

City Council - Planning Revised Meeting Agenda

Tuesday, April 9, 2024, 9:30 a.m.
Council Chambers
Guelph City Hall, 1 Carden Street

Changes to the original agenda are noted with an asterisk "*".

Council Planning meetings are live streamed at guelph.ca/live. Members of the public may delegate in person or by electronic participation.

To listen to the meeting over the phone, call 1-416-216-5643 and enter access code 2345 494 8032.

Pages

1. Call to Order
- *2. Authority to move into closed meeting
Recommendation:
 1. That the Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to the Municipal Act, to consider:
 - 2.1 Call to Order (closed meeting)
 - 2.2 Disclosure of Pecuniary Interest and General Nature Thereof
 - 2.3 Housing Development Financial Request - 2024-178

Section 239(2) (k) of the Municipal Act relating to a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.
- *3. Closed Meeting Summary
4. Open Meeting - 10:00 a.m.
 - 4.1 O Canada

4.2 Silent Reflection

4.3 Indigenous Territorial Acknowledgement

4.4 Disclosure of Pecuniary Interest and General Nature Thereof

5. Public Meeting to Hear Applications Under Sections 17, 34 and 51 of The Planning Act

(delegations permitted a maximum of 10 minutes)

5.1 Public Meeting Report Gentle Density Four Dwelling Units on a Lot Proposed Zoning By-law Amendment - 2024-140

1

Presentation:

Cushla Matthews, Development Advisor
Katie Nasswetter, Project Manager

Delegation:

Andy Donlan
Andrew Arklie, Spruce Living Inc.
*Annia Kycia
*Dillon Fraser, President, Guelph and District Association of REALTORS
*Philip Maher
*Susan Ratcliffe
*Dave Groen
*Paul Szymanski

Correspondence:

*Yumei De Armas
*Cathy Kelly
*Tyler Bragg
*Sylvia Watson
*Dennis and Marlene Mortley
*Loreen and Peter McCaskell
*John Lawson, President, Old University Neighbourhood Residents' Association
*Nelson Chukwuma, President, Conestoga Students Incorporated
*Danny Kelly
*Jason G
*Nadine Lozon
*Paul Kraehling
*Jenna Hardy

- *Paul Szymanski
- *Leila Mehkeri
- *Ben Grant
- *Katja Helmer

Recommendation:

1. That report 2024-140 regarding a proposed city-initiated Zoning Bylaw Amendment (File OZS24-002) to permit up to four dwelling units on a lot in zones that permit low density residential uses, from Infrastructure, Development and Environment dated April 9, 2024, be received.

**5.2 Statutory Public Meeting and Decision Report 35 and 41
Janefield Avenue Proposed ZBA File OZS23-013, 2024-127**

83

Presentation:

Eric Rempel, Development Planner

Delegates:

*Jeff Buisman, agent on behalf of the applicant

Correspondence:

Chris Mitchell

Sean Sanago

Recommendation:

1. That the application from Van Harten Surveying Inc. on behalf of 27 Janefield Inc. for a Zoning By-law Amendment to change the zoning from the current "Residential Single Detached" (R.1B) Zone (1995 - 14864) and the "Low Density Residential" (RL.1) Zone (2023 - 20790) to the "Specialized Residential Semi-Detached/Duplex " (R.2-XX(H)) Zone, and a "Specialized Low Density Residential" (RL.1-XX(H)) Zones to permit the proposed semi-detached dwellings with site-specific provisions at 35-41 Janefield Avenue be received.
2. That the application from Van Harten Surveying Inc. on behalf of 27 Janefield Inc. for a Zoning By-law Amendment to change the zoning from the current "Residential Single Detached" (R.1B) Zone (1995 - 14864) and the "Low Density Residential" (RL.1) Zone (2023 - 20790) to the "Specialized Residential Semi-Detached/Duplex " (R.2-XX(H)) Zone, and a "Specialized Low Density Residential" (RL.1-XX(H)) Zones to permit the proposed semi-detached dwellings with site-specific

provisions at 35-41 Janefield Avenue be approved in accordance with Attachments 4 and 5 of the Infrastructure, Development and Environment Report 2024-127, dated April 9, 2024.

6. By-laws

Resolution to adopt the By-laws. (Councillor Goller)

Recommendation:

1. That by-laws (2024) - 20931 through (2024) - 20935 are approved subject to Section 284.11 (4) of the Municipal Act.

***6.1 By-law Number (2024) – 20931** 127

A by-law to remove Part Lot Control from Part of Block 99, Plan 61M-200 designated as Parts 9 to 16 inclusive, Reference Plan 61R-21431 in the City of Guelph and to amend by-laws (2018)-20324 and (2021)-20611

***6.2 By-law Number (2024) - 20932** 129

A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects part of the property municipally known as 35 Janefield Avenue and all of 41 Janefield Avenue, legally described as all of Lot 4 and part of Lot 5 Registered Plan 435, City of Guelph (File No. OZS23-013).

***6.3 By-law Number (2024) - 20933** 132

A by-law to amend By-law Number (2023)-20790, as amended, known as the Zoning By-law for the City of Guelph as it affects part of the property municipally known as 35 Janefield Avenue and all of 41 Janefield Avenue, legally described as all of Lot 4 and part of Lot 5 Registered Plan 435, City of Guelph (File No. OZS23-013).

***6.4 By-law Number (2024) - 20934** 136

A By-law to dedicate certain lands known as Part of Lot 1, Concession 6, Division D, designated as Part 2, Reference Plan 61R-22692, City of Guelph, as part of Imperial Road.

***6.5 By-law Number (2024) - 20935** 137

A by-law to confirm the proceedings of a meeting of Guelph City

Council held April 9, 2024.

7. Mayor's Announcements

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

8. Adjournment

Staff Report



To	City Council
Service Area	Infrastructure, Development and Environment
Date	Tuesday, April 9, 2024
Subject	Statutory Public Meeting Report Gentle Density: Four Dwelling Units on a Lot Proposed Zoning By-law Amendment File No.: OZS24-002

Recommendation

1. That report 2024-140 regarding a proposed city-initiated Zoning Bylaw Amendment (File OZS24-002) to permit up to four dwelling units on a lot in zones that permit low density residential uses, from Infrastructure, Development and Environment dated April 9, 2024, be received.
-

Executive Summary

Purpose of Report

The purpose of this report is to provide planning information on a proposed City-initiated Zoning By-law Amendment to permit the development of up to four dwelling units on low density residential lots (Attachment-1 Draft Regulations to Permit 4 Dwelling Units in Low Density Residential Zones).

This report also provides a summary of the community feedback received (Attachment-2 Exploring Opportunities for Four Units on Residential Lots in Guelph: What We Heard Report) and explanation of how that informed the attached draft regulations.

Key Findings

In February 2023, the City made a Municipal [Housing Pledge](#) to build an additional 18,000 homes by 2031. A key component of this pledge includes enabling more housing that will support gentle intensification of existing low rise residential areas.

[Council directed staff in April 2023](#) to consider as-of-right permissions for greater than three (3) units per property within low density residential zones and report back to Council with options and recommendations by the end of Q1 2025.

[Council directed staff in October 2023](#) to immediately prepare a zoning by-law amendment that would permit, as-of-right, up to four (4) residential units per lot within residential zones where the Council-approved (subject to appeal) the City's new Zoning Bylaw (2023)-20790 permits a maximum of three (3) residential units per lot. A draft by-law amendment to be completed by Q2 of 2024.

In January 2024, the City partnered with the federal government to deliver Guelph's [Housing Accelerator Fund's Action Plan](#). A total of \$21.4M will be provided to incent and stimulate 739 housing units (above annual average) by 2026. This work aligns with our commitment to permit four (4) units on low density residential lots, city-wide.

Receipt of the full grant amount is dependent on successfully achieving the targets and fulfillment of the initiatives outlined in the Action Plan.

The draft regulations, as presented in Attachment 2, provide a framework to permit four (4) dwelling units on a lot where a single-detached, semi-detached, or street-fronting townhouse dwelling is a permitted use. The draft regulations would enable up to four (4) units on approximately 4,000 lots as-of-right, across Guelph.

Community engagement included both virtual and in-person consultation with the development industry and neighbourhood associations, and culminated in an in-person public open house. A summary of the engagement is provided in Attachment-2 Exploring Opportunities for Four Units on Residential Lots in Guelph: What We Heard Report.

Next steps will include consideration of the comments received through this Statutory Public Meeting and comments received throughout April and May 2024. This feedback will inform the recommended Zoning Bylaw amendment that will come to Council for a decision in June 2024.

Strategic Plan Alignment

This report aligns with the City Building theme in the Future Guelph Strategic Plan since it supports a key objective for introducing housing supply across the city.

Future Guelph Theme

City Building

Future Guelph Objectives

City Building: Improve housing supply

Financial Implications

Financial implications will be reported in the future staff recommendation report to Council, anticipated for June 2024.

Report

Background

Gentle density is an approach to urban development that focuses on slightly increasing the number and variety of homes in neighbourhoods that typically accommodate only low-density, single-detached homes. This approach to increasing a range and mix of affordable housing options involves creating more homes and minimally building out these lots so that more than a single home can be accommodated. It is development that is not meant to be imposing but rather, the ultimate sign of successful gentle density is that it is gentle enough that one hardly notices.

There are a variety of strategies to encourage gentle density in existing low-density residential neighbourhoods. One of the core approaches is through zoning and

increased flexibility around regulations, which is the focus of this report. The following sections of this report will:

- provide a chronology of both Provincial and Council-direction leading to the draft regulations as well as highlighting a commitment made with the Federal government through the Housing Accelerator Fund program;
- summarize existing zoning permissions and the approach used to craft the draft zoning regulations to allow four (4) units;
- highlight the proposed changes to the zoning regulations that would best support four (4) units; and,
- describe next steps in the process in advance of coming to Council in June 2024 with the recommended Zoning Bylaw amendment.

Chronology Leading to Draft Regulations

In November 2022, the Province changed the Planning Act to permit three (3) units, as-of-right, on properties containing a single-detached, semi-detached or townhouse dwelling provided there is sufficient municipal water and sewage servicing. The three units can be within the existing residential structure or one attached additional dwelling unit and one detached dwelling unit (in the rear yard, for example). The Province did not provide any additional zoning regulations with respect to height, setbacks, or coverage.

In April 2023, when Council approved the Comprehensive Zoning Bylaw (currently under appeal) which provided for three (3) units on residential lots city-wide, direction was also provided to staff to consider as-of-right permissions for greater than three (3) units per property within low density residential zones. Staff were directed to report back to Council with options and recommendations by the end of Q1 2025.

Subsequently, in October 2023 and due to increasing urgency around housing affordability challenges, Council directed staff to immediately prepare a zoning by-law amendment that would permit, as-of-right, up to four (4) residential units per lot within residential zones where the Council-approved (subject to appeal) Zoning Bylaw (2023)-20790 permits a maximum of three (3) residential units per lot. A draft bylaw amendment is to be completed by Q2 of 2024 and presented to Council for a decision.

To round-out the chronology leading to the draft regulations provided in this report, in January 2024, the City partnered with the federal government to deliver Guelph's Housing Accelerator Fund's (HAF) Action Plan. Included within the Action Plan is a commitment to enable four (4) units to be permitted on low density residential lots, city-wide, subject to servicing capacity. Receipt of the full grant amount (\$21.4M) is dependent on successfully achieving the targets and fulfillment of all the initiatives outlined in the Action Plan by the end of 2026.

Summary of Existing Zoning Permissions

Currently, Guelph has approximately 32,000 lots that are zoned low density residential (RL.1 and RL.2); this consists of approximately 36,000 dwelling units in total. Of the approximately 32,000 low density residential lots (RL.1 and RL.2), approximately 27,000 lots (85%) have only one (1) dwelling unit. These numbers highlight the potential for gentle density within the city.

In terms of what is currently permitted by the Planning Act and the Comprehensive Zoning Bylaw (under appeal), this includes:

- three (3) units in primary dwelling consisting of the main unit and two (2) attached additional residential dwelling units (ARDU)
- two (2) units in primary dwelling and one (1) unit in a detached additional residential dwelling unit

Change can be challenging, regardless of how gentle or minimal it may be which is why, based on Council direction, staff-initiated conversations with the homebuilding industry, neighbourhood residents, and the public around levels of comfort for change. Visual examples were created for public engagement using typical low-density residential lot sizes in Guelph and first showing what could be achieved using existing zoning regulations and moving into visually showing what could be achieved if various regulations were amended (e.g., setbacks, parking reductions, landscaped open space reductions, etc.).

To be clear, these visual examples did not provide any recommendations, but were used as a tool to identify pinch-points within the existing permissions (i.e., areas of the zoning regulations that may be considered too restrictive) and to generate ideas for how to draft the proposed zoning regulations that provides a reasonable balance between change and progress with respect to increasing housing supply.

The feedback on the existing zoning permissions and the visual examples varied, and a more detailed summary is provided in both the Consultation section of this report as well as in Attachment-2 Exploring Opportunities for Four Units on Residential Lots in Guelph: What We Heard Report. Generally, the themes that emerged and informed the proposed zoning regulations were the following:

- requests for further simplification and less restrictive zoning permissions,
- openness to exploring reduced parking requirements; and,
- requests to enable a greater variety of unit configurations.

Proposed Zoning Regulations

The general approach to drafting the proposed zoning regulations was to keep building envelopes the same (i.e., no change to setbacks) while enabling more units to fit within it by targeting changes to the variety of unit configurations and parking regulations, for example. The size of residential buildings is not proposed to increase beyond what is currently permitted in the existing zoning regulations.

A scan of other municipalities that either currently permit four (4) units or are in the process of permitting four (4) units demonstrates that the proposed changes in this report generally align with the direction of similar cities in Ontario like Kitchener, Hamilton, and Toronto (Attachment-4 A Comparative Zoning Review of Selected Ontario Municipalities). The proposed changes gently enable incremental change while unlocking the number of available lots in Guelph to support increased housing supply.

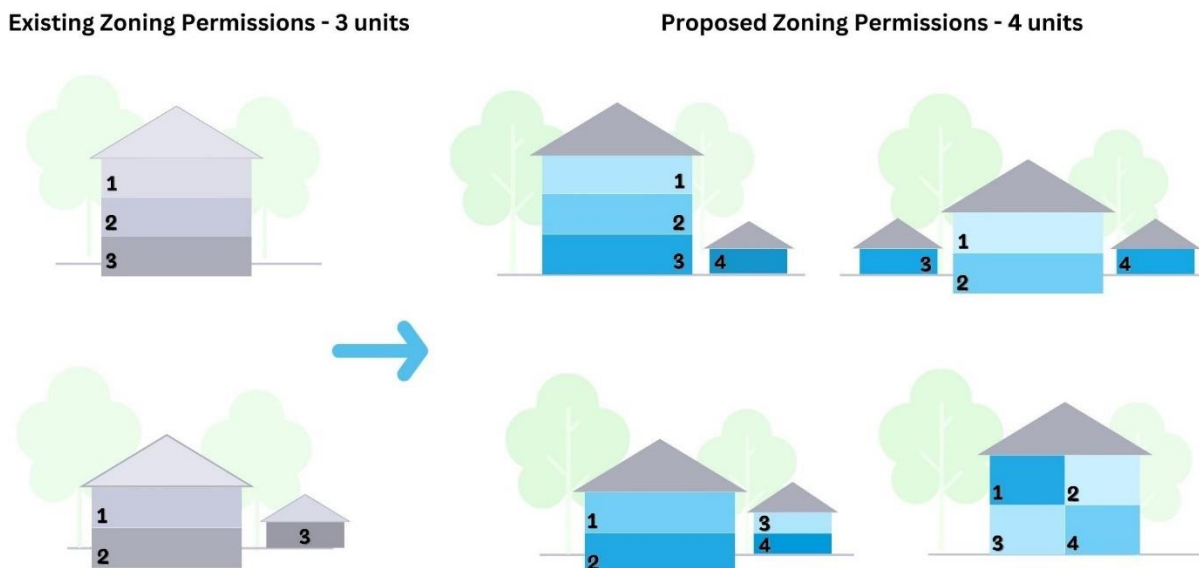
To enable gentle density in Guelph, and more specifically four (4) units, several key regulatory adjustments are proposed, including:

- Introducing a definition for “fourplex” which would apply to a building consisting of four (4) units on a single lot.
- Revision to the definition of “additional residential dwelling unit” to remove “residential” to be consistent with Provincial terminology.

- Permitting a maximum of three (3) additional dwelling units (ADUs) on a lot, together with the primary dwelling unit, to result in a maximum of four (4) units per lot.
- Consideration of unit configurations that include:
 - four (4) units in a building, either as a “fourplex” or as a primary dwelling unit and three (3) ADUs
 - three (3) units in the primary dwelling unit and 1 ADU in a separate building
 - two (2) units in the primary dwelling unit and two (2) ADUs in a separate building (either as two (2) separate single-storey units in a separate building, or as one (1) two-storey with two (2) units in a separate building)
- Delete reference to maximum number of bedrooms permitted per unit.
- Add a regulation that each ADU in a separate building shall not exceed 80m2 of residential floor area.
- Introduce greater consistency for height for ADUs in a separate building; and,
- Introduce an approach to parking such that:
 - For an ADU, one space is required for the first unit, with an additional space required for each of the third and fourth units.
 - For a “fourplex”, one space per dwelling unit is required to a maximum of three (3) spaces.

Attachment-3 A Summary Draft Regulations to Permit Four (4) Dwelling Units in Low Density Residential Zone clearly shows where the current bylaw remains unchanged as well as those targeted areas where changes are proposed. Figure 1, below, visually shows what is permitted with the existing zoning permissions as well as what could result with the proposed zoning regulations.

Figure 1: Existing and Proposed Zoning Permissions



Under existing zoning permissions, of all the approximately 32,000 low-density residential lots (RL.1 and RL.2), approximately 11,000 (35%) may currently be able to support four (4) units as-of-right through a fourplex or ADUs. These numbers assume that, in a fourplex, there would be no basements being used, one accessible unit and parking space, and a mix of one (1), two (2), and three (3)

bedrooms within the four units. With the proposed changes, including a reduction of parking requirements, this number increases to approximately 15,000 lots (47%). These proposed changes represent an increase of approximately 4,000 lots that could potentially support four (4) units as-of-right.

It is important to note that with as-of-right permissions, a building permit is still required for any additional dwelling unit, regardless of whether it is for three units or the proposed four units. This means that before adding units onto a property, homeowners/applicants must first consult with the municipality to ensure the following criteria are met, including that:

- the proposed units and configuration are permitted;
- there is adequate and available servicing; and,
- applicable zone provisions (i.e., setbacks, coverage, height, parking, etc.) can be satisfied.

These proposed regulations help to optimize the development footprint and ultimately streamline the process so that more diverse, affordable, and sustainable housing options can co-exist in established neighborhoods.

Next Steps

The proposed zoning regulations will be used as the foundation to complete proformas so that we can gain a better understanding of the financial feasibility of enabling four (4) units. Included in this analysis will also be an exploration of the implications for administering development charges and parkland dedication fees. Results from this work will be shared in the recommended Zoning Bylaw Amendment report, which will come before Council for decision in June 2024.

Further, we are exploring the implications on servicing and infrastructure and will provide recommendations with the recommended Zoning Bylaw Amendment report.

Financial Implications

Financial implications will be reported in the future staff recommendation report to Council. The implications to administering development charge collections and exemptions and parkland dedication fee collections will be included in the June recommendation report.

Consultations and Engagement

The Gentle Density project gathered feedback from internal staff, interested parties from the development and homebuilding industry, and resident groups, as well as the general public.

A [Have Your Say](#) page was created in January 2024 to introduce this project and its links to the ongoing development of the Housing Affordability Strategy.

In February 2024, over 100 participants were invited to the following sessions to learn more about Gentle Density and share feedback on how best to implement four-unit housing types in Guelph:

- Two (2) information sessions with the development and homebuilding industry.
- One (1) information session with community and resident groups.
- One (1) public open house.

Please note that a second information session for community and resident groups was offered, but due to a lack of attendance, this session was cancelled.

To generate general awareness for the Public Open House, a public notice, two social media posts, emails to a growing notification list, and information on the [Have Your Say](#) page was used.

Public and interested parties provided feedback on visual examples that acted as conversation starters around what may or may not be feasible, city-wide mapping, and siting considerations.

The project team gathered specific thoughts on how parking, landscaping, building setbacks, and other zoning requirements could impact the feasibility of four-unit housing. The feedback received through engagement is described in more detail in Attachment-2 Exploring Opportunities for Four Units on Residential Lots in Guelph: What We Heard Report, however, some key takeaways that informed the proposed zoning regulations included:

- Requests to keep any amendments to zoning regulations simple and less restrictive.
- Openness to exploring reduced parking requirements; and
- Requests to enable a greater variety of unit configurations.

Attachments

Attachment-1 Draft Regulations to Permit Four (4) Dwelling Units in Low Density Residential Zones

Attachment-2 Exploring Opportunities for Four Units on Residential Lots in Guelph: What We Heard Report

Attachment-3 Summary of Draft Regulations to Permit Four (4) Dwelling Units in Low Density Residential Zones

Attachment-4 Comparative Zoning Review of Selected Ontario Municipalities

Attachment-5 Statutory Public Meeting Presentation

Departmental Approval

Melissa Aldunate, Manager, Policy Planning and Urban Design

Report Authors

Cushla Matthews, Development Advisor

Katie Nasswetter, Project Manager, Policy Planning

This report was approved by:

Krista Walkey, MCIP, RPP

General Manager, Planning and Building Services

Infrastructure, Development and Environment

519-837-5615, extension 2395

krista.walkey@guelph.ca

This report was recommended by:

Jayne Holmes, P.Eng., PMP
Deputy Chief Administrative Officer
Infrastructure, Development and Environment
519-822-1260 extension 2248
jayne.holmes@guelph.ca

Attachment-1 Draft Regulations to Permit Four (4) Dwelling Units in Low Density Residential Zones

Proposed amendments to Zoning By-law (2023)-20790 to permit up to 4 dwelling units on a lot. All changes (additions and ~~removals~~) in red.

The regulations below only include those with amendments, please see full zoning by-law for additional regulations and full context.

Part B: Definitions

Additional ~~residential~~ dwelling unit means a **dwelling unit** that is self-contained, subordinate to and located within the same **building** or on the same **lot** of a primary **dwelling unit**. An **additional dwelling unit** does not permit a **lodging house type 1**.

Fourplex means a **building** consisting of 4 **dwelling units** on a **lot** functioning independently, which are horizontally and/or vertically attached, which are entered from an independent entrance directly from the outdoors or from an internal entry vestibule and which share common facilities such as parking and **driveways**.

Semi-detached dwelling means a **building** that is divided vertically into 2 separate **dwelling units** and may include **additional dwelling units**.

Single detached dwelling means a free-standing, separate, detached **building** consisting of 1 **dwelling unit** and may include ~~an~~ **additional residential dwelling units**, but does not include a **lodging house type 1**.

Townhouse, on-street means a **townhouse** where each **dwelling unit** is located on a separate **lot** and has legal frontage on a **street, public** and includes a **rear-access on-street townhouse** located on either a **street, private** or **street, public**; and may include ~~an~~ **additional residential dwelling units**.

Triplex means a **building** consisting of 3 **dwelling units** functioning independently, which are horizontally and/or vertically attached, which are entered from an independent entrance directly from the outdoors or from an internal entry vestibule and which share common facilities such as **common amenity area**, parking and **driveways**; and may include ~~an~~ **additional residential dwelling units**.

Part C: General Provisions

- 4.4 Number of buildings per lot
No more than one **building** shall be located on a **lot** in a residential RL.1 or RL.2 **zone**, with the exception of an **accessory building or structure** or ~~an~~ **additional residential dwelling units**, and as specifically permitted in this **by-law**.

4.12 Residential intensification

4.12.1 Additional ~~residential~~ dwelling unit (ADU)

An **additional ~~residential~~ dwelling unit** is subject to the following provisions:

- (a) A total of four dwelling units is permitted on a lot. This includes the primary **dwelling unit** together with:
 - (i) Up to three **additional dwelling units** located within the same **building**, or
 - (ii) Up to two **additional dwelling units** located within the same **building** and up to one **additional dwelling unit** in a separate **building** on the same **lot**, or
 - (iii) Up to one **additional dwelling unit** located in the same **building** and up to two **additional dwelling units** in a separate **building** on the same **lot**.
- (b) **Additional dwelling units** are also permitted with **semi-detached, duplex or triplex dwellings** to a maximum of 4 **dwelling units** on a **lot**.
- (c) For the purposes of Section 4.12, **residential floor area** includes **basements** with floor to ceiling heights of at least 1.95 metres but does not include stairs, landings, cold rooms, **garages**, carports and mechanical rooms.
- (d) **Additional ~~residential~~ dwelling unit** within a primary **dwelling unit**:
 - (i) Each ~~The~~ **additional ~~residential~~ dwelling unit(s)** shall have a **residential floor area** that is less than the primary dwelling unit. ~~each not exceed 45% of the residential floor area of the building. For the purposes of Section 4.12, residential floor area includes basements with floor to ceiling heights of at least 1.95 metres but does not include stairs, landings, cold rooms, garages, carports and mechanical rooms.~~
 - (ii) Exterior stairs to upper **storeys** are prohibited in the **front yard, exterior side yard** and in the required **interior side yard**.
 - (A) ~~Despite Section 4.12.1 (b) and 4.12.1(c) (i), if the additional residential dwelling unit is located within the basement, the additional residential dwelling unit may occupy the entirety of the basement and may contain 3 bedrooms.~~
- (e) **Additional ~~residential~~ dwelling unit(s)** within separate **building(s)** on the same **lot**:

- (i) ~~The Each additional residential dwelling unit shall not exceed 80m2 of residential floor area For the purposes of Section 4.12, residential floor area includes basements with floor to ceiling heights of at least 1.95 metres but does not include stairs, landings, cold rooms, garages, carports and mechanical rooms.~~
- (ii) ~~The Additional residential dwelling unit(s) shall not occupy more than 30% of the yard, including all accessory buildings or structures, and shall be in accordance with Section 4.12.1(d) (i), whichever is less.~~
- (iii) The maximum **building height** is ~~5~~ 6.1 metres., ~~but shall not exceed the overall height of the primary dwelling unit, measured between the average finished grade to the top of such building.~~
- (A) ~~Despite 4.12.1 (d) (iii), when an additional residential dwelling unit is located above a detached garage containing a vehicle parking space in accordance with Table 5.1 and Section 5.11.3 (d), the maximum total building height is 6.1 metres and shall not exceed the building height of the primary dwelling unit.~~
- (iv) A 1.2 metre wide unobstructed pedestrian access shall be provided to the entrance of ~~the a~~ unit, unless access to the **additional residential dwelling unit** is provided directly from a **street** or **lane**. A gate may be constructed within the pedestrian access.
- (v) A minimum 1.2 metre **interior side yard setback** is required for the primary **dwelling unit** in the **yard** closest to the unobstructed pedestrian access, unless access to the **additional residential dwelling unit** is provided directly from a **street** or **lane**.
- (vi) An **additional residential dwelling unit** in a separate **building** on a **lot** may occupy a **yard** other than a **front yard** or required **exterior side yard**.
- (A) Despite 4.12.1(e)(vi), an **additional residential dwelling unit** in a separate **building** on a **lot** may occupy the **front yard** of a **through lot** directly abutting a **lane**.
- (vii) An **additional residential dwelling unit** in a separate **building** on a **lot** shall have a minimum **interior side yard** and **rear yard setback** consistent with the **required minimum interior side yard setback** for the primary **dwelling unit** in the applicable **zone**.

(A) Despite 4.12.1 (d) (vii), the 2nd storey of an additional residential dwelling unit shall have a minimum 3 metre interior side yard and rear yard setback where a second storey window faces adjacent to the a lot line.

(B) Any 2nd storey balcony, or exterior stair to the 2nd storey, must be setback a minimum of 3 metres from a lot line.

(C) Rooftop amenity area above the 2nd storey is not permitted.

(viii) A minimum distance of 3 metres shall be provided between the primary building detached dwelling and an additional residential dwelling unit in a separate building, and between 2 additional dwelling units in separate buildings, on the same lot.

4.15 Home Occupations

4.15.1(b) A home occupation shall not obstruct or occupy the legal off-street parking space for a dwelling unit and shall not occupy any portion of an attached garage or carport. Home occupations are permitted in accessory buildings and structures and detached additional residential dwelling units.

4.23 (b) A lot containing a lodging house type 1 shall not contain an additional residential dwelling unit within the primary dwelling unit or in a separate building on the same lot.

5. Parking

5.2.1 Residential uses

For every single detached dwelling, semi-detached dwelling, on-street townhouse, rear access on-street townhouse, duplex dwelling, triplex and multi-unit buildings fourplexes with 34 dwelling units or less, the following provisions apply:

Table 5.2 Minimum parking space dimensions

Row	Parking space type or location for specified uses	Dimensions – minimum required
1.	Residential interior parking space (within a garage or carport)(RL.1, RL.2, RL.3, RM.5)	3 metre width x 6 metre length ⁽¹⁾
2.	Residential exterior parking space (RL.1, RL.2, RL.3, RM.5)	2.5 metre width x 5.5 metre length ⁽²⁾
3.	Apartment building (over 3 units), mixed-use building, stacked townhouse, stacked back- to-back townhouse and non-residential uses (interior or exterior parking spaces)	2.75 metre width x 5.5 metre length (excluding any obstructions)

Row	Parking space type or location for specified uses	Dimensions – minimum required
4.	Interior or exterior parallel parking space	2.6 metre width x 6.5 metre length
5.	Interior or exterior stacked (tandem) parking space	Interior or exterior parking space dimensions, with length multiplied by 2

Additional regulations for Table 5.2

1. An attached garage for single detached dwellings, semi-detached dwellings and townhouses, on-street, townhouse, rear access on street, shall have a minimum floor area of 20 square metres.
2. A triplex or a fourplex would require 2.75 metre width x 5.5 metre length parking spaces.

Table 5.3 Required parking rates in all zones except downtown zones

		Lots identified with parking adjustment (PA)		Lots without parking adjustment (PA)
		Minimum required	Maximum permitted	Minimum required
Residential Uses				
1.	Additional residential dwelling unit (ADU) (2)(5)	1 space per dwelling unit 1 ADU = No space required 2 ADUs = 1 space 3 ADUs = 2 spaces	Not applicable	1 space per dwelling unit 1 ADU = No space required 2 ADUs = 1 space 3 ADUs = 2 spaces
9.	Fourplex	1 space per dwelling unit to a maximum of 3 spaces	Not applicable	1 space per dwelling unit to a maximum of 3 spaces

Additional Regulations for Table 5.3:

2. The required off-street **parking spaces** for **additional residential dwelling units** may be stacked behind the required off-street **parking space** of the primary **dwelling unit** in the **driveway, residential**.
5. If no legal off-street **parking space** can be provided for the primary **dwelling unit**, as of the effective date of this **by-law**, no **parking spaces** are required for the **additional residential dwelling units**.

Table 5.4–Required parking rates in downtown zones

Row	Use	Minimum required
1.	Apartment building, duplex, single detached, semi-detached, townhouse- on-street, townhouse- rear access on-street	1 per dwelling unit ⁽¹⁾
2.	Live-work unit, mixed-use building	In addition to the non-residential parking requirement, 1 per dwelling unit is required ⁽¹⁾
3.	Home occupation, lodging house type 1, additional residential dwelling unit, group home, fourplex , long term care facility, hospice	In accordance with Table 5.3

5.7(a) Accessible parking rates

(iii) Despite Section 5.7 (a) (i), **single detached dwellings, semi-detached dwellings, duplex dwellings, townhouse, on-street, townhouse, rear access on-street, triplex, multi-unit buildings** with ~~3~~ **4** **dwelling units** or less and **additional residential dwelling units** shall not require **accessible parking spaces**.

(iv) **An accessible parking space is required for fourplexes and multi-unit buildings with four or more dwelling units, if an accessible building or accessible dwelling unit is required by the Ontario Building Code.**

Table 5.10 – Maximum residential driveway width

Row	Zone	Driveway, residential width - maximum permitted
1.	RL.1	Single detached/duplex dwelling, multi-unit building (up to 3 4 units) - 6.5 metres Semi-detached dwelling - 60% of the lot frontage or 5 metres, whichever is less.
2.	RL.2	Single detached - 50% of the lot frontage or 5 metres, whichever is greater ⁽¹⁾ Duplex dwelling, multi-unit building (up to 3 4 units) - 5 metres ⁽¹⁾ Semi-detached dwelling - 60% of the lot frontage or 5 metres, whichever is less.
3.	RL.3, RL.4, RM.5, RM.6, D.1, D.2	Single detached, semi-detached and duplex dwelling - 50% of lot frontage or 5 metres, whichever is less. Townhouses- 65% of lot frontage or 5 metres, whichever is less.

Part D: Land Use Zones

Table 6.1 - Permitted uses in residential zones

Permitted uses	RL.1	RL.2	RL.3	RL.4	RM.5	RM.6	RH.7
Residential uses							

Permitted uses	RL.1	RL.2	RL.3	RL.4	RM.5	RM.6	RH.7
Additional residential dwelling unit	P (1)	P (1)	P (1)	--	P (1)	--	--
Apartment building	P (8)	P (8)	--	P	P	P	P
Bed and breakfast	P	--	--	--	--	--	--
Convenience store	--	--	--	--	--	--	P (2) (3)
Day care centre	P	--	--	--	--	--	P (2) (3)
Day care, private home	P	P	--	--	--	--	--
Duplex dwelling	P	P	--	--	--	--	--
Fourplex	P (8)(10)	P (8)(10)	--	--	--	--	--
Group home	P (4) (6)	P (4) (6)	--	--	--	--	--
Home occupation	P (5)	P (5)	P (5)	P (5)	P (5)	P (5)	P (5)
Hospice	P (6)	P (6)	--	--	--	--	--
Lodging house type 1	P (7)	P (7)	--	--	--	--	--
Long term care facility	--	--	--	P	P	P	P
Retirement residential facility	--	--	--	P	P	P	P
Semi-detached dwelling	P	P	--	--	--	--	--
Single detached dwelling	P	P	--	--	--	--	--

Additional regulations for Table 6.1:

1. Additional ~~residential~~ dwelling units are permitted within and on the same lot as a single detached dwelling, semi-detached dwelling, and townhouse, on-street and in accordance with Section 4.12.1.
2. Permitted within an apartment building, not within a dwelling unit.
3. Maximum 400 square metres in floor area, not within a dwelling unit.
4. In accordance with Section 4.24.
5. In accordance with Section 4.15.
6. Only use permitted in a building.
7. In accordance with Section 4.23.
8. Maximum of 4 dwelling units and ~~1 additional dwelling unit~~, in accordance with Section 6.3.1 and Section 4.12.
9. Maximum of ~~34~~ dwelling units and in accordance with Section 6.3.3 and 6.3.4.
10. A **fourplex** is subject to confirmation of adequate and available servicing capacity as per Section 4.10.

6.3.1 Single detached dwellings/multi-unit buildings up to 34 units

Table 6.2: RL.1 and RL.2 single detached dwelling/ multi-unit buildings (34 units) lot regulations

<p>Landscaped open space (min)</p>	<p>Despite the definition of landscaped open space, a minimum setback of 0.5 m between the driveway, residential and the nearest lot line must be maintained as landscaped space in the form of natural vegetation, such as grass, flowers, trees and shrubbery.</p> <p>For multi-unit buildings with 3 or more units, 35% of lot area is required to be landscaped <u>open space</u></p>
------------------------------------	---

Table 6.3: RL.1 and RL.2 single detached dwelling/ multi-unit buildings (34 units) setback regulations

Table 6.3: RL.1 and RL.2 single detached dwelling/multi-unit buildings (34 units) building regulations

<p>A Building height (max)</p>	<p>3 storeys and in accordance with Section 4.14</p>
<p>B Principal entrance</p>	<p>A principal entrance shall be provided that faces the front lot line or exterior side lot line</p>

Table 6.3: RL.1 and RL.2 single detached dwelling/multi-unit buildings (34 units) building regulations

<p>C Elevation of principal entrance (max)</p>	<p>1.2 metres measured from the front lot line elevation</p>
--	---

Table 6.5: RL.1 and RL.2 single detached dwelling/multi-unit buildings (34 units) garage regulations

Table 6.6: RL.1 and RL.2 semi-detached dwelling lot regulations

<p>Landscaped open space (min)</p>	<p>Despite the definition of landscaped open space, a minimum setback of 0.5 m between the driveway, residential and the nearest lot line must be maintained as landscaped space in the form of natural vegetation, such as grass, flowers, trees and shrubbery</p> <p>Where driveways are joined, a 0.5 m setback is not required between the two driveways.</p> <p>For multi-unit buildings with 3 or more units, 35% of lot area is required to be landscaped open space</p>
------------------------------------	---

Table 6.8: RL.1 and RL.2 semi-detached dwelling building regulations	
A Building height (max)	3 storeys and in accordance with Section 4.14
B Principal entrance	A principal entrance shall be provided that faces the front lot line or exterior side lot line
C Elevation of principal entrance (max)	1.2 metres measured from the front lot line elevation

Table 6.13: RL.3 and RM.5 on-street townhouse entrance regulations	
A Elevation of principal entrance (max)	1. 52 m measured from the front lot line elevation



Exploring Opportunities for 4+ Units on Residential Lots in Guelph: What We Heard Report

City of Guelph – Gentle Density Study

March 22, 2024

Alternative formats are available as per the Accessibility for Ontarians with Disabilities Act by contacting Planning Services, 519-822-1260 extension 5616.

TTY – 519-826-9771

Table of Contents

1	Introduction	5
2	Engagement Overview	6
2.1	February 2024 Engagement Summary	7
3	Key Takeaways	8
4	Summary of Results	9
4.1	Session #1: Virtual Information Session for Development and Homebuilding Industry	9
4.2	Session #2: In-person Information Session for Development and Homebuilding Industry	11
4.3	Session #3: In-person Information Session for Community and Resident Groups	12
4.4	Session #4: In-person Public Open House	14

1 Introduction

Guelph is experiencing challenges with the affordability of housing, like many other municipalities across Canada. The City is working hard to help unlock and increase housing supply for the community by providing a range of housing types, including affordable housing options.

As part of this work, the City of Guelph has committed to exploring the impact and feasibility of Gentle Density through a four-unit housing type in low-density residential areas.

The aim of this project is to:

- Determine ideal lot sizes that can accommodate appropriate parking, landscaping and trees, and building setbacks requirements.
- Develop examples of best practices for new housing types through a series of site plan designs.
- Propose updates to the Zoning By-law to allow for the introduction of a new four-unit housing type in low-density residential areas.

The project is currently focused on 4 units, and will repeat this exercise with 5+ units.

For more information on the Gentle Density project, visit:

www.haveyoursay.guelph.ca/housing-affordability

2 Engagement Overview

The Gentle Density project gathered feedback from interested parties from the development and homebuilding industry and resident groups, as well as the general public.

In February 2024, participants were invited to learn more about Gentle Density and share their feedback on how best to enable four-unit housing types in the City of Guelph. The project team gathered specific feedback on how parking, landscaping, building setbacks, and other regulations will impact the feasibility of four-unit housing.

In April 2024, the draft zoning regulations will be presented at a Statutory Public Meeting.

February 2024

Members of the public and interested parties provided feedback on visual examples, city-wide mapping, and siting considerations.

Two (2) information sessions with the development and homebuilding industry

One (1) information session with community and resident groups

One (1) public open house

Note: A second information session for community and resident groups was offered, but had one attendee. The project team followed up with this attendee for a one-on-one conversation.

April 2024

A Statutory Public Meeting will be held on **April 9th** to discuss draft zoning regulations.

Members of the public and interested parties will have opportunities to have continued conversations with members of the project team.

June 2024

Council decision on recommended Zoning Bylaw Amendment.

2.1 February 2024 Engagement Summary

A total of four (4) engagement sessions were held in February 2024.

Session #1	Session #2	Session #3	Session #4
Tuesday, February 20th, 1-3pm	Thursday, February 22nd, 2-4pm	Thursday, February 22nd, 6-8pm	Thursday, February 29th, 5-8pm
Virtual information session for development and homebuilding industry	In-person information session for development and homebuilding industry	In-person information session for community and resident groups	In-person public open house
15 attendees	8 attendees	13 attendees	30+ attendees

The purpose of the engagement was to:

- Introduce the concept of Gentle Density and four-unit housing types
- Present the preliminary study, including:
 - » Where Gentle Density may occur
 - » Site demonstration plans for lots with four units using accessory dwelling units (ADU) or fourplexes
- Gather feedback on the impacts of key regulations on different groups of interest holders
- Understand opportunities and challenges related to four-unit housing types

Site demonstration plans were displayed during engagement sessions as a tool to generate feedback, and were not provided as recommendations.

3 Key Takeaways

Perspectives on the four-unit housing type varied depending on a participants' background, experiences, age, career and more. This section summarizes the key takeaways across all four engagement sessions of the Gentle Density project that took place in February 2024. Each session is described in more detail in the following section.

- 1. Keep requirements simple and less restrictive:** Participants, especially those from the development and homebuilding industry, wish to see regulations that are clear and allow the four-unit housing type to be efficiently implemented on eligible lots.
- 2. Parking requirements are a barrier:** Each engagement session included significant conversation around the negative impact of high parking requirements on the feasibility of gentle density. Although many residents are used to having driveways to park personal vehicles, participants are open to exploring reduced parking requirements to reduce the amount of on-site area that parking will use.
- 3. Additional Dwelling Unit (ADU) regulations:** Several suggestions were made about adjusting by-laws for ADUs to enable a four-unit housing configuration (especially on smaller lots) that is more favourable (e.g., large units, more bedrooms per unit).

4 Summary of Results

4.1 Session #1: Virtual Information Session for Development and Homebuilding Industry

In general, participants in the session indicated that a more simple and less restrictive approach would enable adoption of the four-unit housing type from a development and real estate perspective.

Neighbourhood typologies

The project team asked if participants, from their perspective in the development industry, understand there to be neighbourhoods or types of lots that are most likely to support four-unit housing.

Participants responded that the focus could be on “wartime” / post-war era homes that are due for renovation or replacement. One participant wondered if there were any considerations being made for new subdivisions.

Development charges

One participant asked what types of conversations were happening around development charges. When the project team indicated that, so far, the conversation is focused on built form and site demonstration plans, this participant mentioned that development charges have the potential to make four-unit housing cost prohibitive to developers and homeowners who wish to benefit from this new housing type.

Parking requirements

The requirement for four parking spaces (one per unit) was a key focus of conversation. Most participants suggested that the four-unit housing type would be more feasible with reduced parking requirements.

In particular, it was mentioned that enabling parking in the rear yard requires a lot of paving and still feels like a tight fit. The project team indicated that parking reductions could be explored and recommended, especially around higher-order transit, but that this was out of scope for the Gentle Density project.

One participant wondered if an infiltration gallery could be implemented instead of green roofs, in order to meet permeability and landscaping requirements.

Number of rooms permitted

A participant asked if changes to regulations around the number of bedrooms permitted in ADUs are being considered. Specifically, they mentioned that the by-laws allow for 3 bedroom basement units, but above-ground ADUs are only permitted to have 2 bedroom units.

Interior access was mentioned as another component to review and consider removing, because it could unlock some additional square footage for units, rather than being lost to interior circulation space.

Challenges

Participants raised concerns about the demonstration plans and how to fit necessary elements on-site. Participants were reminded that the site demonstration plans were a visualization tool for discussion and to generate feedback only, and should not be considered as recommendations by the project team. In addition, several of these considerations are not in-scope for the Gentle Density study and would be addressed on a site-by-site basis.

- Consider where snow storage and waste bins would be in these site plans.
 - » Project team response: These site plans assume an appropriate number of bins relative to units, and a pathway from a communally accessible area to the curb.
- Bike storage will need to be managed and included in demonstration plans.
 - » Project team response: The requirement for bike storage is not a factor until buildings with 10 or more units.
- Access to private outdoor amenity space is a challenge.

Opportunities

Participants were excited about opportunities for co-housing and co-ownership models, but mentioned that the potential fees for development charges and parkland dedication (if applicable), would prohibit the development of affordable housing opportunities.

Those involved in the real estate industry mentioned that they've noticed trends around co-op housing recently, with a notable example being the development of Oak Hill Co-Living ("Golden Girls") example in the Rockwood neighbourhood of Guelph.

4.2 Session #2: In-person Information Session for Development and Homebuilding Industry

Participants in this industry session were interested in the configurations of ADUs and multiplexes, and the impact on feasibility and parking requirements.

ADU configuration

Participants felt that two ADUs in an accessory building should be permitted, even if the primary dwelling is one story. Additionally, one person suggested that the size of the ADU should not be constrained by the size of the primary dwelling.

Similar to the virtual session, participants questioned why basement ADUs were permitted to have three bedrooms, while above-ground ADUs were limited to 2-bedroom units. The rationale for this, from their perspective, is that 3-bedroom units are rare and missing in Guelph's current housing mix and should be enabled in the future.

In this session, participants also raised the issue of interior access to units, mentioning that this presents more challenges as the number of ADUs within a primary building increases.

Multiplex configuration

The discussion around multiplexes spurred questions around parking and permeable paving. One participant suggested that parking in the rear yard does not need to be the default configuration and that other arrangements may be preferred by developers, homeowners or renters. A few participants were concerned that the rear yard parking eliminates opportunity for green space and amenity space on-site, and suggested that this trade-off may not be acceptable to all.

One participant wondered whether the multiplex model would be economically feasible to develop, given the current

regulations, and suggested that some cost analysis may need to be completed. The project team indicated that economic modelling will be available as part of the recommended Zoning Bylaw report coming to Council for decision in June 2024.

An additional comment was made around whether the consideration for permeable pavers was vetted by an engineer. The project team indicated that this would be further studied throughout the project.

Parking requirements

Participants were not satisfied with the requirements for four parking stalls to be included in the four-unit housing type.

Participants demonstrated the necessity for on-street parking through an example of someone who develops a rear yard or basement ADU, but only has enough parking for the primary dwelling. As such, no parking stalls are provided as part of the rental agreement and street parking is not permitted on most residential streets. In this example, the homeowner may have difficulty renting the unit unless street parking were available to accommodate the incoming tenant.

As an additional solution, participants suggest reducing parking requirements to 3 stalls for four units would be preferred, especially in areas of reasonable transit availability. A few participants indicated that the parking requirements seemed to be at odds with the goal of maintaining or increasing permeability and affordability, and that incentives for purpose-built rentals may be warranted.

4.3 Session #3: In-person Information Session for Community and Resident Groups

While participants were eager to learn about the four-unit housing type, there was significant discussion around the impact of increased density on neighbourhoods that are currently considered to be low-density residential communities.

Concern around the intensity of density

One participant described a scenario where a single parcel was subdivided into three parcels, each of which has three units. In this case, they envisioned 9 new residents arriving to the community, who may be students and each have their own personal vehicle. The scenario raised concerns for some participants around parking overflow into the community and the impact of having 9 new neighbours, rather than a single person, a couple or small family that they are accustomed to. The term “vicious density” was used to describe this scenario.

Student housing

Conversations around student housing and the disruptions that this may cause, were an ongoing topic of conversation. This was framed in the context of the scenario above, as well as developers being incentivized to rent to students to increase their profit margins. The perception is that individual rooms in a 3-bedroom unit may be rented at a higher rate (say \$1,000 per room) than they may be able to achieve if the unit was rented to a single family (at below \$3,000 for the unit).

The suggestion was that, in a place like Guelph, the four-unit housing type is more conducive to students than it is to families. In addition, if economics are the primary

driver or incentive for development, then this approach may not result in affordability.

While, in general, there were concerns about the impact of students living in higher quantities in low-density residential neighbourhoods (whether based on personal experience or perceptions about what that might entail), one participant encouraged others to consider that mixing between ages, family structures, employment status and other characteristics is beneficial to a community. Participants seemed to agree about the benefits of social mixing, though the project team noted that this falls outside of the influence of this project.

Parking + amenity space trade-offs

The stacked parking shown in some of the site demonstration plans were not considered practical, especially when units are rented to those who are not family members.

In some site demonstration plans, participants were concerned about the lack of rear yard amenity space available when accommodating four parking stalls.

A move towards mixed use development and more local commercial opportunities was mentioned as a way to reduce dependence on personal vehicles and make the reduced parking requirements more feasible.

Finally, participants would like to see tree regulations that protect existing trees when multiplexes and ADUs are implemented, especially if parking needs to be accommodated in the rear yard.

Opportunities

Participants were excited about the opportunity to access affordable housing opportunities, as well as opportunities for aging-in-place. A few attendees who were not currently homeowners noted that they were excited about the prospect of being able to own a unit in a multiplex as a new homeownership opportunity that was more accessible to them than owning a detached or semi-detached dwelling.

Challenges

One participant, who rents out multiple properties in Guelph, mentioned that as a landlord, they do not want to have to “donate” their money to implement Gentle Density. They wish to see that this opportunity is affordable and profitable for landowners and developers, suggesting that incentives may be required to enable affordability as a homeowner or renter. This prompted a discussion about energy efficiency as a way to increase affordability for developers or owners.

4.4 Session #4: In-person Public Open House

At the public open house, residents of Guelph were eager to provide their feedback on the four-unit housing type, with many echoing sentiments heard at the information sessions. It is worth noting that several attendees at the public open house had attended an information session for either the development industry or community and resident groups.

Parking and transit

All of the comments related to parking suggested that the parking requirements for this housing type should be reduced (for example, two parking stalls instead of four parking stalls). In particular, some participants were concerned that the requirement for parking means that most or all of the rear yard would be occupied by paved surfaces.

Suggestions to alleviate parking challenges included allowing for on-street parking and enabling car share locations nearby, as well as increasing public transit and active transportation networks to reduce reliance on personal vehicles.

Green space and amenity space

Participants wish to see regulations that do not eliminate the opportunity for rear yard green space or amenity space (e.g., parking). One participant suggested that, should there be shared rear yard space between the four units, the City of Guelph should work to ensure parkland supply keeps up with density to compensate for shared use of backyards.

ADU configuration

Comments were made about ADUs and their relationship to the primary dwelling, including allowing ADUs that are the same height regardless of whether there is a garage on the main floor, and allowing three-bedroom units to match the allowances for basement units. One participant felt that the regulations for the size of ADUs (compared to the primary dwelling) are too restrictive.

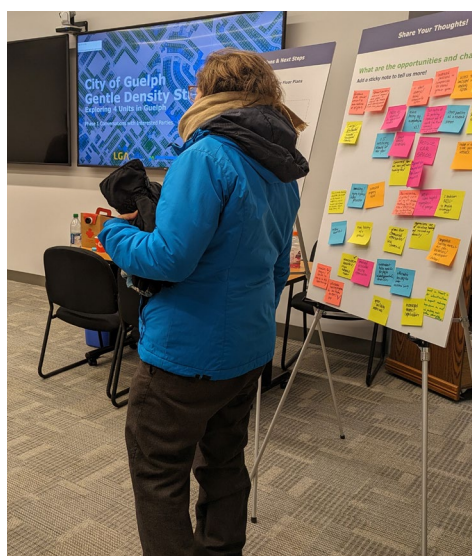
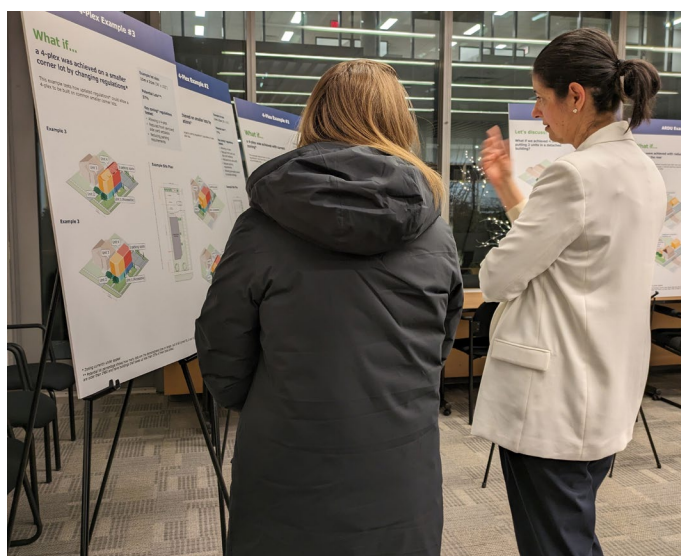


Figure 1: Public open house participants spoke with members of the project team about challenges and opportunities related to Gentle Density in Guelph.

Opportunities

In general, most participants at the open house were excited about the opportunity to build a new form of housing that could alleviate the lack of affordable housing. Other opportunities participants were excited about include:

- Downsizing and aging-in-place
- Income generation through rentals
- Increased property value
- Allowing for more housing without sprawl
- Using existing housing stock to increase density

A few participants who attended the open house were representatives of organizations that support people with developmental disabilities, who indicated that the four-unit housing type would enable supportive housing opportunities that are accessible, affordable, and may allow for more independent living models for some of their clients.

Challenges

There was a participant who was concerned about the potential for this housing opportunity to only be accessible to developers or those with access to capital. This concern was around the idea that developers could outbid people who are trying to buy a home (e.g., single-detached to house their families) in order to develop a four-units on a lot, making the homebuying process less accessible to them.

Similarly, several participants indicated that they would like to see support and incentives for individual homeowners to develop four units on their lots, with one person mentioning specific support for young adults or seniors.

5 Next Steps

In April 2024, the project team will refine the demonstration plans and draft zoning regulations, as well as conduct a market analysis, based on feedback received throughout engagement on the project. The graphic to the right includes more information on next steps for this project.

For more information on the Gentle Density project, visit:

www.haveyoursay.guelph.ca/housing-affordability

February 2024

Members of the public and interested parties provided feedback on visual examples, city-wide mapping, and siting considerations.

Two (2) information sessions with the development and homebuilding industry

One (1) information session with community and resident groups

One (1) public open house

Note: A second information session for community and resident groups was offered, but had one attendee. The project team followed up with this attendee for a one-on-one conversation.

April 2024

A Statutory Public Meeting will be held on **April 9th** to discuss draft zoning regulations.

Members of the public and interested parties will have opportunities to have continued conversations with members of the project team.

June 2024

Council decision on recommended Zoning Bylaw Amendment.

Attachment-3 Comparison of Existing Regulations in the Zoning By-law (2023)-20790) to Proposed Changes to Permit 4 Dwelling Units on a Lot

Key Regulations	Existing Zoning RL.1	Existing Zoning RL.2	Proposed Fourplex	Proposed ADU – attached	Proposed ADU – separate building
Permitted Uses	Up to 2 ADUs in the main unit or 1 ADU in the main and 1 ADU in a separate building for a total of 3 units on a lot	Up to 2 ADUs in the main unit or 1 in the main and 1 in a separate building for a total of 3 units on a lot	New: Add Fourplex to both RL.1 and RL.2 to permit a four unit building	Permit up to 3 ADUs attached to primary dwelling for a total of 4 units	Permit up to 2 separate ADUs for a total of 4 units
Minimum lot area	460m ²	275m ²	No change	No change	No change
Minimum lot frontage	15m	9m	No change	No change	No change
Minimum landscaped open space	Front yard except for driveway 0.5m between driveway and lot line 35% of total lot area	Front yard except for driveway 0.5m between driveway and lot line 35% of total lot area	No change	No change	No change
Front Yard	Min: 6m Max: 10m	Min: 6m Max: 10m	No change	No change	No change
Exterior Side Yard	Min: 4.5m Max: 10m	Min: 4.5m Max: 10m	No change	No change	No change

Key Regulations	Existing Zoning RL.1	Existing Zoning RL.2	Proposed Fourplex	Proposed ADU – attached	Proposed ADU – separate building
Min. Interior Side Yard	1.5m	1.2m on one side, 0.6m on other side	No change	No change	No change
Rear yard	7.5m or 20% of lot depth, whichever is less	7.5m or 20% of lot depth, whichever is less	No change	No change	No change
Maximum Building Height	3 storeys	3 storeys	No change	No change	New: A max. height of 6.1m (previously only permitted over a garage)
Min. Parking	1 space for the primary unit, 1 space for each ADU (spaces can be stacked)	1 space for the primary unit, 1 space for each ADU (spaces can be stacked)	3 spaces for 4 units	1 space for primary unit 0 space for 1 ADU 1 space for 2 ADUs 2 space for 3 ADUs (spaces can be stacked)	1 space for primary unit 0 space for 1 ADU 1 space for 2 ADUs 2 space for 3 ADUs (spaces can be stacked)
Max. Driveway width	Up to 6.5m wide	5.0 to 6.0m depending on lot width	No change	No change	No change

Comparable City	Guelph RL.1 Current	Guelph RL.2 Current	Guelph RL.1 Proposed	Guelph RL.1 Proposed2	Hamilton R1	Hamilton R1a	Hamilton R2	Kitchener	Barrie	Toronto	London
Zone Name	RL.1	RL.2	RL.1	RL.2	R1	R1a	R2 (Large Lots)	Permitted in all low-density residential zones	Permitted in all low-density residential zones	Permitted in all lot density residential zones.	R3-1, R3-2, R3-3 Zones
Fourplex Definition	No definition. Fourplex not included.	No definition. Fourplex not included.	Fourplex means a building consisting of 4 dwelling units on a lot functioning independently, which are horizontally and/or vertically attached, which are entered from an independent entrance directly from the outdoors or from an internal entry vestibule and which may share common facilities such as parking and driveways.	Fourplex means a building consisting of 4 dwelling units on a lot functioning independently, which are horizontally and/or vertically attached, which are entered from an independent entrance directly from the outdoors or from an internal entry vestibule and which may share common facilities such as parking and driveways.	Fourplex: Shall mean a building containing four dwelling units with at least one dwelling unit entirely or partially above another dwelling unit but shall not include a street townhouse dwelling.	Fourplex: Shall mean a building containing four dwelling units with at least one dwelling unit entirely or partially above another dwelling unit but shall not include a street townhouse dwelling.	Fourplex: Shall mean a building containing four dwelling units with at least one dwelling unit entirely or partially above another dwelling unit but shall not include a street townhouse dwelling.	No definition for triplex or fourplex. Allowed 1 and 2 ADUs in RES-1 and 2 zones that permit single-detached houses. Amended general residential regs to allow 4 units on each lot.	No term for fourplexes or triplexes added. Only added a new term for ADUs to replace secondary suites and accessory dwellings.	Multiplex: Means a building that has four dwelling units, with at least one dwelling unit entirely or partially above another. A detached house, semi-detached house or townhouse that has one or more secondary suites is not a fourplex.	A building that is divided horizontally and/or vertically into four separate dwelling units but does not include a converted dwelling or a townhouse dwelling.
Maximum # of Units	3	3	4	4	4	4	4	4	4	4	4
Minimum Lot Frontage (m)	15	9	15	9	12	10	18	10.5. 6 for townhouses in RES-5.	22 (R1) - 10 (R4)	Identified on the zoning bylaw map. Otherwise 12m for fourplex.	12 to 18
Minimum Lot Area (Square metres)	460	275	460	275	360	300	630	360	900 (R1) - 335 (R4)		550-700
Minimum Front Yard Setback (m)	6	6	6	6	4	4	4	4.5	4.5 for main building. 7 for ADU.	Varies by residential zone. Usually 3- 6.	4.5-8
Minimum Exterior Yard Setback (m)	4.5	4.5	4.5	4.5	3	3	3	3	1.5	Varies by residential zone. Usually 1.2.	4.5-8
Minimum Interior Side Yard Setback (m)	1.5	1.2	1.5	1.2	1.2	1.2	2	0.6	1.2	Varies by residential zone. Usually 1.2.	1.6, plus 0.6m for each storey above 1 storey.
Minimum Rear Yard Setback	7.5m or 20% of lot depth – whichever is less ADU rear yard setback equal to side yard setback of primary building	7.5m or 20% of lot depth – whichever is less ADU rear yard setback equal to side yard setback of primary building	7.5m or 20% of lot depth – whichever is less ADU rear yard setback equal to side yard setback of primary building	7.5m or 20% of lot depth – whichever is less ADU rear yard setback equal to side yard setback of primary building	7.5m ADU rear yard setback equal to side yard setback of primary building	7.5 ADU rear yard setback equal to side yard setback of primary building	7.5 ADU rear yard setback equal to side yard setback of primary building	7m for main building. 0.6m for ADU	1.2m	Varies by residential zone. Usually 7.5m for main building.	6-7.5
Minimum Landscaped Open Space	Minimum 35% Landscaped Open Space.	Minimum 35% Landscaped Open Space.	Minimum 35% Landscaped Open Space.	Minimum 35% Landscaped Open Space.	30%.	30%	40%	30% for front and back yards.	Max lot coverage of 45%.	Lot coverage identified on zoning map. Usually 35% in inner urban areas and 25% for less urban areas.	20-30%
Landscaping Requirements	•0.5m between driveway and nearest lot line. •Front yard except driveway shall be landscaped. •Minimum 50% of Front Yard should consist of soft landscaping.	•0.5m between driveway and nearest lot line. •Front yard except driveway shall be landscaped. •Minimum 50% of Front Yard should consist of soft landscaping.	•0.5m between driveway and nearest lot line. •Front yard except driveway shall be landscaped. •Minimum 50% of Front Yard should consist of soft landscaping.	•0.5m between driveway and nearest lot line. •Front yard except driveway shall be landscaped. •Minimum 50% of Front Yard should consist of soft landscaping.	50% in front yard, 50% in flankage yard. A minimum 1.5 metre wide landscaped strip shall be provided between the parking spaces in the rear yard. A minimum 1.5 - 3 metre wide landscaped strip shall be provided between the parking spaces and the rear lot line	50% in front yard, 50% in flankage yard. A minimum 1.5 metre wide landscaped strip shall be provided between the parking spaces and the rear lot line	50% in front yard, 50% in flankage yard. A minimum 1.5 metre wide landscaped strip shall be provided between the parking spaces and the rear lot line	Landscaped buffer areas must be provided between the lot line and the accessory building or structure containing an additional residential unit		Landscaped open space excludes the driveway, parking area, loading space, stoop, roof-top terrace, balcony, swimming pool or space enclosed within a building	
Maximum Building Height	3 storeys for primary building 5m for ADUs, 6.1 when over a garage	3 storeys for primary building 5m for ADUs, 6.1 when over a garage	3 storeys for primary building 6.1m for ADUs	3 storeys for primary building 6.1m for ADUs	10.5	10.5	10.5	11.5m for main building. 6m for ADUs	10m for main building. 5.5m or the height of the primary building, whichever is less.	Identified on the building height map, otherwise max of 10m.	12m
Minimum Common Amenity Area	Not required	Not required	Not required	Not required	Not required and not permitted on roofs or side yards.	Not required and not permitted on roofs or side yards.	Not required and not permitted on roofs or side yards.	Not required	Not required	Not required	Not required
Parking Requirements	1 space per dwelling unit	1 space per dwelling unit	Less than 1 per unit: fourplex: 1 space per dwelling unit to a maximum of 3. 1 ADU = No space required 2 ADUs = 1 space 3 ADUs = 2 spaces	Less than 1 per unit: fourplex: 1 space per dwelling unit to a maximum of 3. 1 ADU = No space required 2 ADUs = 1 space 3 ADUs = 2 spaces	Less than 1 per unit Downtonw, range elsewhere: Existing: Downtown: 0 per unit, 1 per ADU. Otherwise: 1 per unit, 0.3 - 1.25 per ADU.	Less than 1 per unit Downtonw, range elsewhere: Existing: Downtown: 0 per unit, 1 per ADU. Otherwise: 1 per unit, 0.3 - 1.25 per ADU.	Less than 1 per unit Downtonw, range elsewhere: Existing: Downtown: 0 per unit, 1 per ADU. Otherwise: 1 per unit, 0.3 - 1.25 per ADU.	Less than 1 per unit: 0 (MTSAs), 0.3 (core), 0.6 (everywhere else). Permits parking in parking lots.	1 per unit.	Less than 1 per unit: No minimum requirement.	4 spaces
Parking Dimensions	Exterior: 2.75 metre width x 5.5 metre length. Interior: 3 metre width x 6 metre length	Exterior: 2.75 metre width x 5.5 metre length. Interior: 3 metre width x 6 metre length	Minimum 2.75 metres in width and 5.5 metres in length	Minimum 2.75 metres in width and 5.5 metres in length	Minimum 2.8 metres in width and 5.8 metres in length;	Minimum 2.8 metres in width and 5.8 metres in length;	Minimum 2.8 metres in width and 5.8 metres in length;	A driveway may be widened to a maximum of 65% of the lot width or 6 metres, whichever is the	Tandem parking permitted. Front yard parking coverage limited to 50%. 3m landscaped buffer along lot	Minimum width of 2.0 metres for each lane; and a maximum total width of 6.0 metres.	35% maximum parking area coverage. 2.7 metres by 5.5 metres.

Gentle Density: Proposed Changes to Enable Four (4) Units on a Lot

Statutory Public Meeting

April 9, 2024

10 AM



Purpose of gentle density project

- March 2023 – Provincial Housing Pledge
- April 2023 – Council directed staff to consider as-of-right permissions for greater than three (3) units
- October 2023 – Council directed staff to immediately prepare a zoning bylaw amendment that would permit up to four (4) units
- January 2024 – the City partnered with the federal government to deliver Guelph Housing Accelerator Fund’s Action Plan



Engagement on Four Units

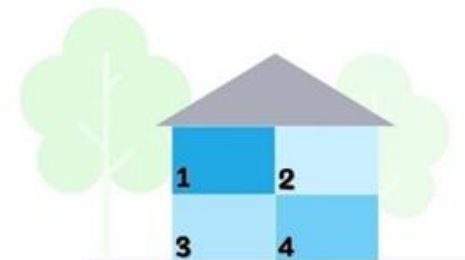
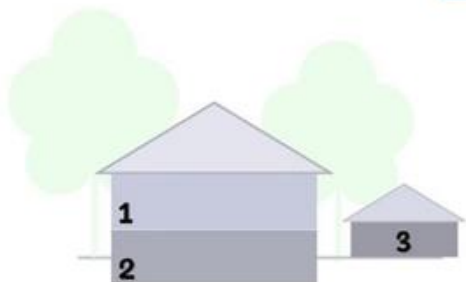
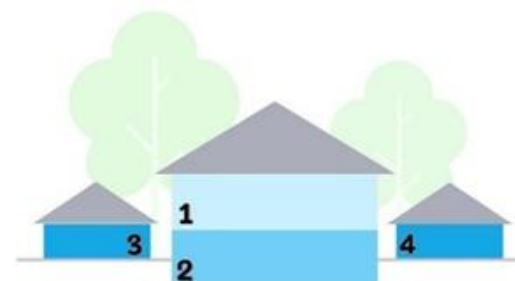
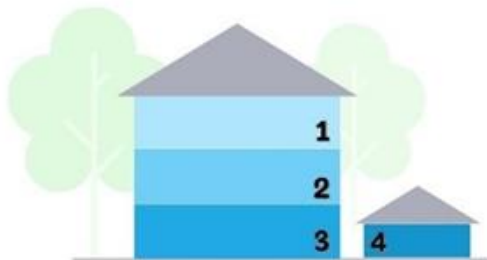
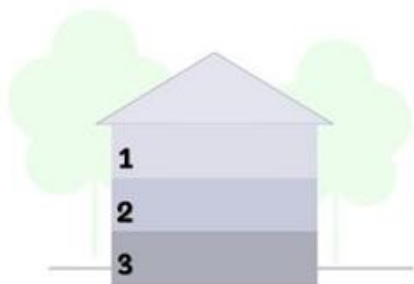
- Five (5) scheduled sessions, including in-person Public Open House in February
- What we heard:
 - requests for further simplification and less restrictive zoning permissions
 - openness to exploring a reduced parking requirement
 - requests to enable a greater variety of unit configurations
- Scan of selected Ontario municipalities



What could this look like?

Existing Zoning Permissions - 3 units

Proposed Zoning Permissions - 4 units



Proposed changes – what stayed the same?

- Same building envelope, but more flexibility for the number of units within it
- No change to:
 - Minimum lot sizes and frontages
 - Minimum setbacks
 - Maximum height of main building
 - Landscaped open space
 - Lot coverage
 - Driveway widths



Proposed changes – what's different?

Fourplexes

- New “fourplex” definition
- Permitted in RL.1 and RL.2 zones
- Three (3) parking spaces required for a fourplex
- Need to meet same regulations as other dwelling types in these zones



Proposed changes – what's different?

Additional Dwelling Units (ADUs)

- Up to 3 ADUs permitted with a primary dwelling unit
 - Up to 3 in same building as main dwelling unit
 - Up to 2 detached ADUs
- No longer regulate maximum number of bedrooms
- Parking:
 - 1 space for the primary dwelling
 - 0 additional spaces for 1 ADU
 - 1 additional space for 2 ADUs
 - 2 additional spaces for 3 ADUs
- ADUs permitted in singles, semis, and on-street townhouses to a maximum of 4 dwelling units on a lot



Proposed changes – what’s different? continued

ADUs within the primary dwelling:

- Up to 3 ADUs are permitted
- No longer require an interconnection between the ADU and the primary dwelling
- Each ADU needs to be smaller than the primary dwelling
- Exterior stairs to upper storeys are prohibited in the front and exterior side yards



Proposed changes – what's different? Continued

Detached ADUs:

- Up to 2 per lot, can be stacked, side by side in one building or in two separate buildings
- Can be two storeys, to a maximum of 6.1 metres
 - Removed regulation requiring the detached ADU to be shorter than the main dwelling
- Each detached ADU can be a maximum of 80 square metres in size
- A 2nd storey with a window facing a lot line, any balcony and/or exterior stairs must be setback 3 metres, and rooftop amenity area is prohibited



Next steps

we are here



Thank you!



Hello,

I am writing to express my concerns regarding the proposal for "Gentle Density: Four Dwelling Units on a Lot" under Zoning By-law Amendment File No.: OZS24-002.

My name is Yumei, and I am a resident of Malvern Crescent (adjacent to Ridgeway). I am troubled by a proposal to divide a single lot (currently with a detached house) in Ridgeway Av into four, each accommodating three units, totaling to 12 units initially. If this proposal is approved, it would escalate to 16 units, translating to an increase from 40 to 48 bedrooms. These units are designated for rentals, offering no opportunity for equity and failing to address the pressing housing crisis faced by families and the homeless population.

While I appreciate the concept of gentle density, the scale of this proposal raises several concerns. Unlike individual units, having 40 rooms in a quiet crescent, devoid of sidewalks (only ditches) and with most residents having children who walk to school, raises valid apprehensions.

1. **Increased Traffic and Parking Problems:** The surge in residents, visitors, and vehicles would undoubtedly strain our already limited parking facilities. In a neighborhood where street parking is not permitted, accommodating the additional vehicles poses a significant challenge. Also, with no sidewalk, this is truly a safety issue for the kids to walk to school.
2. **Noise Pollution:** The frequent turnover inherent in rental properties could lead to heightened noise levels, disrupting the tranquility of our residential area.
3. **Strain on Infrastructure:** The sudden spike in population density could overload local infrastructure, including water supply, sewage systems, stormwater and electrical grids. Inadequate upgrades to accommodate this increased demand may result in issues such as water shortages, sewage backups, or power outages.
4. These buildings will also need to keep their garbage cans somewhere, where is this going to be kept? Will it affect the appearance of the neighbourhood?
5. **Decreased Property Values:** The conversion of a single-family home into a multi-room rental property could potentially depreciate property values in the neighborhood. Prospective buyers or renters may be deterred by the increased density and associated challenges like parking and noise pollution, adversely affecting the desirability of the area.

Considering these concerns, I believe maintaining three units would be a more prudent approach. While developers may seek to maximize profits by subdividing lots, permitting such developments on a case-by-case basis would ensure careful consideration of each property's capacity and mitigate potential problems. Most homeowners would be ok with 3 units in their lot, so who are we trying to help with this change?

I urge you to carefully evaluate the implications of this proposal on our neighborhood's livability, safety, and sense of community. Our collective well-being should take precedence over short-term gains for developers.

Thank you for considering my concerns.

Sincerely,

Yumei De Armas

To whom it may concern,

I am writing concerning the zoning by-law amendment permitting 4 dwelling units on a low density lot (File: OZS24-002).

Like many of our neighbours, my husband and I purchased and invested in our property for long term and retirement on a quiet street and some proximity to services.

With the radical intensification that is being proposed, our future will change significantly.

Although we support the idea of constructing more family dwellings on larger properties to address the shortage of affordable housing, the issue of excessive intensification is a significant worry due to the potential disruption it may cause in the community. Factors such as road safety, the absence of sidewalks, increased traffic, parking challenges, storage of garbage bins, noise management, and limited accessibility for individuals with mobility or special needs are all valid and significant concerns for homeowners who have invested their hard-earned money in purchasing homes on peaceful residential streets. Essentially, they may feel that their quality of life is disregarded and their properties are devalued. Furthermore, the construction of these additional dwellings may lead to a loss of privacy due to minimal setbacks and the removal of mature trees.

Allowing 4 units on a lot is not “gentle density”. Your report 2024-140 states “*Gentle density is an approach to urban development that focuses on **slightly increasing the number and variety** of homes in neighbourhoods that typically accommodate only low-density, single-detached homes.*” It goes on to say “*this approach to increasing a range and mix of affordable housing options involves creating more homes and **minimally building out** these lots so that more than a single home can be accommodated. It is development that is **not meant to be imposing** but rather, the ultimate sign of successful **gentle density is that it is gentle enough that one hardly notices.**”*

In numerous instances, this zoning change is unlikely to prompt homeowners to expand existing structures to accommodate up to 4 affordable dwellings suitable for families. Rather, it is anticipated that developers will take advantage of the opportunity by purchasing older lots, dividing them to the maximum extent, and then adding 4 units (not designed for families) to each section to maximize their financial gains. Consequently, what was once a single-family residence could potentially accommodate 12 to 16 families, but more likely these units will be rented out on a per-room basis, catering primarily to students. Essentially, they would function as rooming houses.

So for existing families, the quiet neighbourhood and character will be lost. For others, obtaining a single or semi detached family home on a quiet street will become even more unattainable.

In conclusion, if allowing 4 units is approved, it is essential to establish regulations to safeguard the current residents in those communities. To avoid extreme development,

the division of properties must be prohibited, and street parking should not be allowed. Without these measures, it will not be ordinary individuals adding additional units, but rather developers cramming numerous units and rooms to the detriment of the existing residents.

Thank you for listening.

Respectfully,

Cathy Kelly

Good day,

I am writing to you as I am extremely concerned with the plans to begin 'densifying' the neighborhood in which I live. I am talking about the planned multi-unit development for Ridgeway Ave. I live on Malvern Cres which connects directly to Ridgeway.

This is an established, quiet neighborhood consisting of mostly elderly people and also a growing presence of young families. There is a constant flow of both people walking their dogs and children playing on the street. With this drastic influx of new people added, I am concerned with the increased traffic volumes, as well as all of the additional cars parked on the street, that it will increase the dangers for all using the street recreationally.

Also, this will surely set a precedence for developers to purchase more lots and add more multi-units to cash in on the absurdly priced rental market.

I understand the need to add more living spaces at this time, but I disagree with it being done at the expense of some of the city's established neighborhoods. I value the community in which I live in and would hate to see our core values eroded by a revolving door of new renters, with the possibility of multiplying exponentially in the coming years.

Lastly, I am concerned for my children's safety, if this quiet street were to see an increase in traffic volume and parked cars.

Thank you for your time,

Tyler Bragg

To: Mayor, Councillors and Staff
From: Sylvia Watson

I am responding to the staff report entitled “Gentle Density”, specifically dealing with 4 plex development as-of-right.

The report under “Engagement on Four Units” includes “What we heard” which does not include two topics discussed at the meeting I attended on Feb 22 at Harcourt, presented by the consultants O2. These two concerns:

1. tree removal
2. parking issues

I would like to use the example of the ongoing infill at 26 Forest St to highlight how these two concerns are and will be, very real outcomes to intensification.

The Committee of Adjustment on March 9, 2023 allowed as a minor variance a 21% reduction in the lot frontage (15m to 11.9m), paving the way for what is, in effect a 9 plex, albeit detached.

To achieve this 9 plex (3 houses, each with a basement suite and a backyard house) the lot was clear cut and even the boundary tree, which was to be protected, was not offered a barrier.

This 9 plex offers 24 bedrooms: 4 in the main house and 2 each in the basement and backyard for a total of 8 bedrooms per lot x3. These units have been offered for rent on thecannon.ca, so essentially this will be a student enclave. Many students have their own car which brings up the second concern: parking. Where will the extra vehicles park...on the street with all the issues that brings re safety, congestion etc.

The concept of gentle density needs to be considered carefully in terms of the impact on urban trees, more folks with cars and urban design that optimistically reflects the existing street scape. Can this goal be achieved? I hope so....unfortunately the example at 26 Forest St is not exactly the ‘poster child’ for gentle density that doesn’t impose itself on an existing neighbourhood.

To Council, City of Guelph,

As residents and homeowners in the City of Guelph we have reviewed the Staff Report and associated documents involving proposed 'intensification of density' to include four units, rather than the 3 which the Province has proposed. We have a number of questions we would like addressed.

1. As the proposal seems to be based on and motivated by "funding" promised by the Federal Government, is the City of Guelph 'guaranteed' this funding will be made available to them, considering an election may be coming sometime in the next year? What is the timeline offered for this funding? Who is receiving this funding? What will this funding be spent on? What risk will the City of Guelph be exposed to should this funding not materialize, or stipulations and conditions be changed in the meantime? This is a financial question that is extremely concerning to all tax paying residents of Guelph.
2. How is 'affordable housing' being provided through this proposal? By eliminating a lot of regulation, it only makes EVERY low density property MORE valuable due to the 'anything goes' approach to developing the lands. We agree with concerns stated by those who had the opportunity to attend public consultations, that this may very well give wealthy developers and builders an advantage over those who may want to purchase property for their own single residential use. The proposal seems to push the elimination of regulatory processes and zoning protections which has the potential to have a negative impact on neighborhoods, completely changing their character. The opportunity to make money on multiple dwellings then becomes the priority here (many rental units are being the norm), RATHER THEN potential home owners, and the health and flourishing of neighborhood communities.
3. When and where were 'notices' given for any of the public meetings mentioned in this report? One statement says another meeting was 'cancelled' due to lack of attendance. We would note that it is difficult to attend a meeting if sufficient notice is not given to those affected. The report states some people were actually 'invited' to these meetings and what criteria was used to determine who got the invites? We would suggest that as the report seems to know exactly how many low density properties could be affected directly by this proposal, why did the City of Guelph not see fit to provide letters to all land/home owners in these areas? This affects all of us and all should have been advised of this meeting in a tangible and documented way.
4. Why are communities/neighborhoods that are most affected by these changes, and specifically the nature and character of these communities not so much as mentioned in this report? People in our neighborhood have invested their lives in many cases, in purchasing, maintaining and enjoying where they live for decades and this is true in most established neighborhoods, low density or not. The emotional, financial and social investments are REAL ,yet they have not been addressed anywhere in this report. To ignore such an important factor in developing policy for this City is extremely disappointing, misguided and insensitive. Our councillors are elected to inform the City of Guelph of the concerns of their residents. Developers seem to be the priority in this proposal,

and tax paying, land owning residents of Guelph should also have an equal opportunity to be heard and their interests considered at the table. How much land in the City of Guelph is currently 'undeveloped' and owned and held onto by Developers or the City of Guelph itself? Why is this land not being focused on for 'affordable housing'? Before opening the door(as this proposal seems to suggest) to allowing more intensification with less regulation within established neighborhoods, undeveloped land should be offered to provide needed housing.

5. Who benefits from this proposal? Yes, housing has been a problem for a long time and if we had a Federal government that recognised that, perhaps they would have paid some attention to their immigration policies which do not plan for such increases in population by looking forward..do we have enough housing? Do we have enough jobs? Because of this lack of foresight we now are scrambling to provide housing, but please tell us how fourplexes solve this problem? Who will be made to sacrifice for the benefit of the developer's interests?
6. How does this proposal impact the environment? No real facts, research or input can be found in this proposal. Yet the idea of 'environmental' quality, so called carbon footprint and tree canopy seem to be buzzwords in Guelph, but this report does not place any priority in keeping greenspace. People used to come to Guelph because of its blessing of more open spaces and we should NOT sacrifice the proven benefits that greenspace, bird habitat and tree canopy provide. Increasing development on already developed land takes away from all of this. What research has staff done on the impact of 'intensification of density'? How does it benefit people, families and neighborhoods and the environment?
7. Please provide detailed information regarding a By Law currently under appeal as mentioned in this report. Will the appeal be decided before the planned vote on this proposal in June 2024? Please provide 'predictable outcomes' that this proposal, if approved, would provide.
8. Considering all of these items, it is our opinion that this report is insufficient in that potential homeowners' concerns are not mentioned. Also the consideration of various impacts such as: environment, social, traffic, property values, noise and beyond need to be included in such a report. Without this information and the assurance of 'promised' federal funding, caution should be first and foremost.
9. A vote on this proposal would be premature until these concerns have been explored, and/or addressed.

Sincerely, Dennis and Marlene Mortley, Guelph

**Input regarding: Gentle Density: Four Dwelling Units on a Lot.
Proposed Zoning By-law Amendment – 2024-140 File No.: OZS24-002**

**Submitted by:
Loreen and Peter McCaskell**

[REDACTED]

We are supportive of the overall goal of the proposal, that being to increase Guelph’s housing supply. We understand both the importance and the urgency of doing this. Further, we look forward to the resulting opportunities to meet new neighbors, make new friends and welcome more folks into our Malvern/Ridgeway neighborhood.

We are especially pleased to note references to “**gently enable**” that appear in various places of the report and related documents.

e.g.

“The proposed changes **gently enable** incremental change while unlocking the number of available lots in Guelph to support increased housing supply”.

From: Pg. 4 of the report.

Relating to that most laudable goal of **gently enabling** densification in existing neighborhoods we wish to share two concerns:

Concern 1: Potential “rapid shock” consequences to existing neighborhoods with the removal of any reference to a limit on the number of bedrooms.

e.g.

“Delete reference to a maximum number of bedrooms permitted per unit”.

From: Pg. 5 of the report.

Removing the limit on the number of bedrooms may have the unintended consequence of creating what are essentially “rooming houses” – houses with a large number of unrelated individuals living under one roof. For example, in the case of what the developer is planning for their project on Ridgeway Avenue, the current property would be immediately changed from a home occupied by a family, to four buildings housing a total of **40 bedrooms**, with the intention being that these bedrooms be rented out to individuals i.e. **creating 40 rooming-house rooms**. This sudden and jarring introduction of what are essentially “rooming houses” in the midst of established neighborhoods hardly seems to support the goal of “**gently enabling** densification”.

Recommendation: modify the proposed by-law to remove opportunities for developers to maximize profit at the expense of existing neighborhoods by their creating “rooming houses” i.e. 40+ unrelated individuals living on one property in the midst of a residential neighborhood.

Concern 2: Safety exposures for pedestrians, implicit in the residents’ of these intensification projects reliance on on-street parking to accommodate more vehicles than allowed for on-site. e.g.

“All of the comments related to parking suggested that the parking requirements for this housing type should be reduced (for example, two parking stalls instead of four parking stalls.) ... **Suggestions to alleviate parking challenges included allowing on-street parking.**

From: Pg. 13 of the report: *Exploring Opportunities for 4+ Units on Residential Lots in Guelph: What We Hear Report.*

Allowing on-street parking to accommodate increased densification may well be the appropriate solution in some neighborhoods (in particular, those neighborhoods with sidewalks for pedestrians). However, assuming such on-street parking will be allowed **by default** for all such “**gently enabling densification**” projects creates very significant dangers for pedestrians in those areas where the road / sidewalk layout **does not support** on-street parking in the volumes these increased-density developments will require.

Once again Ridgeway Avenue provides a good example of the safety dangers. Like Malvern Crescent, Ridgeway Avenue is narrower-than-city-standard width, has no sidewalks, and is bounded on both sides of the road by ditches. Consequently, resident and visitor pedestrians alike (e.g. children, families, seniors, etc.) have to walk on the road itself, dodging parked cars and oncoming traffic. This dramatic increase in exposure for pedestrians by allowing on-street parking to support intensification hardly seems consistent with the goal of “gently enabling densification”.

Recommendation: modify the proposed by-law to ensure such densification projects do not permit parking requirements, exceeding what is accommodated onsite, to be met by default by relying on on-street parking. **In cases such as Ridgeway Avenue for example, the road structure and lack of sidewalks do not allow accommodating this reliance in a safe manner for pedestrians.**

The above is respectfully submitted by:

Loreen McCaskell

[REDACTED]
[REDACTED]
[REDACTED]

Peter McCaskell

[REDACTED]
[REDACTED]
[REDACTED]

Gow's Bridge



Linking the Old University Neighbourhood to the City of Guelph since 1897

Old University Neighbourhood Residents' Association Inc.

Letter to Guelph City Council Concerning 4-Plexes - 4 April 2024

Members of the Guelph City Council,

While the Old University Neighbourhood Residents Association does not have a specific recommendation in regard to 4-Plexes as a right for residential intensification, we have had extensive conversations within the executive on some of the issues that would come from such a decision. Further, many of our executive members attended the city sponsored meeting on gentle intensification on 22 February 2024 at Harcourt United Church. So we feel we have informed ourselves reasonably well on some of the issues. We outline our thoughts and concerns below.

First, we as our Residents' Association are in favour of intensification and we do not wish to have a NIMBY reaction to the very real needs to have more housing in our city. We need more housing including in the Old University Neighbourhood.

Perhaps to best illustrate our concerns, we can ground them in a particular example of intensification that is happening right now in our neighbourhood. On Forest Street, we had a single-family home demolished and now we have three lots, with three houses each with an accessory apartment and also a granny flat behind each. These will be rented to students. We calculate, from ads posted on a student housing website, that we will have 24 students in what was once a single-family home. We see a number of issues arising from this kind of "gentle intensification".

First, The Committee of Adjustment approved a minor variance from the mandated 15 m frontage to 11.9 m. (We argued unsuccessfully that this was not a minor variance.) We asked the Committee on what basis they were making their decision. Would 10 m now be okay if someone asked? If frontage will be changed in a major way it should be done through a proper bylaw process. Without such assurance uncertainty will reign in our neighbourhood.

We have watched this property, which previously was well treed, clear-cut. How will intensification save trees and help the city meet its tree canopy goals?

We have a number of student houses in our neighbourhood and consistently there are many cars that fill up driveways and spill onto the street. We wonder what will happen when 24 students, many with cars, park in front of this newly intensified area. From our experience in the neighbourhood the ratio of students to cars is often approaching one to one. It seems to us that intensification without some careful thinking around parking – licensing street parking? – for example will lead to problems.

Some of our members sense that the business model is changing with the possibilities of intensification. Housing is being further commoditized and monetarized. When a single lot with a single house can be made into three and filled with student renters at \$1100 per room it is very difficult for a family wishing to buy that house to compete. Moving from a 3-Plex to 4-Plex would make this even more difficult. We feel that the very neighbourhood character could change very quickly, and we would lose the family character of our Old University area. It seems to us that a blanket change for whole type of residential area without some sort of nuance and design guidelines would not be beneficial overall to our neighbourhood.

In the presentation models shown by consultants on gentle intensification on 22 February the biggest take away that we had was that there was no backyard, little tree coverage and that any “empty space” would be a parking lot. The planners acknowledged this. Cars and parking are a huge issue. The designs that they presented, while attractive in many ways, were completely undercut by the turning of each lot into nothing but a structure and parking. This would destroy the character of our neighbourhood. There needs to be a better way – and a better way to balance off concerns of housing without paving a neighbourhood.

We urge City Council to take a nuanced and granular approach to the intensification process. For example, many of us have looked at the major arteries in the city and how intensification has occurred, for example along Gordon Street. Could not something similar happened along College Avenue and Edinburgh Road.

Thank you for your consideration.

Your truly,

A handwritten signature in black ink, appearing to read "John Lawson". The signature is fluid and cursive, with a prominent initial "J" and a trailing flourish.

John Lawson
President OUNRA

Nelson Chukwuma
Conestoga Students Incorporated (CSI)
Room 2A106
299 Doon Valley Drive
Kitchener, Ontario
N2G 4M4

April 5, 2024

Cushla Matthews
Development Advisor
City of Guelph
1 Carden Street,
Guelph, Ontario
N1H 3A1

RE: Support for Four Residential Units on One Lot in Low-Density Areas

Dear Cushla Matthews,

On behalf of Conestoga Students Inc., the official student association of Conestoga College representing over 2,000 students attending school in the City of Guelph, I would like to express our support for the creation of zoning regulations that would allow four residential units on one lot in Guelph's low-density residential areas.

As the City of Guelph is aware, Guelph, like many other places in Canada, is facing an ongoing and worsening housing crisis. This crisis has accelerated the need to explore innovative solutions that meet diverse accommodation needs, including the needs of students in the city. As Conestoga College has grown its footprint throughout Guelph, students have had an increasingly difficult time finding appropriate and affordable housing that suits their needs, as over 72% of students found the process of finding somewhere to live difficult.¹ As such, we are pleased to see the City of Guelph taking steps to ensure that neighbourhoods and communities are being developed and allowed to adapt to create diverse residential options that meet community needs through a mix of residential dwellings to support all community members.

By allowing four residential units on one lot, the City of Guelph supports the need for gentle intensification; responds to the ongoing housing crisis and both immediate and future housing demands; and supports diverse household needs, including multi-generational, homestay, and other programs that benefit homeowners and potential tenants. It is important to ensure that these additional dwellings can be served by existing infrastructure, such as water and power, and we hope to see the City of Guelph considering these aspects to ensure that new units, whether they be purpose-built or in addition to existing units, are suitable for tenants.

CSI is in support of the creation of zoning regulations that would allow for four residential units on one lot and appreciates the opportunity to submit our comments regarding these zoning changes. CSI looks forward to continuing to work with the City of Guelph and other stakeholders to improve housing availability throughout our communities.

Sincerely,

Nelson Chukwuma

Nelson Chukwuma
President

¹ Barnett, Nathan R.G., and Justin McLaughlin, *2023 Year-End Survey Report*. Kitchener: Conestoga Students Inc, forthcoming.

To whom it may concern,

I am writing to in regards to the zoning by-law amendment permitting 4 dwelling units on a low density lot (File: OZS24-002).

Although I support the idea of constructing more family dwellings to address the shortage of affordable housing, the issue of excessive intensification in an established neighbourhood is a significant worry due to the potential disruption it may cause in the community. Road safety, increased traffic, parking challenges, noise control, are all valid and significant concerns for homeowners who have invested to reside on peaceful residential streets.

Allowing 4 units on a lot is not “gentle density”. Your report 2024-140 states “*Gentle density is an approach to urban development that focuses on **slightly increasing the number and variety** of homes in neighbourhoods that typically accommodate only low-density, single-detached homes.*” It goes on to say “*this approach to increasing a range and mix of affordable housing options involves creating more homes and **minimally building out** these lots so that more than a single home can be accommodated. It is development that is **not meant to be imposing** but rather, the ultimate sign of successful **gentle density is that it is gentle enough that one hardly notices.**”*

It is expected that developers will take advantage of the opportunity by purchasing older lots, dividing them to the max and adding 4 units to each section to benefit their financial bottom line with really no concern for others living in proximity. Consequently, what was once a single-family residence could potentially accommodate 12 to 16 families for the larger properties if severed, and more likely, these units will be rented out on a per-room basis which is geared to students. Essentially, many of them will function as rooming houses.

If allowing 4 units is approved, it is essential to establish regulations to protect the current residents in those communities. To avoid extreme development, the division of properties prohibited, and no street parking would be a deterrent for extreme intensification as mentioned above. Without these measures, developers will cram numerous units and rooms on lots to the detriment of the existing residents.

Respectfully,

Danny Kelly

Jason G
City of Guelph resident

Dear City Planning Committee Members,

Considerations for Intensification Density from 3 units to 4 units per lot.

I am writing to you as a concerned resident, regarding the proposed intensification density plans for our community from 3 to 4 units per lot. I know we need to develop, but I'm worried about community safety. Even our provincial government is cautious about this and hasn't made it a law. While I understand and support the need for thoughtful urban development, I urge the committee to consider the following critical aspects that focus on community safety:

Emergency Services Access:

New development plans shouldn't obstruct emergency services access or create confusion when trying to reach a patient in a high density lot. The committee should require a full safety assessment for any proposal to ensure emergency vehicles like fire trucks, ambulances, and police cars are able to navigate the area swiftly and efficiently in case of emergencies. Quick response times are crucial, let's prioritize this!

Fire Safety Routes:

Fire safety is crucial and non-negotiable. The committee needs to strictly enforce fire regulations, like building placement, number of apartments, space between them, and emergency vehicle access. This year, we've had too many fire-related deaths in our community. Let's ensure residents are safe if a fire occurs.

Mobility:

The committee must ensure that the infrastructure can handle increased pedestrian and vehicular traffic. This includes proper sidewalks and adequate parking, that can accommodate the growth in population for a specific area.

Setbacks:

Let's enforce a minimum setback distance in developments, based on building height and neighborhood scale. This ensures privacy, natural light, emergency access, and neighborhood aesthetics.

In conclusion, I trust that the committee will consider these points with the seriousness they deserve. Our community's future depends on thoughtful planning that prioritizes the safety of its residents. I trust that the committee will take these considerations into account and look forward to seeing a plan that reflects our community's values and needs.

Thank you for your attention to these matters.

Sincerely,

Jason G

Dear Council Members,

I am writing to provide comment on report 2024-140 regarding a proposed city initiated Zoning-Bylaw Amendment (File OZS24-022) to permit up to four dwelling units on low density lots "as a right".

I have concerns regarding the above proposal after observing the developments that have followed the adoption of Zoning **By-law (2023)**-20790. The addition of ARDUs "as a right" has been quickly adopted by development and property management companies to build the most allowable units on the smallest allowable lots to maximize their profits. These developers and property management teams (notably Mezcon and SpruceLiving) have sectioned off smaller and smaller lots to create localized parcels of high density housing and dropped them in the middle of quiet streets with little concern for the impact on those communities, surrounding residences, tree protection, groundwater recovery, privacy, parking, affordability, road safety or goodness of fit within the neighbourhood. The addition of 24+ bedrooms to a formerly single lot is the equivalent of building a small apartment building 1.2m away from a neighbours lot line. These developments are gentle in branding only, the implementation has been by brute force.

As these developments are in the process of being built, I strongly urge council and the City of Guelph to **evaluate** the impact of these developments, before allowing additional dwelling units on future lots "as a right".

Per the report prepared by the city, Gentle Density is explained as "development that is not meant to be imposing but rather, the ultimate sign of successful gentle density is that it is gentle enough that one hardly notices". I can assure you, that these high density developments are deeply felt and noticed within their communities. By removing community engagement and review processes for the creation of fourplexes, the city will be sanctioning overcrowded and clear cut lots, offered at unaffordable rents to optimize profits for their developers. Single family lots will become even more inaccessible as developers vie for entry level homes to demolish, parcel off the land, remove the trees and then overbuilt.

There are examples of good examples of gentle density within our city that should be noted and celebrated (the triplex at 30 University Ave is one example). However, the in-process developments on Forest Street, Ridgeway, Janefield and Bristol demonstrate that those most likely to build fourplexes, have no intention to use them gently. These developers have used minor variances to have massive impact and created distrust and frustration among neighbourhoods.

Thank you for your time and consideration,

--

Nadine Lozon

Stephen O'Brien, City Clerk

April 9, 2024

Dear Mayor and Councillors:

Re: Public Planning Meeting Respecting Gentle Density: Four Units on a Lot – File OZS24-002

I am generally in favour of the 'gentle density' housing proposition that is being discussed today. This is not a new thing as intensification within the lower density residential areas of Guelph have been underway for quite some time¹. The City has permitted various types of housing intensification in the form of lodging houses and secondary suites from the early 1990s (other forms too such as group homes, halfway houses).

For the purposes of my commentary today, I'm concerned about the bigger picture notions of unanticipated consequences, and also the cumulative impact of suggested changes. As you are well aware, there has been a flurry of changes to the housing planning policy and regulatory framework by the Province, and it is difficult now to intelligently comment on constantly changing rules and regulations at the municipal level. Clarity of thought is often not present when politicians cry 'crisis'. Substantial sections of the City's recent comprehensive Zoning By-law (ZB) are before the OLT and what final regulations come out of that process are uncertain.

I'm concerned with blanket permissions being provided for the proposed ZB amendment on lots across the City. Unintended consequences, as a possibility, can be the ghettoization of certain streets or neighbourhoods by investors trying to 'maximize a buck' by cramming 4 units per lot in an area, e.g. a further intensified Reid Court situation.

For my immediate neighbourhood (I live in the south end in a newer area comprising narrow streets with small lot singles and on-street townhouses), I am concerned by unintended consequences and cumulative impacts of a hardened surface neighbourhood environment, i.e., a 'concrete jungle' cityscape. The ZB amendment provisions permit more of a yard to be hard surfaced with rear yard Additional Dwelling Units and their associated non-porous surfaces. I note that the planning staff propose to maintain the 35% landscaped open space regulation for plants which I support, BUT looking into the definition further I see that driveway aprons, sidewalks and patios, etc. can be a component of that 'landscaped area'. I have witnessed in my neighbourhood the hard-surfacing of front yards beyond driveways per se to make room for 'overnight stopping areas for vehicles' on non-driveways. On the 80 small lot singles in my neighbourhood (zoned RL-1 and RL-2), oversized driveways now comprise over 60% of all front yards; in conjunction with rear yard patios, decks, gazabos, sheds, etc. I doubt very few of the lots meet the City's minimum required 35% lot coverage for landscaping regulation.

In my area (and most likely in many other parts of the City) I am concerned the new by-law permissions could exacerbate the current overall impervious conditions on small lots with resultant harmful impacts to the environment, primarily in storm water management (more flooding, harmful polluted runoff). In addition, there could be very fewer spots to plant trees/other vegetation with front yards hardscaped and new housing units 'planted' in rear yards. The urban concrete jungle is quickly being realized in my area with the street public realm being

¹ Hemson and Associates, 1992. City of Guelph Housing Intensification Study

filled with asphalt on narrow roadways, cars and hard surfacing in most lot front yards, and houses built close to the street.

I believe it is important that at least a minimum 35% of a small lot area be comprised of 'only' living plant material. The provision of green space is important for the protection of natural communities (give them at least 1/3rd of the available land area) and providing visual access to green spaces for human health and well-being reasons, i.e., proximity of greenery to one's home is essential as documented in the scientific literature.^{2 3}

We need to find 'balance' in protecting the needs of both natural and human communities.

Thank you,

Dr. Paul Kraehling MCIP RPP (Ret.), OPPI (Lifetime)

² Maas J., et al., 2006. Green space, Urbanity and Health: How Strong is the Relation?

Retrieved from:

https://scholar.google.com/scholar_lookup?title=Green%20space%2C%20urbanity%2C%20and%20health%3A%20How%20strong%20is%20the%20relation&publication_year=2006&author=J.%20Maas&author=R.A.%20Verheij&author=P.P.%20Groenewegen&author=S.%20de%20Vries&author=P.%20Spreeuwenberg

³ Ulrich and Parsons, 2020. Influences of Experiences with Plants on Well-being and Health.

Retrieved from: https://www.researchgate.net/profile/Roger-Ulrich-2/publication/343722421_Ulrich_Parsons_1992_Influences_of_experiences_with_plants_on_well-being_and_health/links/5f3be9e892851cd3020190cd/Ulrich-Parsons-1992-Influences-of-experiences-with-plants-on-well-being-and-health.pdf

Subject: Community Meeting regarding the increase to 4-unit dwellings on single lots

To the Guelph City Council,

I am in support of increasing the housing in our community. The current proposal from 3-unit to 4-unit properties on a single residential lot is too much. The increase in housing should balance with preserving the heritage of our neighborhoods and green spaces, as well as the needs of the current residents.

Your report says: “Gentle density is an approach to urban development that focuses on slightly increasing the number and variety of homes in neighbourhoods that typically accommodate only low-density, single-detached homes.” The 2016 Census stated the average household size in Ontario was 2.5 occupants. The current arrangement of 3-units allows for up to 10 bedrooms or more, thus 10 occupants, quadrupling the population of a single residential lot. If multiple duplexes are combined on a street, with 4-unit dwellings, it has the potential of adding 30-40 or more additional rental rooms/occupants to a community unsuitable to such expansion. That is an 8x increase of occupants per lot, beyond the ‘slight’ increase as defined in your report. The needs of the Guelph residents – homeowners included – must also warrant consideration. Such a drastic increase is disruptive intensification when placed in a location that does not suit.

Perhaps the Council should consider limiting the number of residential lots that can convert to multi-unit dwellings in a neighborhood to align with the gentle density approach, yet still increase the availability of homes and maintain the heritage of our neighborhoods.

As there is a university housing shortage, it is likely many renters would be students. The University of Guelph should be part of the discussion as it is part of the problem. The issue with the student housing shortage is related to admission practices at the University of Guelph and its ability to house the admitted student population. It should not be the burden of the community residents to solve the issue created by the University.

I am a resident of Guelph and want to ensure the city takes a long-term view and approach to accommodating and supporting new and existing members of our community. Intensification of housing in our community is necessary, and present with all the new builds in our city, and I support it. Yet, I am concerned that developers are going too far with packing in additional dwellings and bedrooms for profit. My motivation is creating a community where our members thrive, we focus on equity, and our environment is sustainable. I hope I am closely aligned with your goals for our city.

Sincerely,

Jenna Hardy

A concerned resident

City of Guelph fourplexes comments:

Guelph city staff report included on the website for the meeting defines gentle density as:

“an approach to urban development that focuses on **slightly increasing** the number and variety of homes in neighbourhoods that typically accommodate only low-density, single-detached homes. This approach to increasing a range and mix of affordable housing options involves creating more homes and **minimally building out** these lots so that more than a single home can be accommodated. It is **development that is not meant to be imposing** but rather, the ultimate sign of successful gentle density is that it is **gentle enough that one hardly notices.**”

We all recognize that increasing housing supply is needed and adding additional units are beneficial but this needs to be done in a way that minimizes impacts on existing communities and residents as in the city’s definition of gentle intensity. Below are the reasons I think the city should not support fourplexes to be put just anywhere in the city.

1. Fourplexes, especially where they are put side by side on a single property, can come with significant community disruption, traffic, parking and road safety. It could create traffic and congestion on previously quiet streets. These changes also ask for less parking spaces on the property which means spill over to the street. **How are safety issues being considered in light of this increased street parking and volume of traffic? What are the impacts for access of emergency vehicles such as fire trucks and ambulances?** Not all streets in the city are built the same. I have a work truck and I can tell you on some streets when there are cars parked on both sides it’s hard for my truck to get through, then how would a fire truck get in? Has the city talked to emergency responders about potential impacts this bylaws could have on street access? These are serious community safety issues that need to be considered and addressed. Guelph Today reported in 2022 that between May 2020 and May 2022 the city received 13,485 parking related complaints including on street parking, parking on private property and lawn parking. <https://www.guelphtoday.com/local-news/residents-behaving-badly-city-breaks-down-by-law-complaints-5355764> Clearly parking is already a significant issue in the city, fourplexes could make this a lot worse in some neighbourhoods.
2. This also raises the question of practical garbage storage. **Where are these garbage bins going to be stored in fourplexes?** A fourplex means 12 garbage bins. There needs to be rules set out so front lawns and driveways are not going to be lined with garbage bins as this impacts whole neighbourhood? What work has been done by the city to address this? Are the garages going to be built to store 12 bins and a car?
3. The reality is that fourplexes will happen predominately in mature and established neighbourhoods with older homes. These homes typically have slightly larger lots than homes in newer subdivisions. What this could mean is that someone could come in and not only put 4 units on a lot (which one could more reasonably argue is in line with the idea of gentle density) but what could happen (and as **we already see is happening**) is that someone can subdivide

these lots into numerous smaller lots and then build units on each of those sub-lots. What we are seeing is that a single house lot on a quiet residential street where one or two families would have lived could potentially be replaced with 8, 12, or 16 units. This would potentially place hundreds of occupants in previously single family communities. **What is being done to manage the number of bedrooms in these dwellings?** To compound this, these units can be rented on a per room basis – especially to students given this is a university town – meaning that dozens and dozens of people being added to where previously one or two families would have lived. **The compounding of additional units with sub-division of lots is an exponential intensification not consistent with the definition of gentle density that is supposed to be ‘slightly building out something’ or be ‘hardly noticeable’.** This is a potential complete overhaul of neighbourhoods.

4. If homes in these types of neighbourhoods are being bought to be torn down and replaced with fourplexes to max values then I question the logic of **how this is leading to greater affordability?** The first thing that comes to my mind is that those potential homebuyers that are looking for single family or semi-detached homes in older neighbourhoods that they can renovate, add a rental unit, could be **competing with developers** for those houses because of the potential of these properties to be turned into fourplexes by developers.

An article on the Ontario Home Builders Association website talked about this idea of profitable investment in housing for students saying that

‘With student enrollment in Waterloo and other Ontario university towns increasing annually, some residential developers across Ontario are seizing the opportunity to build made-for-student condominiums and multiplexes featuring up to five bedrooms with common areas, parking, social rooms and gyms. Seeing rental potential and an attractive investment opportunity, private investors, property owners and parents of students are jumping on board’.

<https://www.ohba.ca/housing-higher-learning/>

Fourplexes would provide conditions for these type of builds!!

5. The city needs to think about the livability of neighbourhoods. I live 4 km from the university. Putting a fourplex with dozens of rooms for students to rent could be very profitable for someone as we see in the article above. Reading this same article it sounds like cities such as Waterloo and London have put some effort to understand the impact of student housing on surrounding communities. To me putting a fourplex could attract a lot of student rentals. **Has our city done any work on what that means for communities and streets such as mine where predominately families live and what it would mean if fourplexes with the intent to renting for students were built in the middle of these streets?** I believe that this needs to be done before the city even thinks about introducing fourplexes on residential streets within reasonable distance to the university. A fourplex, or two or three fourplexes in a row, could be turned into a mini student residence in a middle of residential neighbourhoods. **Is one of the reasons for this bylaw change to encourage building more student housing throughout existing low density residential neighbourhoods?** Given the proximity of the university to many established low-density neighbourhoods I think the city has a responsibility to the people in the city to address the potential impacts on concentration of student residences in low density neighbourhoods

that the bylaw may encourage. These are real impacts to people, streets and whole communities. Again the article by the Ontario home builders association talks about, for example in London where some of the issues with student housing have been things such as *“exodus of long-term residents, poor property maintenance, the large number of by-law enforcement complaints and high resale costs based on rental income potential versus comparable resale value.”* These are the things that worry me as well. **How is our city addressing the possibility of student concentration in fourplexes in current low density residential street and the potential disruption this has to existing communities?** The other thing we have to remember is that these could be built as regular rental units then rented to one tenant student who then becomes lead tenant but sublets the other rooms to other students!

6. The impacts of the bylaw change to allow fourplexes has a huge impact on potentially thousands of people living in the city, especially within close distance to the university. I found out about this from a neighbour. Why has the city not asked all the people to give their input - this has possibly huge impacts on us? The information on city website for this meeting talked about community engagement and talked about how there was an open house. **How were people of Guelph informed about this, and what effort was put into this?** I did not receive anything from the city about this consultation! If there is a playground being redone in my neighbourhood I receive a letter from the city to inform me of this and give me chance to provide my opinion! **This bylaw could have an enormous impact on my street, community and my house and I didn't receive anything to tell me this is happening?** I see that the development and the home building community had a specific session specifically just for them, how were they invited to the session – did they find out from their neighbour as well or did they get a letter from the city? **How can the city make this huge decision without asking the people that live in the city, and without actually informing them of the change and asking for their opinion & input?** I strongly believe this needs to be done before the city makes any decisions to allow fourplexes because this has a huge impact on entire communities and our city.

I'm also very disappointed that the city website talks about 5 unit discussions in the fall – to me this just shows that the city already made it's decision on these fourplexes without really putting in the effort to understanding how it impacts different neighbourhoods and the people that live in this city and asking the people that live in this city how it may affect them.

Raising legitimate concerns about where and in the type of neighbourhoods fourplexes can be built should not be right away dismissed as a 'NIMBY'. These are legitimate concerns that the city needs to think about as they have a very real impact on residents, communities and neighbourhoods that we live in. I wholeheartedly support building more homes but this needs to be done reasonably, and serious consideration about the impacts this has on communities and the people that already live in them.

Paul Szymanski

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

To: City of Guelph, City Council

From: Ward 6 Resident

Date: 05 April 2024

Re: Submission to City Council – Planning Meeting of 09 April 2024

**Public Meeting Report Gentle Density Four Dwelling Units on a Lot Proposed
Zoning By-law Amendment - 2024-140 - File: OZS24-002**

References:

- a. *Draft Regulations to Permit Four (4) Dwelling Units in Low Density Residential Zones;*
- b. *Exploring Opportunities for 4+ Units on Residential Lots in Guelph: What We Heard; Report City of Guelph – Gentle Density Study, March 22, 2024;*
- c. *Comparison of Existing Regulations in the Zoning By-law (2023)-20790) to Proposed Changes to Permit 4 Dwelling Units on a Lot*
- d. *Comparative Zoning Review of Selected Ontario Municipalities*
- e. *Power Point: Gentle Density: Proposed Changes to Enable Four (4) Units on a Lot, April 9th 2024*
- f. *Exploring Opportunities for 4+ Units on Residential Lots in Guelph: Considerations for Gentle Density (February 2024);*
- g. *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020, Ontario.ca/growthplanning*
- h. *City of Guelph Comprehensive Zoning By-law (1995) – 14864 (“the 1995 Zoning By-Law”)*
- i. *The City of Guelph Zoning By-law (2023)-20790 (“the 2023 Zoning By-law”).*
- j. City of Guelph Official Plan – February 2024 Consolidation, Guelph.ca/officialplan (“Official Plan”);
- k. *The Urban Design Manual (2017);*
- l. *Brookings Institute Report, “Gentle” density can save our neighborhoods, December 4th, 2019;*

OVERVIEW –

1. These written submissions to Guelph City Council are intended to voice opposition to the proposed by-law allowing four dwelling units on a lot “as-of-right.”
2. Our neighbourhood acknowledges that infill and intensification are necessary and must occur. Our children will need homes to live in when they get older and without more homes, our city cannot continue to be the affordable, attractive, open and accessible community that sets it apart from others.
3. However, it does not follow that infill and intensification should happen at all costs and in any manner possible.
4. Having reviewed the documents and reports prepared exploring opportunities for 4+ units, **it is my view that a by-law which would allow four units on a lot as-of-right should be opposed.**
5. An “as-of-right” approach threatens a much larger-scale intensification than anticipated by the city’s reports. This is so because of an approach in which a lot becomes subdivided into smaller lots, and four units could thereafter be built on each of those smaller lots. The proposal is not for “four units on a lot”. The reality is that this is a proposal for 12 to 16 units per lot, in neighbourhoods which may not have the requisite infrastructure.
6. What is more, the proposed “as-of-right” approach undermines the checks and balances which exist to ensure that any proposed build be safe, compatible with the existing community, consistent with our city’s Official Plan and consistent with the most recent Provincial Plan.¹
7. While not in support of the proposed by-law, should our city determine that such a by-law must be passed, I suggest that any fourplex should be limited and only permitted as follows:
 - a. Where the fourplex meets a strict requisite minimum lot size and a frontage of 15M in RL.1 zones, even in the case of semi-detached dwellings;
 - b. Where requisite setbacks can be met;
 - c. Where the ADUs are constrained by floor-space vis-à-vis the main building;
 - d. Where the fourplex can be serviced with adequate rates, size and placement of parking; and,

¹ A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020, Ontario.ca/growthplanning

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

- e. Where city infrastructure, including sidewalks and roadways, are adequate to properly support the fourplex.
8. Should the city find it necessary to allow fourplexes as of right, I urge that any by-law be strictly circumscribed, as described above and in further detail at paragraphs 30 through 46 of these submissions.
9. Instead of a *carte blanche* approach to intensification and development, I ask that our city’s growth must be “moderate, steady, and managed to maintain a compact and human-scale city.”²

CONTEXT

10. The south end of Guelph (Ward 6) can provide some context to the dangers in an as-of-right approach to intensification. When many of the homes in the Ward 6 area were built, they were outside of city limits. The lots are therefore larger as they had to accommodate (or still accommodate) a septic tank and well. As a result of the larger lot sizes, infill and intensification are occurring and expected in Ward 6.
11. However, Ward 6 is an example of the problematic nature of an “as-of-right” approach to allowing a prescribed number of dwelling units on a lot, without the checks and balances of an application for special permissions and a public meeting before city council to assess the appropriateness of a particular build.
12. At present, a three unit “as-of-right” approach has created a situation of significant proposed growth in our neighbourhood. Our neighbourhood, however, is not suitably resourced for a high-level of growth.
13. Many neighbourhoods in Ward 6 lack much of the requisite infrastructure to support large-scale intensification. In our neighbourhood for example, our streets are narrow, without shoulders or sidewalks. Pedestrians, cyclists and cars share the roadway for lack of sidewalks. If cars parked on the street are not properly offset, larger vehicles cannot pass.
14. Our neighbourhood is presently faced with a situation where a single lot is proposed to be subdivided into four smaller lots. Thereafter, a proposed build will see each of the smaller lots contain three dwelling units “as-of-right”, for a total of 12 new dwelling units containing

² City of Guelph Official Plan – February 2024 Consolidation, Guelph.ca/officialplan (“Official Plan”);

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

40 bedrooms. A single lot which once contained one home will now have 12. For our small street of single dwelling homes, this represents a 35% increase in density, all on one lot.

15. The anticipated increase in traffic and parked cars has left our small neighbourhood wondering how a larger vehicle such as a fire truck or the Mobility Transit bus will be able to access the street. We have become concerned about how our children will safely walk to school. (At present, our children share the roadway with cars to walk to school for lack of sidewalks). Our city councillors, while sympathetic, are unable to assist having regard to the “as-of-right” nature of the build, notwithstanding a situation where the build is inconsistent with the Official plan, in particular as it relates to active transportation safety.³
16. Now, our city is faced with a proposal for an even larger increase, from three units to four units as-of-right. For the reasons explained above, an uncontrolled approach to intensification has put our residents’ safety at risk. As a result, **it is strongly urged that our city councillors reject this proposed by-law.**

DENSITY –

17. Again, context is important. The following is an example of what might occur should four units be permitted “as-of-right”:
18. Similar to what is occurring in our neighbourhood, a developer might buy an older lot in an RL.1 neighbourhood containing one older single dwelling home. The developer could then subdivide that one lot into 4 smaller lots. In turn, and in accordance with a proposed “as-of-right” by-law, four residential dwelling units would be built on each of those smaller lots (16 dwelling units total). Essentially, one single dwelling unit would be turned into 16. The adjacent lots could then be bought and similarly developed. 16 dwelling units becomes 32 and then eventually 48 dwelling units would exist where previously, there were only 3 homes.
19. In a larger more built-up area, this would not be out of place. However, in the context of certain Ward 6 neighbourhoods, this level of intensification would be extreme. Indeed, the Official Plan sets the maximum net density for many low-density residential zones at 35 units per hectare.⁴ If the above development scenario played out in an RL.1 neighbourhood, the neighbourhood’s density could easily more than double and the allowable net density would

³ See Official Plan, 3.9 Transportation, p. 19 of 368.

⁴ Official Plan, p. 98 of 368.

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

be surpassed and become concentrated in one small area. And this, without the process in place to know whether the necessary infrastructure or safety provisions are in place to support the build.

20. More, an “as-of-right” approach would mean that all of this could occur without local residents having opportunity to meaningfully express any safety, compatibility or infrastructure concerns to city council through a public hearing.

Gentle Density Increases –

21. In February 2024, the City of Guelph published a paper exploring a Gentle Density project.⁵ The takeaway included support of greater intensification and density. “Gentle Density” is a term used in a 2019 Brookings Institution report to argue that replacing detached single-family houses with more homes on a lot could help **reduce house prices** in certain locations **without disrupting the neighborhood.**⁶
22. Gentle Density is a tool to fight the housing affordability crisis.⁷ In adding more homes to single-family neighbourhoods, it becomes possible for more people to move into the neighbourhood (and city).⁸ “Under certain conditions, the new homes will also improve affordability, because the cost of the most expensive factor—land—is spread across more homes.”⁹
23. However, instead of making housing more affordable, an as-of-right approach to development can have the opposite effect. Through subdivision of lots followed by fourplex development, the value of lots in a particular neighbourhood are likely to be driven upwards. The stock of affordable houses for sale will in turn be depleted. Whether the proposed development contributes to the stock of affordable rentals is questionable but remains to be seen.

⁵ Exploring Opportunities for 4+ Units on Residential Lots in Guelph: Considerations for Gentle Density

⁶ “‘Gentle’ Density Can Save Our Neighborhoods,” <https://www.brookings.edu/research/gentle-density-can-save-our-neighborhoods/>.

⁷ It is also a tool to fight something else: the authors of the Brookings Institute Report would argue that zoning codes have historically been used “as a proxy for separating people by income and race.” (Brookings Institute Report, “Gentle” density can save our neighborhoods, December 4th, 2019.)

⁸ “‘Gentle’ Density Can Save Our Neighborhoods,” <https://www.brookings.edu/research/gentle-density-can-save-our-neighborhoods/>.

⁹ *Ibid.*

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

24. For the reasons relating to infrastructure and safety, the proposed development is hardly “without disruption” to the neighbourhood. Indeed, in the example I gave about our neighbourhood, the anticipated disruptions include undermining pedestrian and cyclist safety, concerns about emergency vehicle access, and reduced mobility transit access.
25. To name this kind of intensification “Gentle Density” is misleading.

URBAN DESIGN –

26. Finally, the official plan asks that development “ensure that the design of the built environment promotes excellence in urban design by respecting the character of the existing distinctive areas and neighbourhoods of the city.”¹⁰
27. As per the Official Plan, “new buildings proposed within older, established areas of the city are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas.”¹¹
28. An “as-of-right” approach means no ability to ensure that a proposed development is compatible with the existing community. The City’s Urban Design Manual advocates for a sense of place in order to attract people and business to the city, and help keep them here.¹²
29. “If managed well, greater density can enhance the high quality of life Guelph is known for while maintaining and creating liveable neighbourhoods.”¹³ I would argue that an “as-of-right” approach encourages a poorly managed *ad hoc* approach to intensification which compromises our community’s liveability.

A PROPERLY CONSTRAINED BY-LAW:

30. As made clear, a proposal to allow fourplexes as of right is not supported.
31. However, should city council nevertheless wish to adopt the by-law, I would ask that it be strictly circumscribed and only allowed where:

¹⁰ Official Plan, 8 Urban Design, p. 73 of 368.

¹¹ Official Plan, 8.5 Built Form: Low Rise Residential Forms, p. 77 of 368.

¹² Urban Design Manual, Vol. 1, p. 1-7.

¹³ Urban Design Manual, Vol. 1, p.1-3

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

- a. Where the fourplex meets a strict requisite minimum lot size and a frontage of 15M in RL.1 zones, even in the case of semi-detached dwellings;
- b. Where requisite setbacks can be met;
- c. Where the ADUs are constrained by floor-space vis-à-vis the main building;
- d. Where the fourplex can be serviced with adequate rates, size and placement of parking; and,
- e. Where city infrastructure, including sidewalks and roadways, are adequate to properly support the fourplex.

Lot size and frontage:

Frontage:

32. **I am in support of a strict minimum frontage of 15M in RL.1 zones** as detailed in the proposed by-law amendments. This will help ensure that any proposed build remain in human scale and compatible with the pre-existing neighbourhood.
33. I would ask that city council remain steadfast in this requirement and not adhere to pressure to allow for an exception for smaller frontage for “semi-detached dwellings” such as the 7.5M frontage exception which exists for these types of builds in the City of Guelph’s Comprehensive Zoning By-law (2023)-20790, s. 6.6.

Permitted building forms, unclear definition of ‘fourplex’:

34. It is my observation that the definition of a “fourplex” is not sufficiently restricted so as to preclude a situation where each half of a semi-detached dwellings might independently make up a “fourplex”. This conclusion is supported by the proposed wording s. 4.12.1.(b), which provides that an additional dwelling unit may be contained within a semi-detached dwelling (s. 4.12.1(b)) (the inference being that the ADU could therefore be part of the “fourplex”).
35. Using this unclear definition, a semi-detached dwelling could contain two fourplexes, or a total of eight dwelling units (one fourplex for each side of the semi-detached dwelling). A builder could then rely on the reduced lot size and frontage permitted for semi-detached dwellings in s. 6.6 of the *City of Guelph’s Comprehensive Zoning By-law (2023)-20790*. This provision allows for as little as 7.5M frontage for semi-detached dwellings (and a lot size as small as 230M2).

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

36. The end result would be eight dwelling units on a parcel of land intended by these proposed by-laws to include only four dwelling units. (The end result would be four units for every 7.5M of frontage as opposed to four units for every 15M of frontage). From a density perspective, using the examples previously given as it relates to lot subdivision, it could mean large-scale, uncontrolled growth. A review of the materials in support of Gentle Density in Guelph, and in particular the illustrated building forms at power point slide #4 suggest that this was not an intended result. None of these illustrations show an eight-unit semi-detached dwelling.
37. So as to avoid this unintended consequence, I would urge city council to institute a strict 15M frontage requirement for fourplexes in R1.1 zones, regardless of the building form. Alternatively, I would ask that city council refine the definition of fourplex such that it precludes semi-detached dwellings.

Lot Size:

38. I would ask our city to re-think the minimum lot size of 460M² for fourplexes and consider a larger lot size. Using our Ward 6 neighbourhoods as an example, this would allow 12 to 16 dwelling units on lots which previously held one single detached home, in smaller neighbourhoods without the requisite infrastructure.

Size of Accessory units

39. The proposed by-law states that any accessory dwelling unit have a residential floor area which is less than the residential floor area of the main building (s. 4.12.1(d)(i)) or 80M² where the additional dwelling unit is in a separate structure (s. 4.12.1(e)).
40. I would make two points:
41. First, a clearer definition of residential floor area is needed. It is not clear whether this would include the floor space on upper floors (for example, in the case of a two or three story dwelling). The potential result is an ADU which is indeed larger than the main dwelling due to a lack of clarity in the term “residential floor area.”
42. Second, I am dismayed that the city is considering increasing the potential size of accessory dwelling units. First, instead of the existing rule requiring the ADU to be 45% of the main

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

build's floor space, the proposal is that the ADU simply needs to be "smaller". "Smaller", without a clear definition of residential floor space, makes it impossible to know the permissible size of an ADU. As well, the proposed by-law supports an increase from a maximum of 70M2 to 80M2 for detached ADUs. The rationale for the increase is not explained in the materials.

43. Should City Council be unwilling to cap the size of any proposed ADU, I would urge city council to maintain a cap on the number of bedrooms permitted in accessory dwelling units so as to minimize uncontrolled development.

Parking

44. I would urge city council to maintain the current standards of one parking space per residential dwelling unit, or one parking space for every three bedrooms in the case of a lodging house type 1, in particular in RL.1 neighbourhoods.
45. As previously described, not all of the neighbourhoods in Guelph can safely accommodate the street parking which would follow should the proposed builds offer reduced parking.

Subdivision of lots

46. I would ask the city to find a way to avoid the subdivision of lots within neighbourhoods which do not have the infrastructure to sustain and support the high-level of growth which will follow should this by-law be enacted. One way to accomplish this would be to require larger lot sizes for fourplexes, as described in para. 38, above.

CONCLUSION

47. It is my assessment that this by-law proposal does not adequately address the likelihood that older lots will be subdivided into smaller lots and then followed up with larger-scale intensification in neighbourhoods without sufficient infrastructure. While this proposal suggests that what is being permitted is "four units on a lot", the reality is indeed that the by-law enables 12 to 16 units to be constructed on a pre-existing lot. And this, in an as-of-right fashion, without regard to community infrastructure, safety and liveability and without giving the community a voice in the process.

***Submission to City Council – Gentle Density; Four Dwelling Units on a Lot –
File: OZS24-002***

48. The large-scale growth which will follow is not what was intended by the Gentle Density project, the intent of which was to **increase affordable housing without disrupting the community.**
49. It is my assessment that the proposed by-law will have the opposite effect. Through larger-than-intended development, housing prices will be driven up and communities will be significantly disrupted. Such disruptions include safety and infrastructure concerns inconsistent with the city’s official plan, and inconsistent with the most recent Provincial Plan which mandates that “[a]ppropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, **while avoiding or mitigating risks to public health and safety**” (my emphasis added).¹⁴
50. I ask that the by-law be rejected or significantly circumscribed.
51. Please protect our communities and their safety. Please help keep Guelph a community with a sense of place and strong infrastructure, which in turn attracts people and business to the city, and helps keep them here.¹⁵

L. Mehkeri
Resident, Ward 6

¹⁴ A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020, Ontario.ca/growthplanning at s. 1.1.3.4

¹⁵ Urban Design Manual, Vol. 1, p. 1-7.

Hi There,

I'd like to submit my comments to the City regarding the Gentle Density/ 4+ Units proposal for low density residential areas.

While I support infill in low residential areas the look, feel and integrity of any existing neighborhood should be recognized, considered and maintained. Road safety and proper infrastructure to support an influx of residences on any street in Guelph needs to be of the utmost importance. Being able to build 4+ units on one residential lot should be considered on a case by case basis. It simply cannot be that what will work in one neighbourhood will work in another. An opportunity has been presented to a developer to build 40+ bedrooms on a low density residential lot in a neighbourhood of only 57 homes. That is Extreme Density.

Thank you.
-Katja Helmer

Staff Report



To	City Council
Service Area	Infrastructure, Development and Environment
Date	Tuesday, April 9, 2024
Subject	Statutory Public Meeting and Decision Report 35 & 41 Janefield Avenue Proposed Zoning By-law Amendment File OZS23-013

Recommendation

1. That the application from Van Harten Surveying Inc. on behalf of 27 Janefield Inc. for a Zoning By-law Amendment to change the zoning from the current "Residential Single Detached" (R.1B) Zone (1995 - 14864) and the "Low Density Residential" (RL.1) Zone (2023 - 20790) to the "Specialized Residential Semi-Detached/Duplex " (R.2-XX(H)) Zone, and a "Specialized Low Density Residential" (RL.1-XX(H)) Zones to permit the proposed semi-detached dwellings with site-specific provisions at 35-41 Janefield Avenue be received.
 2. That the application from Van Harten Surveying Inc. on behalf of 27 Janefield Inc. for a Zoning By-law Amendment to change the zoning from the current "Residential Single Detached" (R.1B) Zone (1995 - 14864) and the "Low Density Residential" (RL.1) Zone (2023 - 20790) to the "Specialized Residential Semi-Detached/Duplex " (R.2-XX(H)) Zone, and a "Specialized Low Density Residential" (RL.1-XX(H)) Zones to permit the proposed semi-detached dwellings with site-specific provisions at 35-41 Janefield Avenue be approved in accordance with Attachments 4 and 5 of the Infrastructure, Development and Environment Report 2024-127, dated April 9, 2024.
-

Executive Summary

Purpose of Report

This report provides a staff recommendation to approve a Zoning By-law Amendment to permit semi-detached dwelling units on the properties municipally known as 35 and 41 Janefield Avenue to facilitate the development of four semi-detached dwellings.

Key Findings

Planning staff support the proposed Zoning By-law Amendment subject to the recommended zoning regulations in Attachment-5 Proposed Zoning and Details 1995-14864 and 2023 - 20790.

Strategic Plan Alignment

The recommended Zoning By-law Amendment aligns with the City Building theme in the 2024-2027 strategic plan. The proposed development application is in conformity with the policies of the City's Official Plan, which is the City's key

document for guiding future land use and development. The Official Plan's vision is to plan and design an increasingly sustainable City as Guelph grows.

Future Guelph Theme

City Building

Future Guelph Objectives

City Building: Improve housing supply

Financial Implications

Estimated Development Charges: \$241,494

Estimated Property Taxes: \$19,369 (2023)

Report

Background

This report addresses an application to amend the Zoning By-law as received for the lands municipally known as 35 and 41 Janefield Avenue from Van Harten Surveying Inc. on behalf of 27 Janefield Inc. to permit the development of four semi-detached dwellings with site-specific provisions.

The application was received by the City on January 17, 2024, and deemed complete on February 12, 2024. The proposal would see the construction of 4 semi-detached dwellings on 41 Janefield Avenue and a portion of 35 Janefield Avenue. Additional Residential Dwelling Units are also proposed.

A similar proposal to permit 6 semi-detached dwellings at 27 Janefield Avenue and a portion of 35 Janefield Avenue was approved by City Council on December 12, 2023.

Location

The subject lands are located on the west side of Janefield Avenue, south of Mason Court. The subject lands are municipally known as 35 and 41 Janefield Avenue (see Attachment-1 Location Map and 120 m Circulation and Attachment-2 Aerial Photograph).

The subject lands currently have an area of 1,868 square metres with 33.3 metres of frontage along Janefield Avenue. One single-detached dwelling is currently located on the subject lands.

Surrounding land uses include:

- To the north: Existing and recently approved semi-detached dwellings;
- To the east: Janefield Avenue, Townhouse complex beyond;
- To the south: single-detached dwellings; and
- To the west: semi-detached dwellings.

Existing Official Plan Land Use Designations and Policies

The Official Plan land use designation that currently applies to the subject lands is "Low Density Residential". This land use designation permits detached, semi-detached and duplex dwellings, townhouses and apartments. The maximum density on low density residential properties is 35 units per hectare, or a maximum density of up to 60 units per hectare when adjacent to an arterial or collector road.

The relevant policies for the applicable land use designations are outlined in Attachment-7 Staff Review and Planning Analysis.

Existing Zoning

The subject lands are currently zoned "Residential Single Detached" (R.1B) according to Zoning By-law (1995) - 14864, as amended. The Comprehensive Zoning By-law (2023) - 20790 zones the property as "Low Density Residential" RL.1.

The existing zoning for both applicable By-laws is shown in Attachment-3 Existing Zoning.

Proposed Zoning By-law Amendment

The purpose of the Zoning By-law Amendment is to change the zoning from the current "Residential Single Detached" (R.1B) Zone (1995 - 14864) to a "Specialized Residential Semi-Detached/Duplex" (R.2-XX(H)) Zone to permit the proposed semi-detached dwellings with one site-specific provision at 35 & 41 Janefield Avenue. The site-specific provision is to allow an increased maximum driveway width of 5 metres, whereas the R.2 zone permits a maximum driveway width of 3.5 metres.

The proposed development conforms with the 2023 Comprehensive Zoning By-law (2023 - 20790) as approved by Council in April 2023. However, as parking provisions, driveway width provisions, and additional residential dwelling unit provisions that would impact this proposal are currently under appeal, a site-specific amendment to the 2023 Zoning By-law is still required. This would create a site-specific (RL.1-XX(H)) zone for the subject lands that would conform with the 2023 Comprehensive Zoning By-law as approved by Council but would not be subject to the ongoing appeals that apply to the RL.1 Zone.

Details of the proposed zoning under the Zoning By-law (1995)-14864, as amended, and the Comprehensive Zoning By-law (2023 - 20790) are included in Attachment-5 Proposed Zoning and Details 1995-14864 and 2023 - 20790.

Development Proposal

The proposed Zoning By-law Amendment is to permit four semi-detached dwelling units on the subject lands, with one site specific provision that would facilitate the proposed severances as shown in Attachment-6 Conceptual Site Plan.

Staff Review/Planning Analysis

The staff review and planning analysis for these applications is provided in Attachment-7 Staff Review and Planning Analysis. Comments from internal City departments and agencies are included in Attachment-8 Departmental and Agency Comments. The staff review and planning analysis addresses the following:

- Evaluation of the development proposal in accordance with the policies of the 2020 Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019);
- Evaluation of the development proposal's conformity with the Official Plan;
- Review of the proposed zoning; and
- Review of supporting documents submitted with the development application;
- The recommended holding provisions to allow for the applicant to satisfy concerns raised by the Engineering department in Attachment-8 Departmental and Agency Comments.

Staff Recommendation

Planning staff are satisfied that the proposed Zoning By-law Amendment is consistent with the 2020 Provincial Policy Statement and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The proposed Zoning By-law Amendment conforms to the objectives and policies of the Official Plan and the specialized zoning regulations are appropriate for the site.

Planning staff recommend that Council approve the Zoning By-law Amendment subject to the specialized zoning regulations as outlined in Attachment-5 Proposed Zoning and Details 1995-14864, subject to a Holding Provision.

Financial Implications

Estimated Development Charges: \$241,494

Estimated Property Taxes: \$19,369 (2023)

Consultations and Engagement

The Notice of Complete Application was mailed on February 15, 2024, to local boards and agencies, City service areas and all property owners within 120 metres of the subject lands. The Notice of Public Meeting was also advertised in the Guelph Mercury Tribune on March 14, 2024. Notice of the application was also provided by means of signage on the property, which was posted on February 22, 2024. The Notice of Public Meeting and Decision Meeting was mailed on March 12, 2024, to local boards and agencies, City service areas and all property owners within 120 metres of the subject lands. All supporting documents submitted by the applicant have been posted on the City's website.

Final comments from local boards and agencies and City service areas are included in Attachment-8 Departmental and Agency Comments.

Attachments

Attachment-1 Location Map and 120 m Circulation

Attachment-2 Aerial Photograph

Attachment-3 Existing Zoning

Attachment-4 Existing Official Plan Designation

Attachment-5 Proposed Zoning and Details 1995-14864 and 2023 - 20790

Attachment-6 Conceptual Site Plan

Attachment-7 Staff Review and Planning Analysis

Attachment-8 Departmental and Agency Comments

Attachment-9 Public Notification Summary

Attachment-10 Public Meeting Presentation

Departmental Approval

Chris DeVriendt, MCIP, RPP, Manager of Development Planning

Report Author

Eric Rempel, Development Planner

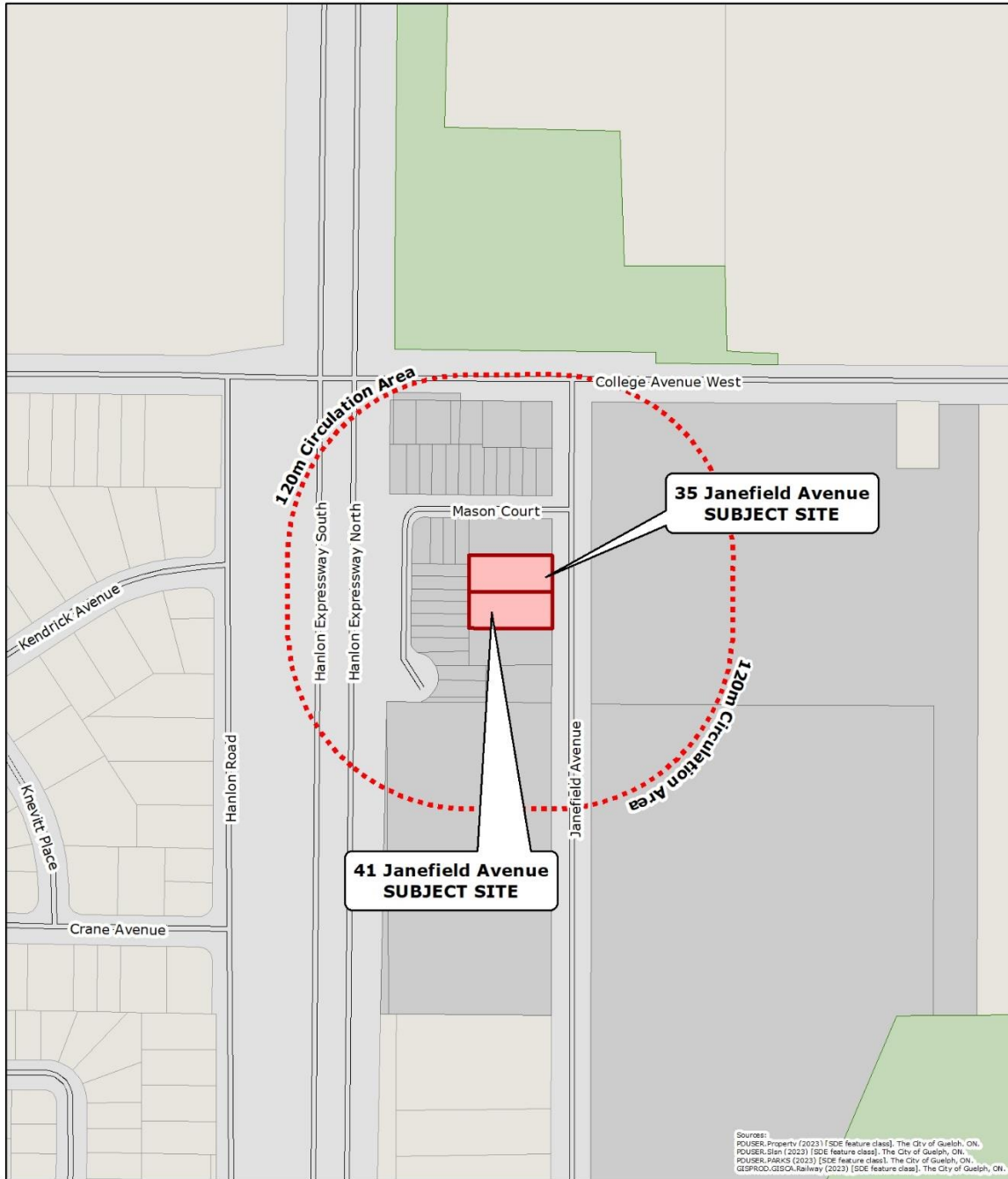
This report was approved by:

Krista Walkey, MCIP, RPP
General Manager, Planning and Building Services
Infrastructure, Development and Environment
519-822-1260 extension 2395
krista.walkey@guelph.ca


This report was recommended by:

Jayne Holmes, P.Eng, PMP
Deputy Chief Administrative Officer
Infrastructure, Development and Environment
519-822-1260 extension 2248
jayne.holmes@guelph.ca

Attachment-1 Location Map and 120 m Circulation




Sources:
 POUSER, Property (2023) [SDE feature class]. The City of Guelph, ON.
 POUSER, Sign (2023) [SDE feature class]. The City of Guelph, ON.
 POUSER, PARKS (2023) [SDE feature class]. The City of Guelph, ON.
 GISPROD.GISCA, Railway (2023) [SDE feature class]. The City of Guelph, ON.



0 25 50 100 150 m

LOCATION MAP and CIRCULATION AREA
35 & 41 Janefield Avenue



Produced by the City of Guelph
 Planning and Building Services - Development Planning
 November 2023

Attachment-2 Aerial Photograph



0 2.5 5 10 15 20 m

Produced by the City of Guelph
Planning and Building Services - Development Planning
November 2023

2023 ORTHOPHOTO
35 & 41 Janefield Avenue

Attachment-3 Existing Zoning

Existing Zoning, 1995 Zoning By-law



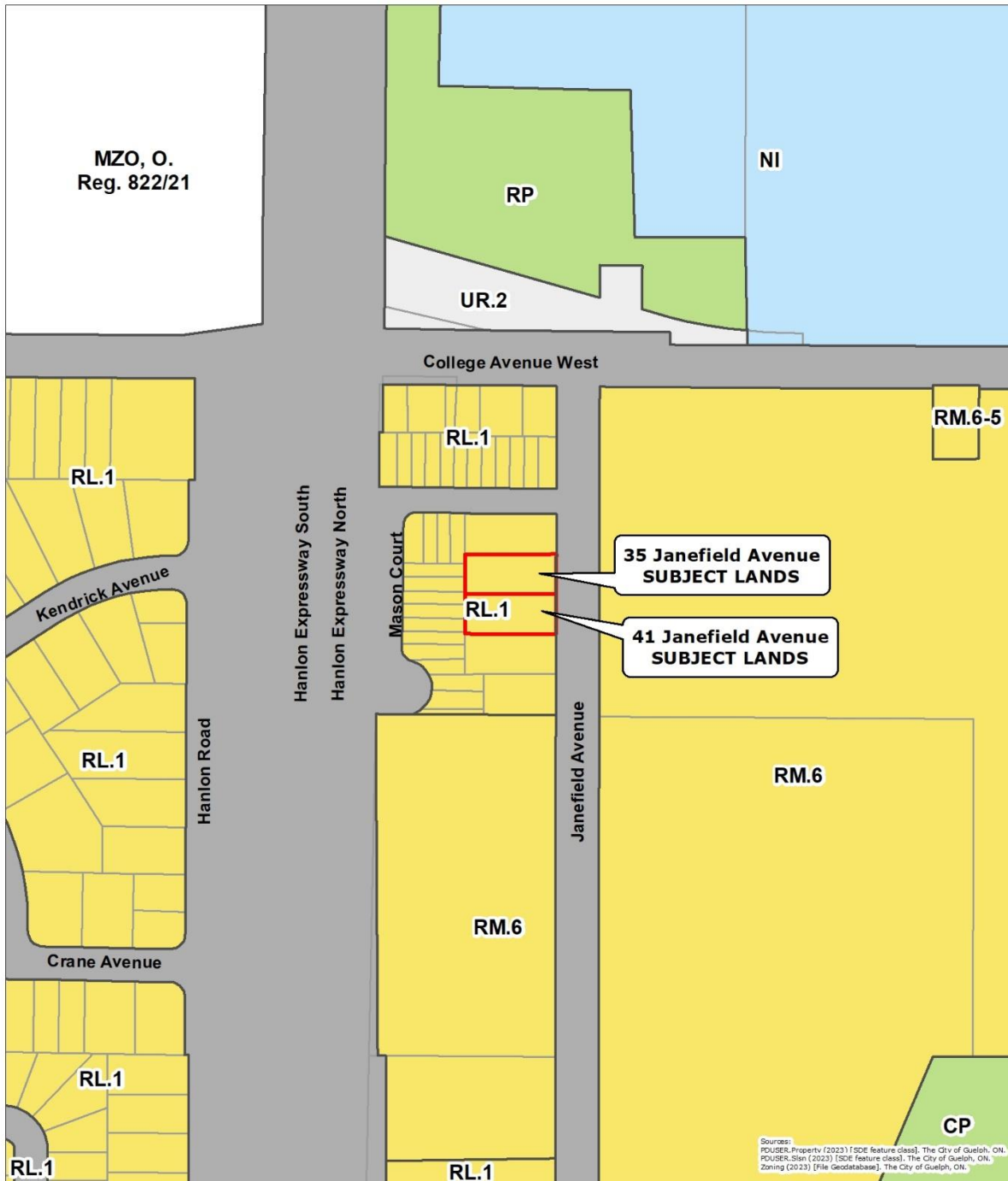
0 15 30 60 90 120 m

Produced by the City of Guelph
Planning and Building Services - Development Planning
November 2023

Existing Zoning (Bylaw 1995-14864)

35 & 41 Janefield Avenue

Existing Zoning, 2023 Zoning By-law



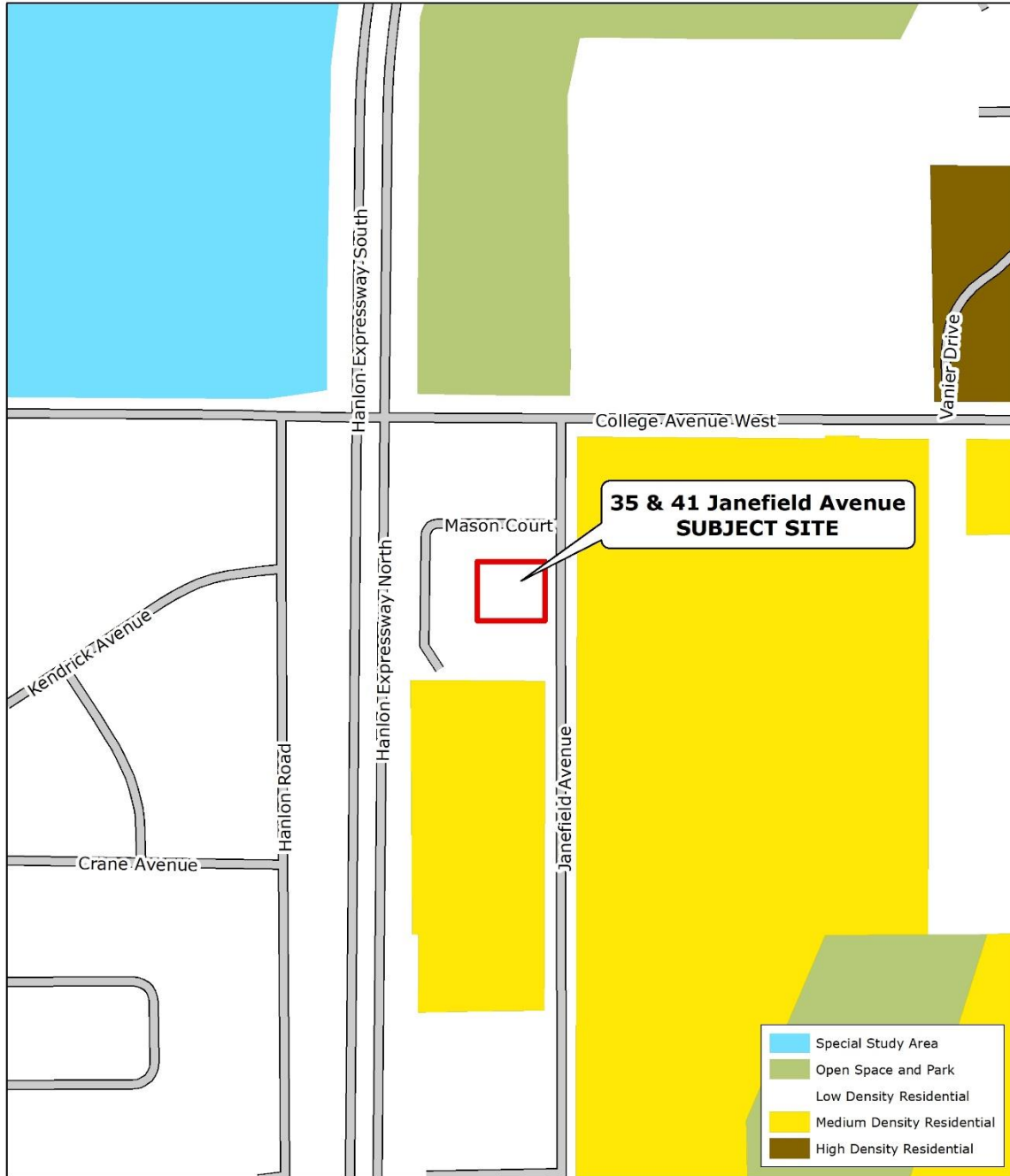
0 12.5 25 50 75 100 m
Produced by the City of Guelph
Planning and Building Services - Development Planning
November 2023

Zoning Bylaw (2023-20790)

35 & 41 Janefield Avenue

Attachment-4 Existing Official Plan Designation

Existing Official Plan Designation, Guelph Official Plan 2022 Consolidation

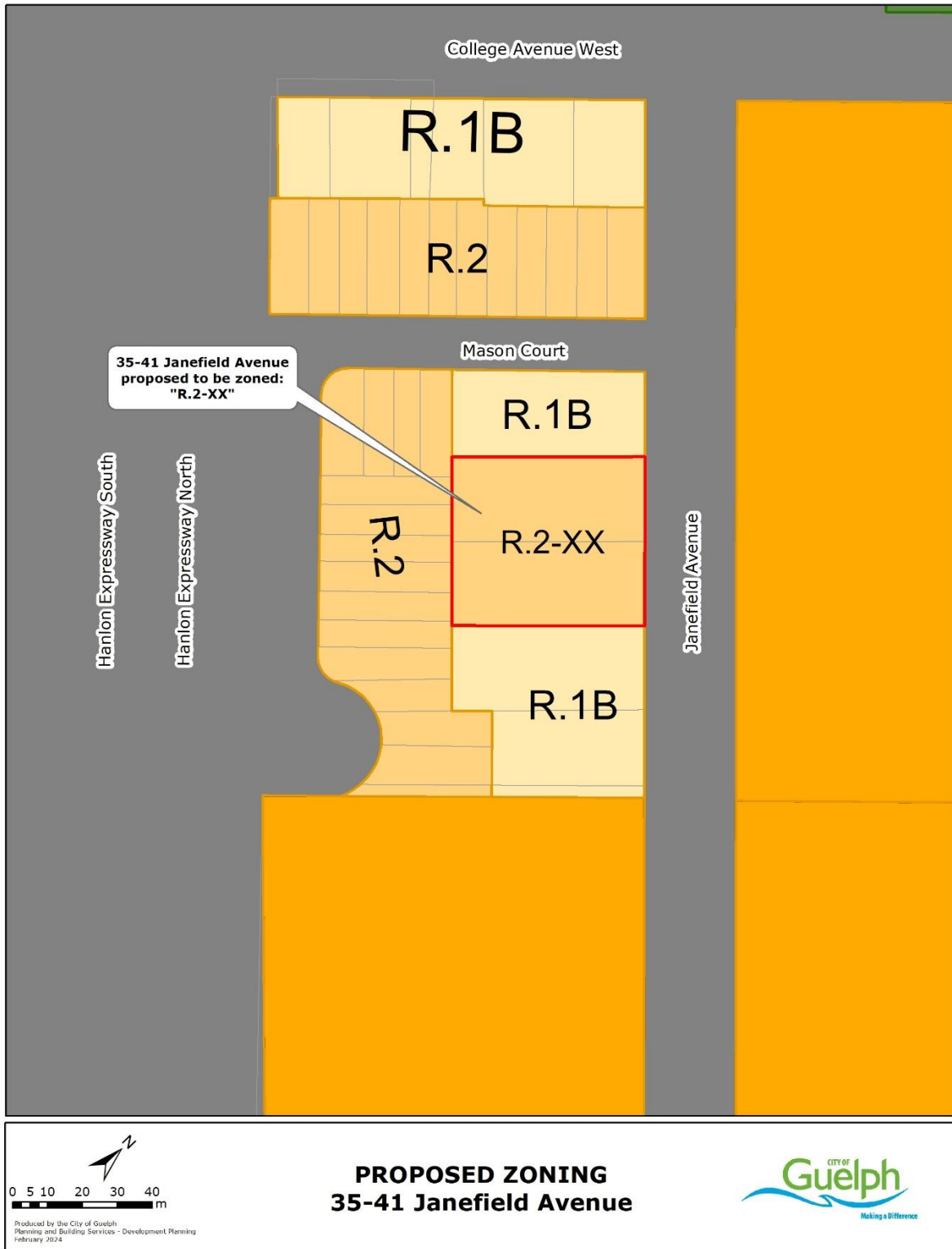


100 50 0 100 m

Produced by the City of Guelph
Planning and Building Services - Development Planning
November 2023

**Minister Approved
Official Plan Amendment 80
35 & 41 Janefield Avenue**

Attachment-5 Proposed Zoning, 1995 By-law



Proposed Zoning, 1995 By-law (continued)

Proposed Zoning: "Specialized Residential Semi-Detached/Duplex" – R.2-XX(H)

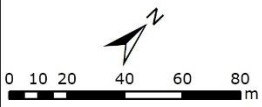
In accordance with Section 4 (General Provisions), Section 5.2 and Table 5.2.2 of Zoning By-law (1995)-14864, as amended, with the following site-specific regulations and exceptions:

Provisions

For the lands zoned R.2.-XX(H), in addition to the other applicable provisions of the R.2 zone, the following provision shall apply:

- The maximum driveway width shall be 5 metres.

Proposed Zoning, 2023 Comprehensive Zoning By-law



**PROPOSED ZONING
2023 Zoning By-Law
35 & 41 Janefield Avenue**



Produced by the City of Guelph
Planning and Building Services - Development Planning
November 2023

Proposed Zoning, 2023 Comprehensive By-law (continued)

Proposed Zoning: "Specialized Low Density Residential" – RL.1-XX(H)

In accordance with Section 4 (General Provisions), Section 6 of Zoning By-law (2023)-20790, as amended, with the following site-specific regulations and exceptions:

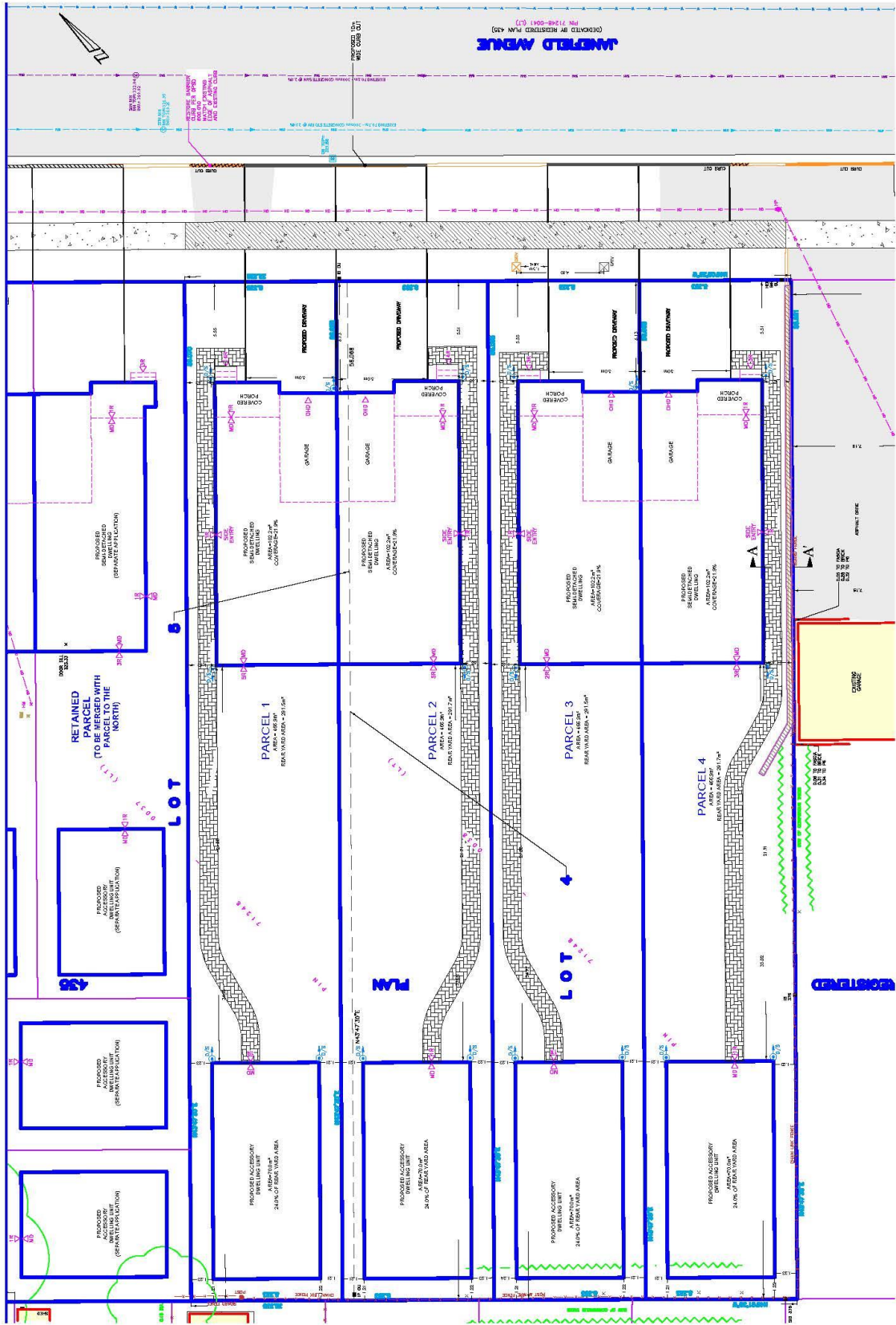
Provisions

For the lands zoned RL.1-XX(H), in addition to the other applicable provisions of the RL.1 zone, the following provisions shall apply:

- The maximum driveway width for a semi-detached dwelling shall be 60% of the lot frontage or 5 metres, whichever is less.
- That a maximum of two additional residential dwelling units (ARDUs) be permitted on a lot, one within the same building as the primary dwelling unit and one located in a separate building on the same lot or two additional residential dwelling units within the primary dwelling unit.
- That the following provisions apply to ARDUs within a primary dwelling unit:
 - The ARDU shall each not exceed 45% of the residential floor area of the building. Notwithstanding, an ARDU may occupy the entirety of the basement.
 - Interior access is required between floor levels and between the ARDU and the primary dwelling unit.
- That the following provisions apply to an ARDU within a separate building on the same lot:
 - The additional residential dwelling unit shall not exceed 45% of the residential floor area of the primary building.
 - That the additional residential dwelling unit shall not occupy more than 30% of the yard, including all accessory buildings or structures.
 - That the maximum building height is 5 metres, but shall not exceed the overall height of the primary dwelling unit, measured between the average finished grade to the top of such a building.
 - A 1.2 metre wide unobstructed pedestrian access shall be provided to the entrance of the unit unless access to the ARDU is provided directly from a street or lane.
 - An ARDU in a separate building on a lot may occupy a yard other than a front yard or required exterior side yard.
 - That an ARDU in a separate building on a lot shall have a minimum interior side yard and rear yard setback consistent with the interior side yard setback for the primary dwelling unit in the applicable zone.
 - That a minimum distance of 3 metres shall be provided between the primary dwelling unit and an ARDU on the same lot.
- That a minimum of 1 parking space per dwelling unit be provided for semi-detached dwellings and additional residential dwelling units.

- That all residential interior parking spaces (within a garage or carport) have minimum dimensions of 3 metres in width by 6 metres in length.
- That all residential exterior parking spaces have minimum dimensions of 2.5 metres in width by 5.5 metres in length.

Attachment-6 Conceptual Site Plan



Attachment-7 Staff Review and Planning Analysis Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development. All planning decisions, including the comments, submissions and advice provided to Council shall be consistent with the PPS. On April 6, 2023, the province released a new proposed Provincial Planning Statement. The new PPS that would replace the existing PPS and A Place to Grow: Growth Plan for the Greater Golden Horseshoe is not yet in effect.

Policy Section 1.0 – Building Strong Healthy Communities is the most relevant section to this application. It contains policies that promote efficient land use patterns that create housing opportunities, protect the environment, maintain public health and safety, facilitate economic growth and manage change.

Policy 1.1.1 of the PPS promotes creating and sustaining communities that are healthy, liveable and safe. This is achieved through planning efficient development and land use patterns having an appropriate range and mix of residential development types, employment and other land uses to meet long term needs and sustain provincial and municipal financial well-being [1.1.1 a), b)]. Development must avoid land use patterns that may cause environmental or health and safety concerns [1.1.1 c)]. The integration of transit supportive development, intensification and growth management is to be promoted all while ensuring that the necessary supporting infrastructure and public service facilities are available [1.1.1 e), g)].

Policy 1.1.3 requires land use patterns within settlement areas to be based on densities and a mix of uses to make efficient use of land and resources while being appropriate for and having the ability to be accommodated by infrastructure and public service facilities that are planned or available [1.1.3.2 a), b)].

Policy 1.4.3 calls for planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents. This is to be achieved by permitting a wide range of housing options and facilitating residential intensifications, especially towards areas where appropriate levels of infrastructure and public service facilities are available to support current and projected needs. [1.4.3 b)]

As the City's Official Plan is to be the main instrument for implementation of the PPS in Guelph [4.6], a more detailed review on how the proposed Zoning By-law Amendment is consistent with the above PPS policies as well as policies in the City's Official Plan will be outlined later in this analysis.

In Planning staff's opinion, the proposal to permit the proposed semi-detached dwellings is consistent with the PPS. The development represents an efficient use of

existing and planned infrastructure and contributes towards the provision of a mix of housing options and densities.

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

The Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan) is a provincial plan that builds on the PPS. The current Growth Plan came into effect on May 16, 2019 and was amended on August 28, 2020 (first amendment). While the PPS as discussed above provides broader policy direction, the Growth Plan provides more focused policy direction for the Greater Golden Horseshoe area. The new proposed Provincial Planning Statement is intended to replace both the existing PPS and Growth Plan, but this is not expected to come into effect until early 2024.

The Growth Plan supports building compact and complete communities, managing forecasted population and employment growth to the year 2051, protecting the natural environment, and supporting economic prosperity. All decisions affecting planning matters, including new development and redevelopment must conform with the current Growth Plan.

The policies of the Growth Plan focus on several key themes, including building complete communities; prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and supporting a range and mix of housing options, including additional residential dwelling units and affordable housing, to serve all sizes, incomes, and ages of households.

Section 2.2 of the Growth Plan contains policies to identify where and how population growth to the horizon year of 2051 will be accommodated within the city. These sections contain policies related to intensification, creating complete communities as well as optimizing and making efficient use of infrastructure and public service facilities. The subject lands are located in Guelph's delineated built up area, where a minimum of 50 per cent of all residential development in the city shall be located [2.2.2 1.a)]

The proposed Zoning By-law Amendment conforms to the policies of these sections by:

- Contributing to intensification within the City's delineated built up area;
- Providing a wide range of housing options; and
- Making efficient use of public service facilities as well as existing and planned infrastructure (e.g., roads, water and sewer, parks, etc.).

Overall, the development proposal will provide gentle intensification that will increase the range and mix of housing options within the delineated built-up area. The proposal will make good use of existing and planned infrastructure, active and public transportation infrastructure.

Planning staff are of the opinion that the proposed Zoning By-law Amendment is consistent with and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Official Plan Conformity

Section 2.2 outlines the strategic goals of the City's Official Plan. The strategic goals are focused on ecological, social, cultural, and economic sustainability in decision making. Of particular relevance to this application are the following goals:

- Ensure an appropriate range and mix of employment opportunities, local services, community infrastructure, housing including affordable housing and other land uses are provided to meet current and projected needs to the year 2031 [2.2.1 b)].
- Direct development to those areas where full municipal services and related infrastructure are existing or can be made available, while considering existing land uses, natural heritage systems, development constraints, fiscal sustainability, development costs and related factors [2.2.4 a)].

Residential Development Policies

The subject lands are designated "Low Density Residential" in the City's Official Plan. Section 9.3.2 of the Official Plan contains policies that apply to the Low Density Residential designation. The proposed Zone Amendment satisfies the Residential objectives of the Official Plan

This includes:

- 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;
- To provide higher densities of residential development in appropriate locations to ensure that transit-supportive densities, compact urban form, walkable communities and energy efficiencies are achieved;
- To ensure compatibility between various housing forms; and
- To direct new residential development to areas where municipal services and infrastructure are available or can be provided in an efficient and cost effective manner.

Permitted uses in the Low Density Residential Designation include:

- i. Detached, semi-detached and duplex dwellings; and
- ii. Multiple unit residential buildings, such as townhouses and apartments.
- iii. Additional Dwelling Units (ADUs)

The Low Density Residential Designation permits a maximum net density of 60 units per hectare when abutting an arterial or collector road. Janefield Avenue is listed as a collector road in Schedule 5 of the Official Plan. The proposed net density of the of the lands subject to this zone amendment is 21.4 units per hectare.

In addition to the low-density residential policies, Section 9.3.1.1 of the Official Plan contains criteria to assess development proposals for intensification proposals within existing residential neighbourhoods.

1. Building form, scale, height, setbacks, massing, appearance, and siting are compatible in design, character and orientation with buildings in the immediate vicinity.

The development proposes 4 two-storey semi-detached dwelling units, each with a basement ADU and detached rear yard ADU. The proposed semi-detached units would maintain similar form, scale, height, setbacks, massing, appearance and siting to the existing semi-detached dwellings on Mason Court, and to the recently approved Semi-detached dwellings directly to the north on Janefield Avenue.

Adequate side and rear yard setbacks will be maintained for the proposed semi-detached dwellings, as well as the proposed detached ADUs to provide an adequate transition to the adjacent lands. Based on the similarities to existing development in the area, the proposed development is considered compatible with the buildings in the immediate vicinity.

2. Proposals for residential lot infill will be compatible with the general frontage of lots in the immediate vicinity.

The frontages for the proposed lots are similar to the frontages provided for the existing semi-detached dwellings along Mason Court and the recently approved semi-detached lots to the north.

3. The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit including:
 - The commercial node at Edinburgh Road South and Stone Road West provides a wide variety of retail, personal service establishments, entertainment, etc. (to the south east).
 - W.E. Hamilton park (to the south east).
 - College Heights Secondary School and Centennial Collegiate Vocational Institute (to the north).
 - Priory Park Public School and Saint-Rene-Goupil French Catholic School (to the east).
 - Centennial Park (to the north).
 - The following transit routes: 1 (Edinburgh College), 15 (College), 18 (Watson Woodlawn) and 50U (Scottsdale)

4. Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.

Engineering and Transportation Services staff have reviewed the application and are satisfied that additional traffic generated by the proposal can be adequately accommodated by the existing adjacent roads and intersections, and had determined at the pre-consultation review phase that a Transportation Impact Study (TIS) is not necessary.

5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated.

The semi-detached dwellings and ADUs will be accessed by the proposed five-metre-wide driveways fronting onto Janefield Avenue. The proposed driveways and attached garages provide 3 parking spaces per lot. This is sufficient parking to meet the zoning by-law requirements for semi-detached dwellings and up to 2 ADUs per lot.

6. That adequate municipal infrastructure, services and amenity areas for residents can be provided.

Engineering staff have reviewed the application and are satisfied that there are sufficient existing water and wastewater facilities to service the proposed development.

However, engineering staff have noted that the stormwater management report submitted as part of the application does not identify the stormwater management criteria for the site and does not demonstrate that pre-development recharge rates are maintained under post-development conditions or provide the specified volume control. It is recommended that a Holding Provision be added until the applicant can provide the City an updated stormwater management report to the satisfaction of the City Engineer/General manager.

Detailed comments from Engineering staff are provided in Attachment-8.

7. Surface parking and driveways shall be minimized.

Each of the proposed semi-detached dwelling units includes an attached garage with one parking space each.

8. Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.

Each of the proposed lots fronts directly onto a public street and integrates with the existing street grid.

9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.

Engineering staff have reviewed the proposed conceptual grading and have found that the proposal will significantly reduce flows currently directed towards 49 Janefield Avenue by increasing on-site infiltration and redirection towards Janefield Avenue.

Detailed comments from Engineering staff are provided in Attachment-8.

Based on the scale of the proposed development wind and shadow studies were not required in support of the Zoning By-law Amendment application.

10. The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.

No significant impact on public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System was identified during staff's review.

With the inclusion of the Holding Provisions for the items noted above, the proposed development satisfies the criteria outlined in Official Plan Policy 9.3.1.1 and the Low Density Residential land use policies.

Review of Proposed Zoning

The purpose of the Zoning By-law Amendment is to change the zoning from the current "Residential Single Detached" (R.1B) Zone to a "Specialized Residential Semi-Detached/Duplex" (R.2-XX(H)) Zone under Zoning By-law (1995) – 14864.

The proposal conforms with the current Low Density Residential (RL.1) zoning under Zoning By-law (2023) – 20790 as approved by Council in April 2023. However, as parking provisions, driveway width provisions, and additional residential dwelling unit provisions that would impact this proposal are currently under appeal, a site specific amendment to the 2023 Zoning By-law is still required. This would create a site-specific (RL.1-XX(H)) zone for the subject lands that would conform with the 2023 Comprehensive Zoning By-law as approved by Council, but would not be subject to the ongoing appeals that apply to the RL.1 Zone.

Zoning By-law (1995) – 14864

The proposed amendment involves rezoning the subject lands to “Specialized Residential Semi-Detached/Duplex” (R.2-XX(H)) zone.

The proposed R.2-XX Zone seeks to permit the semi-detached dwelling use to facilitate the proposed development. The following site-specific provisions are also requested:

- To permit a maximum driveway width of 5.0 metres, whereas Section 4.13.7.2.3 of the Zoning By-law requires 3.5 metres.

The surrounding neighbourhood is comprised predominantly of existing semi-detached dwellings to the north and west, townhouse dwellings to the east, and single detached dwellings to the South. The proposed semi-detached dwelling use on the subject lands would fit in with the surrounding uses. Considering the close proximity to public parks, public transportation, and active transportation infrastructure, the subject lands are well suited for gentle intensification. In addition, staff note that the semi-detached dwelling use is permitted as of right in the Comprehensive Zoning By-law (2023) – 20790 approved by City Council of April 18th, 2023.

The proposed maximum driveway width of 5 metres will allow for adequate off street parking to be provided on each of the proposed lots. The driveway width of 5 metres is also permitted as of right in the Comprehensive Zoning By-law (2023) – 20790 as approved by Council.

Staff support the proposed semi-detached dwelling use and increased maximum driveway width of 5 metres.

Zoning By-law (2023) – 20790

As mentioned above, the proposal conforms with the current Low Density Residential (RL.1) zoning under Zoning By-law (2023) – 20790 as approved by Council in April 2023. As the Comprehensive Zoning By-law is still partially under appeal, a specialized Low Density Residential (RL.1-XX(H)) zone that conforms with the Low Density Residential (RL.1) Zone as approved by Council last year is necessary. The following site-specific provisions are requested:

- The maximum driveway width for a semi-detached dwelling shall be 60% of the lot frontage or 5 metres, whichever is less.
- That a maximum of two additional residential dwelling units (ARDUs) be permitted on a lot, one within the same building as the primary dwelling unit and one located in a separate building on the same lot or two additional residential dwelling units within the primary dwelling unit.
- That the following provisions apply to ARDUs within a primary dwelling unit:
 - The ARDU shall each not exceed 45% of the residential floor area of the building. Notwithstanding, an ARDU may occupy the entirety of the basement.
 - Interior access is required between floor levels and between the ARDU and the primary dwelling unit.

- That the following provisions apply to an ARDU within a separate building on the same lot:
 - The additional residential dwelling unit shall not exceed 45% of the residential floor area of the primary building.
 - That the additional residential dwelling unit shall not occupy more than 30% of the yard, including all accessory buildings or structures.
 - That the maximum building height is 5 metres, but shall not exceed the overall height of the primary dwelling unit, measured between the average finished grade to the top of such a building.
 - A 1.2 metre wide unobstructed pedestrian access shall be provided to the entrance of the unit unless access to the ARDU is provided directly from a street or lane.
 - An ARDU in a separate building on a lot may occupy a yard other than a front yard or required exterior side yard.
 - That an ARDU in a separate building on a lot shall have a minimum interior side yard and rear yard setback consistent with the interior side yard setback for the primary dwelling unit in the applicable zone.
 - That a minimum distance of 3 metres shall be provided between the primary dwelling unit and an ARDU on the same lot.
- That a minimum of 1 parking space per dwelling unit be provided for semi-detached dwellings and additional residential dwelling units.
- That all residential interior parking spaces (within a garage or carport) have minimum dimensions of 3 metres in width by 6 metres in length.
- That all residential exterior parking spaces have minimum dimensions of 2.5 metres in width by 5.5 metres in length.

These site-specific provisions are consistent with the applicable parking provisions, driveway width provisions, and additional residential dwelling unit provisions that were approved by Council last April.

Staff support the proposed specialised RL.1-XX(H) Zone and semi-detached dwelling use.

Municipal Services and Infrastructure

Policy 6.1.3 of the Official Plan requires all new development to be on full municipal services, including sanitary sewers, water supply, stormwater management and transportation networks.

Engineering staff have identified concerns regarding the submitted Site Servicing Plan and stormwater management report. To address these concerns it is recommended that a Holding Provision be added until the applicant can provide the City an updated stormwater management report to the satisfaction of the City Engineer/General manager.

Detailed comments from Engineering staff are provided in Attachment-8.

Environmental Noise

The applicant submitted a Detailed Noise Study as part of a complete application. The intent of the noise study is to identify the primary noise sources that may impact the proposed residential development. The report identifies traffic sources

on Hanlon Parkway and on College Avenue West, and stationary noise generated by the high school located approximately 200 metres to the north as the primary noise sources that may impact future residents of the proposed development. Staff have concerns that the report does not include the Guelph Noise Control Guidelines (GNCG) as a document used to determine the noise criteria. To address these concerns, it is recommended that a Holding Provision be added until the applicant can provide the City an updated detailed noise study to the satisfaction of the City Engineer/General manager.

Detailed comments from Engineering staff are provided in Attachment-8.

Traffic Review

A Traffic Impact Study (TIS) was not required as part of a complete application or required through the circulation and review of the applications. The number of units proposed (4 primary dwelling units and 8 Additional Dwelling Units, for a total of 12 dwelling units) do not warrant the submission of a traffic impact study.

Parking

Parking for the proposed development meets the requirements of both the 1995 and 2023 Zoning By-laws. Section 4.13.4.3 of the 1995 Zoning By-law and Table 5.3 of the 2023 Zoning By-law require one parking space per semi-detached dwelling, and additional residential dwelling unit. A total of 12 parking spaces are required, and 12 parking spaces are proposed.

Parkland Dedication

The owner/developer will be required to pay cash-in-lieu of conveyance of parkland prior to the issuance of any building permits. Park Planning comments provide more detail on the parkland dedication calculations for each of the proposed lots in Attachment-8.

Holding Provision

As discussed above, a holding provision is recommended for the subject lands to ensure development does not proceed until the following conditions have been met to the satisfaction of the City.

Conditions:

1. The Owner shall provide the City an Updated Site Servicing Plan to the satisfaction of the City Engineer/General Manager.
2. The Owner shall provide the City an updated stormwater management report to the satisfaction of the City Engineer/General Manager.
3. the Owner shall provide the City and updated detailed noise study to the satisfaction of the City Engineer/General Manager.

**Attachment 8:
Departmental and Agency Comments**

Respondent	No Objection or Comment	Conditional Support	Issues/Concerns
Planning		√	
Engineering		√*	Engineering supports approval of the application provided a holding provision is applied that will remain in place until the owner is able to provide an updated Site Servicing Plan, stormwater management report, and an updated detailed noise study to the satisfaction of the City Engineer/General Manager.
Urban Design	√		
Environmental Planning	√		
Parks Planning	√*		
Zoning	√		
Heritage Planning	√		
Transit	√		
Source Water Protection	√		

*Memo or letter attached

Internal Memo



Date March 8, 2024
To **Eric Rempel, Development Planner I**
From Jason Robinson, C.Tech, rcsi
Engineering Technologist III
Service Area Infrastructure, Development, and Environment
Department Engineering and Transportation Services
Subject **35 and 41 Janefield Avenue**
OZS23-013

An application for a Zoning By-law Amendment has been received from Van Harten Surveying Inc. for the lands municipally known as 35 and 41 Janefield Avenue on behalf of the owner, 27 Janefield Inc. to rezone the subject lands from "Residential Single Detached" (R.1B) to a site-specific "Residential Semi-Detached/Duplex" (R.2-XX) in the 1995 Zoning By-law to permit the development of semi-detached dwellings on the subject lands. A total of four semi-detached units are proposed. The subject lands are also zoned "Low Density Residential" (RL.1) in the 2023 Comprehensive Zoning By-law. The proposed development would conform with the RL.1 zone, as such no amendment to the 2023 Comprehensive Zoning by-law is requested.

The comments below are a compilation from various city staff and departments, and are based on the following plans & reports:

- Functional Servicing and Stormwater Management Report – prepared by Van Harten Surveying Inc.; dated February 23, 2024
- Conceptual Grading & Servicing Plan - prepared by Van Harten Surveying Inc.; dated February 29, 2023
- Geotechnical Report – prepared by CMT Engineering Inc.; dated February 22, 2024
- Geotechnical Supplementary Letter – prepared by CMT Engineering Inc.; dated February 26, 2024
- Phase 1 Environmental Site Assessment – prepared by Chung & Vander Doelen Engineering Ltd.; dated August 11, 2023
- Reliance Letter – prepared by Chung & Vander Doelen Engineering Ltd.; dated December 1, 2023
- Detailed Noise Study – prepared by Arcadis Professional Services (Canada) Inc.; dated December 20, 2023

Development Engineering:

Municipal Services:

The servicing capacity analysis was completed prior to the submission of the application. The results were as follows:

Water capacity

Staff have evaluated the water demand resulting from a new development at 35 and 41 Janefield Avenue. Water will be supplied to all four parcels from an existing 150mm diameter cast iron watermain on Janefield Avenue. The average day demand (ADD) and the maximum day demand (MDD) of the new development were calculated based on per capita rates and an MDD peaking factor from the City's 2023 Water and Wastewater Servicing Master Plan (WWSMP), with assumptions of two bedrooms per unit and two occupants per bedroom.

The estimated water demands were not found to significantly impact the existing pressures, and the expected pressures remain within the preferred service pressure range of 50-80 psi specified by the WWSMP.

Fire flow analysis was conducted at two nearby municipal hydrants; on Janefield Avenue approximately 70m north of the development (H57-001), and on Janefield Avenue approximately 50m south of the development (H57-002). Based on the WWSMP guideline of 80 L/s, the available fire flow was not met by hydrant H57-002. It is recommended that the fire flow requirement for this development is confirmed by the developer using the Fire Underwriters Survey (FUS).

Wastewater capacity

Staff have evaluated the increased flows resulting from a new development at 35 and 41 Janefield Avenue. Wastewater will flow from four parcels to an existing 300mm diameter concrete sewer on Janefield Avenue. Sanitary flows are predicted to increase by 0.42 L/s, using the population-based calculation for single and semi-detached dwellings outlined in the city's Development Engineering Manual (DEM), and considering a parcel of size 0.186 ha. The increased flows consider the proposed accessory residential dwelling units. The additional flows of 0.42 L/s were added as constant flows to the receiving maintenance hole on Janefield Avenue, and the existing and projected capacity within the system was considered for wet weather conditions using a 25-year 3-hour storm event.

The analysis determined that there is no surcharging from the subject site to the Wastewater Treatment Plant (WWTP), which suggests that there is sufficient capacity available within the City's existing infrastructure to support the proposed development.

Site Servicing:

Staff have reviewed the proposed conceptual servicing. New 100mm sanitary laterals and 50mm water services are proposed for each parcel. On private property, the water services are proposed to reduce to 32mm in size.

City records and the Functional Servicing and Stormwater Management Report indicate that #41 Janefield Avenue has existing water and sanitary services. The Site Servicing Plan does not show the existing services or indicate that they are to be decommissioned.

The sanitary main and storm main on Janefield Avenue run parallel and at similar elevations. Design inverts have been provided for the proposed sanitary services however no storm main elevations have been provided at the location where the sanitary laterals are proposed to cross. Due to the proximity of the pipes where the proposed sanitary laterals cross the storm main, more detailed crossing information is required to ensure that the parcels can be serviced.

Please note that the DEM outlines that driveways shall be located away from proposed services whereas the services for parcels 3 and 4 have been proposed within the proposed driveways.

The Site Servicing Plan does not indicate the size or material of the watermain on Janefield Avenue.

Stormwater Management:

Staff have reviewed the Stormwater Management Report. The Stormwater Management Master Plan (SWMMP) outlines that the proposed development is within Policy Area 13 (City-wide stormwater management criteria). Within this policy area there is water balance criteria to maintain the pre-development recharge rate and to provide a minimum of 5mm volume control, a quality control criterion to provide an enhanced level of water treatment, and a quantity control criterion to control post-development peak flows to pre-development levels for all design events (2-year through 100-year).

The Geotechnical Report outlines that one (1) borehole was advanced within the site in January of 2024. Groundwater conditions were observed in January and February, with no water observed within the depth of the borehole. The Geotechnical Supplementary Letter offers an opinion that a conservative estimate of 317.75m can be assumed for the seasonal high groundwater elevation whereas the DEM requires that the seasonal high groundwater elevation is established through a minimum of four seasons of monitoring to capture the seasonal variations in groundwater. The Geotechnical Report indicates that water levels will continue to be monitored throughout the development process while the Geotechnical Supplementary Letter indicates that no compelling reason was found to conduct four seasons of groundwater monitoring. The estimated seasonal high groundwater elevation noted in the Geotechnical Supplementary Letter is considered as a satisfactory temporary estimate, and a seasonal high groundwater elevation that meets the requirements of the DEM will be further reviewed during applications for consent and for building permits.

Please note that where a 0.5 m separation above the seasonal high groundwater elevation cannot be achieved the developer shall install Ontario Building Code

(OBC) compliant waterproofing as approved by the City of Guelph Chief Building Official at the time of building permit application.

Please additionally note that infiltration galleries shall maintain a minimum of 1.0m separation from the seasonal high groundwater level.

Water balance

The Stormwater Management Report identifies the water balance criterion to provide a minimum of 5mm volume control, however it does not identify the criterion to maintain the pre-development recharge rate.

The report provides a calculated minimum volume required to be controlled, and the design adequately meets this requirement.

The report does not appear to provide calculations outlining the pre-development and post-development recharge rates or demonstrate that the criterion to maintain pre-development rates under post-development conditions has been met.

The Geotechnical Report outlines that in-situ infiltration testing was conducted with a series of permeameter tests, and design infiltration rates were established by applying a safety correction factor to the measured infiltration rates consistent with Appendix C of the CVC/TRCA's Low Impact Development Stormwater Management Planning And Design Guide, as recommended by the city's SWMMP.

Quality control

The quality control criterion is to provide an enhanced level of water treatment. The report outlines that the runoff generated by the properties, with the exception of the driveway areas, can be considered as clean runoff which is not subject to requirements for additional polishing. The report further outlines that the driveway areas represent a small portion of the overall development and will not have a significant impact on the downstream stormwater system.

Quantity control

The quantity control criterion is to control post-development peak flows to pre-development levels for all design events (2-year through 100-year). The report modelled the existing and the proposed conditions to estimate the peak flows from the property and demonstrated that post-development peak flows have been controlled to pre-development levels.

Grading:

The proposed conceptual grading has been reviewed. The existing drainage pattern conveys surface water via overland flow towards #49 Janefield Avenue and the Janefield Avenue right-of-way. The proposed drainage pattern utilizes an at-source lot level control design by increasing on-site infiltration efforts and directs any remaining surface water towards the Janefield Avenue municipal right-of-way.

The proposed grading for the development will be further assessed during the applications for consent and for building permits.

Environmental Noise:

The Detailed Noise Study has been reviewed by staff. The report outlines that the Ministry of Environment, Conservation and Parks (MECP) environmental noise guideline document NPC-300 was used to determine the noise criteria for this project however the report does not include the Guelph Noise Control Guidelines (GNCG) as a document used to determine the noise criteria.

The report does not include Janefield Avenue, a collector road, as a traffic noise source.

Table 1 includes incorrect noise level criteria for noise generated from traffic sources for Outdoor Living Areas (OLAs).

Table 2 implies that noise level ranges (L_{eq} range) and associated control measures are identical for road and rail, whereas NPC-300 Section C7 identifies differences for 'plane of a window' during nighttime hours (23:00 – 7:00).

The report draws from NPC-300 to outline the wording for the recommended warning clause, whereas the wording for any warning clauses recommended should be drawn from the GNCG.

Environmental Engineering:

The Phase 1 Environmental Site Assessment and the Reliance Letter have been reviewed by staff, with no comment.

Traffic Services:

The development proposal has been reviewed by staff, with no comment.

Source Water Protection:

Please complete and return a Section 59 Policy Applicability Review form. The form is available online on the City of Guelph's website. If you require assistance in completing the form, contact the City of Guelph's Risk Management Official at 519-822-1260 ext. 2368 or peter.rider@guelph.ca.

Ensure that any private water supply or monitoring wells that are no longer in use are abandoned in accordance with O.Reg. 903.

In accordance with Grand River Source Protection Policy CG-CW-37, the applicant will need to indicate what DNAPL (if any) or other potentially significant drinking water threats will be stored and/or handled on the property. A Risk Management Plan may need to be developed.

Staff Recommendations:

Engineering supports approval of the Zoning By-law amendment application subject to the Holding Provisions below. To ensure that the development of the subject lands does not proceed until the following condition is met to the satisfaction of the City Engineer/General Manager:

- i) The Owner shall provide the City an updated Site Servicing Plan to the satisfaction of the City Engineer/General Manager.
- ii) The Owner shall provide the City an updated Stormwater Management Report to the satisfaction of the City Engineer/General Manager.
- iii) The Owner shall provide the City an updated Detailed Noise Study to the satisfaction of the City Engineer/General Manager.

The following conditions are additionally provided as information to Council and will be imposed through the Consent approval:

1. That prior to the issuance of building permit, the Owner shall place, or agree to place, the warning clauses identified in the approved Detailed Noise Study in all offers of purchase and sale for all lots and/or dwelling units and agree that these same notifications shall be placed in the agreement to be registered on Title.
2. That prior to the Certificate of Official, the Owner shall ensure that any private water supply wells, boreholes, monitoring wells and septic systems are decommissioned in accordance with O.Reg. 903.

Jason Robinson, C.Tech, rcsi
Engineering Technologist III
Engineering and Transportation Services
City of Guelph

Jim Hall, P.Eng. for
Mary Angelo, P.Eng
Manager, Development and Environmental Engineering
Engineering and Transportation Services
City of Guelph

Internal Memo



Date March 5, 2024
To Eric Rempel, Development Planner
From Tiffany Hanna, Park Planner
Service Area Public Services
Department Park and Trail Development
**Subject 35 and 41 Janefield Avenue
Proposed Zoning Bylaw Amendment (OZS23-013)**

Park and Trail Development has reviewed the application for the above noted proposed Zoning By-Law Amendment including the Notice of Complete Application dated February 13, 2024, and offers the following comments:

No objection to Zoning Bylaw Amendment

Park and Trail Development has **no objection** to the proposed Zoning By-Law Amendment application to rezone the subject lands from “Residential Single Detached” (R.1B) to “Residential Semi-Detached/Duplex” (R.2-XX) in the 1995 Zoning By-law to permit the development of a semi-detached dwelling. The application also proposes to rezone the lands from “Low Density Residential” (RL.1) to “Specialized Low Density Residential” (RL.1-XX) to permit site specific provisions for the proposed semi-detached dwellings.

CIL of Parkland Dedication required at future building permit

Requirement prior to issuance of Building Permits:

Payment in lieu (CIL) of parkland conveyance will be required for this development in accordance with the Planning Act s.42 and the City of Guelph Parkland Dedication By-law (2022) – 20717, as amended by Bylaw (2024)–20860, Section 17c. or any successor thereof.

In accordance with the Planning Act s.42 the rate of payment in lieu of parkland conveyance will be the greater of 5% of the equivalent of Market Value of the land, or 1 hectare per 1000 dwelling units; up to a maximum of 10% of the equivalent market value of the land (for sites under 5 ha).

For this development CIL of parkland dedication will be calculated at 5% of the Market Value of the land. The City’s Parkland Dedication Bylaw sets out standard market value of land for Semi-detached dwellings in Schedule ‘A.’ Please note as of February 28th, 2024, the rates in [Schedule A of the Parkland Dedication Bylaw](#) were updated to reflect market rates.

A summary of CIL of parkland dedication is provided for reference below. The values included in the table use Valuation Area 4, which has a Standard Market Value of \$4,290,000.00 per acre.

The final amount of CIL of parkland dedication will depend on the details of the approved development, parkland dedication rate in effect at the time of the issuance of the first building permit and the estimated market value of the land a day before issuance of the first building permit.

Table 1 - Summary of CIL of Parkland Dedication

Parcel No.	Development Land area (sq. m.)	Development land area (acres)	Development land value (\$2,150,000.00 per acre) *	Payment in lieu at 5% of market value
Parcel 1	466.9	0.12	\$494,952	\$24,748
Parcel 2	466.9	0.12	\$494,952	\$24,748
Parcel 3	466.9	0.12	\$494,952	\$24,748
Parcel 4	466.9	0.12	\$494,952	\$24,748
* Development Land Values are subject to change as they are based on the values in Schedule 'A' in the Parkland Dedication Bylaw. Final determination of value will be based on the rates at the time of building permit issuance.				

Conditions of development

I recommend the following development approval conditions:

Prior to Building Permit

1. The Owner shall be responsible for **payment in lieu of conveyance of parkland** to the City to the satisfaction of the Deputy CAO of Public Services or their designate, pursuant to s. 42 of the Planning Act and in accordance with the City’s Parkland dedication By-law (2022) – 20717, as amended by Bylaw (2024)–20860 or any successor thereof, prior to issuance of any building permits.

Summary

The above comments represent Park & Trail Development’s review of the proposed development. Based on the current information provided, I would support the proposed development subject to the conditions outlined above.

Regards,

Tiffany Hanna, Park Planner
 Park and Trail Development, Public Services
 T 519-822-1260 x 3371
 E tiffany.hanna@guelph.ca

Attachment-9 Public Notification Summary

October 30, 2023	Zoning By-law Amendment Application received by the City of Guelph
November 29, 2023	Zoning By-law Amendment Application deemed incomplete due to outstanding documents.
January 17, 2024	Zoning By-law Amendment Application resubmission received by the City of Guelph
February 12, 2024	Zoning By-law Amendment Application deemed complete
February 15, 2024	Notice of Public Meeting and Decision Meeting sent to local boards and agencies, City service areas and all property owners within 120 metres of the subject lands
February 22, 2024	Notice sign for Zoning By-law Amendment Application placed on property
March 12, 2024	Notice of Public Meeting and Decision Meeting sent to local boards and agencies, City service areas and all property owners within 120 metres of the subject lands
March 14, 2024	Notice of Public Meeting and Decision Meeting for Zoning By-law Amendment Application advertised in the Guelph Mercury Tribune
April 9, 2024	City Council Meeting to consider staff recommendation

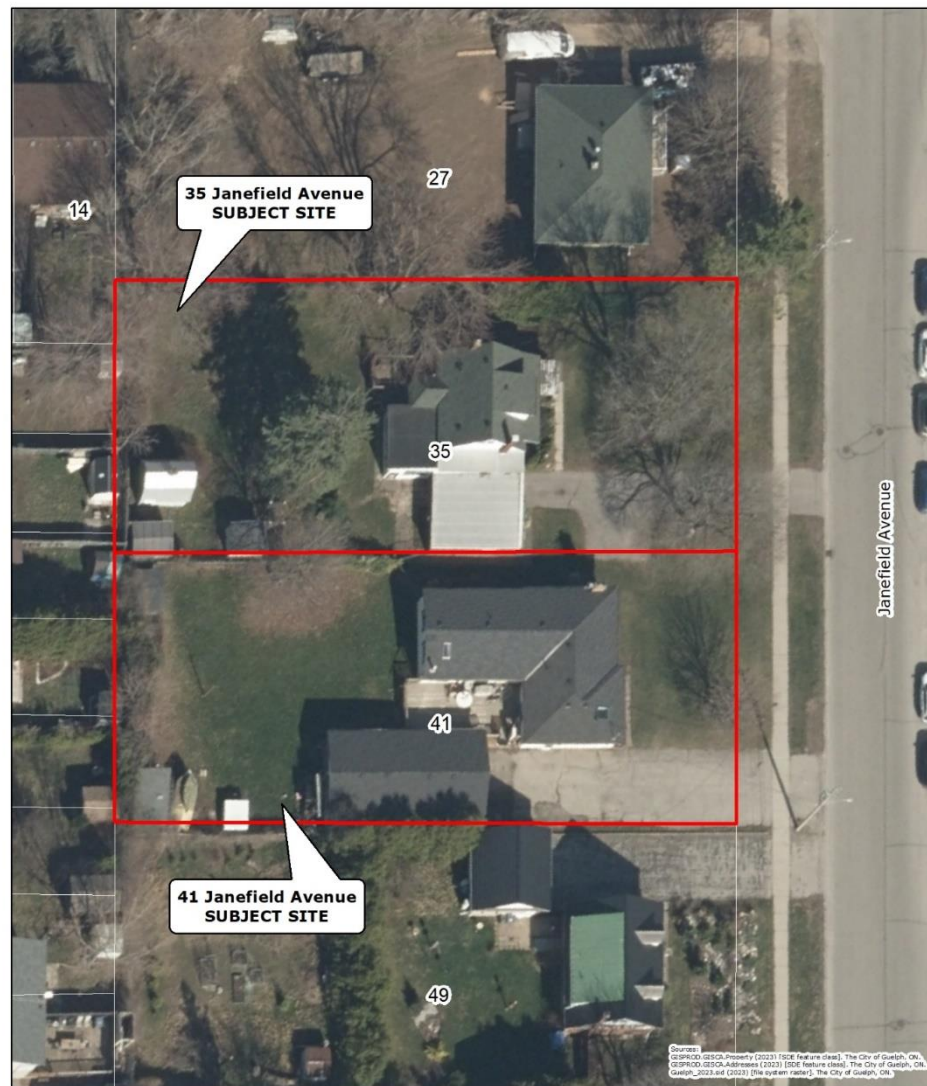
35-41 Janefield Avenue

**Statutory Public Meeting and Decision meeting for
Proposed Zoning By-law Amendment**

April 9, 2024

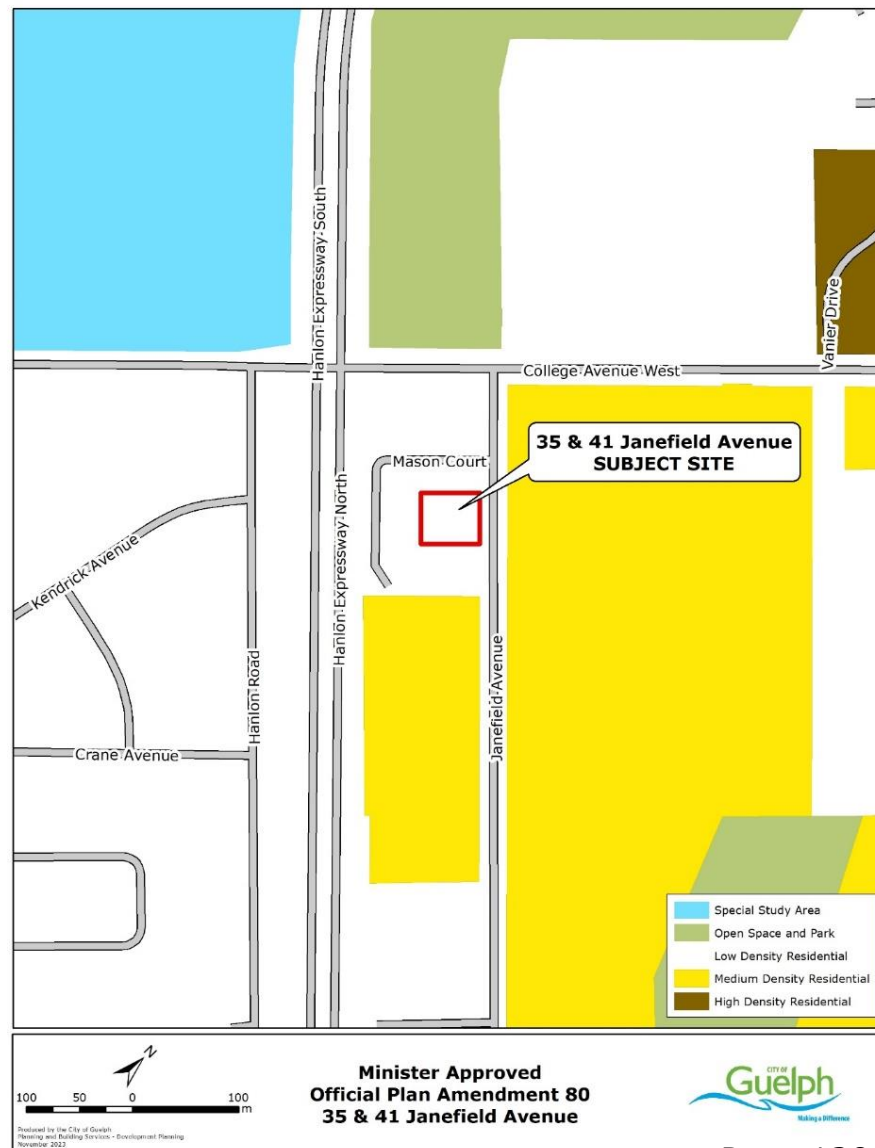
Site Context

- 1,868 square metres
- Two single detached dwellings currently on site
- 27 Janefield Avenue and the northern portion of 35 Janefield Avenue were approved for 6 new semi-detached dwellings in December, 2023



Official Plan Designation

- Low Density Residential
- Site is surrounded by Low Density Residential and Medium Density Residential designated lands



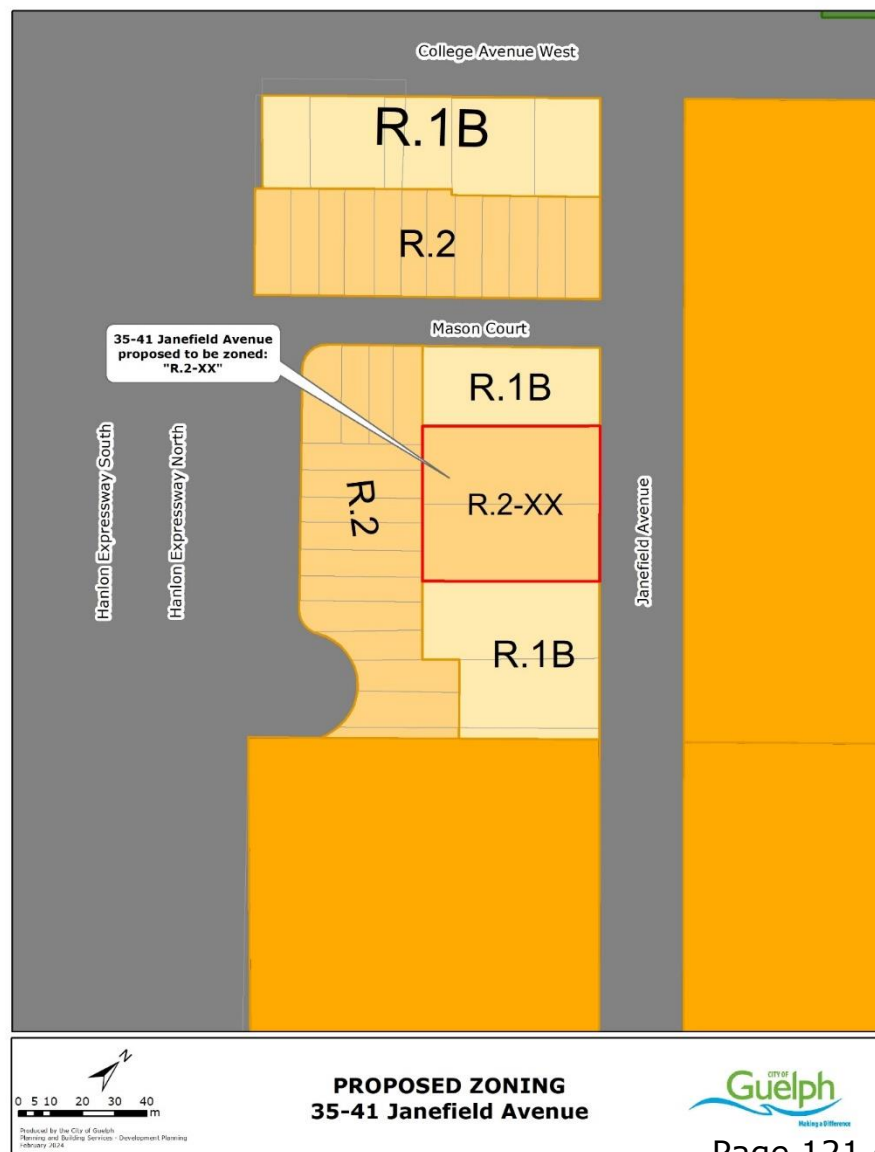
Zoning (1995)

Current Zoning (1995):

- R.1B (Residential Single Detached)

Proposed Zoning (1995):

- R.2-XX (Specialized Residential Semi-detached/duplex)



Requested Specialized Zoning Regulations (1995 Zoning By-law)

Proposed specialized regulations for the R2.-XX Zone:

- To permit a maximum driveway width of 5.0 metres.

Zoning (2023)

Current Zoning (2023):

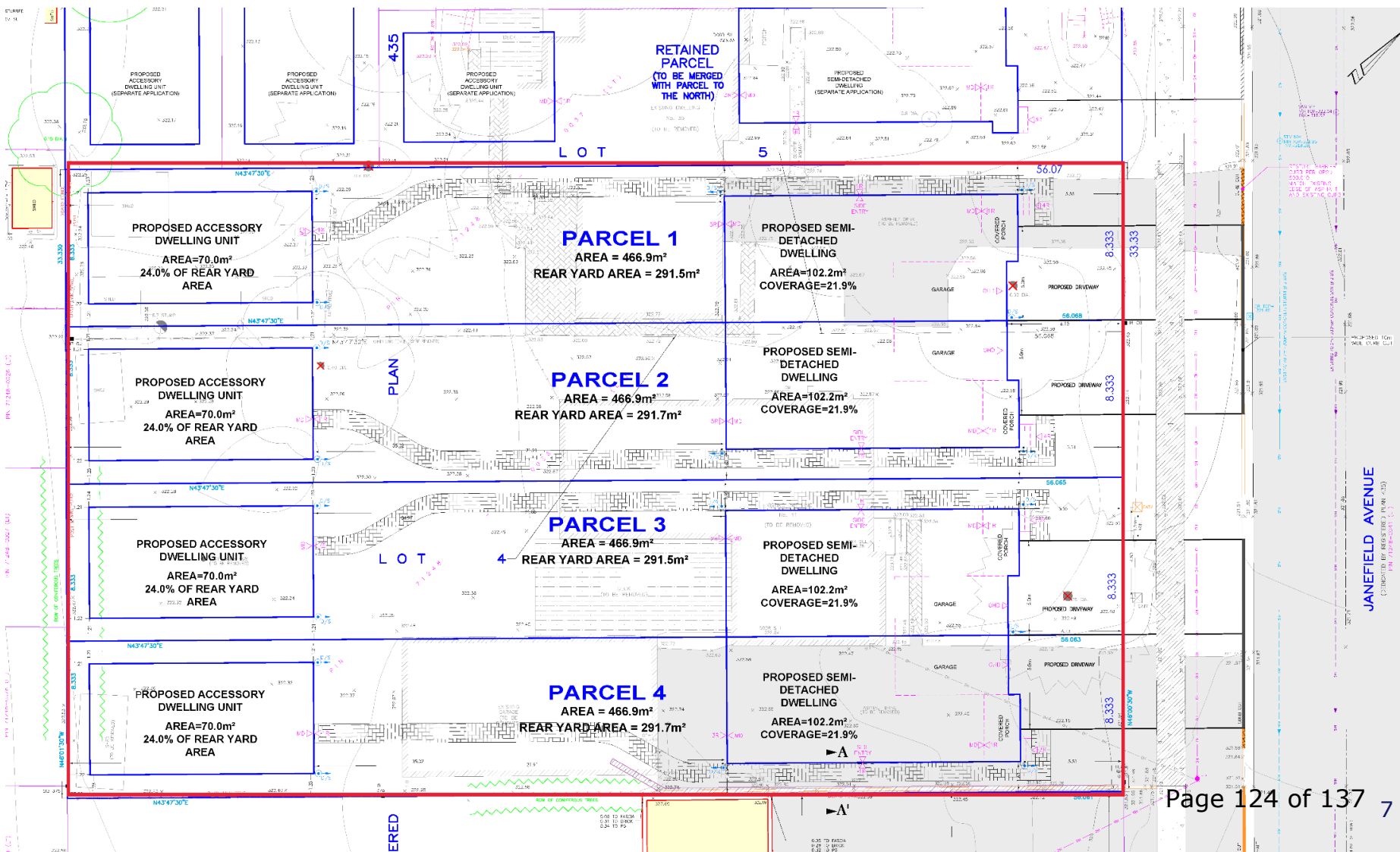
- RL.1 (Low Density Residential).

As the 2023 Comprehensive Zoning By-law is under appeal, a Site Specific RL.1-XX (Low Density Residential) Zone is proposed to allow for ARDUs and a 5.0 metre wide driveway.

This site specific zone would function the same as the RL.1 Zone as approved Council in 2023.



Proposed Site Plan



Hello Mr. Rempel and clerks,

I am writing in regard to the latest proposal to build yet more housing on Janefield Ave.

I am aware that voicing my opinion will most likely have little impact on the decision to move forward with the destruction of the area in question to make room for yet more people and in turn, the multiple issues that inevitably come with that which seems to be ignored (traffic, noise etc.). However, I feel I must at least try to share my views.

Hopefully someone on the board can appreciate that this project will most definitely have a negative impact on some in the area, aside from the obvious wildlife that depend on the trees and bushes in this section of land that will be destroyed but also those whose properties border the building site.

As I am sure you can appreciate, a home should be a place of privacy, safety and relaxation. Out of respect to these people, can you possibly stipulate that the developer construct a permanent privacy fence around this site?

This entire project is extremely upsetting and I am very much opposed. I wanted to ask if there is going to be a public meeting date to have an opportunity to voice my concerns verbally?

Thank you for your time and consideration

Chris Mitchell

Hello,

My name is Sean Sanago. I'm writing to express my opposition to the application to amend the zoning by-law for 35 and 41 Janefield Avenue. File no.: OZS23-013.

I've lived in Guelph, on Janefield Ave., my entire life. I love this area of the city and the current balance found in the community.

I believe adding semi-detached duplex residences in the area currently marked 'Residential Single Detached' would disrupt the balance of the street.

There is extremely limited street parking, and also a very busy bus route, as well as children riding their bikes around the neighbourhood. The street, when both sides have parked cars and a bus is coming, becomes a one-lane street.

I believe adding these houses would increase the number of cars in the area and cause unnecessary congestion.

I also believe the single detached houses on the street add to the history and culture of the area and city. They feel natural and balanced, multiple new semi-detached duplexes would take away from this feel, making the area almost entirely the same (all semi-detached).

Thank you for hearing me out. I trust the appropriate decision, that is best for the community, will be made.

Thank you,
Sean Sanago

The Corporation of the City of Guelph

By-law Number (2024) - 20931

A by-law to remove Part Lot Control from Part of Block 99, Plan 61M-200 designated as Parts 9 to 16 inclusive, Reference Plan 61R-21431 in the City of Guelph and to amend by-laws (2018)-20324 and (2021)-20611

Whereas:

Section 50(5) of the Planning Act, R.S.O. 1990 Chapter P.13, provides that Part Lot Control shall apply where land is within a plan of subdivision registered before or after the coming into force of the Act;

Section 50(7) of the Planning Act provides that a Council may, by by-law, provide that Section 50(5) does not apply to designated lands within a registered plan of subdivision;

Section 50(7.4) of the Planning Act provides that Council may, at any time before the expiration of a by-law under Section 50(7) of the Planning Act, amend the by-law to extend the time period specified for the expiration of the by-law;

The Council of the Corporation of the City of Guelph passed by-law (2018)-20324 to remove Part Lot Control from certain lands which expired on November 19, 2021;

The Council of the Corporation of the City of Guelph passed by-law (2021)-20611 to remove Part Lot Control from certain lands and to extend the time period which will expire on June 14, 2024, and;

The Council of the Corporation of the City of Guelph deems it desirable to extend the designation of the remaining parts owned by the applicant pursuant to Section 50(7) past the expiry date of June 14, 2024 to April 9, 2028.

The Council of the Corporation of the City of Guelph enacts as follows:

1. By-laws (2018)-20324 and (2021)-20611 are hereby amended by extending the expiry date to April 9, 2028 for the remaining parts owned by the applicant, which lands are set out in section 2 below.
2. While this by-law is in effect, Section 50(5) of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, does not apply to the following lands for the purpose of creating the parcels and easements shown in Reference Plan No. 61R-21431 only:

Part of Block 99, Plan 61M-200 designated as Parts 9 to 16 inclusive, Reference Plan 61R-21431 in the City of Guelph.

3. This by-law shall be in effect until April 9, 2028, upon which date this by-law is repealed.

4. The office of the City Solicitor or its designate is authorized to execute by electronic means the document requiring registration to give effect to Section 1 herein.

Passed this NINTH day of APRIL, 2024.

Cam Guthrie, Mayor

Garrett Meades, Acting Deputy City Clerk

The Corporation of the City of Guelph

By-law Number (2024) - 20932

A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects part of the property municipally known as 35 Janefield Avenue and all of 41 Janefield Avenue, legally described as all of Lot 4 and part of Lot 5 Registered Plan 435, City of Guelph (File No. OZS23-013).

Whereas Section 34(1) of The Planning Act, R.S.O. 1990, c. P.13 authorizes the Council of a Municipality to enact Zoning By-laws;

The Council of the Corporation of the City of Guelph enacts as follows:

1. By-law Number (1995)-14864, as amended, is hereby further amended by transferring the lands legally described as all of Lot 4 and part of Lot 5 Registered Plan 435, City of Guelph from the existing "Residential Single Detached" Zone known as the R.1B Zone to a new "Specialized Residential Single Semi-Detached/Duplex" Zone, to be known as the R.2-35(H) Zone.
2. Section 5.2.3 of By-law Number (1995)-14864, as amended, is hereby further amended by adding a new subsection 5.2.3.35:
 - 5.2.3.35.1 For the lands zoned R.2.34, in addition to the other applicable provisions of the R.2 zone, the following provision shall apply:
 - a) A **Driveway (Residential)** shall have a maximum width of 5.0 metres
 - 5.1.3.2.35.3 Holding Provision
Purpose: To ensure the development of the subject lands does not process until the following condition(s) have been met to the satisfaction of the City related to the subject development.

Condition – prior to removing the Holding Symbol (H):
 - a. The Owner shall provide the City an Updated Site Servicing Plan to the satisfaction of the City Engineer/General Manager.
 - b. The Owner shall provide the City an updated stormwater management report to the satisfaction of the City Engineer/General Manager.
3. Schedule "A" of By-law Number (1995)-14864, as amended, is hereby further amended by deleting Defined Area Maps 17 and substituting new Defined Area Maps 17 attached hereto as Schedule "1".
4. Where notice of this By-law is given in accordance with the Planning Act, and where no notice of objection has been filed within the time prescribed by the regulations, this By-law shall come into effect. Notwithstanding the above, where notice of objection has been filed within the time prescribed by the regulations, no part of this By-law shall come into effect until all of such appeals have been finally disposed of by the Ontario Land Tribunal.

Passed this ninth day of April, 2024.

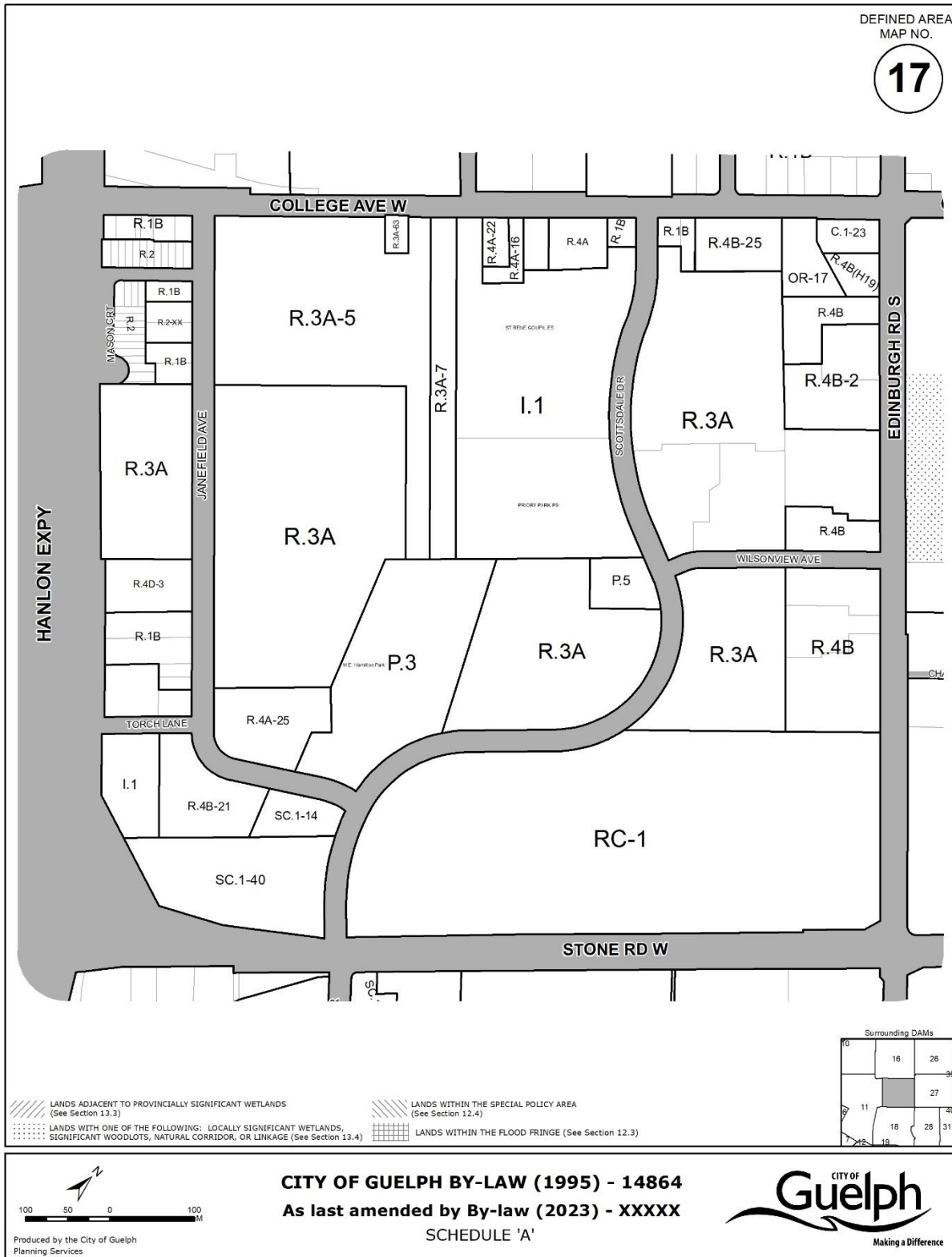
Schedules:

Schedule 1: Defined Area Map 17 (1995)

Cam Guthrie, Mayor

Garrett Meades, Acting Deputy City Clerk

Schedule 1: Defined Area Map 17



The Corporation of the City of Guelph

By-law Number (2024) - 20933

A by-law to amend By-law Number (2023)-20790, as amended, known as the Zoning By-law for the City of Guelph as it affects part of the property municipally known as 35 Janefield Avenue and all of 41 Janefield Avenue, legally described as all of Lot 4 and part of Lot 5 Registered Plan 435, City of Guelph (File No. OZS23-013).

Whereas Section 34(1) of The Planning Act, R.S.O. 1990, c. P.13 authorizes the Council of a Municipality to enact Zoning By-laws;

The Council of the Corporation of the City of Guelph enacts as follows:

1. By-law Number (2023)-20790, as amended, is hereby further amended by transferring the lands legally described as all of Lot 4 and part of Lot 5 Registered Plan 435, City of Guelph from the existing "Low Density Residential" Zone known as the RL.1 Zone to a new "Specialized Low Density Residential" Zone, to be known as the RL1.-25(H) Zone.
2. Section 5.2.3 of By-law Number (2023)-20790, as amended, is hereby further amended by adding a new subsection 18.1.25:

18.1.25.1

For the lands zoned RL.1-25, in addition to the other applicable provisions of the RL.1 zone, the following provisions shall apply:

- a) Notwithstanding Table 5.10, A maximum **residential driveway width** for a **semi-detached dwelling** shall be 60% of the **lot frontage** or 5.0 metres, whichever is less.
- b) That notwithstanding Section 4.12.1, a maximum of two **additional residential dwelling units** (ARDUs) be permitted on a **lot**, one within the same **building** as the primary **dwelling unit** and one located in a **separate** building on the same **lot** or two **additional residential dwelling units** within the **primary dwelling unit**. The **additional residential dwelling unit** shall not contain more than two bedrooms.
 - a. That the following provisions apply to an **Additional Residential Dwelling Unit** within a primary **dwelling unit**:
 - i. The **Additional Residential Dwelling Unit** shall each not exceed 45% of the **residential floor area** of the **building**. Notwithstanding, if the **Additional Residential Dwelling Unit** is located within the **basement**, the **Additional Residential Dwelling Unit** may occupy the entirety of the **basement** and may contain 3 bedrooms.
 - ii. Interior access is required between floor levels and between the **Additional Residential Dwelling Unit** and the primary **dwelling unit**.
 - b. That the following provisions apply to an **Additional Residential Dwelling Unit** within a separate **building** on the same **lot**:
 - i. The **additional residential dwelling unit** shall not exceed 45% of the

- residential floor area** of the primary **building**.
- ii. That the **additional residential dwelling unit** shall not occupy more than 30% of the **yard**, including all **accessory buildings or structures**, and shall be in accordance with Section 4.12.1(d)(i), whichever is less.
 - iii. That the maximum **building height** is 5 metres, but shall not exceed the overall height of the primary **dwelling unit**, measured between the average **finished grade** to the top of such a **building**.
 - iv. A 1.2 metre wide unobstructed pedestrian access shall be provided to the entrance of the unit unless access to the **additional residential dwelling unit** is provided directly from a **street** or **lane**. A gate may be constructed within the pedestrian access.
 - v. A minimum 1.2 metre **interior side yard setback** is required for the primary **dwelling unit** in the yard closest to the unobstructed pedestrian access, unless access to the **additional residential dwelling unit** is provided directly from a **street** or **lane**.
 - vi. An **additional residential dwelling unit** in a separate **building** on a lot may occupy a **yard** other than a **front yard** or required **exterior side yard**.
 - vii. That an **additional residential dwelling unit** in a separate **building** on a **lot** shall have a minimum **interior side yard** and **rear yard setback** consistent with the **interior side yard setback** for the primary **dwelling unit** in the applicable **zone**.
 - viii. That a minimum distance of 3 metres shall be provided between the primary **dwelling unit** and an **additional residential dwelling unit** in a separate **building** on the same **lot**.
- c) Notwithstanding Table 5.3, a minimum of 1 parking space per **dwelling unit** be provided for **semi-detached dwellings** and **additional residential dwelling units**.
 - d) Notwithstanding Table 5.2, all residential interior **parking spaces** (within a **garage** or **carport**) shall have minimum dimensions of 3 metres in width by 6 metres in length.
 - e) Notwithstanding Table 5.2, all residential exterior **parking spaces** shall have minimum dimensions of 2.5 metres in width by 5.5 metres in length.

18.1.25.2

Holding Provision

Purpose: To ensure the development of the subject lands does not proceed until the following condition(s) have been met to the satisfaction of the City related to the subject development.

Condition – prior to removing the Holding Symbol (H):

- a. The Owner shall provide the City an Updated Site Servicing Plan to the satisfaction of the City Engineer/General Manager.
 - b. The Owner shall provide the City an updated stormwater management report to the satisfaction of the City Engineer/General Manager.
3. Schedule "A" of By-law Number (2023)-20790, as amended, is hereby further amended by deleting Defined Area Maps 17 and substituting new Defined Area Maps 17 attached hereto as Schedule "1".
4. Where notice of this By-law is given in accordance with the Planning Act, and where no notice of objection has been filed within the time prescribed by the regulations, this By-law shall come into effect. Notwithstanding the above, where notice of objection has been filed within the time prescribed by the regulations, no part of this By-law shall come into effect until all of such appeals have been finally disposed of by the Ontario Land Tribunal.

Passed this ninth day of April, 2024.

Schedules:

Schedule 1: Defined Area Map 17 (2023)

Cam Guthrie, Mayor

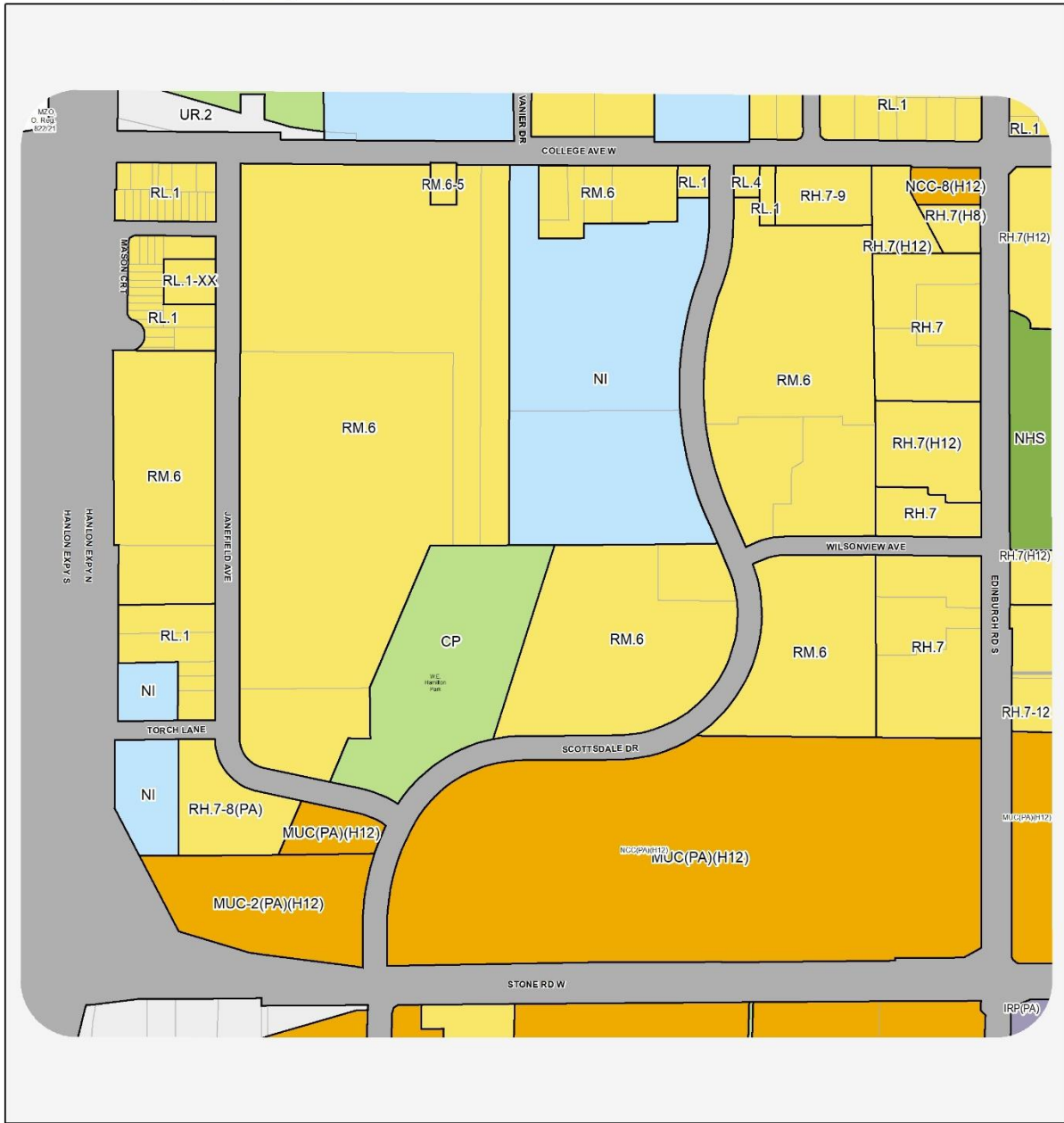
Garrett Meades, Acting Deputy City Clerk

Schedule 1: Defined Area Map 17 (2023 Zoning By-law)

Zoning Bylaw (2023) - 20790

Schedule B, Map 17

As last amended by By-law (2023) - XXXXX



<p>Residential Zones</p> <ul style="list-style-type: none"> RL.1 (Low Density Residential 1) RL.2 (Low Density Residential 2) RL.3 (Low Density Residential 3) RL.4 (Low Density Residential 4) RM.5 (Medium Density Residential 5) RM.6 (Medium Density Residential 6) RH.7 (High Density Residential) <p>Mixed-Use Zones</p> <ul style="list-style-type: none"> CMUC (Commercial Mixed-Use Centre) MUC (Mixed-Use Corridor) NCC (Neighbourhood Commercial Centre) 	<p>Commercial Zones</p> <ul style="list-style-type: none"> MOC (Mixed Office/Commercial) CC (Convenience Commercial) SC (Service Commercial) <p>Downtown Zones</p> <ul style="list-style-type: none"> D.1 (Downtown 1) D.2 (Downtown 2) D.3 (Downtown 3) D.3a (Downtown 3a) <p>Employment Zones</p> <ul style="list-style-type: none"> B (Industrial) 	<p>Institutional Zones</p> <ul style="list-style-type: none"> BP (Corporate Business Park) IRP (Institutional/Research Park) MB (Mixed Business) EMU (Employment Mixed-Use) NI (Neighbourhood Institutional) L1 (Major Institutional 1) L2 (Major Institutional 2 - University of Guelph) <p>Open Space, Golf Course and Park Zones</p> <ul style="list-style-type: none"> OS (Open Space) GC (Golf Course) US (Urban Square) NP (Neighbourhood Park) CP (Community Park) RP (Regional Park) NHS (Natural Heritage System) 	<p>Major Utility Zone</p> <ul style="list-style-type: none"> U (Major Utility) <p>Urban Reserve Zones</p> <ul style="list-style-type: none"> UR.1 (Urban Reserve 1) UR.2 (Urban Reserve 2) <p>Zoning Suffixes</p> <ul style="list-style-type: none"> H (Holding Symbol) PA (Parking Adjustment) CDA (Current Development Application) OLT (Ontario Land Tribunal) 	<p>Produced by the City of Guelph Development Planning</p>
---	--	--	---	--

The Corporation of the City of Guelph

By-law Number (2024) – 20934

A By-law to dedicate certain lands known as Part of Lot 1, Concession 6, Division D, designated as Part 2, Reference Plan 61R-22692, City of Guelph, as part of Imperial Road.

Whereas it is expedient to establish and to dedicate to the public use certain lands within the City of Guelph as a public highway;

And whereas the lands to be established, laid out and dedicated hereby are owned, clear of encumbrance, by The Corporation of the City of Guelph;

And whereas Section 31(2) of The Municipal Act, 2001 authorizes the Council of every municipality to pass by-laws for the establishing and laying out of highways or for the widening, altering or diverting any highway or part of a highway;

The Council of the Corporation of the City of Guelph enacts as follows:

1. That Part of Lot 1, Concession 6, Division D, designated as Part 2, Reference Plan 61R-22692, City of Guelph, is hereby dedicated and shall form part of the public highway known as Imperial Road.
2. The office of the City Solicitor or its delegate is authorized to execute by electronic means the document requiring registration to give effect to Section 1 herein.

Passed this NINTH day of April, 2024.

Cam Guthrie, Mayor

Garrett Meades, Acting Deputy City Clerk

The Corporation of the City of Guelph

By-law Number (2024) - 20935

A by-law to confirm the proceedings of a meeting of Guelph City Council held April 9, 2024.

The Council of the Corporation of the City of Guelph enacts as follows:

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed, and every resolution passed at that meeting, shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at this meeting, are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.
4. Any member of Council who disclosed a pecuniary interest at the meeting at which this by-law is passed, shall be deemed to have disclosed that interest in this confirmatory by-law as it relates to the item in which the pecuniary interest was disclosed.

Passed this ninth day of April, 2024.

Cam Guthrie, Mayor

Garrett Meades, Acting Deputy City Clerk