus on the developer to give this serious consideration.

Page 17 Design Considerations

Use bullet point #1 from Site 3 - clear and concise and emphasizes context

The 45 degree angle - where does the angle begin? At the property line as on Landsdown? At the centre of the road as on Gordon? Why the difference? How do you insure that the 45degree angle begins at property line for Landsdown?

Page 21 Yay for a park !!! How about another one somewhere along the Corridor?

Criteria for park location - the use of “should” again. perhaps use “will” instead?

Page 22 Site 4

As envisioned, the assumption is that this stretch of Gordon will be a consolidated development project. The likelihood of this is slim. How do you address the reality which is likely to be piecemeal development with the vision you set out? How can those design considerations be realized?

Page 25 "All new development must be directed and oriented toward arterial and collector roads"

For this site but more generally along this corridor, I would comment. Gordon is an arterial road, but how much more traffic can enter and exit directly from a property onto Gordon? Can more collector roads be considered so traffic be directed to collector roads which connect with Gordon?

Page 27 Conclusion

Paragraph 3 A 45 degree angular etc "should" be applied to adjacent sensitive land uses
Change should to "must"

Adjacent sensitive land uses - what does this mean? single family dwellings? If so perhaps add it as an example A 45 degree ... to adjacent sensitive land uses, such as single family residences, must be applied etc

Staff Report



To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, April 9, 2018

Subject **131 Malcolm Road – Municipal Servicing and Access Agreement**

Report Number IDE-2018-54

Recommendation

1. That staff be directed to negotiate a municipal servicing and access agreement between the City of Guelph and Ceva Animal Health Inc. for the purposes described in Council Report # IDE-2018-54.
2. That the Mayor and City Clerk be directed to execute a municipal servicing and access agreement between the City of Guelph and Ceva Animal Health Inc. for the purposes described in Council Report # IDE-2018-54, subject to the terms and conditions of the agreement being satisfactory to the City Solicitor, the Deputy CAO for Infrastructure, Development and Enterprise Services and the Deputy CAO for Corporate Services.
3. That staff be directed to prepare a draft Corporate Policy, which will serve to consider and direct potential requests for the extension of municipal services and access to properties abutting City of Guelph boundaries, and to report to Council with the results by no later than the end of Q1/2019.

Executive Summary

Purpose of Report

Ceva Animal Health Inc. (Ceva), an international pharmacology and animal health company with their Canadian research and development branch in Guelph, is looking to consolidate its three Ontario based operations. This consolidation includes their Guelph facility at 131 Malcolm Road, their Canadian headquarters currently in Cambridge and their poultry vaccine production facility which is now located in Rockwood, Ontario.

Ceva has entered into a conditional agreement to purchase +/- 80 acres of land within Wellington County, directly north of their Malcolm Rd. facility, as illustrated in ATT-1.

The company proposes to construct a 5,000 square meter (53,800 square foot) poultry vaccine production facility on this property, which will create 50-60 new jobs in Guelph-Wellington, and maintain 16 current positions.

In order to waive its real estate conditions, Ceva requires a formal acknowledgment from the City of Guelph to connect the City's water and wastewater services and to obtain access from Malcolm Road.

Currently the City of Guelph does not have a Corporate Policy, which addresses such matters.

The purpose of this report is therefore to obtain direction from Guelph City Council for:

1. Staff to negotiate a municipal servicing and access agreement between the City of Guelph and Ceva for the purpose of retaining and expanding Ceva's business operations within the City of Guelph and Wellington County; and
2. The Mayor and City Clerk to execute a municipal servicing and access agreement; and
3. Staff to develop and present for Council's consideration a Corporate Policy, which will serve to consider potential future requests to extend municipal services beyond the City's current municipal boundaries.

Staff and the City's Executive Team recommend the above directions.

Key Findings

Ceva's Canadian research and development branch has been located in Guelph since 1997.

As identified in Prosperity 2020, Ceva is part of one of Guelph's strategic growth sectors (Agri-innovation), which is also the largest employment sector in the province and one of the top two in Canada.

Ceva's Guelph operation currently employs 16 highly skilled knowledge based and technical staff.

Ceva's proposed development in Wellington County will consolidate their production and research facilities currently located in Cambridge and Rockwood with their existing research and Canadian research and development branch in Guelph on Malcolm Rd.

Ceva's new facility will employ an additional 50-60 people from the Guelph-Wellington region.

The proposed facility will house 4,000 – 8,000 poultry birds for the purposes of research and development and vaccine production.

Biosecurity regulations for the plant are stringent and tightly controlled by the Ontario Ministry of Agriculture, Food and Rural Affairs, to ensure that the environment within the facility will not result in environmental impacts outside the facility.

In order for this development to move forward, Ceva requires connection to City of Guelph water and wastewater services and driveway access from the Malcolm Rd. location to the new facility in Wellington County.

City staff have advised Ceva that technically the City could provide access to municipal infrastructure and streets, subject to Ceva incurring all cost and entering into agreements with the City.

Currently, there does not exist any municipal by-laws, policies or operating procedures that authorize the provision of municipal services outside City boundaries.

In the event that the City of Guelph does not consent to providing access to the noted municipal services, Ceva will pursue its consolidation plans within another South-West Ontario Municipality.

Financial Implications

Ceva has been advised that the extension of the required services and roads are to be done at its expense.

Notwithstanding that Ceva will be required to fund the above noted capital costs, Ceva has also been advised that the City of Guelph will require the payment of current non-residential development charges (at the time of the issuance of building permit(s) by Wellington County).

Ceva will also be required to pay to the City of Guelph applicable water and waste water utility service rates.

Report

In considering Ceva's proposal, City staff wish to provide Guelph City Council with the following information.

Water/Waste Water Servicing

Based on the information provided by Ceva, City staff confirm that the quantity and quality of their wastewater needs and quantity of water, will not have significant adverse impact to the City's water supply and distribution, or downstream sanitary sewer systems.

Planning

Guelph-Eramosa Township staff indicated that they deem Ceva's proposed development as an agriculture use, and is compliant with the current zoning of the property.

Guelph City Planning has advised that while the subject property is located adjacent to the City's urban boundary, and is therefore subject to provincial and Guelph Official Plan policies regarding orderly expansion of urban areas and "fringe" development, in the event that the subject property was to be considered for annexation in the long term future, the proposed development is not anticipated to prevent the efficient urban boundary expansion of the City or the extension of streets (Governors Rd. and Michener's Rd.). Further, it is understood that, given the proposed facility is a permitted agricultural use in the Township zoning by-law, it can be built "as of right" from a zoning perspective.

Any resulting site modifications that may fall within the City's boundaries (i.e. driveway extension, parking lot size increase, etc.), will be addressed through the City's formal site plan approval process.

Storm water runoff originating from Ceva's Malcolm Road (Guelph) property will be managed through the City's storm water system. Storm water management matters arising from this proposal will be reviewed during the City's formal site plan approval process.

Finance

As the proposal requires the extension of Guelph's water and wastewater supply for the proposed facility in Wellington County, Ceva will be required to pay City of Guelph development charges (DCs). DCs will be levied at the City's current rate per square meter of gross floor area for non-residential development that they intend to build in Wellington County at the time of building permit issuance.

The proposed facility will also be charge the City of Guelph's applicable rates for water and wastewater services, which at the time of drafting this report are:

- Water - \$42.94 per m²
- Wastewater - \$31.60 per m²

Legal

Section 19 of the Municipal Act permits the City to provide City services to lands within another jurisdiction. In order to comply with section 19, written consent must be obtained from the Township of Guelph- Eramosa prior to extending water and waste water services to the property being purchased by Ceva.

Title search of Ceva's property in Guelph and the land that it plans to purchase in Wellington County was completed in January 2018. The search revealed no registered easements, agreements or other restrictions/encumbrances that may restrict Ceva's planned development.

The title search did reveal that Ceva will need to obtain an easement, or easements, from the City to connect to City services and to extend its current driveway. There are two abutting portions of City land, which may require such an easement. One is a block to the west of Ceva's current site, which was reserved for a potential future City road. The other, to the North of Ceva's current property, is being used for storm water management. Both lands are shown in ATT 1.

Section 106 of the Municipal Act prevents the City from "bonusing" businesses by providing them with unfair assistance to the detriment of the local taxpayers and competing businesses.

The servicing agreement will require Ceva to observe and adhere to all City by-laws, procedures, policies and protocols as they relate to the connection to City water and waste water services.

Additionally, any and all costs associated with the connection of services to existing City water and waste water services and associated infrastructure will be the responsibility of Ceva. These costs include, but are not limited to:

1. All costs of entering into servicing agreements with the City,
2. All ongoing user costs for the City services,
3. All costs associated with the extension of Ceva's current driveway into lands under the jurisdiction of the County of Wellington. This cost includes the valuation and purchase for fair market value of any easement(s) required on City lands, the costs of preparing and depositing a reference plan identifying the easement(s), and the cost of preparation and registration of all documents required to affect such an easement(s), and,
4. All costs associated with Ceva's acquisition of an easement(s) for the purpose of extending water and waste water services across adjacent City-owned lands, including, but not limited to, the valuation and purchase for fair market value of any easement interest(s), the costs of preparing and depositing a reference plan identifying the easement(s), and the cost of preparation and registration of all documents required to affect such an easement(s).

Economic Development

Ceva's proposal supports the objectives of Prosperity 2020, specifically with respect to Section 4.1, which states the need to focus investment and growth within the knowledge based employment sectors, which includes the Argi-innovation sector. Prosperity 2020 can be viewed in its entirety at: https://guelph.ca/wp-content/uploads/Prosperity_2020_Phase2_Strategic_Directions_for_Economic_Development_and_Tourism.pdf.

Miscellaneous

As previously stated there currently is no municipal policy in place to consider this or potential future servicing requests outside City boundaries. To avoid providing a real or perceived advantage to Ceva one of the implications of entering into the proposed municipal servicing and access agreement will be that the City will have to also extend such services into the County if/when it is approached by other businesses. Staff are therefore recommending that the City needs to establish a policy which will address the extension of City services in similar situations.

It is understood that the Wellington County and the Township of Guelph-Eramosa will provide its written consent to allow the extension of Guelph City Services to the subject lands.

It is also recognized that provision of full Fire Services (including Suppression, Prevention, Dispatch and Administration) will need to be included in the municipal services extended to the expanded Ceva property. In this instance, there is no impact as the City of Guelph already provides full Fire Services to that area of Guelph/Eramosa Township. However, for future considerations of the extension of municipal services into adjacent lands abutting City boundaries, the extension of Fire Services will need to be included as part of that expansion.

Next Steps

City staff have consulted with Ceva on the above matters, and it understood that Ceva agrees with the underlining principle that Ceva is to fund the entire capital costs relating to the extension of Guelph City services and the proposed access improvements, as well as to provide development charge and utility payments to the City. With this understanding Ceva has requested that a servicing and access agreement be developed and executed as soon as possible to allow Ceva to finalize its real estate needs. Staff are in support of this next step.

In order to achieve this objective, and in the absence of a Corporate Policy, staff are recommending that Council approve the motions that are provided earlier in this report, which in effect will provide direction:

1. To negotiate and execute a servicing and access agreement with Ceva to achieve its economic development and business objectives within and adjacent to the City of Guelph; and
2. To establish a Corporate Policy which will serve to guide and assess potential future requests to extend municipal services beyond the City of Guelph's municipal boundaries.

Financial Implications

The proposed facility will be required to pay to the City applicable water and wastewater fees, as noted previously in this report.

Based on the information provided by Ceva, the proposed facility is projected to pay to the City an estimated \$373,000 in development charges based on the current 2018 DC non-residential rate.

Consultations

The information that has been presented in this report represents consultations with:

Representatives of Ceva Animal Health Inc., its agents and representatives;

Guelph-Eramosa Township staff; and

Guelph City Staff (as provided further in this report)

Corporate Administrative Plan

Overarching Goals

Financial Stability

Service Area Operational Work Plans

Our Services - Municipal services that make lives better

Attachments

ATT-1 Ceva's Proposed Site and Proposed Servicing

Departmental Approval

Finance – James Krauter, Deputy Treasurer/Manager Taxation Revenue.

Planning Urban Design Building Services – Todd Salter, General Manager and Chris DeVriendt, Manager Development Planning.

Legal Realty & Risk Services – Katherine Hughes, Associate Solicitor.

Environmental Services - Peter Busatto, General Manager.

Public Services – Colleen Clack, Deputy CAO.



Report Author & Approved By

Peter Cartwright
General Manager
Business Development and
Enterprise
519-822-1260, ext. 2820
peter.cartwright@guelph.ca



Recommended By

Scott Stewart, C.E.T
Deputy CAO
Infrastructure Development and Enterprise
519-822-1260, ext. 3445
scott.stewart@guelph.ca

ATT-1 Ceva's Proposed Site and Proposed Servicing



Staff Report

To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, April 9, 2018

Subject **Statutory Public Meeting Report
119 Ingram Drive and 35 Wideman Boulevard
Proposed Zoning By-law Amendment
File: ZC1713
Ward 2**

Report Number IDE-2018-46

Recommendation

That Report IDE 2018-46 regarding a proposed Zoning By-law Amendment application (ZC1713) from Black, Shoemaker, Robinson & Donaldson Limited on behalf of Artifex Construction Limited to permit 28 on-street townhouses on the properties municipally known as 119 Ingram Drive and 35 Wideman Boulevard, and legally described as Blocks 41 and 42, Registered Plan 61M-173, City of Guelph, from Infrastructure, Development and Enterprise dated April 9, 2018, be received.

Executive Summary

Purpose of Report

To provide planning information on an application requesting approval of a Zoning By-law amendment to permit the development of 28 on-street townhouses. This report has been prepared in conjunction with the statutory Public Meeting for this application.

Key Findings

Key findings will be reported in the future Infrastructure, Development and Enterprise recommendation report to Council.

Financial Implications

Financial implications will be reported in the future Infrastructure, Development and Enterprise recommendation report to Council.

Report

Background

An application for a Zoning By-law Amendment has been received for the properties municipally known as 119 Ingram Drive and 35 Wideman Boulevard. The applicant has proposed to change the zoning from the current "General Apartment" (R.4A) Zone to a "Specialized On-Street Townhouse" (R.3B-?) Zone to permit the development of 28 on-street townhouses. The subject lands contain two (2) separate blocks, and 14 on-street townhouses would be provided on each block. The net density of the proposed 28 on-street townhouses (both blocks) is 40.6 units per hectare.

The Zoning By-law Amendment application was received December 21, 2017 and deemed to be complete on January 19, 2018.

Location

The subject site is comprised of two vacant blocks in an existing registered plan of subdivision. The north block (Block 41) is bounded by Ingram Drive, Victoria Road North and Wideman Boulevard and is approximately 0.34 hectares in size. The south block (Block 42) is bounded by Wideman Boulevard, Victoria Road North, and Simmonds Drive and is also approximately 0.34 hectares in size. Cumulatively, the properties have an area of 0.688 hectares (see Location Map and Orthophoto, ATT-1 and ATT-2). Surrounding land uses include:

- To the north, across Ingram Drive, existing on-street townhouses and existing single detached dwellings;
- To the east, across Victoria Road North, vacant land known as 671 Victoria Road North which is currently zoned for convenience commercial and subject to proposed Zoning By-law Amendment application ZC1606, and existing on-street townhouses;
- To the south, existing single detached dwellings on Simmonds Drive and further south, the Trillium Waldorf School on Victoria Road North; and
- To the west, existing single detached dwellings, and further west, Wilson Farm Park.

Official Plan Land Use Designations and Policies

The Official Plan land use designation that applies to approximately the northern three quarters of the subject lands, including all of Block 41 and half of Block 42 is "Low Density Greenfield Residential". The remaining southern quarter of the lands on Block 42 is designated "Low Density Residential" in the Official Plan (See ATT-3).

The Low Density Greenfield Residential designation is applied to residential areas within the greenfield area of the City, and is intended to accommodate detached,

semi-detached and duplex dwellings, as well as multiple unit residential buildings, such as townhouses and apartments. The maximum net density of residential developments within the Low Density Greenfield Residential designation is 60 units per hectare, and the minimum net density is 20 units per hectare.

The Low Density Residential designation is applied to residential areas within the built-up area of the City which are currently predominantly low-density in character. Lands within this designation are also intended to accommodate detached, semi-detached and duplex dwellings, as well as multiple unit residential buildings, such as townhouses and apartments. The maximum net density of residential developments within the Low Density Residential designation is 35 units per hectare, and the minimum net density is 15 units per hectare.

Further details of both the Low Density Residential and Low Density Greenfield Residential designations are included in ATT-3.

Existing Zoning

The subject site is currently zoned "R.4A" (General Apartment) Zone in the City of Guelph's Zoning By-Law (1995)-14865, as amended. Details of the existing zoning are included in ATT-4.

Description of Proposed Zoning By-law Amendment

The applicant is requesting to rezone the subject lands from the "R.4A" (General Apartment) Zone to a R.3B-? (Specialized On-Street Townhouse) Zone with a site specific regulation. The site specific specialized zoning regulation being requested is to permit a minimum exterior side yard of 5.83 metres, whereas 6.0 metres is required in the standard R.3B zone. Section 4.28 of the Zoning By-law requires a minimum exterior side yard of 6.0 metres when properties are adjacent to designated arterial roads in the Official Plan. Victoria Road North is designated as an arterial road in the Official Plan.

The proposed zoning details are further provided in ATT-5.

Proposed Development

The applicant is proposing to develop Block 41 and Block 42 into a total of 28 on-street townhouse units. Blocks 41 and 42 are both currently vacant and undeveloped. The 28 on-street townhouse units would be evenly divided between the two blocks, with 14 townhouse units on each block. The on-street townhouse units would be further divided to have seven (7) units each fronting along the south side of Ingram Drive, along both sides of Wideman Boulevard, and the along the north side of Simmonds Drive. The future lots that will be associated with each on-

street townhouse unit are proposed to be created through the registration of a Part Lot Control By-law on the lands.

The applicant's conceptual development plan and proposed building elevations are shown in ATT-6.

Supporting Documents

The following reports and material have been submitted in support of this application:

- Planning Justification Report, prepared by Black, Shoemaker, Robinson and Donaldson Limited, dated December, 2017;
 - Included in Planning Justification Report:
 - Building Elevations;
 - Proposed Zoning By-law;
 - Tree Preservation Plan (reference to); and
 - Phase 1 Environmental Site Assessment (reference to).
- Conceptual Site Plan, prepared by Black, Shoemaker, Robinson and Donaldson Limited, dated December 13, 2017;
- Preliminary Site Servicing and Grading Plan, prepared by Stantec Consulting Ltd., dated November 17, 2017;
- Hydraulic Grade Line Analysis, prepared by Stantec Consulting Ltd., dated November 17, 2017; and
- Stormwater Management Design Brief, prepared by Stantec Consulting Ltd., dated November 17, 2017.

Staff Review

The review of this application will address but not be limited to the following issues:

- Evaluation of the proposal against the 2014 Provincial Policy Statement and *Places to Grow: Growth Plan for the Greater Golden Horseshoe*;
- Evaluation of how the application conforms to the applicable Official Plan "Low Density Greenfield Residential" and "Low Density Residential" land use designations and associated policies;
- Review of the proposed zoning, including the requested site specific regulation and the need for any further specialized regulations;
- Review of the proposal's land use and built form compatibility with adjacent and established land uses;
- Review of grading and site servicing; and
- Address all comments and issues raised during the review of the application.

Once the application is reviewed and all issues are addressed, a report from Infrastructure, Development and Enterprise with a recommendation will be considered at a future meeting of Council.

Financial Implications

Financial implications will be reported in the future staff recommendation report to Council.

Consultations

The Notice of Complete Application was mailed on February 2, 2018 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was mailed on March 13, 2018 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands, and was also advertised in the Guelph Tribune on March 15, 2018. Notice of the application has also been provided by signage on the lands.

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 People- Building a great community together

Attachments

ATT-1	Location Map and 120 m Circulation
ATT-2	Orthophoto
ATT-3	Official Plan Land Use Designations and Policies
ATT-4	Existing Zoning
ATT-5	Proposed Zoning and Details
ATT-6	Conceptual Site Plan and Elevations

Departmental Approval

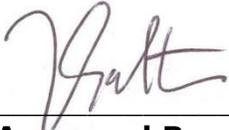
Not applicable.

Report Author

Michael Witmer
Development Planner II

Approved By

Chris DeVriendt
Manager of Development Planning



Approved By

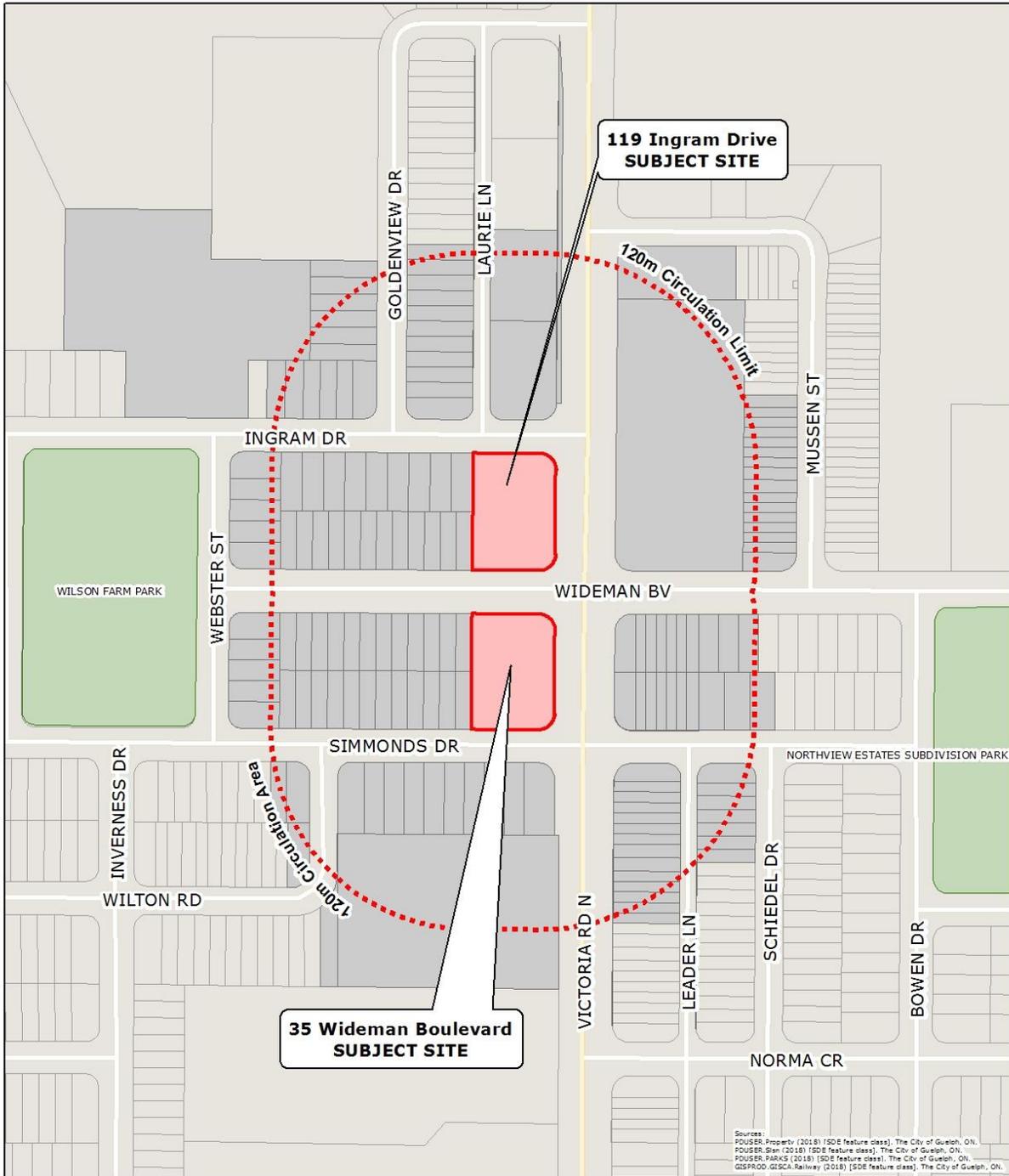
Todd Salter
General Manager
Planning, Urban Design, and
Building Services
519-837-5615, ext. 2395
todd.salter@guelph.ca



Recommended By

for
Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519-822-1260, ext. 3445
scott.stewart@guelph.ca

ATT-1 Location Map and 120 m Circulation





0 10 20 40 60 80 100
m

Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
February 2018

120m CIRCULATION AREA
119 Ingram Drive and
35 Wideman Boulevard



ATT-2 Orthophoto

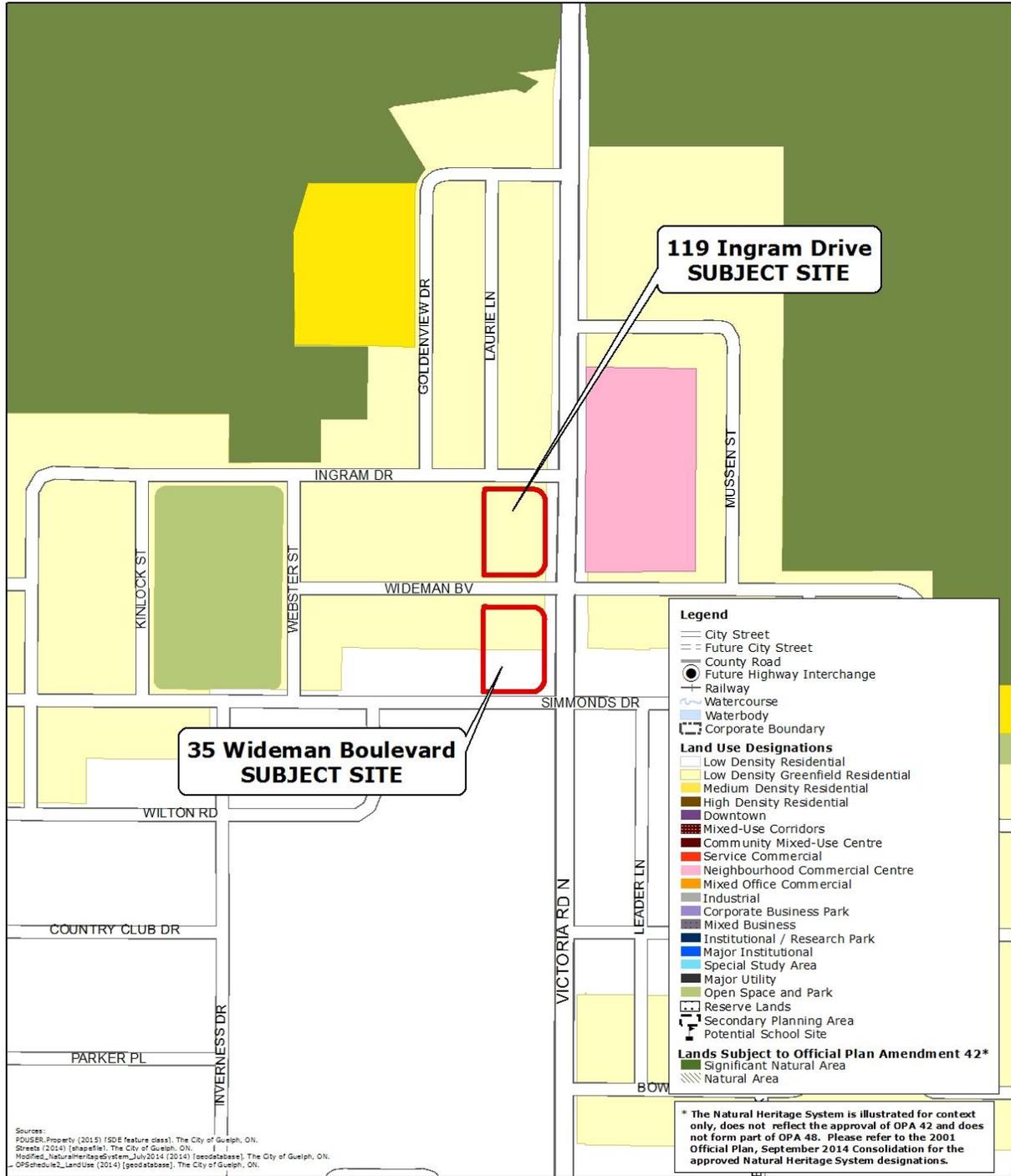


1:1,000
0 5 10 20 30 40 m

Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
February 2018

2017 ORTHOPHOTO 119 Ingram Drive and 35 Wideman Boulevard

ATT-3 Official Plan Land Use Designations and Policies



Produced by the City of Guelph
 Planning, Urban Design and Building Services - Development Planning
 February 2018

Land Use Designations 119 Ingram Drive and 35 Wideman Boulevard

ATT-3 (continued)

Official Plan Land Use Policies

9.2 Residential Uses

9.2.1 General Policies for Residential Uses

1. *Affordable housing* is encouraged wherever residential uses are permitted.
2. Notwithstanding the maximum residential densities that are specified for various land use designations of this Plan, *development* designed exclusively for occupancy by senior citizens may be permitted to exceed the maximum unit density allowed without bonusing provided that the applicable residential policies are met.

9.3 Residential Designations

The following objectives and policies apply to the Residential designations identified on Schedule 2:

- Low Density Residential
- Low Density Greenfield Residential
- Medium Density Residential
- High Density Residential.

Objectives

- a) To ensure that an adequate amount of residential land is available to accommodate the anticipated population growth over the planning horizon.
- b) To facilitate the development of a full range of housing types, affordability, densities and tenure to meet a diversity of lifestyles and the social needs, health and well-being of current and future residents, throughout the city.
- c) To encourage and support *special needs housing* throughout the city.
- d) To provide for higher densities of residential *development* in appropriate locations to ensure that *transit-supportive densities, compact urban form, walkable communities* and energy efficiencies are achieved.
- e) To ensure *compatibility* between various housing forms and between residential and non-residential uses.
- f) To maintain the general character of built form in existing established residential neighbourhoods while accommodating *compatible* residential infill and *intensification*.
- g) To direct new residential *development* to areas where municipal services

ATT-3 (continued)

Official Plan Land Use Policies

and *infrastructure* are available or can be provided in an efficient and cost effective manner.

- h) To encourage the distribution of local *convenience commercial* uses and institutional uses in appropriate locations within residential areas.
- i) To ensure new *development* is *compatible* with the surrounding land uses and the general character of neighbourhoods.
- j) To promote innovative housing types and forms in order to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups.
- k) To ensure that existing and new residential *development* is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling or the use of transit.
- l) To support home occupations throughout the city where residential uses are permitted.
- m) To encourage conservation and rehabilitation of older housing to maintain housing stock and the character of the established residential neighbourhoods.

9.3.2 Low Density Residential

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

Permitted Uses

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

Height and Density

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

ATT-3 (continued)
Official Plan Land Use Policies

2. The maximum height shall be three (3) storeys.
3. The maximum *net density* is 35 units per hectare and not less than a minimum *net density* of 15 units per hectare.
4. Notwithstanding policies 9.3.2.2 and 9.3.2.3, increased height and density may be permitted for *development* proposals on arterial and collector roads without an amendment to this Plan up to a maximum height of six (6) storeys and a maximum *net density* of 100 units per hectare in accordance with the Height and Density Bonus policies of this Plan.

9.3.3 Low Density Greenfield Residential

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

Permitted Uses

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

Height and Density

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

2. The maximum height shall be six (6) storeys.
3. The maximum *net density* is 60 units per hectare and not less than a minimum *net density* of 20 units per hectare.
4. Notwithstanding policy 9.3.3.3, increased density may be permitted for *development* proposals on arterial and collector roads without an amendment to this Plan up to a maximum *net density* of 100 units per hectare in accordance with the Height and Density Bonus policies of this Plan.

ATT-4 (continued)
Existing Zoning and Details

5.4 RESIDENTIAL **APARTMENT** (R.4) **ZONES**

5.4.1 PERMITTED **USES**

The following are permitted **Uses** within the Residential **Apartment** R.4 **Zones**:

- 17187 5.4.1.1 R.4A - General **Apartment Zone**
- **Apartment Building**
 - **Nursing Home**
 - **Home for the Aged**
 - **Retirement Residential Facility**
 - **Maisonette**

- 16595
- **Accessory Uses** in accordance with Section 4.23
 - **Home Occupation** in accordance with Section 4.19.

5.4.2 REGULATIONS

Within the **Apartment** R.4 **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 5.4.2, and the following:

- 5.4.2.1 Minimum **Side Yard** - R.4A and R.4B **Zones**
Despite Row 8 of Table 5.4.2, where windows of a **Habitable Room** face on a **Side Yard**, such **Side Yard** shall have a minimum width of not less than 7.5 metres.

- 5.4.2.2 Minimum Distance Between **Buildings**- R.4A and R.4B **Zones**
Where two or more **Buildings** are located on any one **Lot**, the following regulations shall apply:

- 5.4.2.2.1 The distance between the face of one **Building** and the face of another **Building** either of which contains windows of **Habitable Rooms**, shall be one-half the total height of the two **Buildings**, and in no case less than 15 metres.

- 5.4.2.2.2 The distance between the faces of any two **Buildings** with no windows to **Habitable Rooms** shall be a minimum of 15 metres.

ATT-4 (continued)
Existing Zoning and Details

5.4.2.4 Minimum **Common Amenity Area**

5.4.2.4.1 An amount not less than 30 m² per dwelling unit for each unit up to 20. For each additional dwelling unit, not less than 20 m² of **Common Amenity Area** shall be provided and aggregated into areas of not less than 50 m².

5.4.2.4.2 **Amenity Areas** shall be designed and located so that the length does not exceed 4 times the width.

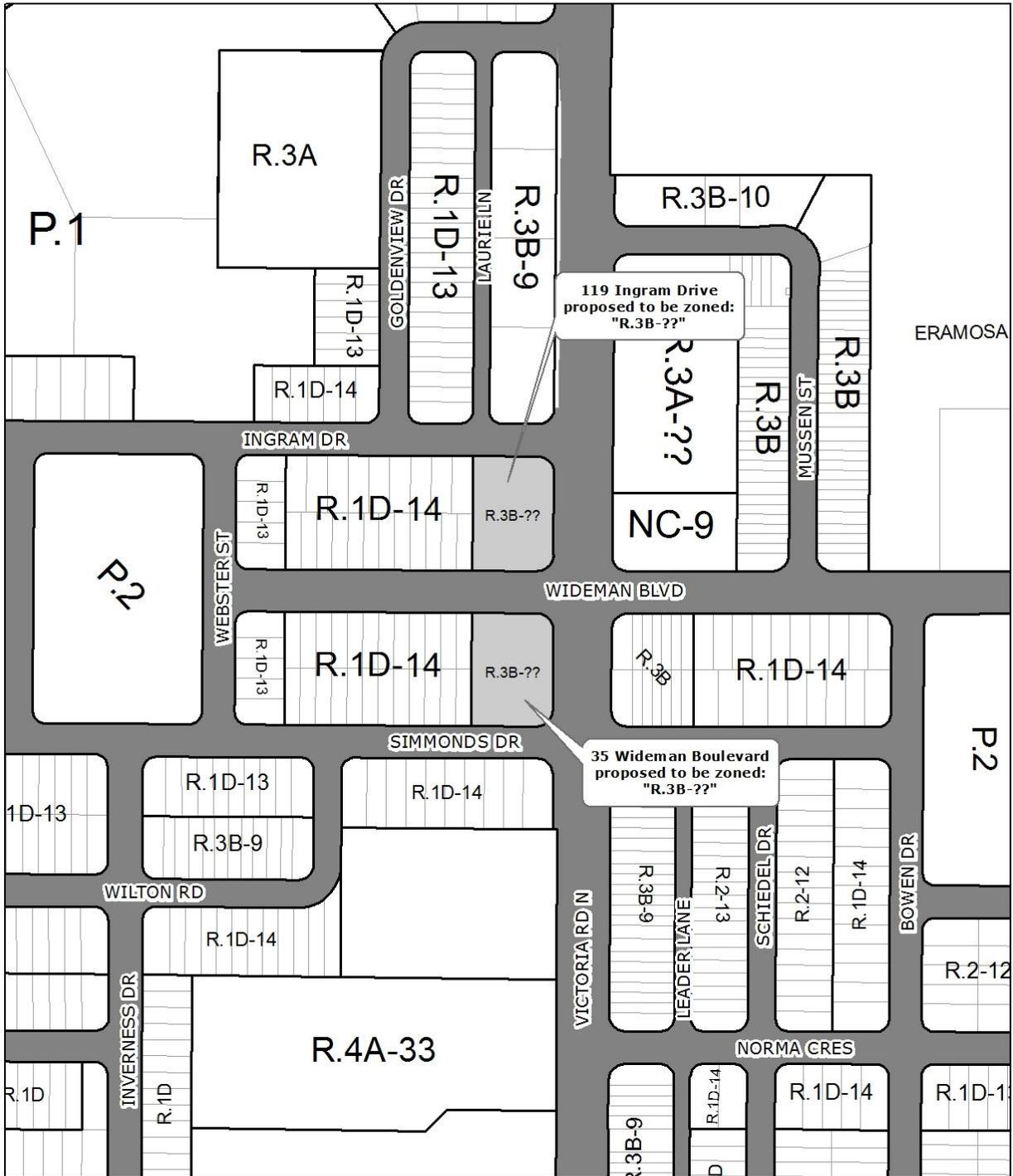
5.4.2.4.3 A **Common Amenity Area** shall be located in any **Yard** other than the required **Front Yard** or required **Exterior Side Yard**.

5.4.2.4.4 **Landscaped Open Space** areas, **Building** roof tops, patios, and above ground decks may be included as part of the **Common Amenity Area** if recreational facilities are provided and maintained (e.g. swimming pools, tennis courts, lounges, and landscaped areas).

ATT-4 (continued)
Existing Zoning and Details

Row 1	Residential Type	General Apartment
2	Zones	R.4A
3	Minimum Lot Area	650 m ²
4	Minimum Lot Frontage	15 metres
5	Maximum Density (units/ha)	100
6	Minimum Front and Exterior Side Yard	6 metres and as set out in Section 4.24.
7	Maximum Front and Exterior Side Yard	-----
8	Minimum Side Yard	Equal to one-half the Building Height but not less than 3 metres and in accordance with Section 5.4.2.1.
9	Minimum Rear Yard	Equal to 20% of the Lot Depth or one-half the Building Height , whichever is greater, but in no case less than 7.5 metres.
10	Maximum Building Height	8 Storeys and in accordance with Sections 4.16, 4.18 and Defined Area Map No. 68.
11	Minimum Distance Between Buildings	See Section 5.4.2.2.
12	Minimum Common Amenity Area	See Section 5.4.2.4.
13	Minimum Landscaped Open Space	20% of the Lot Area for Building Heights from 1 - 4 Storeys and 40% of the Lot Area for Buildings from 5 - 10 Storeys .
14	Off-Street Parking	In accordance with Section 4.13.
15	Buffer Strips	Where an R.4 Zone abuts any other Residential Zone or any Institutional, Park, Wetland, or Urban Reserve Zone , a Buffer Strip shall be developed.
16	Accessory Buildings or Structures	In accordance with Section 4.5.
17	Garbage, Refuse Storage and Composters	In accordance with Section 4.9.
18	Floor Space Index (F.S.I.)	1
19	Fences	In accordance with Section 4.20.

**ATT-5
Proposed Zoning and Details**



Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
March 2018

PROPOSED ZONING
119 Ingram Drive and
35 Wideman Boulevard

ATT-5 (continued)
Proposed Zoning and Details

5.3 RESIDENTIAL **TOWNHOUSE** (R.3) **ZONES**

5.3.1 PERMITTED **USES**

The following are permitted **Uses** within the Residential **Townhouse** R.3 **Zone**:

15692 5.3.1.1 R.3A – **Cluster Townhouse Zone**

- **Maisonette** dwelling
- **Stacked Townhouse**
- **Cluster Townhouse**
- **Home Occupation** in accordance with Section 4.19
- **Accessory Use** in accordance with Section 4.23

15692 5.3.1.2 R.3B – **On-Street Townhouse Zone**

- **On-Street Townhouse**
- **Home Occupation** in accordance with Section 4.19
- **Accessory Use** in accordance with Section 4.23

5.3.2 REGULATIONS

Within the Residential **Townhouse** R.3 **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 5.3.2, and the following:

5.3.2.1 Maximum **Building** Coverage

20134 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 the dwelling units, the maximum coverage for the **Buildings** shall be 40 per cent.

5.3.2.2 Minimum **Side** and **Rear Yards** – R.3A **Zones**

5.3.2.2.1 No **Building** shall be located closer to any **Rear** or **Side Lot Line** than a distance equal to one-half the **Building Height**, and in no case less than 3 metres from any **Rear** or **Side Lot Line**.

ATT-5 (continued)
Proposed Zoning and Details

- 19063 5.3.2.2.2 Deleted by **By-law** (2010)-19063
- 5.3.2.3 Minimum Distance Between **Buildings** and **Private Amenity Areas**
- R.3A Zones
- 20134 5.3.2.3.1 The distance between the front, exterior side and rear face of one **Building** and the front, exterior side and rear face of another **Building**, each of which contains windows to **Habitable Rooms** shall in no case be less than 15 metres.
- 19063 5.3.2.3.2 Deleted by **By-law** (2010)-19063
- 17187 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.
- 20134
- 19063 5.3.2.3.4 No part of a **Private Amenity Area** shall be located within 10.5 metres of a wall in another **Building** containing windows of **Habitable Rooms** which face the **Private Amenity Area**.
- 17187 5.3.2.3.5 The minimum distance between the **Private Amenity Areas** of two separate **Buildings** shall be 6 metres where one **Private Amenity Area** faces any part of the other **Private Amenity Area** or 3 metres where the **Private Amenity Areas** are side by side and aligned parallel to each other. The minimum distance between a **Private Amenity Area** and the wall of another **Building** shall be 6 metres.
- 5.3.2.4 Minimum **Common Amenity Area** - R.3A Zone
- 5.3.2.4.1
- a) Except for developments which contain less than 20 dwellings, a minimum of 5 m² of **Amenity Area** per dwelling shall be provided and be developed as **Common Amenity Area**. This **Common Amenity Area** shall be aggregated into areas of not less than 50 m².
 - b) Despite Section 5.3.2.4.1 a), the following shall apply to **Stacked Townhouse** developments:
 - i) Except for developments which contain less than 20 dwellings, a minimum of 10 m² of **Amenity Area** per dwelling shall be provided and be developed as **Common Amenity Area**, and be aggregated into areas of not less than 50 m².

ATT-5 (continued)
Proposed Zoning and Details

- c) Where combined **Cluster** and **Stacked Townhouses** occur, the **Common Amenity Area** for the site shall be calculated by using the provisions of Section 5.3.2.4.1 b) for the proportion of units which are stacked and utilizing the provisions of Section 5.3.2.4.1 a) for the proportion of units which are **Cluster Townhouse**.

5.3.2.4.2 **Amenity Areas** shall be designed and located so that the length does not exceed 4 times the width.

5.3.2.4.3 A **Common Amenity Area** shall be located in any **Yard** other than the required **Front Yard** or required **Exterior Side Yard**.

5.3.2.4.4 **Landscaped Open Space** areas, **Building** rooftops, patios and above ground decks may be included as part of the **Common Amenity Area** if recreational facilities are provided and maintained (e.g. swimming pools, tennis courts, lounges and landscaped areas).

5.3.2.5 Minimum **Private Amenity Area** Per **Dwelling Unit**

5.3.2.5.1 R.3A **Zone - Cluster Townhouses** and Ground Level **Stacked Townhouse** Units

A **Private Amenity Area** shall be provided for each unit and it shall:

- a) have a minimum area of 20 m²;
- b) have a minimum depth (from the wall of the dwelling unit) of 4.5 metres;
- c) have a minimum width equal to the width of the unit when the layout of the unit permits. If the preceding cannot be accomplished, the minimum width of the **Private Amenity Area** shall be 4.5 metres;
- 17187 d) not form part of a required **Front** or **Exterior Side Yard**;
- e) not face onto a public **Street**;
- f) be accessed through a doorway to a hall or **Habitable Room**, other than a bedroom;
- g) be separate and not include walkways, play areas, or any other communal area; and
- h) be defined by a wall or **Fence**.
- 19063 i) to be a minimum distance of 3.0 metres from a side or rear **Lot Line**.

ATT-5 (continued)
Proposed Zoning and Details

5.3.2.5.2 Despite Section 5.3.2.5.1, for **Stacked Townhouse** units above grade, each **Private Amenity Area** shall:

- a) have a minimum area of 10 m²;
- b) consist of a patio or terrace; and
- c) be defined by a wall or railing between adjacent units to a height of 1.8 metres.

5.3.2.5.3 For both **Cluster** and **Stacked Townhouse** developments, **Private Amenity Areas** shall be screened in a manner which prevents viewing into a part of it from any adjacent areas to a height of 1.8 metres. The extent of screening may be reduced if such screening would impair a beneficial outward and open orientation of view and there is not adverse effect on the privacy of the **Private Amenity Area**.

Maximum Density of Site

5.3.2.6

15378 5.3.2.6.1 The maximum density of **Cluster Townhouse** developments shall be 37.5 dwellings per hectare.

5.3.2.6.2 The maximum density for **Stacked Townhouse** Developments shall be 60 dwellings per hectare. This shall be increased by 1 dwelling per hectare for every 6 required resident **Parking Spaces** and associated manoeuvring aisles which are provided underground, up to a maximum density of 75 dwellings per hectare.

5.3.2.6.3 For **Townhouse** developments which consist of a mix of **Stacked** and **Cluster Townhouses**, the densities shall be determined separately for blocks on the property.

15006 5.3.2.7

Additional **Front** and **Exterior Side Yard** Regulations

Despite Row 5 of Table 5.3.2, for R.3 blocks not located on **Streets** listed in Section 4.24 and located within the boundaries of Defined Area Map Number 66 of Schedule "A" of this **By-law**, the **Front** or **Exterior Side Yard** shall be the average of the existing **Yards** within the same **City Block Face** and where the average of the existing **Yards** within the same **City Block Face** cannot be determined, the minimum **Front** or **Exterior Side Yard** shall be as set out in Row 5 of Table 5.3.2. Where legal off-street **Parking Spaces** are provided within an enclosed **Structure**, a minimum vehicular access of 6 metres between the **Street Line** and **Structure** shall be provided. In addition, location of units within

ATT-5 (continued)
Proposed Zoning and Details

this Defined Area shall be subject to the provisions of a Sight Line Triangle in Section 4.6.2.

Where a road widening is required in accordance with Section 4.24, the calculation of **Front** or **Exterior Side Yards** shall be as set out in Section 5.3.2.7, provided that the **Yard** is not less than the new **Street Line** established by the required road widening.

17187 5.3.2.8
19691

Maximum **Driveway** Width R.3B **Zone On-Street Townhouses**
Maximum **Driveway (Residential)** Width of R.3B **Zone On-Street Townhouses** shall comply with 4.13.7.2.5.

ATT-5 (continued)
Proposed Zoning and Details

Row 1	Residential Type	R.3B Zone On-Street-Townhouse
2	Minimum Lot Area	180 m ²
3	Minimum Lot Area Per Dwelling Unit	180 m ²
4	Minimum Lot Frontage	6 metres
5	Minimum Front Yard	6 metres and as set out in Section 4.24 and 5.3.2.7.
5a	Minimum Exterior Side Yard	4.5 metres and in accordance with Sections 4.24, 4.28 and 5.3.2.7
6	Minimum Side Yard	1.5m from the side of the Building .
7	Minimum Rear Yard	7.5 metres
8	Maximum Building Coverage (% of Lot Area)	50
9	Maximum Building Height	3 Storeys and in accordance with Sections 4.16 and 4.18.
10	Minimum Distance Between Buildings	--
11	Minimum Common Amenity Area	--
12	Minimum Private Amenity Area	--
13	Minimum Landscaped Open Space (% of Lot Area)	35
14	Buffer Strip	Where an R.3 Zone abuts any other Residential Zone or any Institutional, Park, Wetland, or Urban Reserve Zone a Buffer Strip shall be provided. Buffer strips may be located in a required Side or Rear Yard .
15	Fences	In accordance with Section 4.20.
16	Off-Street Parking	In accordance with Section 4.13.
17	Accessory Buildings or Structures	In accordance with Section 4.5.
18	Maximum Number of Dwelling Units in a Row	8
19	Garbage, Refuse Storage and Composters	In accordance with Section 4.9.
20	Maximum Density of Site	-----
21	Maximum Driveway (Residential) width R.3B Zone On-Street Townhouses	See Section 4.13.7.2.5

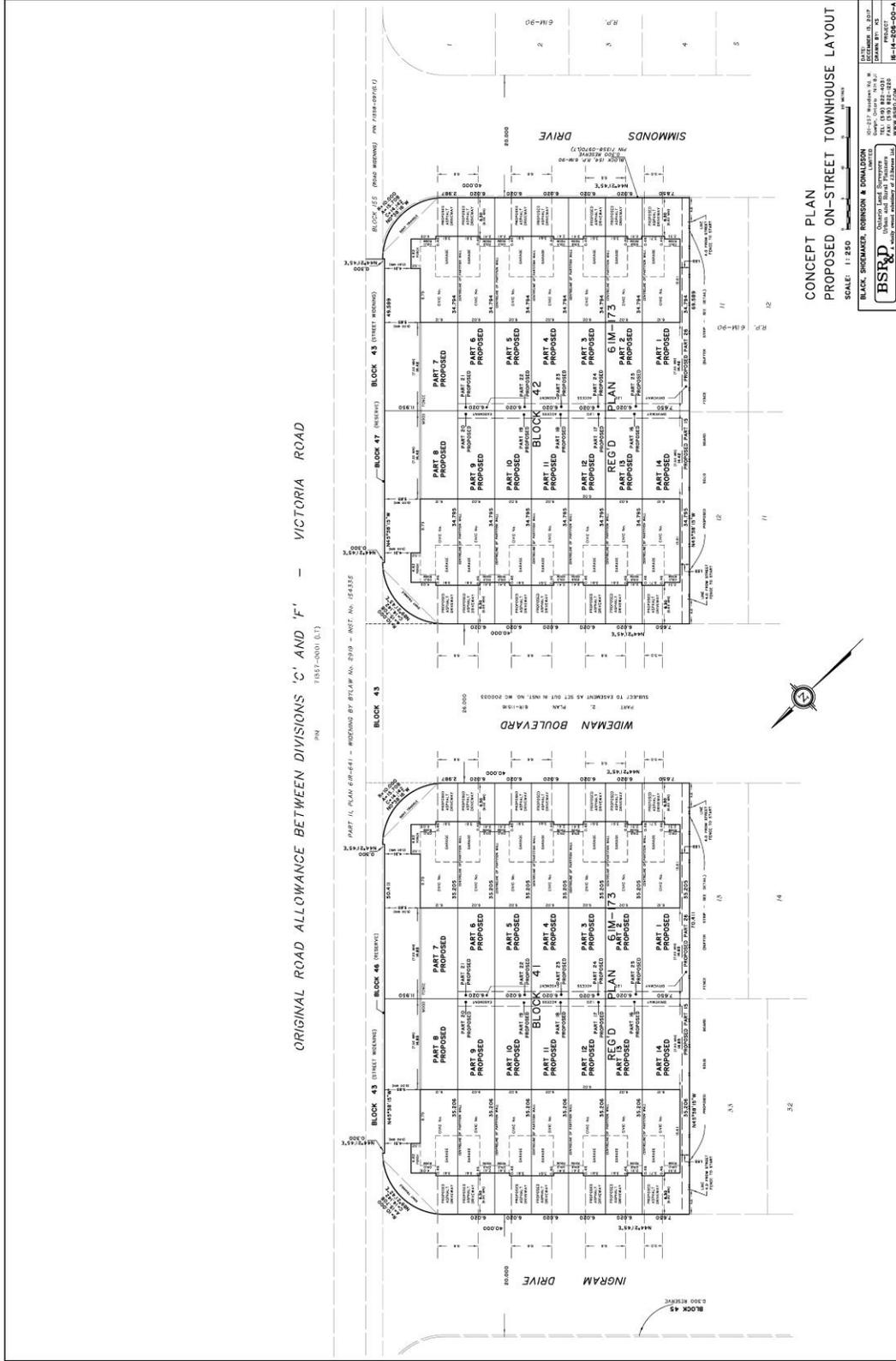
ATT-5 (continued)
Proposed Zoning and Details

The applicant is proposing a specialized R.3B-? (Specialized On-Street Townhouse) Zone.

The following specialized zoning regulation is being requested through the proposed Zoning By-law amendment application:

- Despite Section 5.32 and Section 4.28 of this by-law, the Minimum Exterior Side Yard shall be 5.83 metres.

ATT-6 Conceptual Site Plan



**ATT-6 (continued)
Proposed Elevations**



FRONT ELEVATIONS
WIDEMAN BOULEVARD

Staff Report



To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, April 9, 2018

Subject **Statutory Public Meeting: Brownfield Redevelopment Community Improvement Plan Update**

Report Number IDE-2018-24

Recommendation

That Report #IDE-2018-24 Statutory Public Meeting: Brownfield Redevelopment Community Improvement Plan Update, dated April 9, 2018, be received.

Executive Summary

Purpose of Report

To provide background information and material for the Statutory Public Meeting to be held April 9, 2018 regarding the draft Brownfield Redevelopment Community Improvement Plan (CIP) update.

Key Findings

- The CIP is working well overall.
- Minor changes to the CIP are proposed to assist in administration.
- It is proposed that the CIP be amended to allow for Development Charge (DC) late payments on Brownfield sites to be reimbursed by the Tax Increment Based Grant program. This will better assist development proponents to achieve CIP objectives with no negative financial implications to the City.
- Through the CIP update staff have found that the programs are successful and recommend that they be extended for another five years with minor modifications as discussed in this report.

Financial Implications

Preliminary financial implications of an extended Tax Increment Based Grant (TIBG) program were discussed in [Report #IDE-2018-01](#). Detailed financial implications will be reported at the time of a future Infrastructure, Development and Enterprise recommendation report to Council.

Background

Brownfields are abandoned, idled, or underused properties where expansion or redevelopment is complicated by real or perceived environmental contamination as a result of historical land use practices. These sites can have significant environmental, economic and social impacts on the community. However, remediation and redevelopment can result in improvements to soil and groundwater conditions, lead to job retention and creation, new housing opportunities, improve public safety and security and allow for efficient use of existing hard and soft services.

Legislative Context

Generally, the Municipal Act prohibits municipalities from directly or indirectly assisting any manufacturing business or other industrial or commercial enterprise. An exception is provided for financial incentives under section 28 of the Planning Act that pertains to community improvement.

Section 28 of the Planning Act provides for municipalities to establish a community improvement plan. This legislative framework is further supported through Provincial and City policy including, but not limited to, the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe, the Official Plan, Secondary Plans and the Downtown CIP. This policy framework encourages the redevelopment of brownfield sites that make efficient use of existing infrastructure, promoting environmental cleanup, economic development and new commercial and housing opportunities. The City's Official Plan contains the necessary enabling provisions and policy basis for the preparation and implementation of community improvement plans.

The purpose of the Brownfield Redevelopment Community Improvement Plan is to facilitate redevelopment of these sites by providing financial incentives that partially offset the cost of environmental investigation and remediation of sites.

History

The City's first Brownfield Redevelopment CIP was approved in 2004 and established the following financial incentives:

- Environmental Study Grant (ESG) program
- Tax Increment-Based Grant (TIBG) program
- Tax Assistance (TA) programs

A review of the CIP beginning in 2010 resulted in a [new CIP](#) that was adopted in 2012. The 2012 CIP added detail and clarification to the existing programs but did not change them fundamentally.

The CIP includes provisions to monitor the outcomes of the programs and to review and update the CIP as necessary every five years.

[Report #IDE-2018-01](#) entitled Downtown, Brownfield and Heritage Grant

Performance Monitoring: 2012-2017 and Potential CIP Review Directions was presented to council on February 12, 2018. That report:

- evaluated the performance of the Brownfield Redevelopment CIP
- presented draft directions for potential revisions to the CIP
- Presented potential updates to the City's financial approach to tax increment based grants that are used by the Brownfield, Downtown and Heritage grant programs.

Report

Staff undertook a review of the Brownfield Redevelopment CIP in conjunction with the Downtown CIP and the updated financial framework for Tax Increment Based Grants.

Beginning in the spring of 2017, staff initiated a review of the Brownfield Redevelopment CIP. This review involved:

- collecting and analysing information on the participating brownfield redevelopment projects;
- an evaluation of the performance of the programs;
- a staff led identification of issues with the CIP;
- interviews with past program participants and further refinement of issues;
- interviews with other municipalities with Brownfield CIPs; and
- Reporting to council on CIP performance and introducing potential changes to the CIP for feedback.

Additional details on the study including monitoring of program performance, issues identification and analysis were included as Attachment 2 to [Report #IDE-2018-01](#) dated February 12, 2018.

Proposed changes to the CIP build on the directions from the February Report and Council feedback. The majority of Council feedback was related to the Downtown CIP, and this will be summarized and addressed in the future Downtown CIP Public Meeting Report. One area of concern expressed by some Councillors that relates to both CIPs was regarding the potential financial implications of the DC late payment proposal. Additional details on the DC late payment proposal, including financial implications, are addressed in this report.

Key issues, analysis and recommendations are summarized below. Additional analysis on the issues and recommendations are considered in Attachment 1 (Issue Analysis). The details of the proposed amendment to the CIP are included as Attachment 2 (Proposed Amendment to the CIP) and Attachment 3 (Proposed CIP with "track changes").

Allowing for development charges to be deferred and paid by the TIBG grant stream will make City investments more impactful.

A key limitation the Brownfield Redevelopment CIP identified through stakeholder consultations is the timing of Tax Increment Based Grants. A grant that is paid

earlier in a project would better assist challenging brownfield projects, than TIBGs that are paid starting several years after remediation has occurred and building construction is completed with payments extended over many years.

To address this, staff propose to allow TIBG grant recipients to have all or part of their Development Charges (DCs) deferred up to estimated program eligible costs or 80% of the estimated tax increment for 10 years, whichever is less. DCs would be recovered with interest through the TIBG grant payments. Put another way, developers would borrow against their TIBG agreement to make DC payments. It is recommended that the City charge an interest rate that reflects current market rates, plus a small premium, to ensure the DC reserve funds are compensated for lost interest revenue, or added interest expense the City will incur as a result of the delayed revenue. This would reduce the potential negative financial implications for the City and help enable investment in growth related infrastructure. This program will still be beneficial to developers because of their typically high finance rates for construction and bridge loans. Although this approach would rely on DC late payment agreements enabled by the *Development Charges Act 1997*, an amendment to the CIP is proposed to provide policy direction regarding this form of incentive. Council authorization is required to enter into each DC late payment agreement. An example of this approach is included in Attachment 1.

Minor changes to the program will provide clarity, ease administration and further the goals of the CIP

As a result of the CIP review, staff recommend the following changes to the CIP to assist in CIP administration, and to assist developers in achieving the CIP objectives in a financially prudent manner. These changes are generally minor and administrative in nature, and are needed to reflect changes in the policy context since 2012.

- Currently, the Environmental Study Grant (ESG) program requires applicants to submit an application, including a study cost estimate, to the City, and requires City approval of the application prior to any works being undertaken. If costs are incurred after submission of the application, but prior to its approval they are ineligible for reimbursement. This has led to timing problems with the grant where work needs to be completed during tight real estate transaction due diligence periods and is undertaken before City approval of the application. To provide some reasonable flexibility, it is proposed that the ESG terms be amended to allow for the reimbursement of costs incurred after the date of application and prior to City approval, provided such costs are ultimately determined to be eligible through the City's subsequent approval. Initiating work prior to City approval will be entirely at the applicant's own risk, and if the City subsequently determines certain costs to be ineligible, they will not be reimbursed.
- The cost of conducting environmental studies is high and increasing as described in Attachment 2. The study requirements can be different in Guelph because the entire City is considered a source for municipal drinking

water. Maintaining the maximum grant amount per property at \$30,000, and eliminating the per study maximum of \$15,000, will provide additional flexibility to help offset environmental study costs that are key to determining project viability and understanding risks to human health and the environment.

- The CIP's current requirement for a Record of Site Condition (RSC) under the TIBG program is no longer necessary since Council endorsed the City's streamlined approach to environmental review in the [Contaminated Sites Guidelines](#). This requirement is proposed to be eliminated.
- Language restricting grants to those who knowingly polluted their properties should be clarified and made internally consistent by restricting grants to anyone who polluted the property, whether knowingly or not.
- The programs are working well and the duration of each should be extended for five years.
- The policy context section of the plan is recommended to be updated to reflect changes since the CIP was approved in 2012.

Attachment 2 shows how these proposed changes would be implemented in a formal amendment format. Attachment 3 includes the existing CIP with the same proposed amendments shown in a "track changes" format.

Next Steps

Staff will consider any feedback received from Council and the public at this meeting. Once these matters are addressed, a report from Infrastructure, Development and Enterprise with a recommendation will be considered at a future meeting of Council.

Financial Implications

Preliminary financial implications of an extended Tax Increment Based Grant (TIBG) program were discussed in Report # IDE-2018-01. Detailed financial implications will be reported at the time of a future Infrastructure, Development and Enterprise recommendation report to Council. Proceeding with this Statutory Public Meeting does not commit Council to future financial decisions related to this CIP update.

Consultations

Because of the generally minor and technical nature of anticipated changes to the CIP, the community engagement approach was scoped to interviews with key stakeholders who have had direct experience with the programs. They are in a good position to evaluate the programs' strengths and weaknesses. Staff solicited 11 stakeholders for interviews including developers, environmental consultants and Ministry of the Environment and Climate Change (MOECC) staff. Six interviews were conducted and two emails were received.

The project team also interviewed other staff involved in the administration of the CIP programs from the following departments:

- Engineering and Capital Infrastructure Services
- Finance, Client Services
- Finance, Taxation and Revenue
- Business Development and Enterprise
- Legal, Realty and Risk Services

Additional details on these consultations were included in [Attachment 2 to report #IDE-2018-01](#). The issues identified in these discussions formed the basis of issues that were analysed through the review, and are discussed further in Attachment 1 to this report.

Notice of Public Meeting was mailed on March 19, 2018 to local boards and agencies, City service areas and the stakeholders described above. The Public Meeting was also advertised in the Guelph Tribune on March 15, 2018, on social media, the Mind your Business e-newsletter, and on guelph.ca/brownfields.

Corporate Administrative Plan

Overarching Goals

Financial Stability
Innovation

Attachments

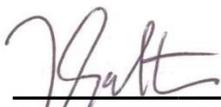
ATT-1 Issue Analysis
ATT-2 Proposed Amendment #1 to the Brownfield Redevelopment CIP
ATT-3 [Brownfield Redevelopment CIP showing proposed changes](#)

Departmental Approval

James Krauter, Deputy Treasurer/Manager of Taxation and Revenue
Terry Gayman, Manager of Development and Environmental Engineering

Report Author

Tim Donegani
Policy Planner



Approved By

Todd Salter
General Manager
Planning, Urban Design and
Building Services
519.822.1260, ext. 2395
todd.salter@guelph.ca

Approved By

Melissa Aldunate
Manager of Policy Planning and Urban Design



Recommended By

Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519.822.1260, ext. 3445
scott.stewart@guelph.ca

Attachment 1 – Issue Analysis

Beginning in the spring of 2017, staff initiated a review of the Brownfield Redevelopment CIP. This review involved:

- collecting and analysing information on the participating brownfield redevelopment projects;
- an evaluation of the performance of the programs;
- identification of issues with the CIP by staff;
- interviews with past program participants and further refinement of issues;
- interviews with other municipalities with Brownfield CIPs; and
- reporting to council on CIP performance and introducing potential changes to the CIP for feedback.

Additional details on the study including monitoring of program performance, issues identification and analysis were included as Attachment 2 to [report #IDE-2018-01](#) dated February 12, 2018.

Because of the generally minor and technical nature of anticipated changes to the CIP, the community engagement approach was scoped to interviews with key stakeholders who have had direct experience with the programs. They are in a good position to evaluate the programs' strengths and weaknesses. Staff solicited 11 stakeholders for interviews including developers, environmental consultants and Ministry of the Environment and Climate Change (MOECC) staff. Six interviews were conducted and two emails were received.

The project team also interviewed other staff involved in the administration of the CIP programs from the following departments:

- Engineering and Capital Infrastructure Services
- Finance, Client Services
- Finance, Taxation and Revenue
- Business Development and Enterprise
- Legal, Realty and Risk Services

The issues identified in these discussions formed the basis of the issues, analysis and recommendations presented here.

1. Timing of Incentives

A common theme identified through development industry stakeholder interviews is the timing of incentives. Timing of funds is extremely important to project viability. Property developers indicated that incentives provided earlier in the project are more valuable than those that occur later. Typically the most financially difficult time in the project is when Development Charges (DCs) are paid and building permits are issued. Financing terms tend to be better once a project is underway and better still once a project is complete. Payments under the TIBG program (the City's most valuable program) occur after a project has been developed and re-assessed, and taxes paid for one year. In the case of residential condominium developments, the developer who is receiving the grant no longer owns the site by the time the grant is paid. For these reasons, developer stakeholders said that the

impact for TIBGs was relatively small given the scale of the City investment when compared to incentives provided earlier in the project.

The key advantage of TIBGs, and reason for their popularity across Ontario, is their low risk to the Municipality. There is no grant until the redevelopment has occurred, and the amount of the grant is directly tied the increased taxes being collected. However, their key disadvantage is the limited impact on project viability per dollar invested because they occur so late in the project. TIBGs provide the most benefit to the developers that can already manage the financial strain and risk of a brownfield project, but may not be as helpful at bringing a project to fruition that is not quite viable. Under the current structure, a TIBG may primarily benefit developers that can self-finance and rely less on traditional lending.

DC exemptions and reductions are a form of brownfield redevelopment incentive used in many other municipalities. DCs are payable prior to building permit issuance, much earlier in a project lifecycle than a TIBG. Exempting or reducing DCs is more impactful, per dollar, than TIBGs. However, staff do not recommend, exempting or reducing DCs for brownfield projects.

Instead, staff propose that TIBG grant recipients have all or a part of their (DCs) deferred up to the lesser of program eligible costs or a conservative estimate of 80% of the 10-year tax increment. DCs would be recovered with interest through TIBG payments. The interest rate would reflect the City's cost of borrowing plus a risk or administrative adjustment. This approach would rely on a DC late payment agreement that is enabled by the Development Charges Act. The TIBG program descriptions in the CIP are proposed to be amended to provide policy direction on entering into DC late payment agreements for TIBG projects.

As an example, consider a brownfield redevelopment project with eligible remediation costs of \$500,000. The municipal taxes before the project are \$10,000. The taxes after the project are \$110,000 yielding a \$100,000 tax increment. The maximum grant payable every year is 80% of the increment or \$80,000. Under the current TIBG program the grant payments would be as follows:

Table 1 – Example of TIBG payments under existing CIP

Year	Grant to applicant	DC payment to City
-2		\$200,000
-1		
0		
1	\$80,000	
2	\$80,000	
3	\$80,000	
4	\$80,000	
5	\$80,000	
6	\$80,000	
7	\$20,000	
Total	\$500,000	\$200,000

As an example under the proposed approach, assume that \$200,000 in DCs are payable for this site, and the interest rate charged by the City is 4% compounded annually. Also assume, based on experience, that the first TIBG grant payment will be made 3 years after building permit issuance, the time when DCs are due. TIBG grant payments will initially be directed to recovering DCs. Once these are fully repaid, the remnant TIBG payments will be made to the owner.

Table 2 – Example of Proposed TIBG payments with DC late payment agreement

Year	TIBG Grant Payment towards to DC reserve	Interest	Outstanding DC balance	TIBG Payment Grant to Owner	Total TIBG
-2			200,000		
-1		8,000	208,000		
0		8,320	216,320		
1	80,000	8,653	144,973		
2	80,000	5,799	70,772		
3	73,603	2,831	0	6,397	
4				80,000	
5				80,000	
6				80,000	
7				20,000	
Total	233,603	33,603		266,397	500,000

Under the proposed approach the total incentive to the developer would be \$466,397. That is based on the \$500,000 in eligible cost, minus interest of \$33,603. This approach benefits the developer, including those developers using traditional financing, by assisting with project cash flow and financing without negative financial implications for the City.

Recommendation 1 – That the TIBG program include a description of the availability of DC late payment agreements, with DCs to be recovered through the TIBG payments.

2. Environmental Study Grant (ESG) – Timing of Eligible Costs

The ESG is a 50% matching program for environmental studies including:

- Phase II Environmental Site Assessments;
- designated substances and hazardous materials surveys;
- remedial work plans; and
- risk assessments.

One key provision of all the CIP programs is that the grant must be approved by the City prior to the applicant starting any work that is to be funded. The 2012 CIP update recognized that the ESG was beneficial for studies to support due diligence for real estate transactions. The requirement for a quick turnaround to approve ESGs informed Council's decision to delegate approval authority for ESGs to staff. Since then, typical approval times have been reduced from 2-3 months to 1-2 weeks (see Table 1 in Attachment 2 in [Report #IDE-2018-01](#)).

Nevertheless, in one case further described in [IDE report # 16-46](#) (pg. 152), the applicant could not wait on staff approval prior to starting work during the real estate transaction due diligence period. Allowing funding of work that occurred after the date of ESG application, but prior to City approval would help prevent this problem. The work would be at the applicant's risk in the event that the application was not approved.

Other municipalities including Hamilton and Windsor provide for grants for eligible work that is conducted after the date of the application, but before City approval, at the applicant's risk. London and Kingston require that an application be approved prior to the start of eligible work.

Recommendation 2 - That the terms of the ESG program be amended such that work that occurs after the date of application, as confirmed by the City, is eligible for the grant.

3. Environmental Study Grant – Maximum Amount

On an annual basis, the City makes available \$50,000 for ESGs from the redevelopment incentives reserve. Since 2011, a total of \$66,600 in grants have been approved. Of the \$66,500 in approved grants, only \$33,500 has been paid

out. This is because some studies were completed under budget, and the grant payment was reduced as a result. In other cases, the applicant did not complete the studies and the grants were not payable.

Table 3 - Environmental Study Grants in Other Municipalities

Municipality	Number of Grants	Value
Guelph	6	\$66,500
Hamilton	74	\$769,000
Windsor	5	\$67,000
London	5	\$30,000
Waterloo Region	26	?
Kingston	18	\$268,000

Table 3 compares the number and value of environmental study grants in other jurisdictions. The limited program uptake in Guelph is likely due to lack of awareness of the program among developers and environmental consultants. Staff could develop marketing materials to improve awareness of the program to increase uptake. The low value of the grants may also contribute to limited program uptake which will be discussed later on.

Many Brownfield CIPs across Ontario include a 50% matching grant program for environmental studies. Table 4 shows a \$10,000-\$40,000 range in maximum grant amounts. There is also a difference in approach to capping grants per study and per project.

Staff and external stakeholders recommended reviewing the \$15,000 cap for environmental studies. Due to more stringent Provincial environmental standards introduced in 2011, the cost of a Phase II ESA has escalated, especially for large and complex sites. For example, the Phase II ESA at the municipally owned IMICO site at 200 Beverly Street is expected to cost over \$300,000.

Remedial work plans, designated substances and hazardous materials surveys are typically at lower cost in the order of \$5,000-\$15,000. Risk assessments typically range from \$50,000 to over \$200,000. Increasing the maximum amount to \$30,000 per study and retaining the \$30,000 per property/project maximum for all studies would not change the overall potential maximum liability per project, but would allow applicants more flexibility in how to direct the \$30,000. The \$30,000 upper limit is towards the high end of the range of ESG grant maximums in other municipalities, but is not the highest as shown in Table 4.

Table 4 - Environmental Study Grant Maximums in Other Municipalities

Municipality	ESG grant maximum
Guelph	\$15,000 per study; \$30,000 per property
Brockville	\$15,000 per study; \$25,000 per property
Hamilton	\$20,000 per study; 25,000 total per property
Kingston	\$20,000 per property
Niagara Falls	\$12,500 per study; \$20,000 per property
Ottawa	\$15,000 per study; \$25,000 per property
Waterloo Region	\$40,000 (Phase II ESA only)
Windsor	\$15,000 per study; \$25,000 per property
London	\$10,000 per property

Increasing the maximum amount, combined with improved marketing of the programs may increase uptake while still respecting the \$50,000 annual budget.

Recommendation 3 - That the per study maximum grant be removed from the ESG program while retaining the \$30,000 per project maximum.

4. Requirement for a Record of Site Condition (RSC)

The TIBG and Tax Assistance (TA) programs currently require that a Record of Site Condition (RSC) be filed even when a RSC is not otherwise required by Provincial regulation. The RSC provides a comfort that the environmental work has been completed to set standards. However, Provincial review can add unnecessary delay and expense to some projects. Engineering and Capital Infrastructure Services staff have recently taken on additional responsibility in the review of site investigation, remediation and risk assessment through the development approvals process. Accordingly, a RSC is not always necessary to ensure the protection of human health and the environment as outlined in the City's [Guidelines for Development of Contaminated or Potentially Contaminated Sites, 2016](#) (Contaminated Sites Guidelines). Additional rationale for not requiring RSCs, except where they are required under the Environmental Protection Act, is provided in the [July 5, 2016 IDE Report](#) in support of the Guidelines. Given the level of staff expertise and clear processes outlined in that document, a RSC is no longer required to ensure the protection of human health and the environment. Staff recommend that this requirement be removed from the TIBG program. A RSC is a mandatory requirement of the Province's matching of education taxes through the TA program, and the RSC requirement for this program should be retained.

Recommendation 4 - That the requirement for a Record of Site Condition (RSC) to receive a TIBG be replaced by a requirement for a RSC or approval by the City Engineer or designate as outlined in the Contaminated Sites Guidelines.

5. Reliance Letters

Environmental studies typically include a proviso that they are only to be relied upon by the client (developer). Part of the rationale for providing grants for Environmental studies is to inform the area wide environmental and source water protection information. Environmental consultants are sometimes asked to provide a 'reliance letter' allowing a third party to rely on the results of study. Reliance letters provide a legal basis for a third party to use information in a study, for example as part of due diligence in a real estate deal or construction contract. Per the Contaminated Sites Guidelines, reliance needs to be provided to the City for all environmental reports that support a development application and direction should be taken from there. No amendment to the CIP is required.

Recommendation 5 – That no change to the CIP be made regarding reliance letters.

6. Clarity on Eligible Costs

The most complex task in administering the CIP is reviewing and approving eligible cost submission for the TA and TIBG programs. The principle of the incentive programs is to level the playing field between brownfield and greenfield development. Some remedial work such as excavation are required to remove contaminated soil, but in the case where the excavation is for a building foundation, it would not be an additional cost incurred because the site is contaminated, and should not be reimbursed by the CIP. However, the cost of disposing of this contaminated fill would be incremental and should be reimbursed. Clarity on this point would assist.

For example, a parking garage is often included as a required risk management measure by the MOECC. Parking garages built in accordance with the Ontario Building Code can isolate the structure above from soil vapours. However, a parking garage is often being planned without the MOECC requirement. Therefore, the construction cost of a parking garage to comply with the Ontario Building Code is not incurred because of contamination and should not be reimbursed.

It is proposed that staff develop additional guidance material to assist applicants in preparing their eligible cost submissions.

Recommendation 6 - That the TA and TIBG program definition of eligible costs be amended to include only those associated with contamination and are above and beyond otherwise required development costs..

7. Eligibility of Taxes

The CIP does not provide clarity on whether sales tax (HST) is eligible for reimbursement. This causes confusion in administration. Studies and remedial work are business inputs and applicants are able to apply to have them reimbursed by the federal and provincial governments. A rebate of HST through the CIP would essentially mean that HST is rebated twice.

Recommendation 7 – That clarification be added to the CIP that HST is not eligible for reimbursement.

8. Grants to Polluting Applicants

The CIP does not allow for grants to applicants who polluted the property in most cases. A general provision of all programs in 6.2 d) is:

With the exception of the Environmental Study Grant Program, owners or applicants who are responsible for **knowingly** polluting their properties will not generally be permitted to make direct application for any of the incentive programs contained in this CIP. However, the City reserves the right to make exceptions to this requirement on a case by case basis where redevelopment benefits to the municipality and community would be very significant. [emphasis added]

Section 6.2 sets out a different approach on grants to polluting applicants for the ESG program:

Properties where a Minister's Order for cleanup has been issued are not eligible to apply for the ESG Program. Polluting applicants may apply for this program only if they can demonstrate that there exists:

- a) an offer of purchase and sale on the property;
- b) a redevelopment proposal for the property; and,
- c) insufficient environmental data to inform the preparation of a Remedial Work Plan, Risk Assessment, or Risk Management Plan

...Where an application is made by an applicant who is responsible for polluting the subject property, the application must be approved by City Council rather than City staff.

The prohibition on grant to applicants who **knowingly** polluted is different between the ESG program and the general requirements. It is recommended that the word knowingly be removed from the general program description for consistency and to reinforce the polluter pays principle.

Recommendation 8 – That the prohibition on grants to those who knowingly polluted their properties be applied consistently to anyone who polluted the property, whether knowingly or not.

9. Program Duration

The 2012 CIP sets recommended durations for the three programs. The ESG extends to 2017 with the option to extend to 2023. The duration of the TA and TIBG programs is until 2023. The intent of the limit on the program duration is to ensure a periodic review of how the programs are meeting the CIP's goals and objectives. Through the CIP update staff have found that the programs are successful and should be extended for another five years with minor modifications as discussed in this report.

Recommendation 9 - That the duration of each of the programs be extended to five years from the date of approval of the CIP update.

Attachment 2
AMENDMENT NO. 1

TO THE

**CITY OF GUELPH BROWNFIELD
REDEVELOPMENT COMMUNITY
IMPROVEMENT PLAN**

DRAFT

AMENDMENT NO. 1 TO THE CITY OF GUELPH BROWNFIELD REDEVELOPMENT COMMUNITY IMPROVEMENT PLAN

- PART A - THE PREAMBLE** The Preamble contains the rationale and certain background information in support of the amendment. The Preamble does not form part of this amendment.
- PART B - THE AMENDMENT** consists of the specific text changes introduced to the City of Guelph Brownfield Redevelopment Community Improvement Plan through the Amendment.
- PART C - THE APPENDICES** contains background data and public participation associated with this amendment. The appendices do not constitute part of Amendment No. 1 City of Guelph Brownfield Redevelopment Community Improvement Plan.

PART A - THE PREAMBLE

PURPOSE

The purpose of The City of Guelph Brownfield Redevelopment Community Improvement Plan (CIP) Amendment No. 1 is to amend the CIP in accordance with the recommendations the City's review of the CIP to:

- make minor changes to the CIP to assist in administration of the grant programs;
- increase the Environmental Study Grant maximum from \$15,000 to \$30,000 per study;
- adjust the application timing requirements for the Environmental Study Grant program;
- allow for late payment of Development Charges (DC) on brownfield sites to be reimbursed by the Tax Increment Based Grant program;
- extend the timeframe for the CIP programs for another five years; and
- update the policy context section of the plan to reflect changes since the CIP was approved in 2012.

BACKGROUND

Brownfields are abandoned, idled, or underused properties where expansion or redevelopment is complicated by real or perceived environmental contamination as a result of historical land use practices. These sites can have significant environmental, economic and social impacts on the community. However, remediation and redevelopment can result in improvements to soil and groundwater conditions, lead to job retention and creation, improve public safety and security, and allow for efficient use of existing hard and soft services.

The purpose of the Brownfield Redevelopment Community Improvement Plan (CIP) is to facilitate redevelopment of these sites by providing financial incentives that partially offset the cost of investigation and remediation of sites with redevelopment potential.

The City's Brownfield Redevelopment CIP was approved in 2012 and established the following financial incentives:

- Environmental Study Grant (ESG) program
- Tax Increment-Based Grant (TIBG) program
- Tax Assistance (TA) program

These programs were established to stimulate private sector investment by partially offsetting costs associated with site assessment, remediation and redevelopment of brownfields in order to facilitate their redevelopment.

The CIP includes provisions to monitor the outcomes of the programs, and to review and update the CIP as necessary every five years. The City undertook a review of the CIP in 2017 and 2018.

LOCATION

The Brownfield Redevelopment Community Improvement Plan (CIP) applies to all lands within the City of Guelph.

BASIS

Amendment No 1 updates the existing 2012 Brownfield Redevelopment CIP. This Amendment reviews and ensures consistency with Provincial and City policy. Furthermore, Amendment No. 1 is based on the monitoring information included in Report #IDE-2018-01 entitled "Downtown, Brownfield and Heritage Grant Performance Monitoring: 2010-2017 and Potential CIP Review Directions" and the analysis presented in Report #IDE-2018-24, "Statutory Public Meeting: Brownfield Redevelopment Community Improvement Plan Update" These two reports are included as Appendices 1 and 2 to this amendment respectively. Additional planning rationale, responses to public feedback, refinements and final recommendations are provided in report #IDE-2018-xx included as Appendix 3.

Amendment No. 1 was undertaken in accordance with Section 28 of the Planning Act.

SUMMARY

The following is a summary of Amendment No. 1:

- The policy context included in Section 3 of the CIP is updated to reflect changes to the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.
- Descriptions of other policy and strategies were relevant to the development of the CIP in 2012 or the City's Official Plan review that was ongoing at the time have been deleted because their context is no longer needed for the 2017 update to the CIP.
- The ESG program terms are amended such that cost incurred after the date of application can be reimbursed if the application is eventually approved by the City.
- Maintaining the maximum Environmental Study Grant amount per property at \$30,000, and eliminating the per study maximum of \$15,000.
- The CIP's current requirement for a Record of Site Condition (RSC) for the TIBG program is replaced by a requirement for City approval in accordance with City policies and guidelines that have been established since the CIP was approved in 2012.

- The TA and TIBG program definition of eligible costs are amended to clarify that only those costs that are incurred because the site is contaminated and are in addition to typical greenfield construction costs are eligible.
- Clarity is provided that HST is not eligible for reimbursement.
- The prohibition on grants to those who knowingly polluted their properties is expanded to anyone who polluted the property, whether knowingly or not.
- Policy guidance is provided for allowing TIBG grant recipients to enter into Development Charges late payment agreements.
- The duration of each program to 5 years after the approval of Amendment #1.

DRAFT

PART B - THE AMENDMENT

Format of the Amendment

This section (Part B) of Amendment No. 1 sets out additions and changes to the text in the City of Guelph Brownfield Redevelopment Community Improvement Plan (CIP). Sections of the CIP that are being added or changed are referred to as "ITEMS" in the following description. Text to be amended is illustrated by various font types (e.g. ~~struck-out~~ is to be deleted and **bold** text is to be added). Unchanged text represents existing CIP text that is being carried forward. Unchanged text has been included for context and does not constitute part of Amendment No. 1.

Implementation and Interpretation

Implementation of this amendment shall be in accordance with the provisions of the *Planning Act*. Further implementation and associated interpretation of this amendment shall be in accordance with the relevant text of the existing CIP and applicable legislation.

Amendment No. 1 should be read in conjunction with the current City of Guelph Brownfield Redevelopment Community Improvement Plan (2012) which is available on the City's website at guelph.ca/brownfields, or at the Planning, Urban Design and Building Services office located at 1 Carden Street on the 3rd Floor.

Details of the Amendment

ITEM 1: The purpose of 'ITEM 1' is to update the references to Community Improvement Polices introduced by Official Plan Amendment #47.

Section 1.4 is hereby amended as follows:

City Council recently adopted Official Plan Amendment (OPA) No. 47 which updated the Community Improvement and Renewal policies in ~~Section 4.7~~ of the City's Official Plan. OPA No. 47 specifies that the entire City of Guelph, or any part of the City, may be designated by by-law as a Community Improvement Project Area.

The purpose of this Brownfield Redevelopment CIP is to update the Brownfield Redevelopment CIP including enhancements to the incentive programs designed to promote brownfield redevelopment in the City of Guelph. This Brownfield Redevelopment CIP, **approved in 2012 and amended in XXXX**, replaces the original Brownfield Redevelopment CIP as approved in 2004, and as updated in 2008.

This **The 2012** Brownfield Redevelopment CIP was developed based on a thorough review of:

- a) brownfield related legislation and regulations;
- b) applicable Provincial, and City policies relating to brownfield redevelopment;
- c) best practices used in other municipalities to promote brownfield redevelopment;
- d) input received from the Internal Project Steering Committee (IPSC) which is made up of senior City staff in several departments;
- e) input received from Council; and,
- f) a comprehensive program of stakeholder and public consultation that included stakeholder interviews, a stakeholder workshop, and two public meetings.

ITEM 2: The purpose of 'ITEM 2' is to update the policy framework provided by the Provincial Policy Statement (2014).

Section 3.1 is hereby deleted in its entirety and replaced as follows:

3.1 Provincial Policy Statement (PPS 2014)

The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act and is intended to guide municipalities as they make planning decisions. The Planning Act requires that municipal decisions in respect of the exercise of any authority that affects a planning matter "shall be consistent with" the PPS. Community improvement plans must be consistent with the PPS.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The PPS supports the remediation and redevelopment of brownfield sites. For example, section 1.7.1 e) of the PPS states that "long-term economic prosperity should be supported by promoting the redevelopment of brownfield sites". Brownfields are defined in the PPS as "undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant".

The PPS also supports growth management approaches that include intensification. For example, section 1.1.3.3 of the PPS states "planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and

public service facilities required to accommodate projected needs". Therefore, the PPS supports brownfield redevelopment as a way to achieve the goal of promoting intensification and redevelopment. Other policies in the PPS (sections 1.1.1 a), 1.1.1 g) and 1.6.3) support the management of growth to achieve efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The redevelopment of brownfields has a role to play in this regard.

Finally, section 3.2.2 of the PPS states that " Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects (as defined in the EPA)." This policy directs municipalities to make planning decisions that ensure identified contaminated sites are assessed and remediated to an appropriate level prior to use or reuse.

ITEM 3: The purpose of 'ITEM 3' is to update the policy framework provided by the Growth Plan for the Greater Golden Horseshoe (2017).

Section 3.2 is hereby deleted in its entirety and replaced with:

3.2 Places to Grow Growth Plan

The Growth Plan for the Greater Golden Horseshoe is a long-term plan that works to manage growth, build complete communities, curb sprawl and protect the natural environment. This plan applies to Guelph and is enabled by the Places to Grow Act. All planning decisions must conform or not conflict with the Growth Plan.

The Growth Plan works to:

- Support the achievement of complete communities that offer more options for living, working, learning, shopping and playing.
- Reduce traffic gridlock by improving access to a greater range of transportation options.
- Provide housing options to meet the needs of people at any age.
- Revitalize downtowns to become more vibrant and to provide convenient access to an appropriate mix of jobs, local services, public service facilities and a full range of housing.
- Curb sprawl and protect farmland and green spaces.
- Promote long-term economic growth.

The Growth Plan provides population and employment targets for the City to the year 2041. It provides a focus on growing through intensification noting that better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on

strategic growth areas, such as downtown, as well as brownfield sites.

ITEM 4: The purpose of 'ITEM 4' is to delete reference to the Brownfield Strategy.

Section 3.3 is hereby deleted in its entirety.

ITEM 5: The purpose of 'ITEM 5' is to delete policy context regarding the Local Growth Management Strategy.

Section 3.4 is hereby deleted in its entirety.

ITEM 6: The purpose of 'ITEM 6' is to update the policy framework provided by the Official Plan.

Section 3.5 is hereby amended as follows:

The City of Guelph Official Plan contains Community Improvement policies. These policies were amended by Official Plan Amendment (OPA) No. 47 which came into effect on October 26, 2011. These ~~new~~ Community Improvement policies are very comprehensive, include updated terminology and references, and support a broader range of community improvement objectives and activities. The ~~new~~ Community Improvement policies in the City's Official Plan are contained in Appendix A.

ITEM 7: The purpose of 'ITEM 7' is to delete policy context regarding the Community Energy Plan.

Section 3.6 is hereby deleted in its entirety.

ITEM 8: The purpose of 'ITEM 8' is to delete policy context regarding the Employment Lands Strategy.

Section 3.7 is hereby deleted in its entirety.

ITEM 9: The purpose of 'ITEM 9' is to delete policy context regarding the Urban Design Action Plan.

Section 3.8 is hereby deleted in its entirety.

ITEM 10: The purpose of 'ITEM 10' is to delete policy regarding Secondary Plans to the Official Plan.

Section 3.9 is hereby deleted in its entirety.

ITEM 11: The purpose of 'ITEM 11' is to delete policy context regarding the Downtown Guelph CIP.

Section 3.10 is hereby deleted in its entirety.

ITEM 12: The purpose of 'ITEM 12' is to introduce a new subsection regarding Consultation on Development of the 2012 CIP.

The words "**Consultation on Development of the 2012 CIP**" are hereby inserted immediately after the words "4.0 CONSULTATION".

ITEM 13: The purpose of 'ITEM 13' is to introduce a new section regarding Consultation on the 2018 CIP Update.

A new section is hereby inserted after the words "analyzed by the consultant." In section 4.5 as follows:

Consultation on the 2018 CIP Update

Because of the minor and technical nature of anticipated changes to the CIP, the community engagement approach was scoped to interviews with key stakeholders who have had direct experience with the programs. They are in a good position to evaluate the programs' strengths and weaknesses. Staff solicited 11 stakeholders for interviews including developers, environmental consultants and Ministry of the Environment and Climate Change (MOECC) staff. Six interviews were conducted and two emails were received.

The project team also interviewed other staff involved in the administration of the CIP programs from the following departments:

- **Engineering and Capital Infrastructure Services**
- **Finance, Client Services**
- **Finance, Taxation and Revenue**
- **Business Development and Enterprise**
- **Legal, Realty and Risk Services**

ITEM 14: The purpose of 'ITEM 14' is to remove detail on the rationale for establishing the Community Improvement Project Area

Section 5.0 is hereby amended as follows:

The Community Improvement and Renewal policies in the City's Official Plan specify that the entire City of Guelph, or any part of the City, may be designated by by-law as a Community Improvement Project Area. ~~Based on information compiled in a historical land use database of 400 properties, potential brownfield sites in Guelph are located both in the older built up part of city, as well as being spread across the City. The prevailing trend in municipalities now preparing comprehensive Brownfield CIPs is to designate the entire municipality, or at least the entire urban area, as the~~

~~Community Improvement Project Area to which their Brownfield CIP will apply. Based on the location of potential brownfield sites in the City of Guelph, such an approach to designation of the community improvement project area for the Brownfield Redevelopment CIP is appropriate. Therefore, The Community Improvement Project Area for this Brownfield CIP is designated as all land within the municipal boundaries of the City of Guelph.~~

DRAFT

ITEM 15: The purpose of 'ITEM 15' is to amend section 6.0, Figure 2: Summary of Incentive Programs to reflect proposed program changes.

Section 6.0 is hereby amended as follows:

Program Name	Program Description	Recommended Program Duration ⁹
Environmental Study Grant (ESG) Program	<ul style="list-style-type: none"> - Grant equivalent to 50% of the cost of a Phase II environmental site assessment, designated substances and hazardous materials survey, remedial work plan or risk assessment. - Maximum grant of \$1530,000 per property/project environmental study. - Maximum of 2 studies per property/project. - Maximum total grant of \$30,000 per property/project. 	<p>—Approximately to the end of 2017 with option to extend up to approximately the end of 2023</p> <p>-5 Years from the date of approval of the 2018 CIP update</p>
Tax Assistance (TA) Program	<ul style="list-style-type: none"> - Cancellation of part or all of the municipal property taxes and education property taxes for up to 3 years. - Cancellation of education property taxes is subject to approval by the Minister of Finance. 	<p>Approximately to the end of 2023.</p> <p>5 Years from the date of approval of the 2018 CIP update</p>
Tax Increment Based Grant (TIBG) Program	<ul style="list-style-type: none"> - Grant equivalent to 80% of the municipal property tax increase created by the project for up to 10 years after project completion. 	<p>Approximately to the end of 2023.</p> <p>5 Years from the date of approval of the 2018 CIP update</p>

ITEM 16: The purpose of 'ITEM 16' is to amend the definition of Environmental Remediation.

Section 6.1 is hereby amended as follows:

Environmental Remediation: Also referred to as "remediation" means any action taken to reduce the concentration of contaminants on, in or under the property to permit a record of site condition (RSC) to be filed in the Environmental Site Registry under Section 168.4 of the Environmental Protection Act.

ITEM 17: The purpose of 'ITEM 17' is to amend the application timing requirements for the Environmental Study Grant Program, program eligibility for polluting applicants and to clarify the ineligibility of HST costs.

Section 6.2 is hereby amended as follows:

b) None of the incentive programs contained in this Plan will be offered on a retroactive basis. This means that the City can accept applications for the financial incentive programs contained in this CIP only after this CIP has been adopted by City Council and approved. This also means that an **a complete** application for any financial incentive program contained in this CIP must be submitted to **and received by** the City and that application must be approved by the City prior to the commencement of any eligible study **under the** (Environmental Study Grant Program). **An application must be submitted and approved by the City prior to the commencement of** any eligible works **under the** (Tax Assistance Program and/or Tax Increment Based Grant Program) that are the subject of the application¹⁰.

c) With the exception of the Environmental Study Grant Program, owners or applicants who are responsible for knowingly polluting their properties will not generally be permitted to make direct application for any of the incentive programs contained in this CIP. However, the City reserves the right to make exceptions to this requirement on a case by case basis where redevelopment benefits to the municipality and community would be very significant.

q) Sales Taxes (e.g. HST) are not eligible to be reimbursed.

ITEM 18: The purpose of 'ITEM 18' is to amend the Environmental Study Grant Program by increasing the maximum amount to \$30,000 per study.

The third paragraph of Section 6.3.2 is hereby amended as follows:

To help offset the costs of additional environmental studies, the ESG Program will

provide a matching grant of 50% of the cost of an eligible environmental studies to a maximum grant of:

- a) ~~\$15~~**30,000** per **property/project** study; **and**
- b) two studies per property/project; ~~and,~~
- c) ~~\$30,000~~ per property/project.

ITEM 19: The purpose of 'ITEM 19' is to add clarity on cost that are eligible under the Tax Assistance program.

Section 6.4.2 is hereby amended by adding a new paragraph after the words "environmental insurance premiums."

"Only costs that are associated with site contamination and are above and beyond otherwise required development costs are eligible."

ITEM 20: The purpose of 'ITEM 20' is to provide for the eligibility for the TIBG program to public properties that make payments in lieu of taxes.

Section 6.5.2 is hereby amended as follows:

The TIBG Program will provide a financial incentive in the form of an annual grant equal to 80% of the increase in municipal property taxes that results from a brownfield redevelopment project for up to ten (10) years. The 20% portion of the increase in municipal taxes will be retained by the City. **Publicly owned properties may also use the TIBG program. In this case, the grant is based on the increase in the municipal portion of payment in lieu of taxes¹².** The TIBG program is only available for properties where environmental remediation/risk management and rehabilitation/redevelopment results in an increase in assessment value and property taxes. The grant available under this program is generally paid to the original property owner who remediated the brownfield property, even if the property is subsequently sold once it has been remediated. The grant may be assigned to a third party, subject to approval by the City.

Section 6.5.2 is hereby further amended by adding a footnote as follows:

¹² For this purpose, and only this purpose, all Payments in Lieu of Taxes will be considered "tax".

ITEM 21: The purpose of 'ITEM 21' is to add an eligible costs criterion for the TIBG program.

Section 6.5.2 is hereby amended by adding a new paragraph after the words "50% of building rehabilitation works (excluding permit fees)." as follows:

Only costs that are associated with site contamination and are above and beyond otherwise required development costs are eligible, except for LEED costs.

ITEM 22: The purpose of 'ITEM 22' is to add a description of the Development Charges late payment program for TIBG grant recipients.

Section 6.5.2 is hereby amended by inserting a new paragraph after the words "re-assessed as a result of the redevelopment." as follows:

TIBG grant recipients may be eligible to have all or a part of the required Development Charges (DCs) for a project deferred up to the lesser of the estimated Eligible Costs or 80% of the estimated tax increment for 10 years. The first TIBG grants would be directed toward recovering DCs. Once DCs are fully recovered with interest, any remaining Eligible Costs would be reimbursed through TIBG grant payments to the owner. Late payment of DCs will be administered through a DC late payment agreement, enabled by the Development Charges Act, and subject to Council approval.

ITEM 23: The purpose of 'ITEM 23' is to amend section 6.5.3 c) i) to allow TIBG recipients to address site contamination in accordance with City procedures rather than Provincial procedures where appropriate.

Section 6.5.3c)i) is hereby amended as follows:

- i) an estimate of the cost of actions that will be required to reduce the concentration of contaminants on, in or under the property to permit a record of site condition (RSC) to be filed in the Environmental Site Registry under Section 168.4 of the Environmental Protection Act **or to meet the requirements of the City's Guidelines for Development of Contaminated or Potentially Contaminated Sites (2016) or its successor;** and,

ITEM 24: The purpose of 'ITEM 24' is to amend section 7.3 Program Adjustments to reflect a ministerial name change.

The third paragraph of section 7.3 is hereby amended as follows:

The City will consult with the Ministry of Municipal Affairs and Housing concerning any formal amendments to the Community Improvement Plan.

ITEM 25: The purpose of 'ITEM 25' is to renumber all section numbers as

appropriate

All section numbers and cross references are hereby amended to reflect changes introduced by this amendment.

ITEM 26: The purpose of 'ITEM 26' is to update the Table of Contents

The Table of Contents is hereby updated to reflect revised headings, section numbers and page numbers to reflect changes introduced by this amendment.

DRAFT

PART C - THE APPENDICES

The following appendices do not form part of Amendment No. 1 but are included as information supporting the amendment.

- Appendix 1: Public Participation
- Appendix 2: April 9, 2018 Infrastructure, Development and Enterprise Services Public Meeting Report
- Appendix 3: xx 2018 Infrastructure, Development and Enterprise Services Public Decision Report

APPENDIX 1 TO BROWNFIELD REDEVELOPMENT COMMUNITY IMPROVEMENT PLAN AMENDMENT NO. 1

PUBLIC PARTICIPATION

March 9, 2018	Proposed amendment circulated to the Ministry of Municipal Affairs
March 19, 2018	Public Meeting Notice mailed to prescribed Agencies
March 15, 2018	Public Meeting Notice advertised in the Guelph Tribune
April 9, 2018	Statutory Public Meeting of City Council
xx, 2018	Notice of Decision meeting sent to those who requested to notified
xx, 2018	City Council Meeting to consider staff recommendation

**APPENDIX 2
TO CITY OF GUELPH BROWNFIELD REDEVELOPMENT
COMMUNITY IMPROVEMENT PLAN AMENDMENT NO. 1**

INFRASTRUCTURE, DEVELOPMENT AND ENTERPRISE SERVICES REPORT
#IDE-2018-24 DATED APRIL 9, 2018

Attached

DRAFT

**APPENDIX 3
TO CITY OF GUELPH BROWNFIELD REDEVELOPMENT
COMMUNITY IMPROVEMENT PLAN AMENDMENT NO. 1**

**INFRASTRUCTURE, DEVELOPMENT AND ENTERPRISE SERVICES REPORT
#IDE-2018-XX DATED XX, 2018**

Attached

DRAFT

Staff Report



To City Council

Service Area Infrastructure, Development and Enterprise Services

Date Monday, April 9, 2018

Subject **Statutory Public Meeting Report
278 College Avenue West
Proposed Zoning By-law Amendment
File: ZC1801
Ward 5**

Report Number IDE-18-52

Recommendation

That Report IDE 18-52 regarding a proposed Zoning By-law Amendment application (ZC1801) from Astrid J. Clos Planning Consultants on behalf of 9428577 Canada Corp. (Jane Fung) to permit a residential development on the property municipally known as 278 College Avenue West and legally described as Part of Lot 13, Registered Plan 435, City of Guelph, from Infrastructure, Development and Enterprise dated April 9, 2018, be received.

Executive Summary

Purpose of Report

To provide planning information on an application requesting approval of a Zoning By-law amendment to permit a 4 storey residential building with approximately 6 residential units in a back-to-back format. This report has been prepared in conjunction with the Statutory Public Meeting for this application.

Key Findings

Key findings will be reported in the future Infrastructure, Development and Enterprise recommendation report to Council.

Financial Implications

Financial implications will be reported in the future Infrastructure, Development and Enterprise recommendation report to Council.

Report

Background

Applications for a Zoning By-law amendment have been received for the property municipally known as 278 College Avenue West. The applicant has proposed a 4

storey residential building containing a total of 6 residential units in a back-to-back format. The application was received on January 18, 2018 and deemed to be complete on February 16, 2018.

Location

The subject property is approximately 0.112 hectares in size and lands are located on the south side of College Avenue West; between Vanier Drive and Centennial Road. (See Location Map and Orthophoto ATT-1 and ATT-2).

Surrounding land uses include:

- To the north, directly across College Avenue West is Centennial Public High School;
- To the north east across College Avenue West is an existing 9 storey residential apartment building;
- To the south of the site is a residential cluster townhouse development;
- To the east of the site is a residential cluster townhouse development;
- To the west of the site is the same residential cluster townhouse development.

Existing Official Plan Land Use Designations and Policies

The Official Plan land use designation that applies to the subject property is "Medium Density Residential." (see ATT-3) The Medium Density Residential is intended for multiple unit residential buildings, such as townhouses, row dwellings and walk-up apartments. The net density of development within the medium density residential shall be a minimum of 20 units per hectare and a maximum of 100 units per hectare.

Further details of this designation are included in ATT-3.

Existing Zoning

The subject property is currently zoned "Residential Single Detached - R.1B" Zone in the City of Guelph's Zoning By-Law (1995)-14865. Details of the existing zoning are included in ATT-4.

Description of Proposed Zoning By-law Amendment

The applicant is requesting to rezone the subject lands from the "R.1B" (Residential Single Detached) Zone to a R.3A-? (Townhouse) Zone with site specific regulations to permit the development of a 4 storey residential building containing a total of 6 residential units in a back-to-back format (see ATT-5)

The following specialized zoning regulations are being requested through the proposed Zoning By-law amendment application:

- Adding a definition for back-to-back townhouses. "Back-to-Back Townhouses means a building where each dwelling unit is divided vertically by common rear and side walls and has an independent entrance to the outside";
- A minimum side yard of 3.0m where the Zoning By-law requires 6.1m;
- A maximum building height of 4 storeys where the Zoning By-law requires a maximum of 3 storeys;
- A maximum building coverage of 50% where the Zoning By-law requires a maximum of 40%.

Proposed Development

The proposed development consists of a 4 storey residential building containing approximately 6 residential units in a back-to-back format. A total of 14 parking spaces are being proposed at grade.

The applicant's conceptual development plan and proposed building elevations are shown in ATT-6.

Supporting Documents

The following information was submitted in support of the application:

- Planning Justification Report, prepared by Astrid J, Clos Planning Consultants., dated January 2018.
- Functional Servicing, prepared by GM BluePlan dated January 16, 2018.
- Preliminary Site Servicing and Grading Plan prepared by GM BluePlan, dated January 15, 2018.
- Tree Inventory and Preservation Plan prepared by The Urban Arborist Inc. dated January 18, 2018.
- Conceptual Development Plan, prepared by Grinham Architect, dated January 2018.
- Building Elevations Renderings prepared by Grinham Architect.

Staff Review

The review of this application will address the following issues:

- Evaluation of the proposal against the 2014 Provincial Policy Statement and Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017);
- Evaluation of the proposal's conformity with the Official Plan;
- Review of the proposed zoning and need for any further specialized regulations;
- Review of the proposed site and building design;
- Review of traffic, parking and servicing; and
- Address all comments and issues raised during the review of the application.

Once the application is reviewed and all issues are addressed, a report from Infrastructure, Development and Enterprise with a recommendation will be considered at a future meeting of Council.

Financial Implications

Financial implications will be reported in the future staff recommendation report to Council.

Consultations

The Notice of Complete Application was mailed on March 1, 2018 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was mailed on March 13, 2018 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands and was also advertised in the Guelph Tribune on March 8, 2018. Notice of the application has also been provided by signage on the property.

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 People- Building a great community together

Attachments

ATT-1	Location Map and 120m Circulation
ATT-2	Orthophoto
ATT-3	Official Plan Land Use Designations and Policies
ATT-4	Existing Zoning and Details
ATT-5	Proposed Zoning and Details
ATT-6	Conceptual Development Plan and Building Elevations

Departmental Approval

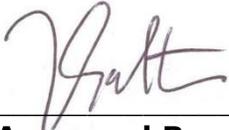
Not applicable.

Report Author

Rino Dal Bello
Planner

Approved By

Chris DeVriendt
Manager of Development Planning



Approved By

Todd Salter
General Manager
Planning, Urban Design, and
Building Services
519-837-5615, ext. 2395
todd.salter@guelph.ca



Recommended By

for
Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519-822-1260, ext. 3445
scott.stewart@guelph.ca

ATT-1 Location Map and 120m Circulation



0 10 20 40 60 80 100 m

Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
February 2018

LOCATION MAP and 120m CIRCULATION AREA 278 College Avenue West

ATT-2 Orthophoto



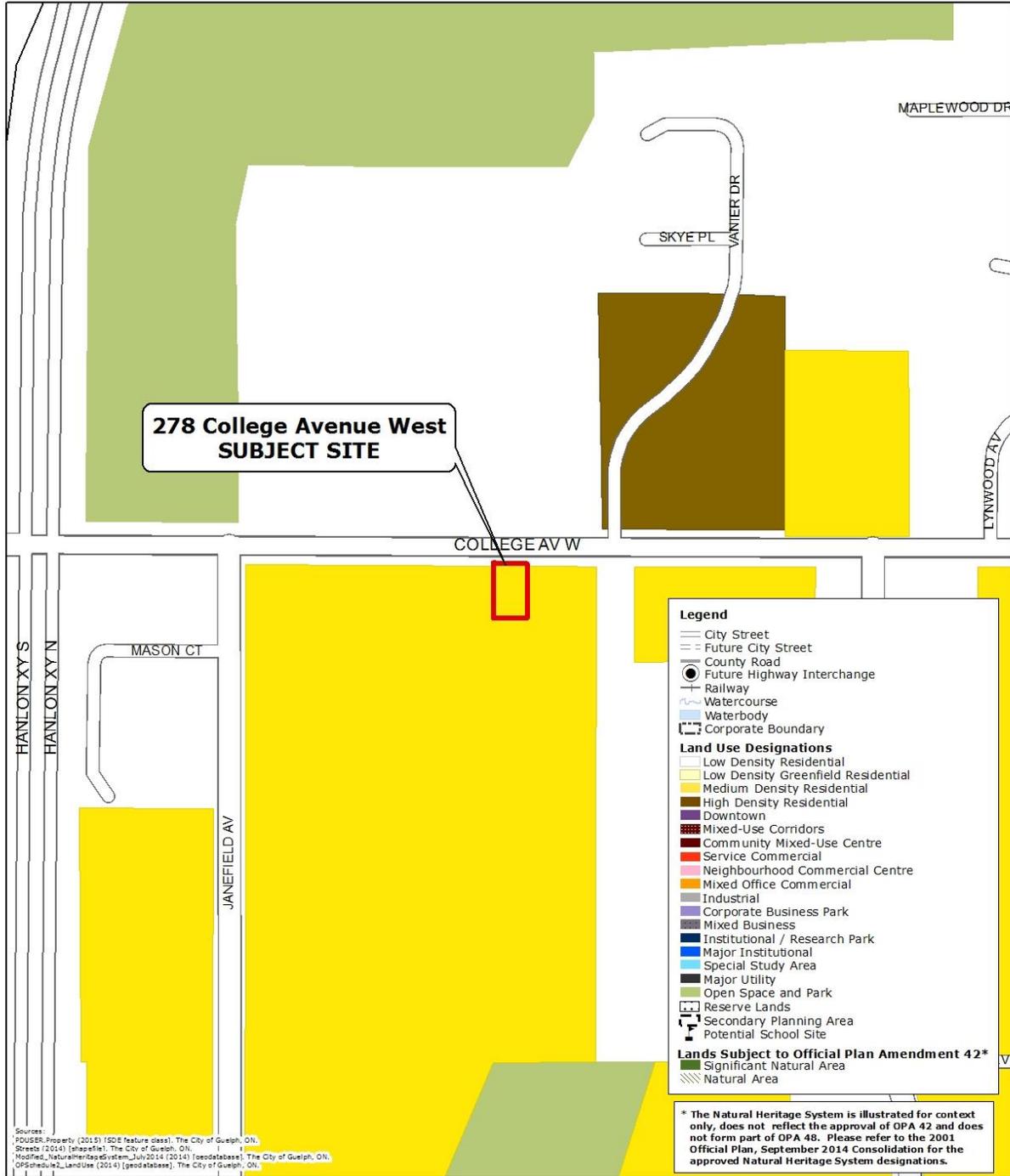
1:500

0 3.25 6.5 13 19.5 26 m

Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
February 2018

2017 ORTHOPHOTO 278 College Avenue West

ATT-3
Official Plan Land Use Designations and Policies



100 50 0 100 m

**Land Use Designations
278 College Avenue West**

Making a Difference

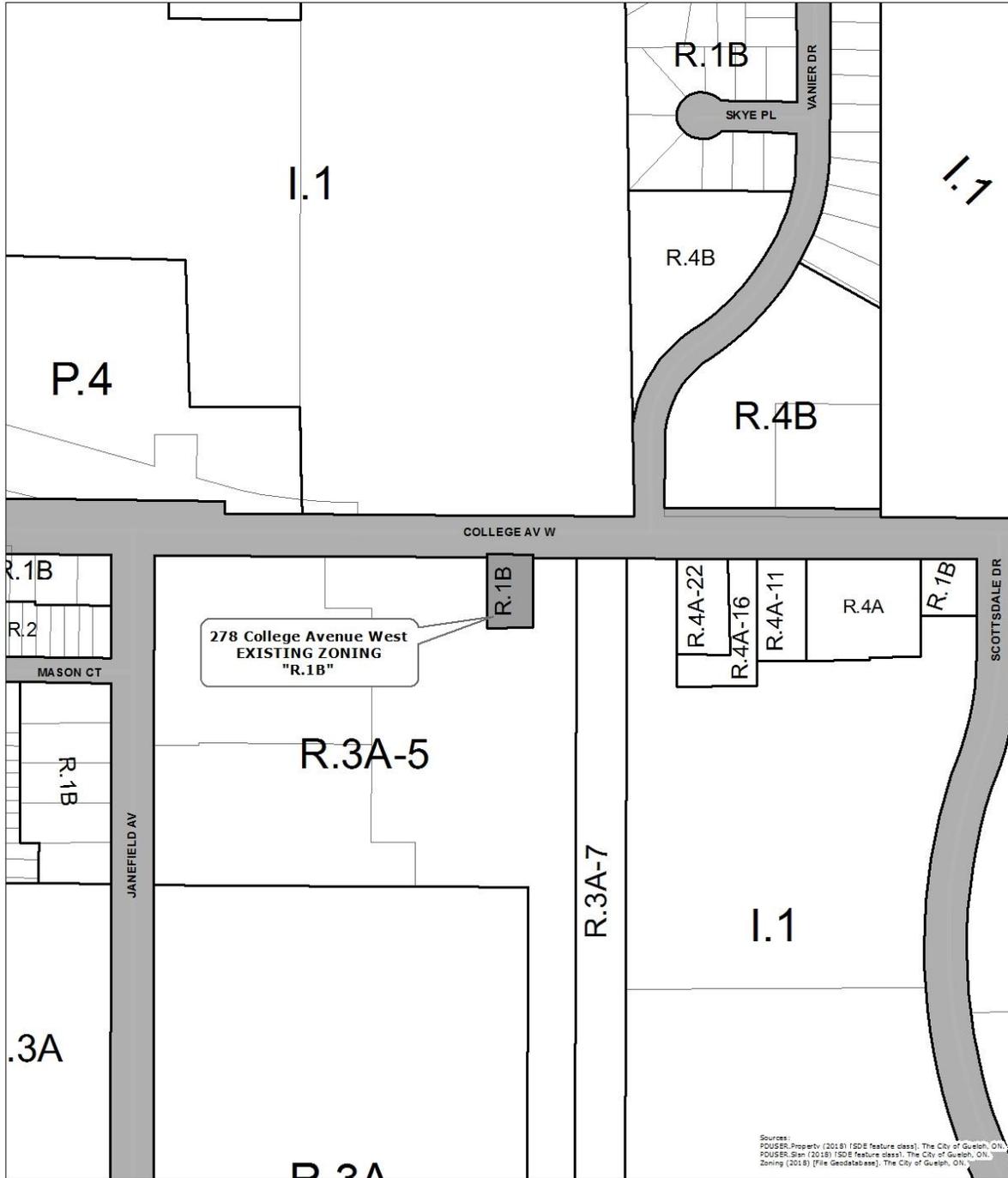
Produced by the City of Guelph
 Planning, Urban Design and Building Services - Development Planning
 February 2018

ATT-3 (continued)
Official Plan Land Use Designations and Policies

'Medium Density Residential' Land Use Designation

- 7.2.36 The predominant use of land within areas designated as 'Medium Density Residential' on Schedule 1 shall be for multiple unit residential buildings, such as townhouses, row dwellings and walk-up apartments. It is not intended that housing forms such as single detached or semi-detached units shall be permitted. Residential care facilities and lodging houses may be permitted by the provisions of this Plan.
- a) Within the Medium Density Residential designation at the northeast side of the intersection of York Road and Wyndham Street South, detached and semi-detached housing forms are permitted with frontage onto York Road, Wyndham Street South and Richardson Street provided that the overall density of development within the Medium Density Residential designation in this location complies with Section 7.2.38.
- 7.2.37 The 'Medium Density Residential' designation has been outlined on Schedule 1 in instances where there is a clear planning intent to provide for the following:
- a) Medium density housing forms in new growth areas to assist in providing opportunities for affordable housing;
- b) Greater housing densities that are supportive of transit usage adjacent to major roads forming the existing and future transit network;
- c) A variety of housing types and forms to be situated throughout all areas of the community; and
- d) Supportive of urban form objectives and policies to establishing or maintaining mixed-use nodes.
- 7.2.38 The net density of development shall be a minimum of 20 units per hectare (8 units/acre) and a maximum of 100 units per hectare (40 units/acre), except as provided for in policy 7.2.10.
- 7.2.39 Medium density residential development proposals shall generally comply with criteria established for multiple unit residential buildings in policy 7.2.7 of this Plan, and shall be regulated by the Zoning By-law.
- 7.2.40 In addition to being permitted on land designated 'Medium Density Residential', multiple unit residential buildings may be permitted without an amendment to this Plan on land designated 'General Residential' where such proposals generally comply with the criteria in policy 7.2.7.

ATT-4 Existing Zoning and Details



Sources:
POUSER Property (2018) (SDE feature class), The City of Guelph, ON;
POUSER Stan (2018) (SDE feature class), The City of Guelph, ON;
Zoning (2018) (File Geodatabase), The City of Guelph, ON.



0 12.5 25 50 75 100 m

Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
February 2018

EXISTING ZONING 278 College Avenue West



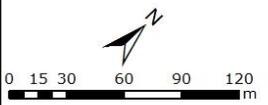
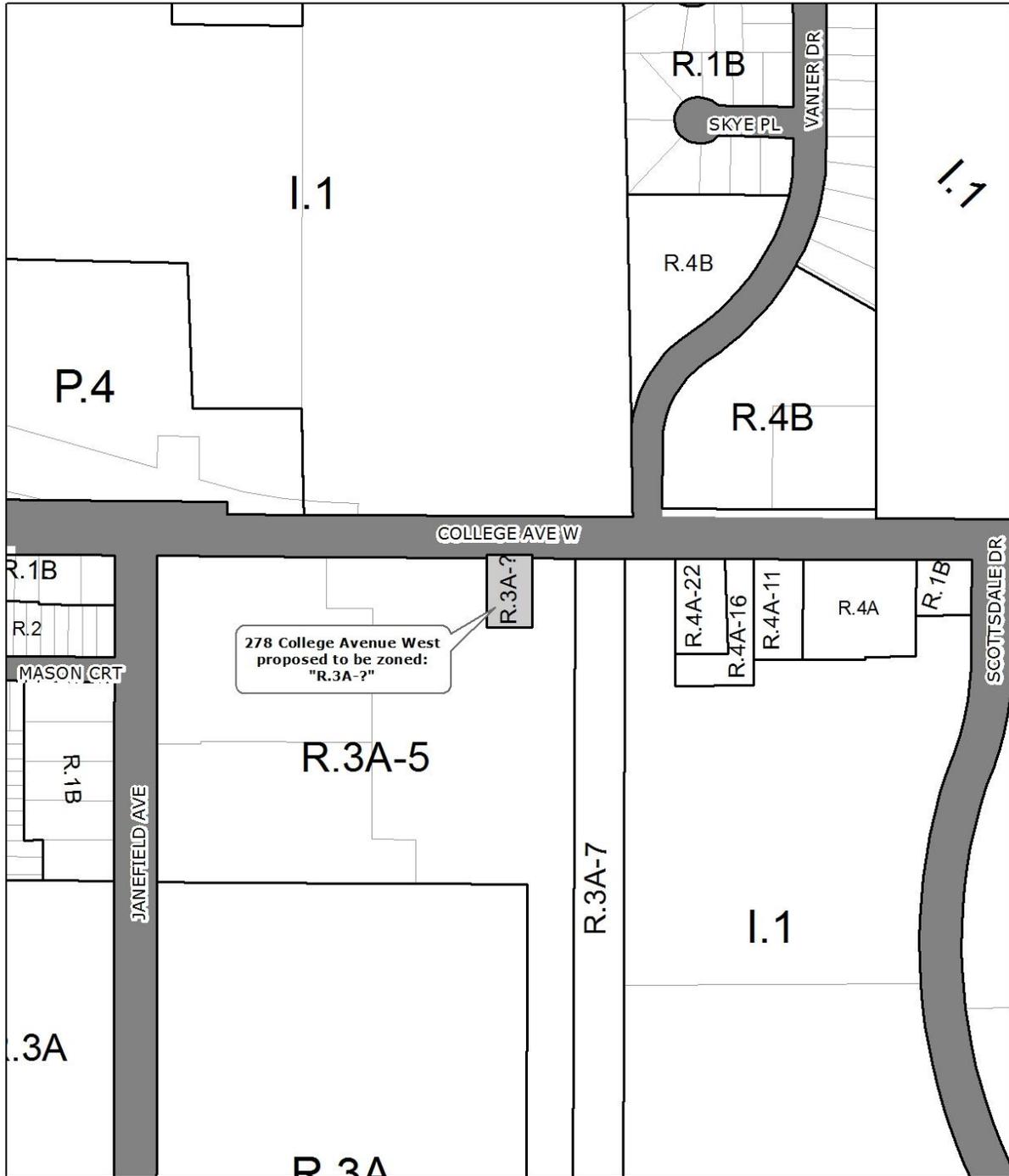
ATT-4 (continued)
Existing Zoning and Details

The following are the regulations for the Residential Single Detached Zone:

TABLE 5.3.2 - REGULATIONS GOVERNING R.1 ZONES

1	Residential Type	<i>SINGLE-DETACHED DWELLINGS</i>			
2	Zones	R.1A	R.1B	R.1C	R.1D
3	Minimum Lot Area	555 m ²	460 m ²	370 m ²	275 m ²
4	Minimum Lot Frontage	18 metres and in accordance with Section 5.1.2.6.	15 metres and in accordance with Section 5.1.2.6.	12 metres and in accordance with Section 5.1.2.6.	9 metres and in accordance with Sections 5.1.2.5 and 5.1.2.6.
5	Maximum Building Height	3 Storeys and in accordance with Section 4.18.			
6	Minimum Front Yard	6 metres and in accordance with Sections 4.6, 4.24, 5.1.2.3, 5.1.2.4 and 5.1.2.7.			
6a	Minimum Exterior Side Yard	4.5 metres and in accordance with Sections 4.6, 4.24, 4.28, 5.1.2.3, 5.1.2.4 and 5.1.2.7.			
7	Minimum Side Yard 1 to 2 Storeys Over 2 Storeys	1.5 metres 2.4 metres and in accordance with Sections 5.1.2.1 and 5.1.2.2.	1.5 metres 2.4 metres and in accordance with Sections 5.1.2.8, 5.1.2.1 and 5.1.2.2.	1.2 metres 1.2 metres and in accordance with Sections 5.1.2.8, 5.1.2.1 and 5.1.2.2.	0.6 metres and in accordance with Sections 5.1.2.1 and 5.1.2.2.
8	Minimum Rear Yard	7.5 metres or 20% of the Lot Depth , whichever is less and in accordance with Section 5.1.2.4.			
9	Accessory Buildings or Structures	In accordance with Section 4.5.			
10	Fences	In accordance with Section 4.20.			
11	Off-Street Parking	In accordance with Section 4.13.			
12	Minimum Landscaped Open Space	The Front Yard on any Lot , excepting the Driveway (Residential) shall be landscaped and no parking shall be permitted within this Landscaped Open Space . Despite the definition of Landscaped Open Space , a minimum area of 0.5 metres between the Driveway (Residential) and nearest Lot Line must be maintained as landscaped space in the form of grass, flowers, trees, shrubbery, natural vegetation and indigenous species.			
13	Garbage, Refuse and Storage	In accordance with Section 4.9.			
14	Garages	For those Lots located within the boundaries indicated on Defined Area Map Number 66, attached Garages shall not project beyond the main front wall of the Building . Where a roofed porch is provided, the Garage may be located ahead of the front wall of the dwelling (enclosing Habitable Floor Space on the first floor) equal to the projection of the porch to a maximum of 2 metres.			

**ATT-5
Proposed Zoning and Details**



**PROPOSED ZONING
278 College Avenue West**



Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
February 2018

ATT-5 (continued)
Proposed Zoning and Details

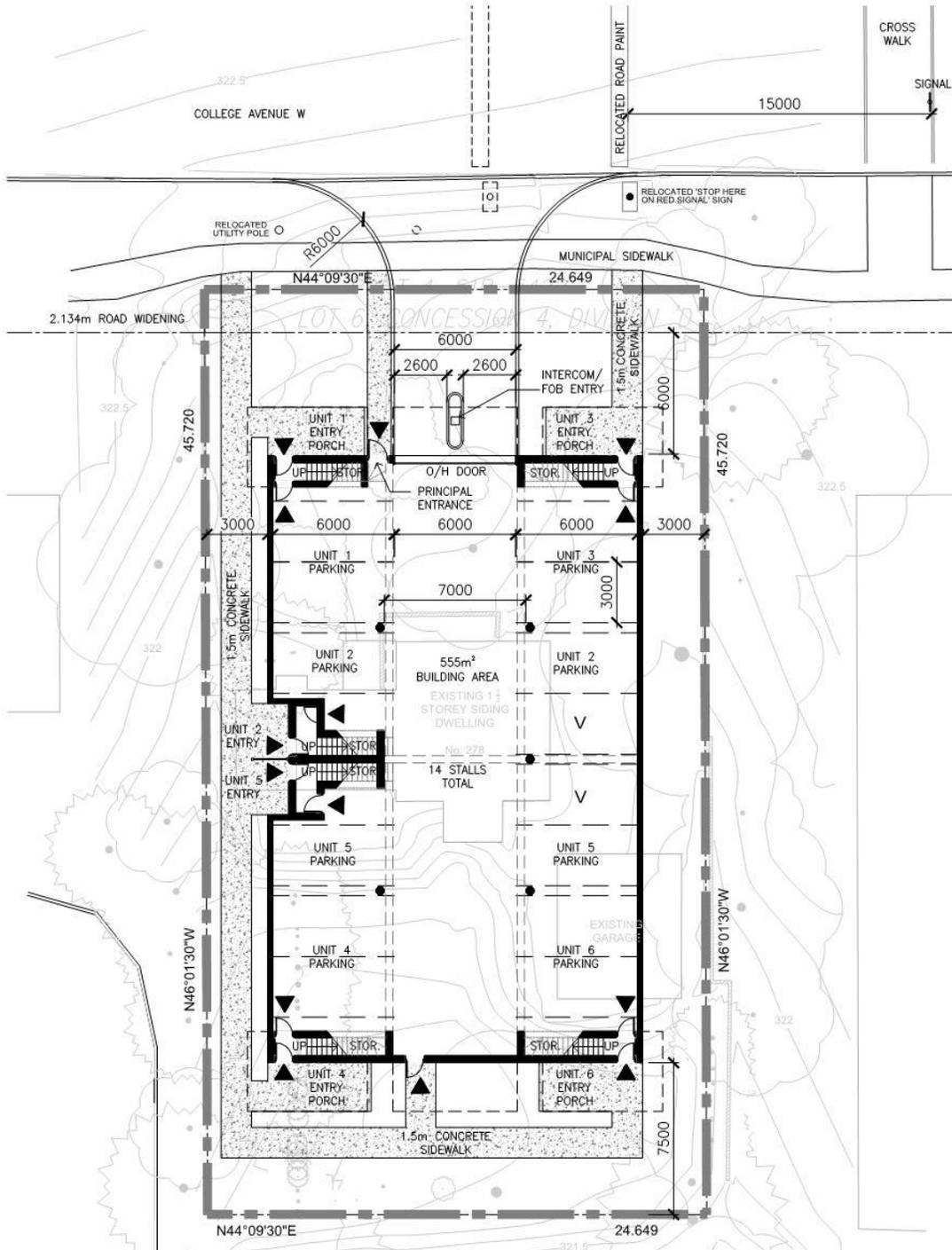
Specialized R.3A-? (Townhouse)

Regulations

In accordance with Schedule 4 (General Provisions) and Section 5.3.2 and Table 5.3.2 of Zoning By-law (1995)-14864, as amended, with the following additions and exceptions:

- Adding a definition for back-to-back townhouses. "Back-to-Back Townhouses means a building where each dwelling unit is divided vertically by common rear and side walls and has an independent entrance to the outside";
- A minimum side yard pf 3.0m where the Zoning By-law requires 6.1m;
- A maximum building height of 4 storeys where the Zoning By-law requires a maximum of 3 storeys;
- A maximum building coverage of 50% where the Zoning By-law requires a maximum of 40%.

ATT-6 Conceptual Development Plan



STREET LEVEL (CONCEPTUAL SITE PLAN)

**ATT-6 (continued)
Building Elevations**



Front View



Front Perspective



Front Aerial View



Rear Aerial View

March 25, 2018

City of Guelph
City Councillors

Re: File ZC1801 Application for Zoning By-Law Amendment at 278 College Avenue West.

Dear Councillors,

As a resident of Guelph, living at 302 College Avenue, I am strongly opposed to the zoning by-law amendment application for the land at 278 College Avenue West.

First, the zoning of 6.1 m for side yards enhances the natural green space between buildings and allows the surrounding townhouses to receive natural light. To minimize this space to ½ the amount or 3 m would reduce any light into the already existing houses in the immediate area.

Second, the lot of land is surrounded on 3 sides by townhouses. All of these houses are 2 or 3 storeys. To allow a 4 storey apartment building that is surrounded by smaller townhouses would destroy the character of the area and again eliminate the natural light the houses would naturally receive.

Thirdly, increasing the size of a building on a too small lot causes congestion in the area. The space between the townhouse and apartment building would be too close.

This is a residential area and the zoning should remain as R.1B residential Single Detached and not to provide special regulations to permit a developer to build this apartment building.

There are 3 schools, pedestrians, school buses, city buses and heavy traffic on College Avenue. To squeeze in a large building, much too high on a small lot only manifests the congestion.

The city should continue to maintain the greenspace and character of the area. The city in which we choose to live.

Sincerely,
Tracy Walker

As stated below. I voice my concern to please have this taken care of. If development persists there a strong case for legal class action lawsuit that we will be exploring.

Please consider everything and do what's right.

Best regards,
Mark Radoja

On Mon, Mar 26, 2018, 10:36 AM WSCC 241 <notifications@mail.evercondo.com> wrote:

WSCC 241 Bulletin

Application for Proposed Zoning By-law – URGENT

Dear Unit Owners – 302 College Avenue West,

Please refer to the attached mailing that all unit owners received at their units last week regarding this new development proposal. A public meeting is being held on April 9th, 2018 in the City of Guelph council chambers to review a proposal for a new, four-storey building to be constructed. Along with this building, there are plans to build a 14 – space parking lot. The new building will occupy the address 278 College Avenue West on the eastside of the complex.

Concerns pertaining to this new development:

- New building will block sunlight to units of 302 College Avenue
- Additional housing will impact the already heavy traffic flow on College Ave W
- Impact on the current trees located on the proposed property for this build – 38 trees (eastern white cedars) on the proposed land would be removed by the builder
- This build could potentially infringe on 302 College Ave parking being used due to insufficient parking being built
- New building could potentially be too close to existing property lines

Along with this proposal for new construction – the builder has requested zoning changes for the property which include a number of zoning amendments such as higher maximum building height (currently the max is three (3) storey) permitted. The impact of this proposed new building could affect property values for all unit owners.

It is strongly suggested as a Unit Owner of 302 College Avenue West that you exercise your voice and be heard! If you are unable to attend the April 9th meeting at the city's council chambers alternatively you can submit your concerns in writing to the clerk's office, no later than 10:00 am on April 6th, 2018 at the following address – clerks@guelph.ca to have your say.

Thank you,
Sanderson Management

I do object to the proposed new building being planned for construction. I own Unit 105, 302 College Avenue West. The proposed construction will be directly across the street from my unit. There will be increased traffic which will increase noise. My view will be blocked by a building. This may also devalue my property.

If you need to contact me:
Blayne Laffin

I am a property owner at 302 College Ave. W. Unit 30.

I have been brought up to date about this project you are inviting comments from various home owners at a public hearing. I am unable to attend.

I do however want to express my resistance to this project without a firm commitment that sufficient parking and traffic control be tabled. I fear this congestion and volume of traffic will make it a safety issue especially with a High school in the area.

As well without sufficient parking facilities I envision our parking space may be invaded by visitors of those unit holders.

Sincerely
Joseph Raheb

Strongly object to the zoning bylaw changes to permit construction of building at 278 College Ave Wes

- Concern pertaining to this new development
- New building will block sunlight to units of 302 College Avenue
- Additional housing will impact the already heavy traffic flow on College Ave W
- Impact on the current trees located on the proposed property for this build – 38 trees (eastern white cedars) on the proposed land would be removed by the builder
- This build could potentially infringe on 302 College Ave parking being used due to insufficient parking being built
- New building could potentially be too close to existing property line

Hugo Montuori

I am writing to submit my concern and opposition to the subject for the following reasons.

- New building will block sunlight to units of 302 College Avenue
- Additional housing will impact the already heavy traffic flow on College Ave W
- Impact on the current trees located on the proposed property for this build – 38 trees (eastern white cedars) on the proposed land would be removed by the builder
- This build could potentially infringe on 302 College Ave parking being used due to insufficient parking being built
- New building could potentially be too close to existing property lines
- Proposed height of allowing greater than three stories is not acceptable due to the above and will ruin the value of the homes currently around the area

Andre and Melissa Rodrigues

I am writing to express my opposition to the proposed bylaw amendments for the property formerly known as 278 College Avenue West.

I am a resident at 302 College Avenue West, Unit 121,. I share the concerns of other residents at 302 College Avenue West – namely:

- New building will block sunlight to units of 302 College Avenue
- Additional housing will impact the already heavy traffic flow on College Ave W
- Impact on the current trees located on the proposed property for this build – 38 trees (eastern white cedars) on the proposed land would be removed by the builder
- This build could potentially infringe on 302 College Ave parking being used due to insufficient parking being built
- New building could potentially be too close to existing property lines

I do not object to allowing rental units to be constructed, but strongly object to the proposed changes to the height and land bylaws. No exemption should be given to the current height restriction, or the current land use restrictions (i.e. minimum side yard and maximum building coverage requirements).

The proposed development is essentially putting a “monster home” on College Ave – large, dominating nearby properties, and almost no green space.

Rick Robson

Dear there,

The public meeting to be held on April 9th, 2018 in the City of Guelph council chambers to review the proposal for a new, 4-storey building to be constructed on the address of 278 College Ave West. Along with this building, there are also plans to build a 14 – space parking lot.

As an old resident of 302 College Ave West, we are strongly apposed to this proposal. And hope the project can be turned down for the following serious concerns.

- New building will absolutely block sunlight to us and tens of units of 302 College Avenue west compound will be affected.
- Impact on the current trees located on the proposed property – 38 trees (eastern white cedars) on the proposed land would be removed by the builder.
- This build could potentially infringe on 302 College Ave parking being built and used due to insufficient parking.
- New building could potentially be too close to existing property lines
- Our City Of Guelph is famous for its relatively clean environment and generally high standard of living, Guelph is consistently rated as one of Canada's best places to live. We don't see we will still enjoy all these beautiful life of Guelph any more with such a small place to be squished a 4-storey building and a 14-space parking lot in.
- Last and most importantly, please go to the address of 278 College Ave West and inspect it. Additional big housing units will dangerously impact the already heavy traffic flow and the availability of public transition system for this community.

Thank all for your time and patience and please veto this build proposal for the sake of the sunshine and safety for our community.

Xiaomen Wuyi

An old lady living in 302 compound just beside 278.....

I am owner of Unit 102, 302 College Avenue, West and would like to record my concern regarding new development building being proposed at 278 College Avenue West on the east side of the complex. Understand a public meeting is being held on April 9th, 2018 in the City of Guelph council chambers to review that proposal for this new, four-storey building to be constructed. Along with this building, there are plans to build a 14 – space parking lot.

Concerns pertaining to this new development are as follows:

- New building will block sunlight to units of 302 College Avenue
- Additional housing will impact the already heavy traffic flow on College Ave W

- Impact on the current trees located on the proposed property for this build – 38 trees (eastern white cedars) on the proposed land would be removed by the builder
- This build could potentially infringe on 302 College Ave parking being used due to insufficient parking being built
- New building could potentially be too close to existing property lines
- The impact of this proposed new building could affect property values for all unit owners and their rental potential.

It is strongly suggested as a Unit Owner of 102, 302 College Avenue West that these concerns are mitigated and addressed prior any permission for such a mammoth project in the vicinity of residential cum school area is given

Best Regards
Naeem Yahya Mir

Good morning,

I would like to bring to your attention the proposal for construction of a 4-storey building complex at 278 college avenue west, Guelph. This will drastically affect us residents at 302 college ave w. due to the following reasons:

Concerns pertaining to this new development:

- New building will block sunlight to units of 302 College Avenue
- Additional housing will impact the already heavy traffic flow on College Ave W
- Impact on the current trees located on the proposed property for this build – 38 trees (eastern white cedars) on the proposed land would be removed by the builder
- This build could potentially infringe on 302 College Ave parking being used due to insufficient parking being built
- New building could potentially be too close to existing property lines

Also, building a 4-storey complex that is against existing laws will affect the property prices of our homes.

Can you please look into and reconsider this proposal since such indiscriminate constructions are slowly turning the beautiful city of Guelph into a concrete jungle.

Thanks and regards,
Bipasha Chakravarty

Dr Elaine Harrison

RE: Notice of Application File **ZC1801**

Re: **Public Meeting** scheduled for **April 9/18**

Dear Council,

I was requested by the City to respond to proposed Bylaw Amendments. I own a townhouse at 302 College, also known as Wellington Condo Corp WCC 241.

After reading the documents and viewing the location in person, I have the following comments which can be circulated and read out loud at the meeting:

PROBLEMS WITH THE PROPOSED BUILDING:

The proposed building is too large, both in its foot print and its height, for the space available.

The proposed plan is therefore in violation of not one but three City Bylaws; hence the request for Amendments and Zoning changes.

There will be significant solar shading in winter of 6 neighbouring townhouses (#1-6) at 302 College Ave West. See Discussion attached. Photos and Solar Calculation sketches are included. This will adversely affect Resident well-being, increase heating bills, and decrease property value.

All 38 trees at 278 College will be destroyed, and neighbouring mature trees at 302 College damaged.

Surely a slightly smaller building project that respects Guelph's current zoning and bylaws is indicated to meet increased population density objectives and be financially viable to build, while blending in better with the neighbourhood?

MY RECOMMENDATIONS FOR COUNCIL:

1. Obtain accurate information on SOLAR BLOCKAGE for the townhouses numbered 1-6 of 302 College during the winter months before making any decisions to amend bylaws pertaining to height and proximity.
2. **Refuse** the requested Bylaw Amendments pertaining to Height, Side Yard and Building Coverage for now.
3. Ask the Developer/Applicant to re-submit different plans for a new building which meets current City Bylaws.*

*If the proposed building at 278 College were to be reduced in size from 6 to 4 stacked townhouses, and be set adequate distance away from Townhouses #1-6 at 302 College, this would permit the two existing

2-storey townhouses (#2,5) at 302 College to retain winter sunshine exposure in their windows and to retain property value. Mature trees near the property's edge could also be saved.

Thank you in advance for your consideration.

A handwritten signature in cursive script that reads "E Harrison O.D.".

Dr Elaine Harrison, Owner of #78-302 College Ave West, Guelph

Encl: Discussion: Winter Solar Shading of 6 Existing Townhouses Will Be Significant; Negative Effects of Solar Blockage.

Encl: Photos 1,2,3 -Demonstrating two 2-storey townhouses that would be always shaded in winter

Encl: Figure A Prediction of Complete Solar Blocking in December

Encl: Destruction of all 38 trees, and damage to nearby trees—discussion.

Encl: Figure B Prediction of Complete Solar Blocking in November and January

Encl: Figure C Prediction of Solar Blocking in October and February

WINTERTIME SOLAR SHADING OF 6 EXISTING TOWNHOUSES WILL BE SIGNIFICANT

Complete Winter Shading of the rear faces of townhouses (#1-6) at 302 College, and in particular for **units 2 and 5 which are only 2 storeys high**, is a serious concern which was not addressed in the Applicant's submitted Planning Report (January 2018). The following points pertain to this important issue:

1. The block of townhouses (units 1-6 at 302 College Ave West) described in the Planning Report as "EAST" is NOT actually located EAST of #278, but rather is approx. 45 degrees NORTHEAST. Hence the proposed large new building would be SOUTHWEST, and due to its size a big portion of it will be DUE SOUTH of townhouses 1-5 at 302 College, directly in the way of the winter sun.
2. The same block of 6 "EAST" townhouses (units 1-6 at 302 College Ave W) is actually a mix of 2- and 3-storey units. Townhouses #2 and #5 are only 2 storeys and will be more greatly shaded by the proposed structure. (See photos on next pages, taken March 2018).
3. If you Rotate the Applicant's submitted aerial plans and photos, such as their "Figure 4, Surrounding Land Use" in the Planning Report, by about 45 degrees counterclockwise to put True North at the top, you will appreciate the Shading Effect for units 1-6 by the proposed bulky high structure located south of them. Townhouse #2 will be the worst affected due to its location and lower height, but all of townhouses #1-6 will be affected.
4. For better accuracy, the Planning Report's Fig 5 ("Existing 3-storey townhouses located to the East") should include my Photos 2 and 3 (see next pages) and be renamed "**Existing 2-and 3-storey townhouses located to the Northeast**").

NEGATIVE EFFECTS OF SOLAR BLOCKAGE:

The first and second floors of units 1-5 at 302 College townhouses will likely receive **ABSOLUTE SHADE** from **October to February** inclusive, if the proposed building goes up. Currently they enjoy the benefits of winter sunshine through those windows.

The 2-storey townhouses (# 2 and #5 at 302 College) have their kitchens, dining and living areas at ground level facing the rear, with bedrooms located on the second floor. As shown in my attached sketches (Figs A, B, C) the lighting of both levels will be significantly impacted by a too-close, too-high structure by their back southerly windows, especially during the winter when the sun is low in the sky.

For residents of this block of 302 College who might have **Seasonal Affective Disorder (SAD)**, and for those who like winter sunshine to **Solar Heat** homes and to grow **Houseplants**, the blockage of any direct sun in wintertime will be depressing, raise heating bills, lower the quality of life, and lower the property values of the affected townhouses.

Photo 1. Front view of units #2 and #1 at 302 College Ave West. Note that #2 is only 2 storeys high. The fronts face Northeast as shown. College Avenue is located to the right of these houses. The proposed 4-storey building at 278 College would go immediately **behind** and to the south and left of all these units, significantly blocking the winter sky and sun from reaching the back windows.



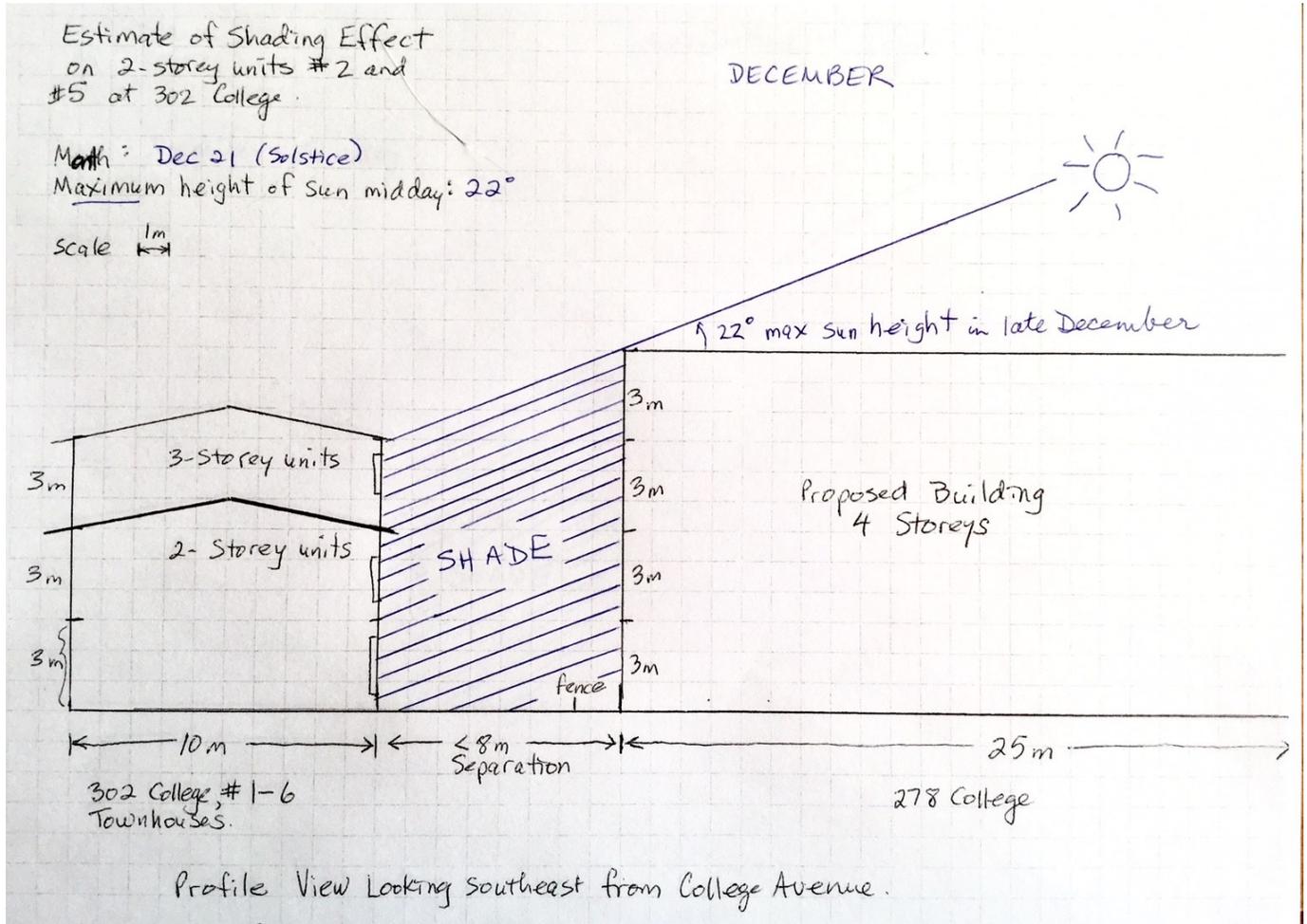
Photo 2. Back view of units 1,2,3,4 at 302 College Ave West. (#5 and 6 are hidden by trees). Unit #2 is the short one, second from the left. These townhouses back onto the 278 College property shown in the foreground. The trees on the near side of the fence will be destroyed if the proposal goes ahead.



Photo 3. The back windows of #4,5 and 6 at 302 College Ave West. These face Southwest onto the property of 278 College. The short middle townhouse is #5. It is only 2 storeys high and will likely be completely shaded for 4 winter months if a 4-storey building goes up right beside it. Foreground is the garage at 278 College. The proposed building would be within 1.5 m of the fence and would extend back the same distance as the townhouse row. The large pine tree on the right is in the corner of 278 College and will be one of 38 trees destroyed if this project proceeds.

The large trees on 302 College property located close to the boundary fence, like the central Norway Maple shown in the middle of Photo 3, will be damaged and will lose part of their canopies forever where they overhang the property. This maple is in Good Health currently (according to the submitted Preservation Report).

Figure A. Prediction of Complete Solar Blocking in **December** for units 1-5 at 302 College (shown on left) by the proposed building (shown on right). Maximum sun height is 22 degrees on Dec 21.



Assumptions made in the attached sketches:

- Building separation is approximately 8 metres. (Source: Submitted proposal Site plan and Survey).
- Ground level is similar for both buildings.
- Storey height = 3 m (Source: Wikipedia, average storey height).
- Maximum sun elevations in winter of 22 to 37 degrees depending on the month (Source: Solar Angle Calculator for Guelph, website: solarelectricityhandbook.com).

Estimates for the months Nov/Jan and for Oct/Feb are shown at the end of this document (Figs B, C).

DESTRUCTION OF ALL 38 TREES at #278 College, and DAMAGE to our Nearby Trees at 302 College.

I am appalled that due to the excessive size of the projected building, none of the 38 trees on that property can be preserved. Several mature trees near the edge of the 278 College lot could probably be saved if a smaller footprint (as per code) building were to be put in.

Additionally, the tree "Inventory and Protection Plan" indicates that several of the mature trees belonging to the 302 College property will be damaged ("injured"). These larger trees overhang the 278 College property but because the proposed building is too close to the boundary edge, a good section of the tree canopies would have to be cut off (permanently) and kept cut back from the new building.

Figure B. Prediction of Solar Blocking in **November** and **January**. Sun height 30 degrees max.

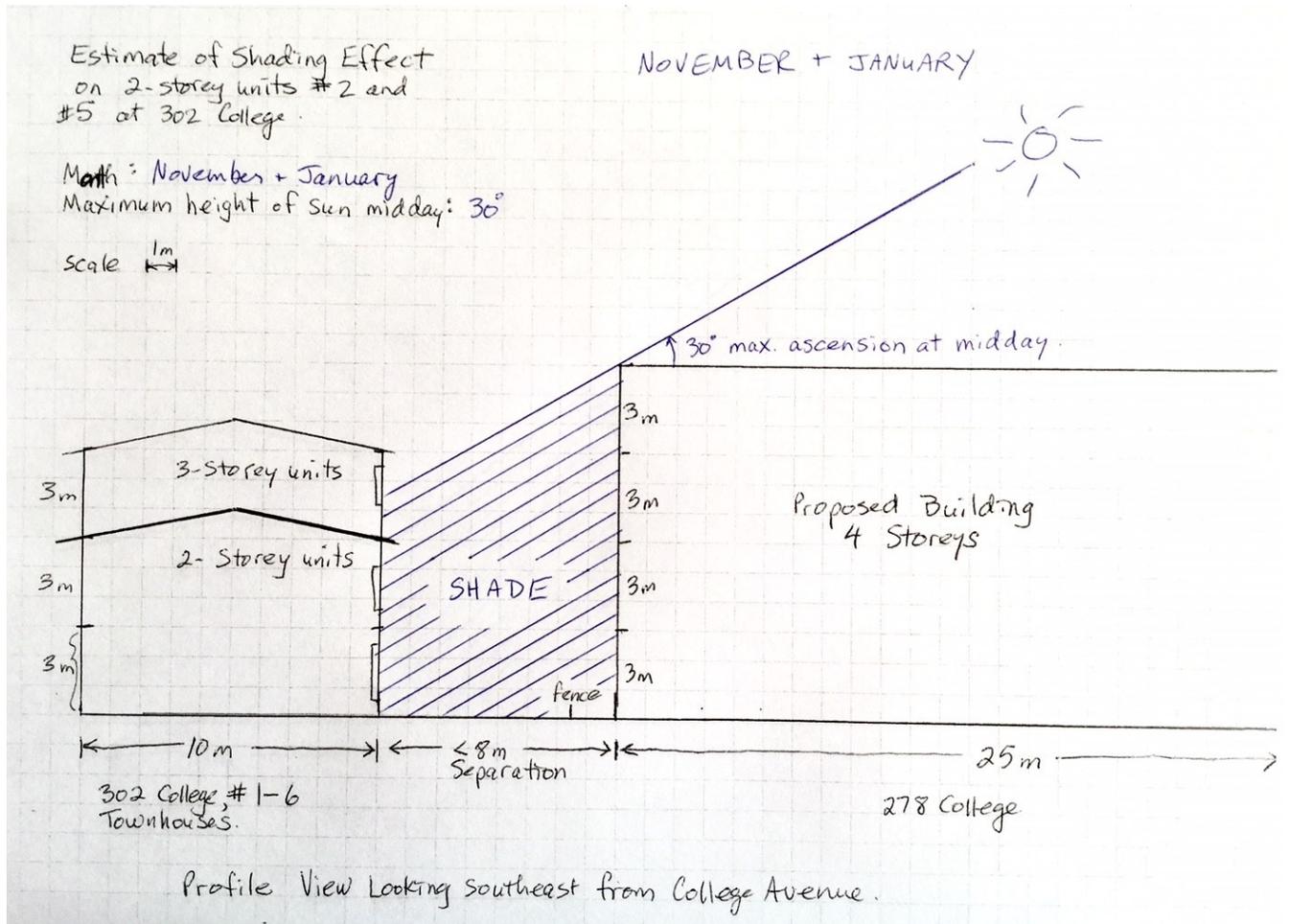
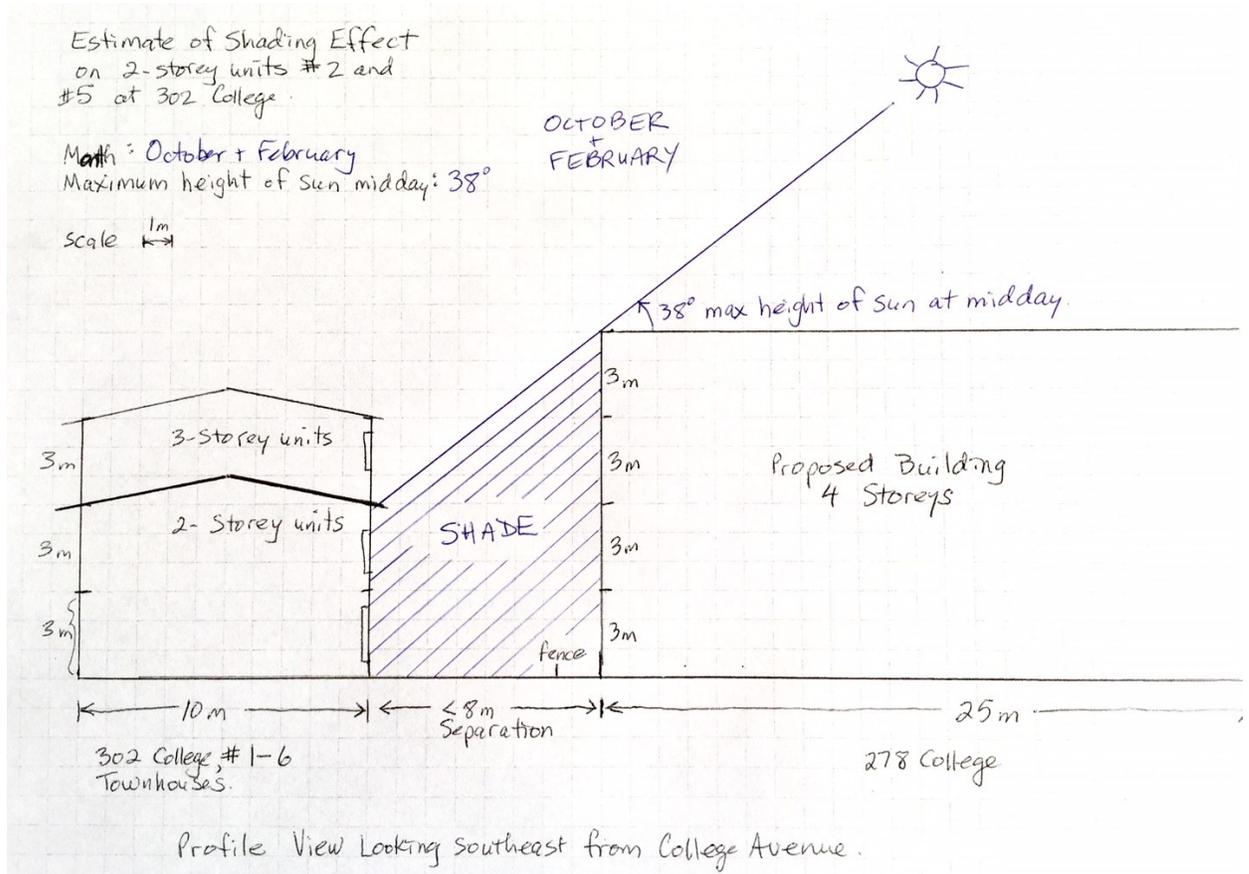


Figure C. Prediction of Blocked Sunshine in **October** and **February**. Sun height 38 degrees max.



Staff Report



To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, April 9, 2018

Subject **Statutory Public Meeting
671 Victoria Road North
Proposed Zoning By-law Amendment
File: ZC1606
Ward 2**

Report Number IDE-2018-44

Recommendation

1. That Report IDE 2018-44 regarding a proposed Zoning By-law amendment application (File: ZC1606) by Astrid J. Clos Planning Consultants on behalf of 1830334 Ontario Inc. to permit a townhouse residential development on a portion of the property municipally known as 671 Victoria Road North and legally described as Part of Lot 1, Concession 7, Division C, City of Guelph, from Infrastructure, Development and Enterprise dated April 9, 2018, be received.

Executive Summary

Purpose of Report

To provide planning information on a revised application requesting approval of a Zoning By-law amendment to permit the development of a 31 unit cluster townhouse development together with a small commercial block. This report has been prepared in conjunction with the statutory Public Meeting for this application.

Key Findings

Key findings will be reported in the future Infrastructure, Development and Enterprise recommendation report to Council.

Financial Implications

Financial implications will be reported in the future Infrastructure, Development and Enterprise recommendation report to Council.

Report

BACKGROUND

On March 1, 2016, an application to amend the Zoning By-law was received for the property municipally known as 671 Victoria Road North from Astrid J. Clos Planning Consultants on behalf of 1830334 Ontario Inc. The application requested an amendment to the current NC-9 (Specialized Neighbourhood Shopping Centre) Zone to a new specialized NC (Neighbourhood Shopping Centre) Zone with revised regulations to permit the development of two six-storey apartment buildings containing a total of 124 apartment units with ground floor commercial space and a separate one storey commercial building.

This application was deemed complete on March 29, 2016 and went to a statutory Public Meeting on May 9, 2016. At the Public Meeting, concerns were raised by area residents about the proposed height and density, building setbacks, traffic impacts and other compatibility issues given the surrounding medium and low density residential areas.

The applicant revised their plans and presented a new concept plan to the neighbourhood residents at an informal public meeting on February 23, 2017. This concept plan removed the six storey, mixed use apartment buildings and replaced them with 64 stacked townhouse units, together with a small commercial plaza building (884 square metres) next to the intersection of Victoria Road North and Wideman Boulevard. The neighbourhood was more receptive to this plan, but still concerned about height because the stacked townhouses were 4 storeys high, backing onto standard two storey townhouses that are at a lower elevation on Mussen Street.

The applicant revised their plans a third time and on January 4, 2018 submitted a revised application to permit 31 cluster townhouse units on the northerly portion of the of the site together with a commercial plaza on the northeast corner of the intersection of Victoria Road North and Wideman Boulevard.

Location

The subject property is approximately 1.248 hectares in size and located in the northeast corner of the intersection of Victoria Road North and Wideman Boulevard (see ATT-1 and ATT-2) and is currently vacant.

Surrounding land uses include:

- On-street townhouses that front onto Mussen Street, to the north and east;
- Single detached dwellings across Wideman Boulevard to the south; and
- Vacant land zoned for townhouse and apartment uses across Victoria Road North to the west.

Official Plan Land Use Designations and Policies

The Official Plan land use designation for the site is 'Neighbourhood Commercial Centre' and 'General Residential' in the September 2014 Consolidation of the 2001 Official Plan, because the application was received when this plan was in effect (See ATT-3)

Lands designated 'General Residential' are meant to accommodate all forms of residential development, though the general character of development is meant to be low-rise forms of housing. Multiple unit residential buildings are permitted subject to meeting the specific criteria outlined in policy 7.2.7. The 'General Residential' designation policies are included in ATT-3.

The 'Neighbourhood Commercial Centre' lands are intended to serve the shopping needs of the surrounding neighbourhoods. This designation has conceptually been shown at the intersection of Victoria Road North and Wideman Boulevard; it should be noted that land use designation boundaries are generally considered to be approximate and may be refined through detailed planning applications. In this area, the land uses have been further refined through subsequent zoning and subdivision approvals processes, and this entire site was identified and zoned for potential neighbourhood commercial uses while the other corners of the intersection were zoned and used for residential purposes.

The 'Neighbourhood Commercial Centre' designation also permits medium density residential development together with the commercial function where compatible. The policies of the "Neighbourhood Commercial Centre" land use designation are also included in ATT-3.

Official Plan Amendment 48 Designations and Policies

Official Plan Amendment 48 is the City's new Official Plan and currently in effect. It was under appeal to the Ontario Municipal Board (OMB) at the time of the original application. In OPA 48, the site is designated 'Neighbourhood Commercial Centre', as shown in ATT-4, and contains similar policies intending to establish local convenience and neighbourhood commercial uses in a manner that is compatible and connected with the surrounding neighbourhood. Staff will have regard for these policies during the review of the application.

Existing Zoning

The subject property is zoned NC-9 (Specialized Neighbourhood Shopping Centre) Zone, as illustrated in ATT-5. This specialized zone permits dwelling units with permitted commercial uses in the same building, but limits building height to 2 storeys and does not include a pharmacy as a permitted use. Details of the current zoning are included in ATT-5.

REPORT

Description of Proposed Zoning By-law Amendment

The applicant proposes to rezone the northern portion of the site (approximately 70 percent of the site) to a specialized R.3A-?? (Residential Cluster Townhouse Zone), to permit the development of 31 cluster townhouse units (See ATT-6). A specialized

regulation is being requested to permit the development to have a minimum front yard setback of 4.5 metres along Victoria Road North, where 6 metres is the standard requirement. The remaining portion of the site, closest to Wideman Boulevard, is proposed to remain in the NC-9 (Specialized Neighbourhood Shopping Centre) Zone to permit the development of the proposed commercial plaza.

Proposed Development

The applicant has proposed a 31 unit cluster townhouse development, together with a small commercial block. Two storey high townhouses are proposed along the easterly side of the site adjacent to the existing townhouses on Mussen Street. Three storey high townhouses are proposed on the westerly and interior part of the site. Access to the site is from Victoria Road North with secondary access proposed through the commercial block to Wideman Boulevard. A second access on Victoria Road North just north of Wideman Boulevard is also proposed for the commercial block.

The applicant's original conceptual development plan, which included two six-storey mixed use buildings, is shown for comparison in ATT-7 and the revised current proposed concept plan and townhouse elevations are shown in ATT-8.

Supporting Documents

The following reports and material have been submitted in support of this revised application:

- Planning Justification Report, prepared by Astrid J. Clos Planning Consultants, dated January 4, 2018;
- Functional Servicing Report, prepared by GM BluePlan, dated August 30, 2017;
- Site Grading Plan and Site Servicing Plan, prepared by GM BluePlan, dated August 30, 2017;
- Traffic Impact Study Update, prepared by Paradigm Transportation Solutions Ltd, dated August, 2017;
- Site Concept Plan, prepared by Astrid J. Clos Planning Consultants, dated July 26, 2017;
- Proposed Building Elevations, prepared by Ahmad Lmohamad, dated November 23, 2017; and
- Community Energy Initiative Commitment Letter, prepared by Astrid J. Clos Planning Consultants, dated February 26, 2016.

Staff Review

The review of this application will address the following issues:

- Evaluation of the proposal against the 2014 Provincial Policy Statement and Places to Grow: Growth Plan for the Greater Golden Horseshoe;
- Evaluation of the proposal's conformity with the Official Plan;
- Review of the proposed zoning and need for specialized regulations;
- Review of the proposed site and building design;
- Review of traffic, parking and servicing; and
- Address all comments and issues raised during the review of the application.

Once the application is reviewed and all issues are addressed, a report from Infrastructure, Development and Enterprise with a recommendation will be considered at a future meeting of Council.

Financial Implications

Financial implications will be reported in the future staff recommendation report to Council.

Consultations

The Notice of Public Meeting was mailed on March 8, 2018 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands and was also advertised in the Guelph Tribune on March 8, 2018. Notice of the application has also been provided by signage on the property.

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 People- Building a great community together

Attachments

ATT-1	Location Map
ATT-2	Orthophoto
ATT-3	2001 Official Plan Land Use Designations and Policies
ATT-4	Official Plan Amendment #48 Land Use Designations and Policies
ATT-5	Existing Zoning
ATT-6	Proposed Zoning
ATT-7	Original Conceptual Development Plan (2016)
ATT-8	Revised Conceptual Development Plan and Building Elevations

Departmental Approval

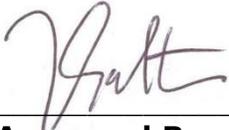
Not applicable.

Report Author

Katie Nasswetter
Senior Development Planner

Approved By

Chris DeVriendt
Manager of Development Planning



Approved By

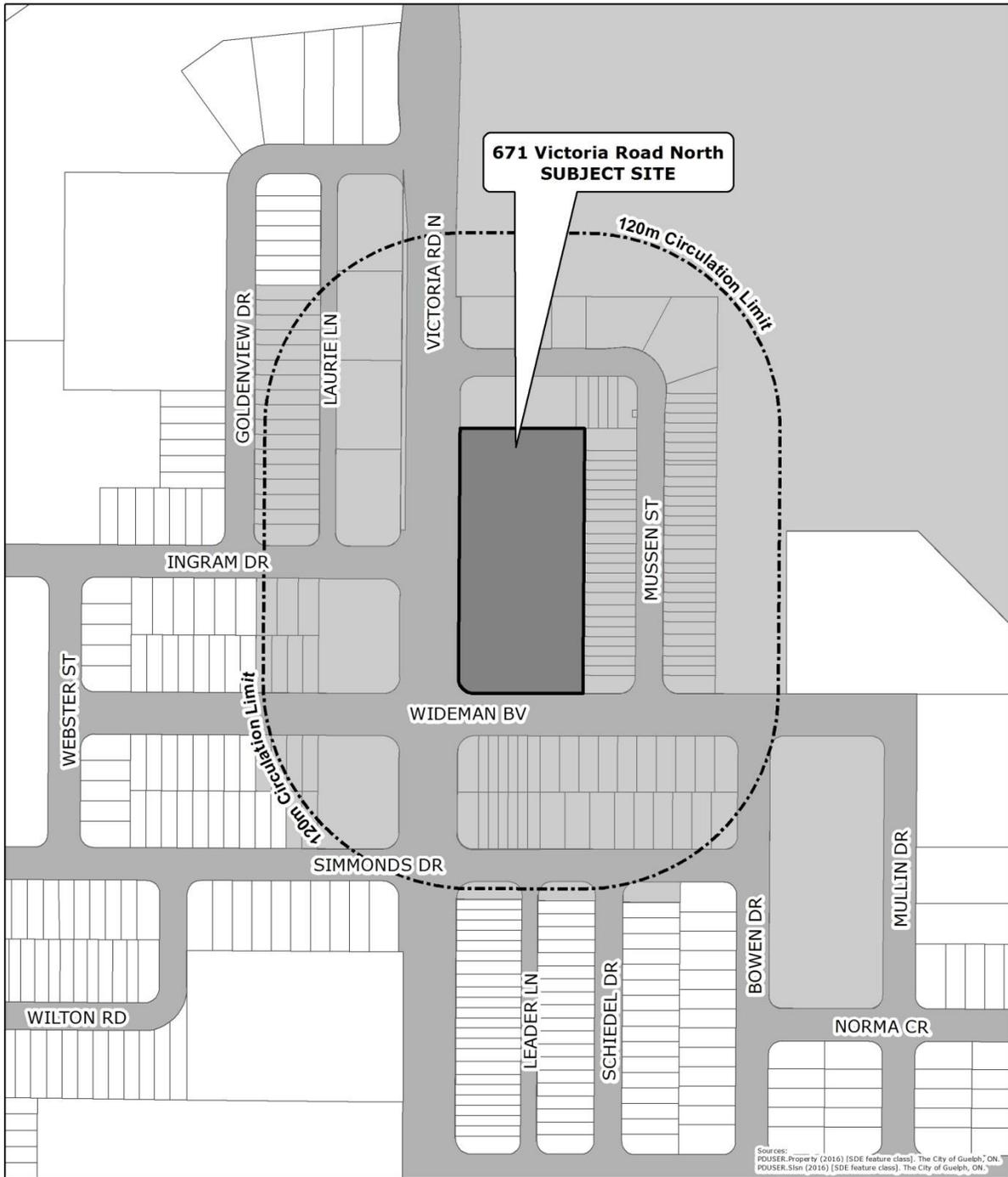
Todd Salter
General Manager
Planning, Urban Design, and
Building Services
519-837-5615, ext. 2395
todd.salter@guelph.ca



Recommended By

for
Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519-822-1260, ext. 3445
scott.stewart@guelph.ca

ATT-1 Location Map and 120m Circulation



Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
March 2016

LOCATION MAP & 120m CIRCULATION

671 Victoria Road North

**ATT-2
Orthophoto**



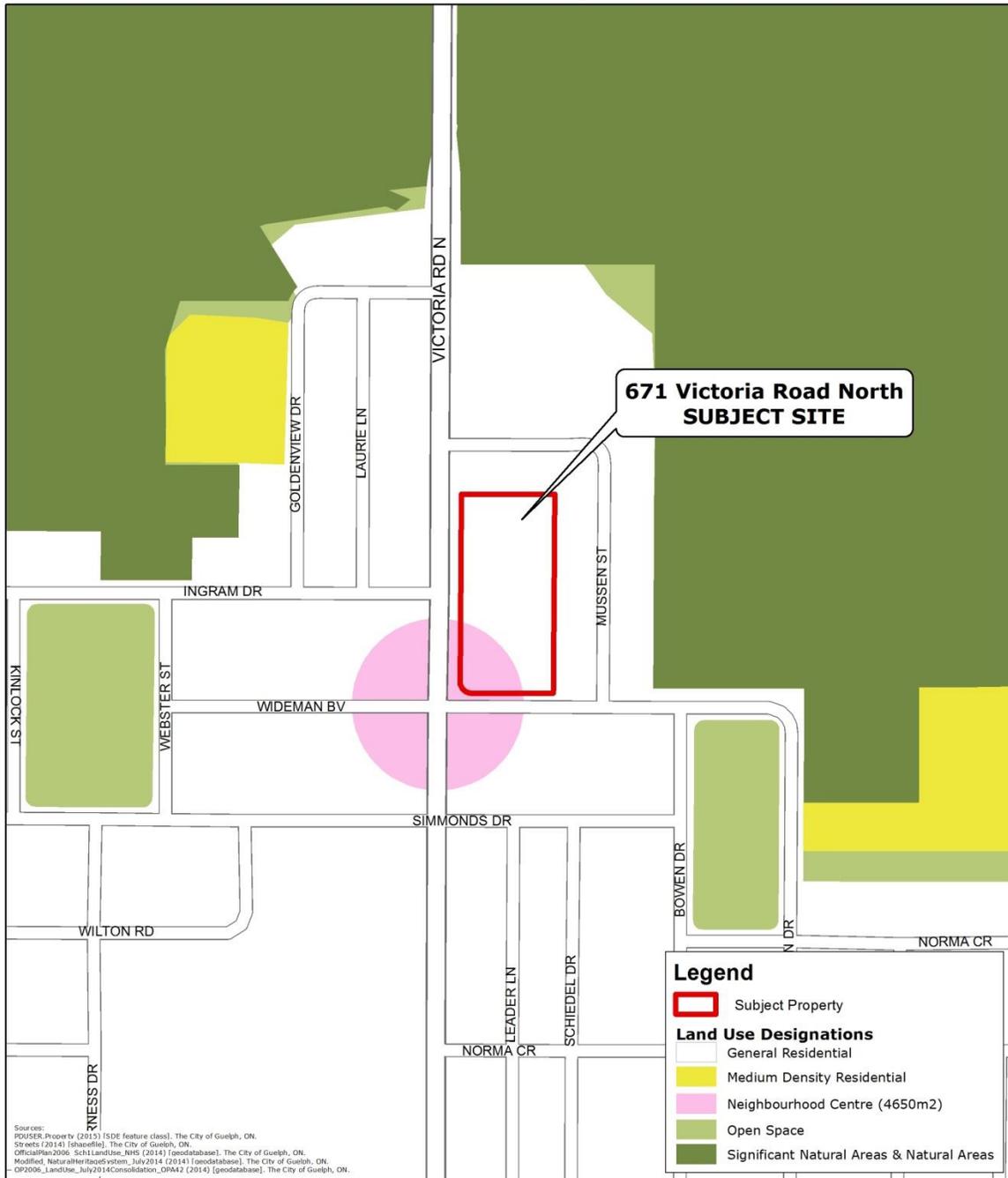
Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
March 2016

**2012 Orthophoto
671 Victoria Road North**



Source:
POUSER_Property (2015) [SDE feature class]. The City of Guelph, ON.
Guelph2012.sid (2012) [file system raster]. The City of Guelph, ON.

ATT-3
2001 Official Plan Land Use Designations and Policies



2001 Official Plan, September 2014 Consolidation

Land Use Designations

671 Victoria Road North

Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
March 2016

ATT-3 (continued)
Existing Official Plan Land Use Designations and Policies

'General Residential' Land Use Designation

- 7.2.31 The predominant use of land in areas designated, as 'General Residential' on Schedule 1 shall be residential. All forms of residential *development* shall be permitted in conformity with the policies of this designation. The general character of development will be low-rise housing forms. *Multiple unit residential buildings* will be permitted without amendment to this Plan, subject to the satisfaction of specific development criteria as noted by the provisions of policy 7.2.7. Residential care facilities, *lodging houses*, *coach houses* and garden suites will be permitted, subject to the development criteria as outlined in the earlier text of this subsection.
- 7.2.32 Within the 'General Residential' designation, the *net density of development* shall not exceed 100 units per hectare (40 units/acre).
1. In spite of the density provisions of policy 7.2.32 the *net density of development* on lands known municipally as 40 Northumberland Street, shall not exceed 152.5 units per hectare (62 units per acre).
- 7.2.33 The physical character of existing established low density residential neighbourhoods will be respected wherever possible.
- 7.2.34 Residential lot *infill*, comprising the creation of new low density residential lots within the older established areas of the City will be encouraged, provided that the proposed *development* is compatible with the surrounding residential environment. To assess compatibility, the City will give consideration to the existing predominant zoning of the particular area as well as the general design parameters outlined in subsection 3.6 of this Plan. More specifically, residential lot *infill* shall be compatible with adjacent residential environments with respect to the following:
- a) The form and scale of existing residential development;
 - b) Existing building design and height;
 - c) Setbacks;
 - d) Landscaping and amenity areas;
 - e) Vehicular access, circulation and parking; and

- f) Heritage considerations.

7.2.35 Apartment or townhouse *infill* proposals shall be subject to the development criteria contained in policy 7.2.7.

7.2.7 *Multiple unit residential buildings*, such as townhouses, row dwellings and apartments, may be permitted within designated areas permitting residential uses. The following development criteria will be used to evaluate a *development* proposal for *multiple unit* housing:

- a) That the building form, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity;
- b) That the proposal can be adequately served by local convenience and neighbourhood shopping facilities, schools, parks and recreation facilities and public transit;
- c) That the vehicular traffic generated from the proposal can be accommodated with minimal impact on local residential streets and intersections and, in addition, vehicular circulation, access and parking facilities can be adequately provided; and
- d) That adequate municipal *infrastructure*, services and amenity areas for the residents can be provided.

Neighbourhood Commercial Centre

7.4.22 A 'Neighbourhood Commercial Centre', comprised of one or several commercial buildings on one or more properties within a compact "node", is intended to primarily serve the shopping needs of residents living and working in nearby neighbourhoods and employment districts. In addition, institutional and small scale office uses may also be permitted where these uses are compatible with the particular surroundings. Medium density multiple unit residential buildings and apartments in accordance with Section 7.2 may also be permitted provided the principle commercial function is maintained.

7.4.23 The 'Neighbourhood Commercial Centre' designations on Schedule 1 recognize the existing centres within the City and identify the general location of new 'Neighbourhood Commercial Centres'.

7.4.24 Proposals to designate new 'Neighbourhood Commercial Centres' or to expand an existing designation beyond the area indicated on Schedule 1 shall require an amendment to this Plan and the implementing *Zoning By-law*.

7.4.25 In order to prevent the creation of "strip commercial" development comprising a series of 'Neighbourhood Commercial Centres' located adjacent to one another along a major traffic street, it is a general requirement of this Plan that designated nodes have a minimum distance separation from one another of 0.5 kilometres.

7.4.26 Applications for the purpose of establishing or expanding a 'Neighbourhood Commercial Centre' designation will satisfy the following criteria:

- a) Located with direct access to an arterial or collector road, preferably at an arterial or collector road intersection;
- b) The location will contribute to the creation of a compact, well-defined node oriented to a major intersection and does not promote the creation of 'strip commercial' development along a major street;
- c) Designed in a manner that is compatible with the building design and use of surrounding properties;
- d) The location shall minimize the impact of traffic, noise, signs and lighting on adjacent residential areas;
- e) Adequate site area will be provided for parking, loading and all other required facilities;
- f) Adequate landscaping, screening and buffering will be provided to preserve the amenities and appearance of surrounding properties;

7.4.27 This Plan intends that a 'Neighbourhood Commercial Centre' shall not be extended or enlarged to provide more than 4,650 square metres (50,000 square feet) of gross leasable floor area.

7.4.27.1 Notwithstanding policy 7.4.27, the existing 'Neighbourhood Commercial Centres' listed below shall be permitted to provide a maximum of 10,000 square metres (108,000 square feet) of gross leasable floor area:

- Speedvale Avenue at Stevenson Street

- Victoria Road at Grange Avenue
- Victoria Road at York Street
- Kortright Road at Edinburgh Road
- Harvard Road at Gordon Street
- Kortright Road at Gordon Street
- Wellington Road at Imperial Drive.

7.4.28 A 'Neighbourhood Commercial Centre' as listed in 7.4.27.1 shall only be extended or enlarged to provide more than 10,000 square metres (108,000 square feet) of gross leasable floor area by amendment to this Plan and shall require an impact study.

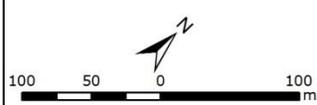
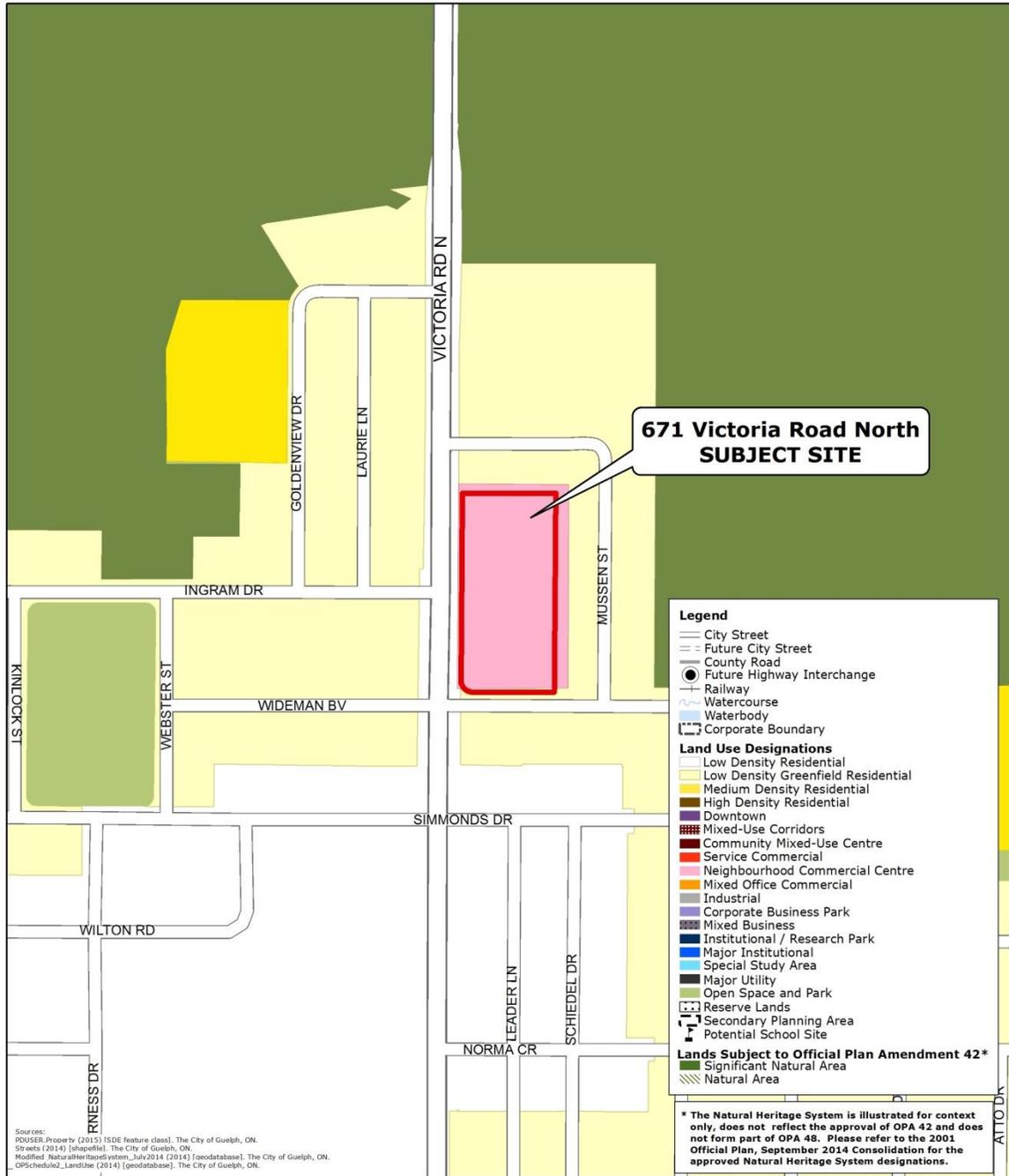
7.4.29 The maximum *gross leasable floor area* of an individual retail use within the node shall be 3,250 square metres (35,000 square feet).

7.4.29.1 Notwithstanding policy 7.5.29, the existing 'Neighbourhood Commercial Centre' located at Kortright Road and Edinburgh Road shall be permitted to provide an individual retail use of a maximum of 5,200 square metres (55,000 square feet).

7.4.30 The City will require the aesthetic character of site and building design to be consistent with the City's urban design objectives and guidelines and shall incorporate measures into the approval of *Zoning By-laws* and *site plans* used to regulate *development* within the 'Neighbourhood Commercial Centre' designation to ensure such consistency.

7.4.31 It is intended that where there are adjacent properties within the node that as new development occurs the lands will be integrated with one another in terms of internal access roads, entrances from public streets, access to common parking areas, grading, open space and storm water management systems. Furthermore, it is intended that individual developments within the Neighbourhood Commercial Centre designation will be designed to be integrated into the wider community by footpaths, sidewalks and bicycle systems and by the placement of buildings in close proximity to the street line near transit facilities.

ATT-4 Official Plan Amendment #48 Land Use Designations

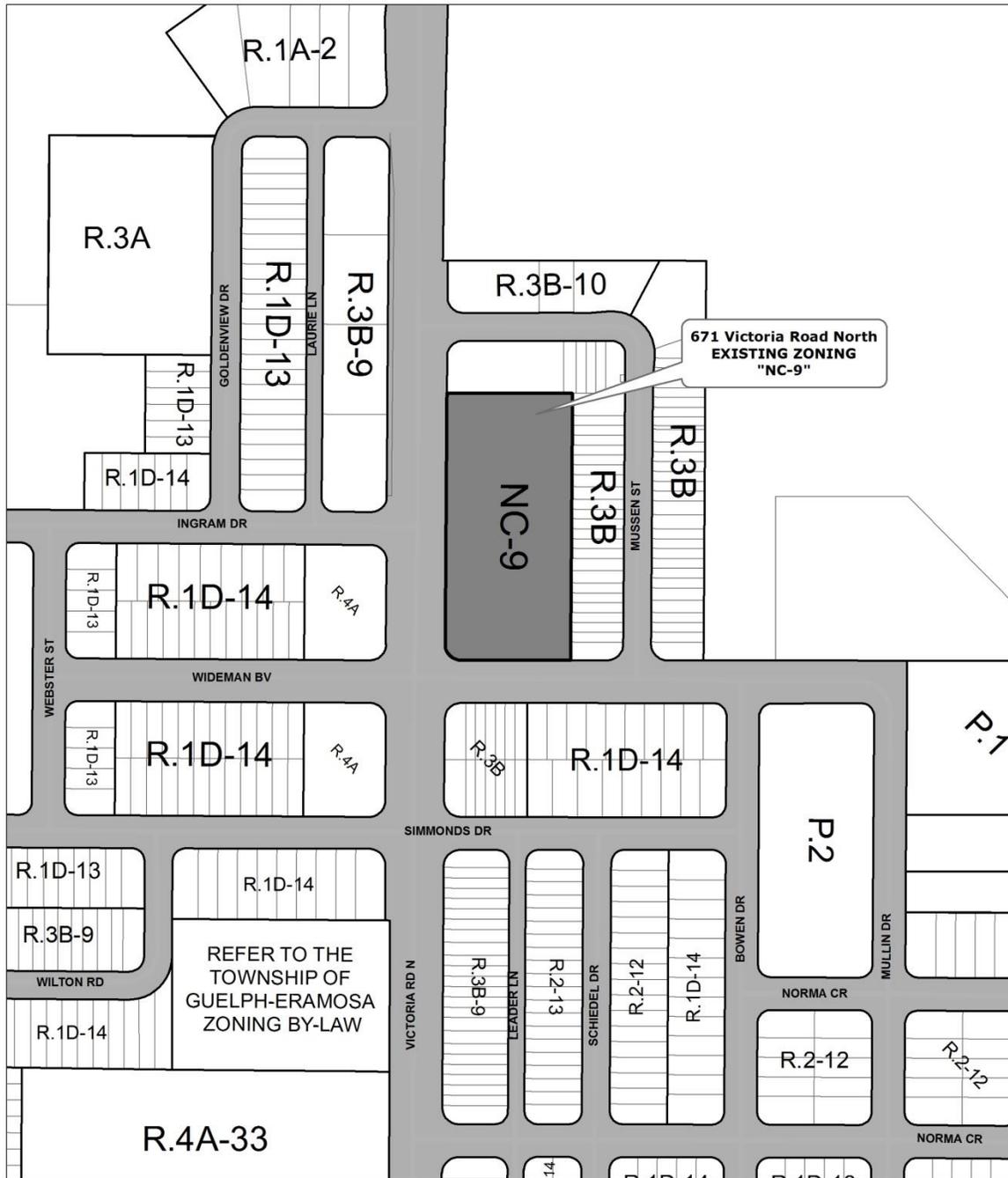


Official Plan Amendment No. 48 Proposed Land Use Designations 671 Victoria Road North

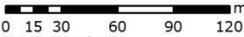


Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
March 2016.

ATT-5 Existing Zoning and Details







0 15 30 60 90 120 m

Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
March 2016

EXISTING ZONING 671 Victoria Road North



ATT-5 (continued)
Existing Zoning Details

6.2.3.1.9 **NC-9**

As shown on Defined Area Map Number 78 of Schedule "A" of this **By-law**.

6.2.3.1.9.1 **Permitted Uses**

In accordance with the provisions of Section 6.2.1.1 of Zoning **By-law** (1995)-14864, as amended with the following exceptions:

- Car wash facilities are prohibited
- Drive-thru facilities are prohibited

6.2.3.1.9.2 **Regulations**

In accordance with Section 4 (General Provisions), Section 6.2.2 and Table 6.2.2 (Commercial Centre Regulations) of Zoning **By-law** (1995)-14864, as amended, with the following exceptions:

6.2.3.1.9.2.1 **Maximum Gross Floor Area**
4000 square metres

6.2.3.1.9.2.2 **Maximum and Minimum Building Height**
In addition to the maximum **Building Height** provisions of Table 6.2.2, Row 8, any **Building** with a total **Building** envelope greater than 1500 square metres shall have a minimum **Building Height** of 2 storeys

6.2.3.1.9.2.3 **Development Regulations for Gas Bars**

- The **Development** of any gas bar shall occur in association with the **Development** of a **Building** with a minimum gross leasable floor area of 300 square metres
- No gas bar shall be located between any **Building** and any **Street Line** or between any **Building** and the intersection

ATT-5 (continued)
Existing Zoning Details

of Victoria Road and Wideman Boulevard

6.2.3.1.9.2.4

Maximum and Minimum **Front** and **Exterior Side Yard**

- A **Building** shall be located at the corner of Victoria Road North and Wideman Boulevard at a maximum **Front Yard** and **Exterior Side Yard Setback** (build-to-line) of 6 metres and a minimum **Front Yard** and **Exterior Side Yard Setback** of 3 metres
- A minimum of 30% total **Building** façade facing Victoria Road shall be provided at a minimum **Setback** of 3 metres and a maximum **Setback** (build-to line) of 6 metres from Victoria Road

6.2.3.1.9.2.5

Minimum Off-Street Parking

The minimum off-street parking required for all **Uses** shall be 1 space per 23 square metres of **Gross Floor Area**

6.2.3.1.9.2.6

Building Entrances

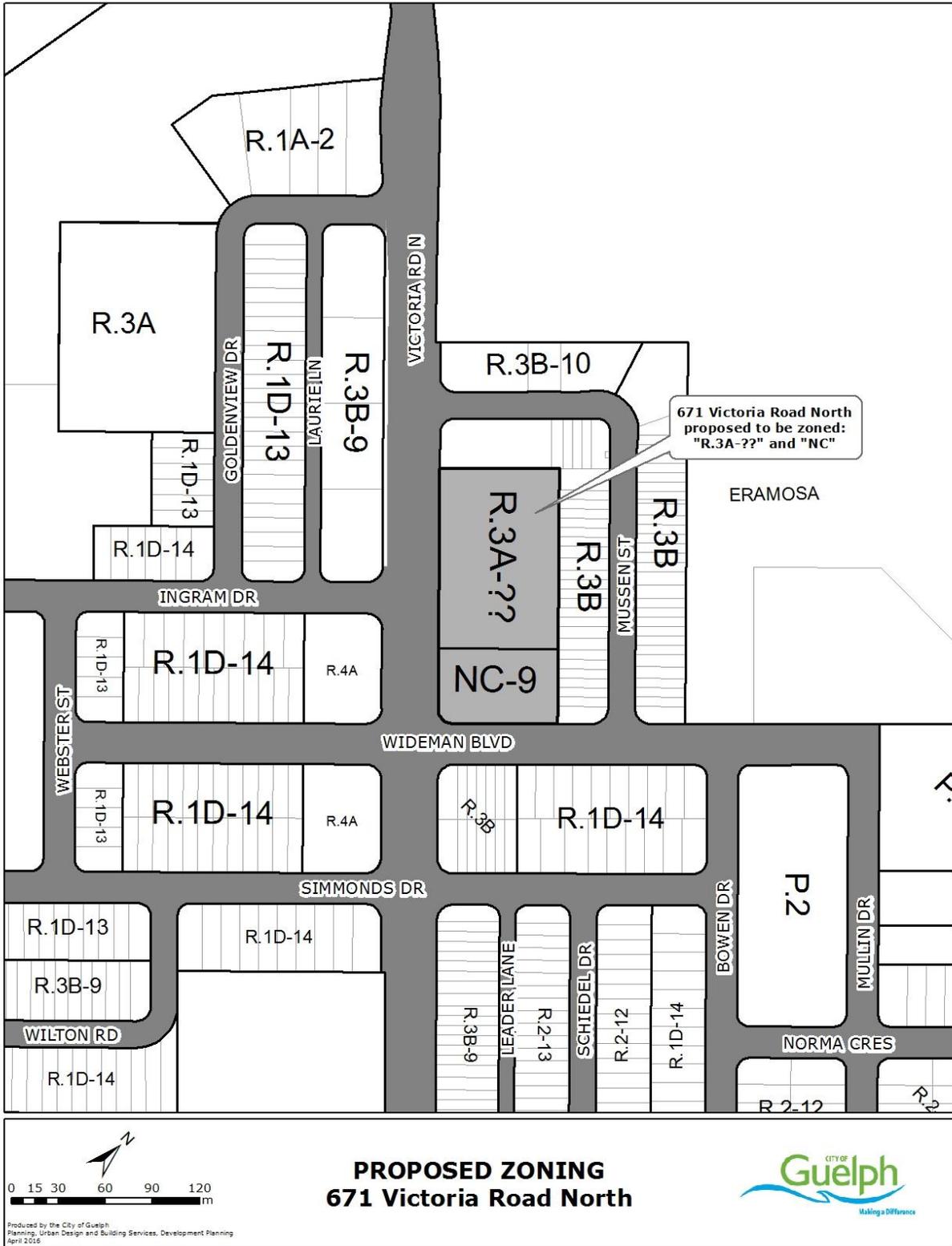
A **Building** entrance facing Victoria Road shall be provided for the **Development** of any commercial **Building** on the site

6.2.3.1.9.2.7

Landscaped **Buffer Strip**

A minimum 6 metre wide landscaped **Buffer Strip** shall be provided along the easterly and northerly property lines.

ATT-6 Proposed Zoning

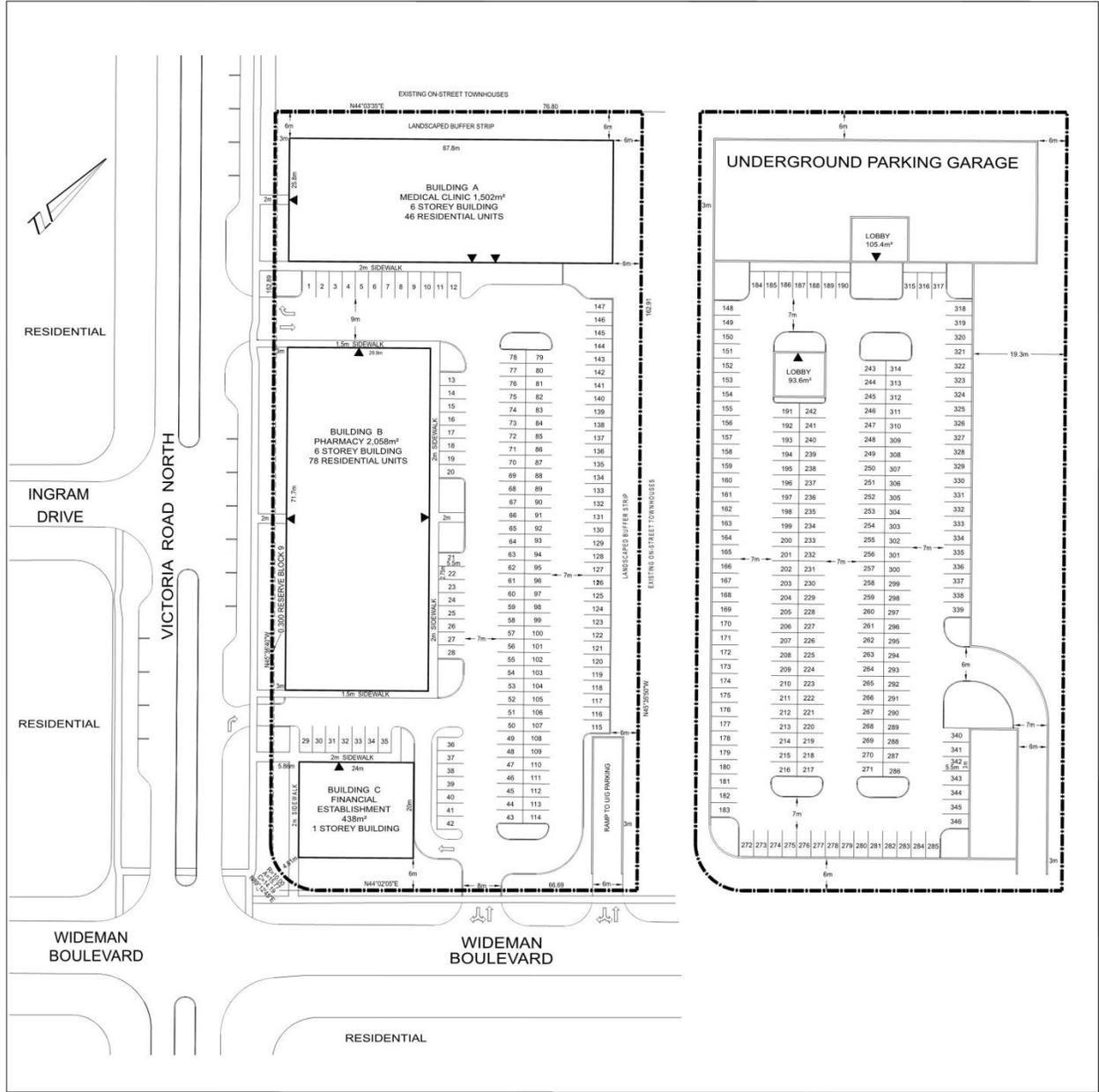


PROPOSED ZONING 671 Victoria Road North

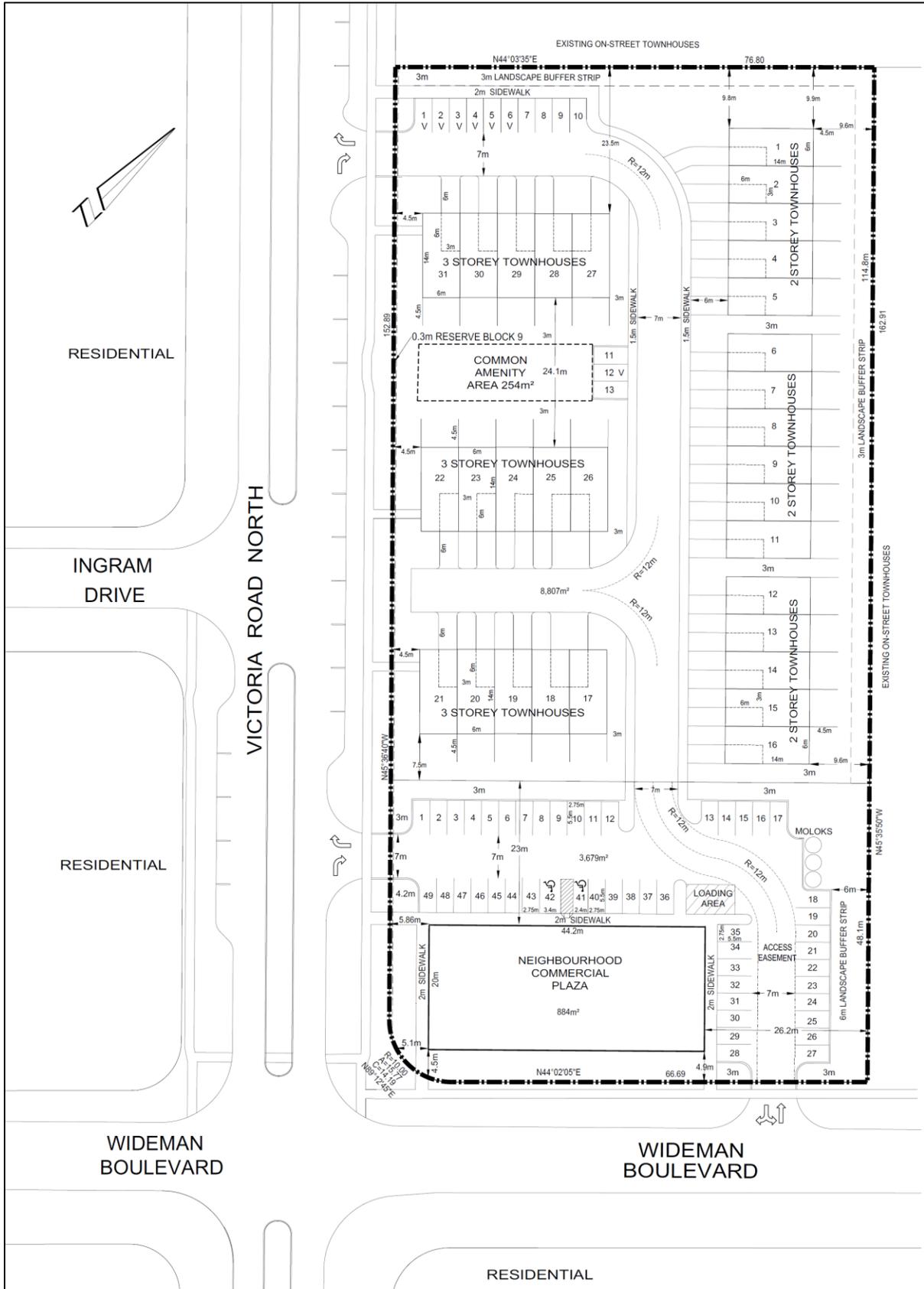


Produced by the City of Guelph
Planning, Urban Design and Building Services, Development Planning
April 2016

ATT-7 Original Conceptual Development Plan (2016)



ATT-8 Revised Conceptual Development Plan and Building Elevations



ATT-8 (Continued) Proposed Elevations



Staff Report



To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, April 9, 2018

Subject **Clair-Maltby Secondary Plan:
Planning and Design Charrette**

Report Number IDE-2018-49

Recommendation

1. That the Clair-Maltby Secondary Plan Preferred Community Structure be received.

Executive Summary

Purpose of Report

The purpose of this report is to provide Council with a description of the five-day planning and design charrette that is taking place as part of the Clair-Maltby Secondary Plan (CMSP) project. The charrette will result in the creation of a 'Preferred Community Structure' plan which is being presented to Council for information purposes.

Key Findings

- The planning and design charrette will be an exciting, multi-disciplinary, intensive and collaborative five-day event that will include a number of opportunities for stakeholder input.
- The charrette will result in a Preferred Community Structure for the secondary plan area that reflects good planning and input from the community and stakeholders.
- All of the work completed through the charrette process, including the Preferred Community Structure, will proceed through a further technical review to confirm the conclusions before being considered by Council for approval in June, 2018.

Financial Implications

Capital funding to undertake this project was approved through the 2013-2015 and 2017 capital budgets.

Report

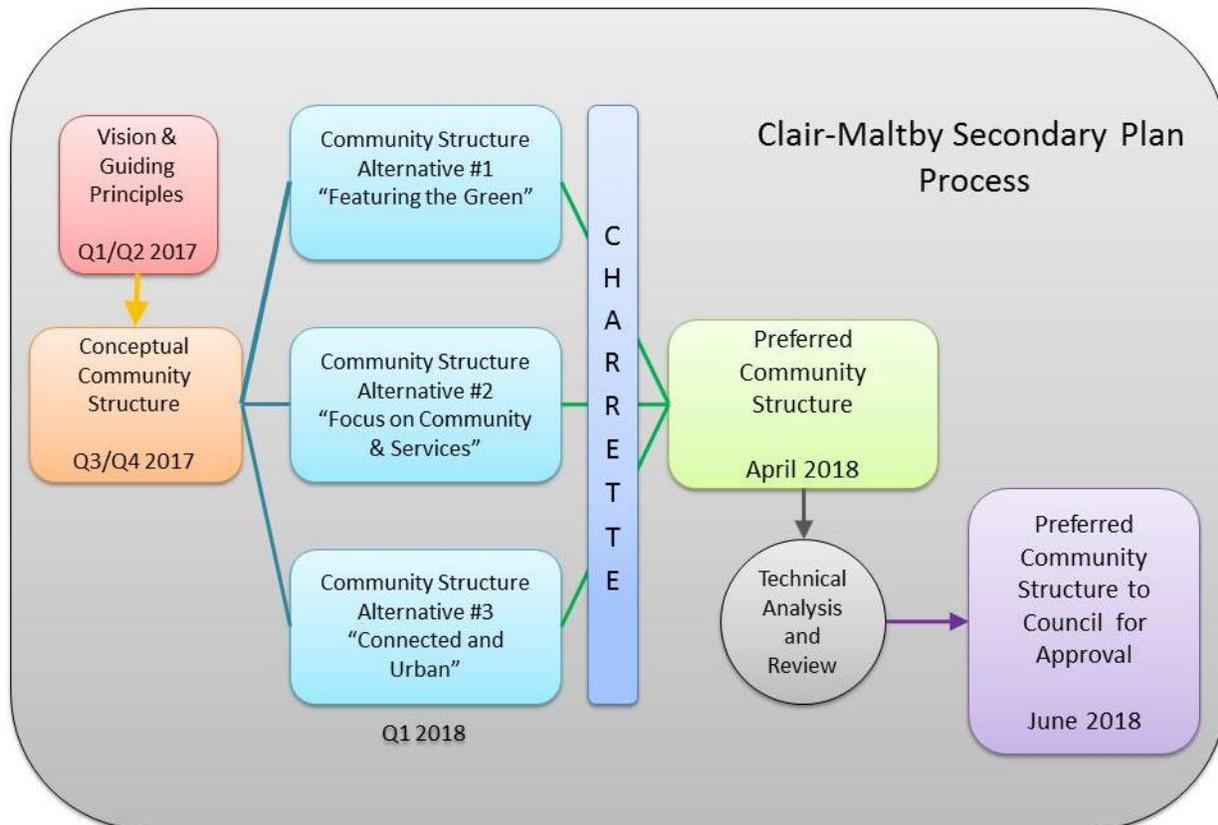
Background

Phase 2 of the CMSP project is underway and has consisted of:

- Developing the Conceptual Community Structure (CCS)
- Approval of the CCS as the basis for technical studies and analysis
- Undertaking the required technical studies
- Developing three community structure alternatives based on the approved CCS and technical studies

The final significant task of Phase 2 is a five-day planning and design charrette which will evaluate the three Community Structure Alternatives and result in a Preferred Community Structure.

Figure 1: Clair-Maltby Secondary Plan Process



A charrette is a multi-disciplinary, intensive and collaborative design and planning workshop inclusive of all affected stakeholders with the aim of developing a design or vision for a project or planning activity.

The purpose of the CMSP charrette is to create an implementable Preferred Community Structure for the Secondary Plan Area that reflects good planning and input from the community and stakeholders. As part of the charrette process potential versions of all elements required for the Preferred Community Structure

including environment, mobility, urban design and servicing will be considered. The charrette will be a five-day event.

Description of the Planning and Design Charrette

At the end of the charrette, it is intended that the following will be understood at a high-level:

- a land use plan including preliminary density ranges;
- collector and arterial mobility/road network;
- preliminary and conceptual trail network;
- demonstration plans for three key areas that will include additional detail such as potential local road layouts and block patterns;
- potential park and school locations;
- preliminary water and wastewater servicing concepts with general phasing considerations;
- conceptual stormwater management system showing drainage areas and general locations of drainage system elements;
- preliminary high-level grading plan; and,
- illustrative street and trail cross-sections.

All of the work completed through the charrette process will proceed through a further technical review before being considered by Council for approval in June, 2018.

Preliminary or conceptual information related to mobility, stormwater management and water and wastewater servicing strategies will be validated and confirmed upon the completion of technical analysis (including numerical modeling) in accordance with the Master Plan requirements of the Municipal Engineers Association Class Environmental Assessment (EA) process (Section A.2.7 of the Class EA document-October 2000, as amended in 2007 and 2011) which is an approved process under the Ontario Environmental Assessment Act. This is expected to be completed throughout Phase 3 of the project.

Pre-charrette – March 21, 2018

A Council Workshop was held to allow Council to participate in the charrette activities. An evaluation exercise of the three alternatives was completed by Council members. Council's evaluation of the alternatives, in addition to the feedback received through the design charrette from the public and other stakeholders, will inform the development of the Preferred Community Structure for the Clair-Maltby Secondary Plan area. The Council Workshop was for discussion and information purposes only and no decisions were made at the meeting.

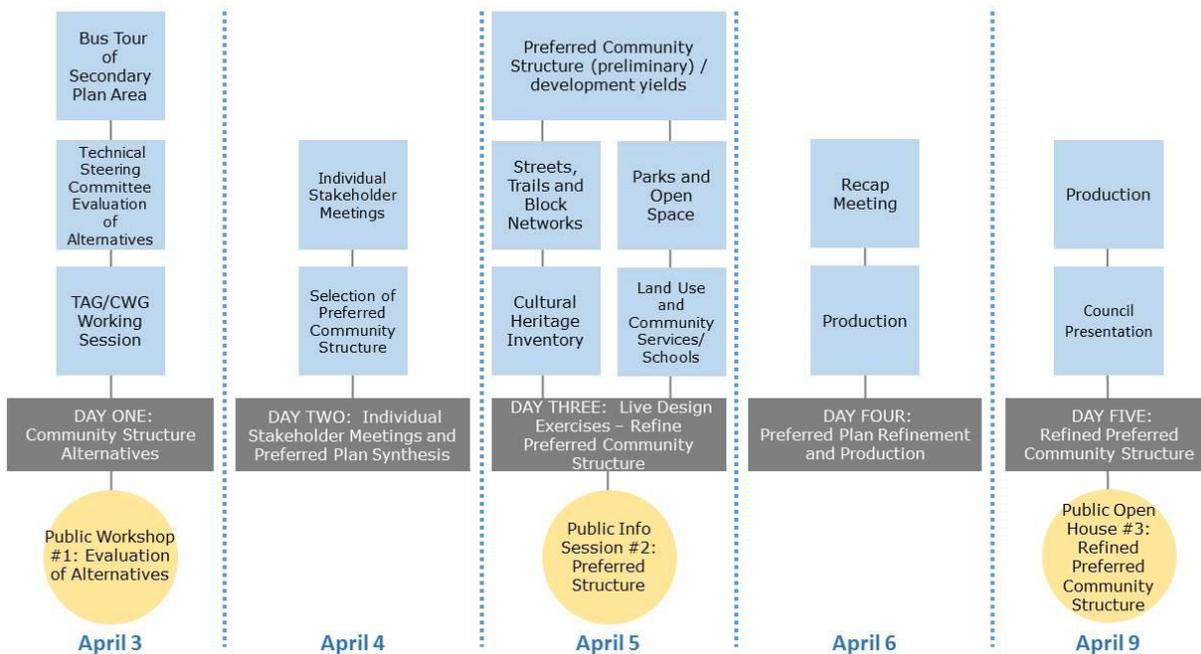
Charrette Day 1 – April 3, 2018

The objective of Day 1 is to have all affected stakeholders participate in evaluating the three Community Structure Alternatives in order to inform the development of a Preferred Community Structure. Day 1 will include:

- a tour of the secondary plan area for City Councillors, City staff and the consultant team to ensure that participants are familiar with and have an understanding of the area;

- A Technical Steering Committee (TSC) session to evaluate the three Community Structure alternatives;
- A joint Technical Advisory Group (TAG)/Community Working Group (CWG) session to evaluate the three Community Structure Alternatives; and,
- A Public Workshop to present the three Community Structure Alternatives and a project update, as well as a facilitated small group exercise to evaluate the three Community Structure Alternatives.

Figure 2: Design Charrette Overview



Charrette Day 2 – April 4, 2018

The objective of Day 2 is to synthesize all of the information received on Day 1, as well as the evaluation undertaken at the March 21 Council Workshop, to inform the creation of a preliminary Preferred Community Structure. In addition, interested stakeholders are invited to have an individual or small group meeting with members of the project team (including city staff and consultant team members). Interested stakeholders are encouraged to contact the project team at clair-maltby@guelph.ca on or before March 29, 2018 to arrange for a meeting on Day 2 of the charrette.

Charrette Day 3 – April 5, 2018

The objective of Day 3 is to conduct a series of live design exercises in order to refine the preliminary Preferred Community Structure. Technical members of the consultant team and City staff will review the preliminary version of the Preferred Community Structure and work to ensure that it is technically feasible in a series of live design exercises.

In the evening of Day 3 a Public Open House will be held. The purpose of the Open House is to present the preliminary Preferred Community Structure to the public and receive feedback on it before it is finalized and presented to Council.

Charrette Day 4 – April 6, 2018

The objective of Day 4 is to resolve any outstanding issues and start generating the deliverables that are to be produced by the charrette. The deliverables include: the Preferred Community Structure; a mobility plan including a trail concept; water and wastewater servicing concept plans; a conceptual stormwater management system; preliminary high level grading plan; illustrative street and trail cross section; a virtual 3D model of three key locations within the secondary plan area; illustrative design concepts for buildings/development recognizing grading; and development yields.

Charrette Day 5 – April 9, 2018

The objective of Day 5 is to finalize deliverables and then present the charrette products at a public open house and to Council in the evening.

The deadline to register as a delegate for the April 9, 2018 Council meeting is on day 4 (April 6, 2018) of the charrette at 10 a.m. The final charrette materials will not be available for review ahead of the Council meeting. Anyone interested in delegating to Council on this matter is encouraged to register before the April 6, 2018 deadline based on the Preferred Community Structure that is presented at the Public Open House on Day 3 of the charrette. This presentation will be for information purposes only and no Council decisions will be made.

Financial Implications

Capital funding to undertake this project was approved through the 2013-2015 and 2017 capital budgets.

Consultations

Ongoing community engagement is a crucial component of the Clair-Maltby Secondary Plan project. Community engagement opportunities included as part of the five-day planning and design charrette include:

Charrette Community Engagement Opportunities	
Day 1: April 3, 2018	TAG/CWG Meeting
	Public Workshop – Evaluation of Alternatives Exercise Public Information Centre (PIC #2 for the project)
Day 2: April 4, 2018	Individual or small group stakeholder meetings
Day 3: April 5, 2018	Public Information Session and Open House
Day 5: April 9, 2018	Public Open House and Presentation to Council * The deadline to register as a delegate for the April 9, 2018 Council meeting is on Friday April 6, 2018 (day 4 of the charrette) at 10 a.m.

Corporate Administrative Plan

Overarching Goals

Innovation
Financial Stability
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

Not applicable

Departmental Approval

Not applicable

Report Author

Stacey Laughlin, MCIP, RPP
Senior Policy Planner

Approved By

Melissa Aldunate, M. Pl, MCIP, RPP
Manager of Policy Planning
and Urban Design



Approved By

Todd Salter
General Manager
Planning, Urban Design and
Building Services
519-822-1260 ext. 2395
todd.salter@guelph.ca



Approved By

Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519-822-1260 ext. 3445
scott.stewart@guelph.ca

Approved By

Terry Gayman, P.Eng.
Manager of Infrastructure, Development
and Environmental Engineering



Approved By

Kealy Dedman, P.Eng.
General Manager/City Engineer
Engineering and Capital
Infrastructure Services
519-822-1260 ext. 2248
kealy.dedman@guelph.ca