



Monday, September 14, 2020, 6:30 p.m. Remote meeting live streamed on guelph.ca/live

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

To contain the spread of COVID-19, City Council meetings are being held electronically and can be live streamed at guelph.ca/live.

For alternate meeting formats, please contact the City Clerk's Office at clerks@quelph.ca or 519-822-1260 extension 5603.

Pages

1. Notice - Electronic Participation

1.1 City Council

This meeting will be held by Electronic Participation in accordance with the City of Guelph Procedural By-law (2020)-20515.

- Call to Order
- 3. Open Meeting
 - 3.1 O Canada
 - 3.2 Silent Reflection
 - 3.3 First Nations Acknowledgement
 - 3.4 Disclosure of Pecuniary Interest and General Nature Thereof
- Public Meeting to Hear Applications Under Sections 17, 34 and 51 of The Planning Act

(delegations permitted a maximum of 10 minutes)

*4.1 Statutory Public Meeting Report 1159 Victoria Road South Proposed Red-line Amendment to an Approved Draft Plan of Subdivision and Zoning By-law Amendment File: OZS20-007 and 23T-07506 Ward 6 - 2020-123

Staff Presentation:

Lindsay Sulatycki, Senior Development Planner

Delegations:

*John Ariens, IBI Group, agent on behalf of the applicant (presentation)

*Claudia Espindola

Correspondence:

*Linda Liddle

Recommendation:

- 1. That report IDE-2020-123 regarding a proposed red-line amendment to an approved Draft Plan of Subdivision and Zoning By-law Amendment application submitted by IBI Group on behalf of Victoria Park Village Inc. to permit an additional two (2) residential lots on lands municipally known as 1159 Victoria Road South, and legally described as Part of Lot 5, Concession 8 (Geographic Township of Puslinch), City of Guelph from Infrastructure, Development and Enterprise dated September 14, 2020, be received.
- *4.2 Statutory Public Meeting Report 120 Huron Street Proposed Official Plan Amendment and Zoning By-law Amendment File: OZS20-005 Ward 1 2020-117

Staff Presentation:

Katie Nasswetter, Senior Development Planner

Delegations:

*Hugh Handy, GSP Group Inc., agent on behalf of the applicant (presentation)

Jody Larson

*Susan Watson

*Nicolas Carney

Correspondence:

Jody Larson

*Michael Silvestro

*Susan Watson

*The Ward Residents' Association

*JJ Salmon

28

Recommendation:

- 1. That report 2020-117 regarding proposed Official Plan Amendment and Zoning By-law Amendment applications (File OZS20-005) by GSP Group Inc., on behalf of the owner, Alice Block Inc., to permit a fifth storey and an additional 30 apartment units on the lands municipally known as 120 Huron Street and legally described as Parts 3 and 6 on Plan 61R-21616 and part of the lands legally described as: Plan 61R4274, except Parts 4 & 5 61R21616 City of Guelph; and being part of PIN 71341-0195 (LT), City of Guelph, from Infrastructure, Development and Enterprise dated September 14, 2020, be received.
- *4.3 Statutory Public Meeting Report 1242-1260 Gordon Street and 9 Valley Road Proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments File: OZS20-004 and 23T-20001 Ward 6 2020-124

Staff Presentation:

Lindsay Sulatycki, Senior Development Planner

Delegations:

*Astrid Clos, Astrid J. Clos Planning Consultants, agent on behalf of the applicant (presentation)

*Adam Carapella, Tricar (presentation)

*JP Thornton, Kasian Architecture Ontario Incorporated (presentation)

Daniel Eusebi, Stantec

Claudia Espindola

*Bruce Wilson (presentation)

Tony Campagnolo

Tamara Baggio

*Susan Watson

Correspondence:

Maria Lammers

Walter Urban

Derya Salter

Bruce Wilson

Tony and Tiziana Campagnolo

Anne H.

Michelle McDonald

Judy Pavlis

*Bruce Everitt

*Gary McDonald

*Milorad Svenda

66

- *Thomas Graham
- *Anne Marie and Chris Doyle (additional submission)

Tamara Baggio

Valerie Gilmor

Claudia Espindola

George and Carolyn Annette

- *Susan Watson (additional submission)
- *George Harauz
- *Geoffrey Ziegler
- *Lisa Haines
- *Daniel Eusebi, Stantec

Recommendation:

1. That report 2020-124 regarding proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications submitted by Astrid J. Clos Planning Consultants on behalf of Tricar Properties Limited for a Draft Plan of Subdivision containing a residential block with two, 12-storey apartment buildings with a total of 377 apartment units, a municipal park block and an open space block on lands municipally known as 1242-1260 Gordon Street and 9 Valley Road, and legally described as Part of Lot 6, Concession 8 (Geographic Township of Puslinch) and Lot 15, Registered Plan 488, City of Guelph from Infrastructure, Development and Enterprise dated September 14, 2020, be received.

5. By-laws

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

Recommendation:

That By-law Numbered (2020)-20524 is hereby passed.

*5.1 By-law Number (2020)-20524

A by-law to confirm the proceedings of a meeting of Guelph City Council held September 14, 2020.

6. Mayor's Announcements

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

7. Adjournment

227

Staff Report



To **City Council**Service Area Infrastructure, Development and Enterprise

Services

Date Monday, September 14, 2020

Subject Statutory Public Meeting Report

1159 Victoria Road South

Proposed Red-line Amendment to an

approved Draft Plan of Subdivision and Zoning

By-law Amendment

File: OZS20-007 and 23T-07506

Ward 6

Recommendation

1. That report IDE-2020-123 regarding a proposed red-line amendment to an approved Draft Plan of Subdivision and Zoning By-law Amendment application submitted by IBI Group on behalf of Victoria Park Village Inc. to permit an additional two (2) residential lots on lands municipally known as 1159 Victoria Road South, and legally described as Part of Lot 5, Concession 8 (Geographic Township of Puslinch), City of Guelph from Infrastructure, Development and Enterprise dated September 14, 2020, be received.

Executive Summary

Purpose of Report

To provide planning information on a red-line amendment to an approved Draft Plan of Subdivision and associated Zoning By-law Amendment application for the lands municipally known as 1159 Victoria Road South to permit an additional two (2) residential lots on an approved draft plan. This report has been prepared in conjunction with the Statutory Public Meeting for these applications.

Key Findings

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

Financial Implications

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

Report

Background

Applications for a red-line amendment to an approved Draft Plan of Subdivision and an associated Zoning By-law Amendment have been received for the lands municipally known as 1159 Victoria Road South from IBI Group on behalf of Victoria Park Village Inc. The applications were received by the City on June 1, 2020 and deemed to be complete on July 22, 2020.

The proposed two additional lots are within an approved draft plan of subdivision located on the west side of Victoria Road South, between MacAlister Boulevard and Arkell Road. The approved draft plan of subdivision is included in Attachment 7. The subject lands were formally known as the Victoria West Golf Course lands and the whole subdivision development is referred to as Victoria Park Village (VPV). The subject lands have a total area of 39.3 hectares.

The subject draft plan originally received draft plan approval on January 14, 2011 and the related Zoning By-law Amendment was approved on February 28, 2011. The original draft approved plan of subdivision proposed a total of 489 dwelling units.

Since the original draft plan approval, the owner requested red-lined revisions with an associated Zoning By-law Amendment to the approved draft plan of subdivision. These previous applications were appealed to the former Ontario Municipal Board (OMB) and subsequently approved by the OMB in November 2013 through a settlement between the City and appellant.

The owner requested a three (3) year extension in 2016 to draft plan approval, which was approved by Council on September 12, 2016. A second request for a three (3) year extension to November 22, 2022 was approved by Council on October 16, 2019.

Phase 1A of the subdivision was registered as 61M-217 on June 19, 2017 and included an open space block, stormwater management block and a block zoned for townhouses, which is now developed with 98 townhouse units.

Location

The area subject to the current applications is located within the approved draft plan of subdivision (see Attachment 1 - Location Map and Attachment 2 - Aerial Photograph). Surrounding land uses for the approved plan of subdivision include:

To the north: a residential subdivision;

To the south: lands zoned for agricultural uses under the Township of Puslinch Zoning By-law and designated in the City of Guelph Official Plan for residential purposes;

To the east: Victoria Road South, beyond which are lands located within the Township of Puslinch and presently used for agricultural and residential purposes; and,

To the west: Provincially Significant Wetland.

Existing Official Plan Land Use Designations and Policies

The lands subject to these applications are designated as "Low Density Greenfield Residential" in the Official Plan which permits low density residential housing including single detached dwellings. The larger subdivision is designated as "Low Density Greenfield Residential" and "Significant Natural Areas and Natural Areas".

The relevant policies for the applicable land use designations are included in Attachment 3.

Existing Zoning

The lands subject to this Zoning By-law Amendment are currently zoned "Conservation Land" (P.1) according to Zoning By-law (1995)-14864, as amended.

The existing zoning can be found in Attachment 4.

Proposed Zoning By-law Amendment

The purpose of the Zoning By-law Amendment application is to change the zoning from the "Conservation Land" (P.1) Zone to a "Specialized Residential Single Detached" (R.1C-xx) Zone to permit two (2) additional residential lots on an approved draft plan.

The applicant is requesting a "Specialized Residential Single Detached" (R.1C-26) Zone for these two additional lots to match the zoning for the adjacent lots within the draft plan. In addition to the regulations set out in Table 5.1.2 – for the "Residential Single Detached" (R.1C) Zone of Zoning By-law (1995)-14864, as amended, the following specialized regulations have been requested to facilitate this proposal:

- To permit a minimum lot area of 360 square metres, whereas 370 square metres is required;
- To require a minimum front yard of 6 metres to an attached garage and 4.5 metres in all other cases, whereas a minimum front yard of 6 metres is required; and,
- To require a minimum side yard of 1.2 metres on one side and 0.6 metres on the other side, whereas a side yard setback of 1.2 metres is required for both side yards.

Proposed Red-line to the approved Draft Plan of Subdivision

The applicant is requesting to red-line Draft Plan of Subdivision 23T-07506 to permit an additional two (2) residential lots. No changes are proposed to the road pattern or lot layout of the remainder of the subdivision.

The applicant is requesting the Zoning By-law Amendment to reflect and implement the proposed modifications to the draft plan of subdivision.

The area subject to the proposed amendments is shown in Attachment 6.

Supporting Documents

The following information was submitted in support of the application and can be found on the City's website under 'Current Development Applications':

- Planning Justification Report, prepared IBI Group, dated April 2020;
- Red-lined Draft Plan, prepared by J.D. Barnes Surveying;

- Scoped Environmental Impact Study, prepared by Natural Resource Solutions Inc., dated April 2020;
- Landscape Plan, prepared by Adesso Design Inc., dated May 2020; and,
- Servicing Brief, prepared by Urbantech, dated December 2019.

Staff Review

The review of these applications will address the following:

- Evaluation of the proposal for conformity and consistency with Provincial policy and legislation, including subdivision control review criteria in the Planning Act, the 2020 Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe;
- Evaluation of the proposal's conformity with the Official Plan;
- Review of the proposed zoning, including the need for any specialized zoning regulations;
- Review of the proposal's land use compatibility with adjacent and established land uses;
- Review of site servicing and grading;
- Review how the proposed development addresses applicable sections of the Community Energy Initiative update;
- Review of supporting documents submitted in support of the applications; and,
- Address all comments and issues raised during the review of the application.

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

Financial Implications

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

Consultations

A combined Notice of Complete Application and Public Meeting was mailed August 6, 2020 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was also advertised in the Guelph Tribune on August 20, 2020. Notice of the applications has also been provided by signage on the subject lands and all supporting documents submitted with the applications have been posted on the City's website.

Strategic Plan Alignment

Priority

Building our future.

Direction(s)

- Continue to build strong, vibrant, safe and healthy communities that foster resilience in the people who live here
- Help increase the availability of housing that meets community needs

Alignment

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

Attachments

Attachment 1 – Location Map and 120m Circulation

Attachment 2 - Aerial Photograph

Attachment 3 - Existing Official Plan Land Use Designations and Policies

Attachment 4 – Existing Zoning

Attachment 5 - Proposed Zoning

Attachment 6 – Area Subject to Proposed Red-line Amendment – Proposed Lots 16

and 17

Attachment 7 – Proposed Red-line to Approved Draft Plan of Subdivision

Attachment 8 – Public Meeting Presentation

Departmental Approval

Not applicable.

Report Author

Lindsay Sulatycki, MCIP, RPP, Senior Development Planner

This report was approved by:

Chris DeVriendt, MCIP, RPP, Manager of Development Planning

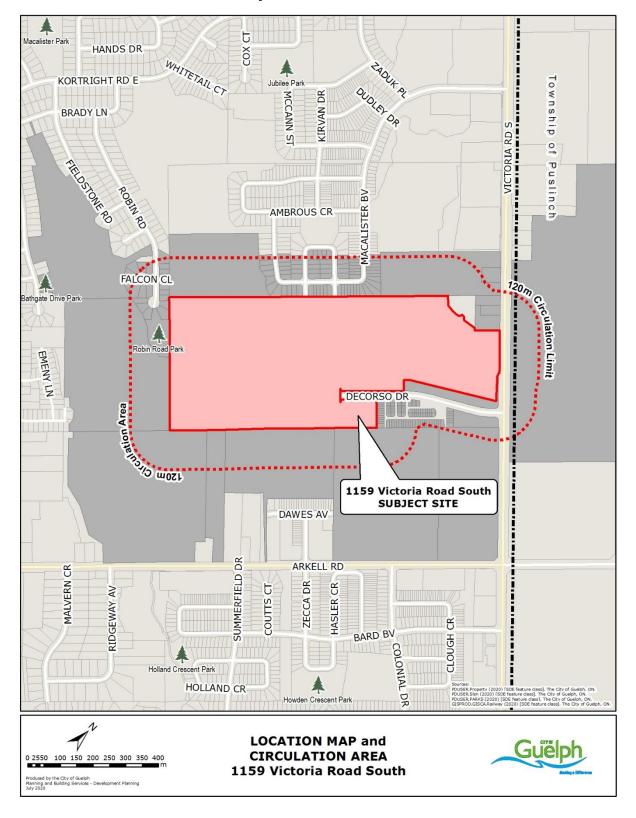
This report was approved by:

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

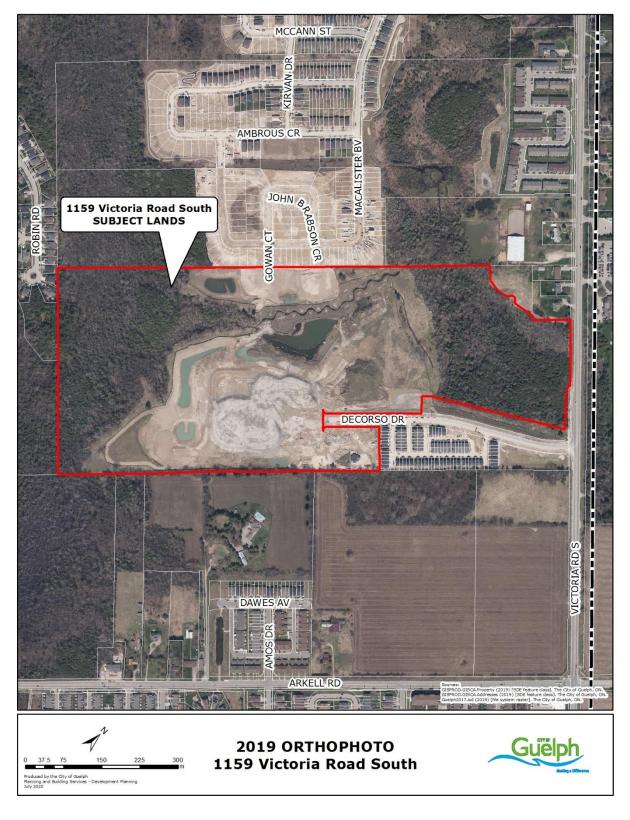
This report was recommended by:

Kealy Dedman, P. Eng., MPA
Deputy Chief Administrative Officer
Infrastructure, Development and Enterprise Services
519-822-1260 extension 2248
kealy.dedman@guelph.ca

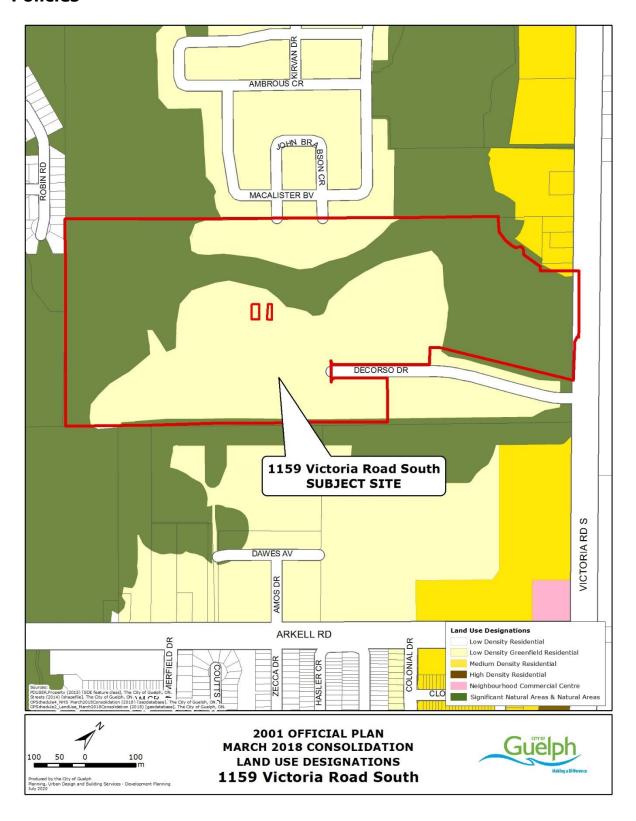
Attachment 1 - Location Map and 120m Circulation



Attachment 2 - Aerial Photograph



Attachment 3 – Existing Official Plan Land Use Designations and Policies



Existing Official Plan Land Use Designations and Policies (continued) 9.3.3 Low Density Greenfield Residential

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

Permitted Uses

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

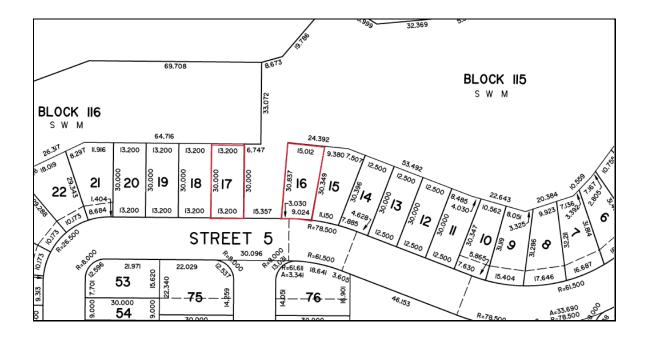
Attachment 4 - Existing Zoning



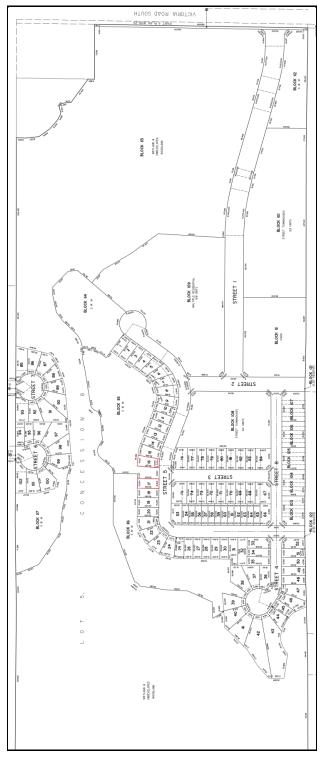
Attachment 5 - Proposed Zoning



Attachment 6 - Area Subject to Proposed Red-line Amendment - Proposed Lots 16 and 17



Attachment 7 - Proposed Red-line to Approved Draft Plan of Subdivision





1159 Victoria Road South

Statutory Public Meeting for Proposed Redline Amendment to An approved Draft Plan of Subdivision and Zoning By-law Amendment

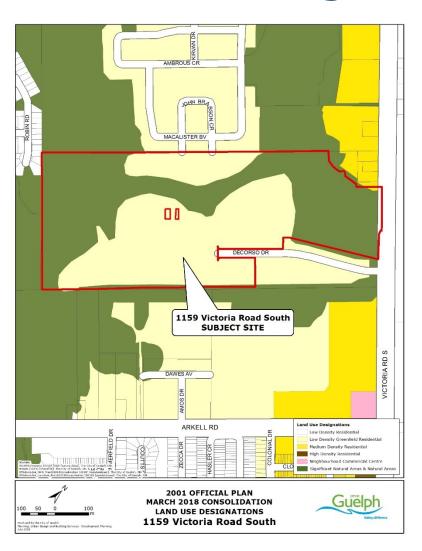
File: OZS20-007 and 23T-07506

September 14, 2020

Location



Official Plan Land Use Designations



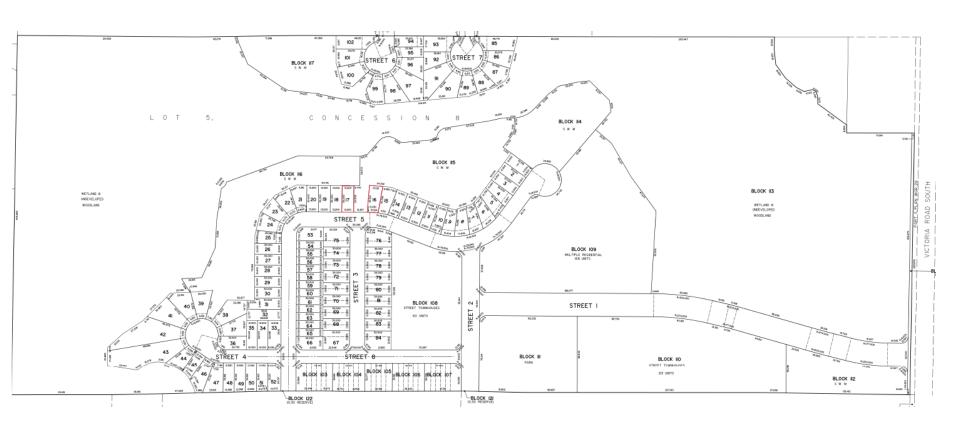
Zoning

Current Zoning: P.1 (Conservation Land)

Proposed Zoning: R.1C-?? (Specialized Residential Single Detached)



Proposed Red-line to Approved Draft Plan of Subdivision



Statutory Public Meeting Proposed Residential Development



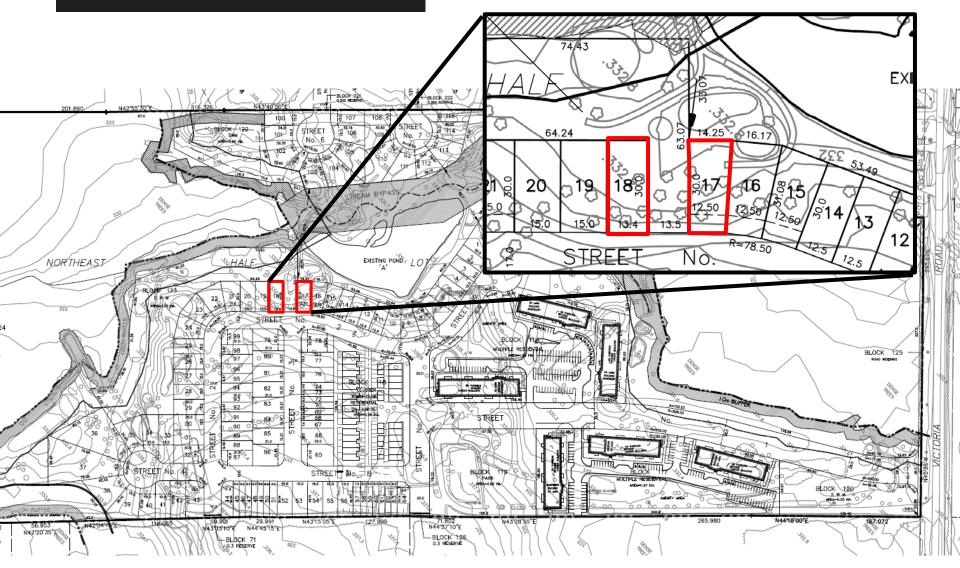
IBI Group Victoria Park Village Inc. 1159 Victoria Road South, Guelph September 14, 2020

STATUTORY PUBLIC MEETING



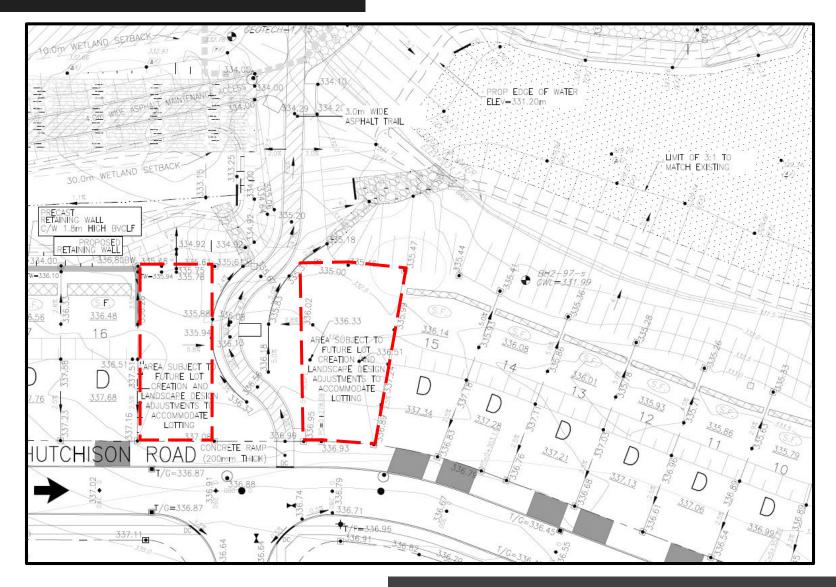
Location Map

STATUTORY PUBLIC MEETING

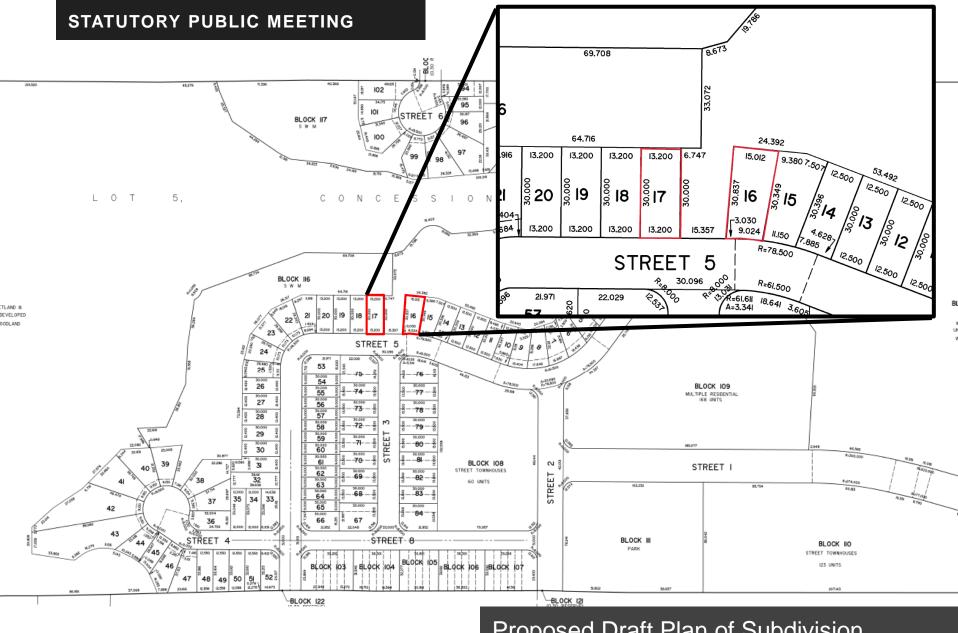


2010 Approved Draft Plan

STATUTORY PUBLIC MEETING



Approved Trail Design



Proposed Draft Plan of Subdivision

Conclusion

Proposed 2 lots:

- Will not create adverse environmental impact;
- Minor infilling;
- Re-establishes the lots from 2010 Draft Approved Plan;
- Maintains adequate and safe pedestrian access;
- Adequate servicing capacity to accommodate the lots;
- Maintains "rhythm" of the street

Thank you



Statutory Public Meeting Report 1159 Victoria Road South Proposed Red-line Amendment to an Approved Draft Plan of Subdivision and Zoning By-law Amendment File: OZS20-007 and 23T-07506 Ward 6 - 2020-123

General Correspondence - Revised Agenda

I have read the full Urban Forest Management Plan (UFMP) and I have some comments to make ,for the record ,regarding this application for a Red-Line Amendment to the approved Draft Plan of Subdivision.

The applicant (developer) is requesting the Zoning Bylaw Amendment to reflect and implement the proposed modifications to the draft plan. The purpose of said Zoning Bylaw Amendment application is to change the zoning from the "CONSERVATION LAND" (P.1) Zone to a "Specialized Residential Single Detached"(R.1C-xx) zone. This is to allow for 2 additional residential lots, and I restate ,on "CONSERVATION LAND"! We all know that the bottom monetary line is at play here.

The UFMP report clearly states that we are so far below our 40% tree canopy goal at 23.3%, that this would remove more of trees and greenspace that are so vital to Oxygen replacement . The UFMP also reports that the largest size classes of trees(mature trees with more than 61 cm DBH) account for only 1% right now. That is correct....1% Very poor indeed for an agricultural city. The UFMP section of "Urbanization and Development Pressure" lists solutions to the deforestation of Guelph as follows

As cities grow and populations become more urbanized, both urban forests and forests adjacent to cities will be impacted by human activity and development.

Specific effects of urbanization on forests include: deforestation, fragmentation, inappropriate forest management, habitat alteration, environmental deterioration, urban heat island effect and translocation (introduction) of alien species.

Solutions to counteract the effects of urbanization on forests include:

Stopping deforestation (through stricter laws or better enforcement, or afforestation)

Mitigating forest fragmentation by improving the quality of cooperation between forest managers and planners, among other departments

Restructuring with respect to species composition and spatial structure

Limiting habitat alteration and environmental degradation, education of society, appropriate legislation, and land-use planning

Planting trees that are more resistant to pollution

Defining and monitoring forest degradation

Undertaking measures to eradicate or limit the expansion of problematic species

Having appropriate infrastructure to direct recreational traffic

Please think extremely carefully about allowing ${f CONSERVATION\ LAND}$ to be deforested in this way for the sake of 2 more homes .

Thank you

Linda Liddle



Staff Report

To City Council

Service Area Infrastructure, Development and Enterprise

Services

Date Monday, September 14, 2020

Subject Statutory Public Meeting Report

120 Huron Street

Proposed Official Plan Amendment and Zoning

By-law Amendment File: OZS20-005

Ward 1

Recommendation

1. That report 2020-117 regarding proposed Official Plan Amendment and Zoning By-law Amendment applications (File OZS20-005) by GSP Group Inc., on behalf of the owner, Alice Block Inc., to permit a fifth storey and an additional 30 apartment units on the lands municipally known as 120 Huron Street and legally described as Parts 3 and 6 on Plan 61R-21616 and part of the lands legally described as: Plan 61R4274, except Parts 4 & 5 61R21616 City of Guelph; and being part of PIN 71341-0195 (LT), City of Guelph, from Infrastructure, Development and Enterprise dated September 14, 2020, be received.

Executive Summary

Purpose of Report

To provide planning information on Official Plan Amendment and Zoning By-law Amendment applications submitted for the lands municipally known as 120 Huron Street to permit a fifth storey containing 30 additional apartment units proposed to be affordable and supportive. This report has been prepared in conjunction with the Statutory Public Meeting for the applications.

Key Findings

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

Financial Implications

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

Report

Background

Applications for an Official Plan Amendment and a Zoning By-law amendment have been received for the property municipally known as 120 Huron Street from GSP Group Inc. on behalf of the property owner, Alice Block Inc. The applications were received by the City on June 30, 2020 and were deemed to be complete on July 29, 2020.

The site is part of a recent rezoning application (ZC1709) approved on January 28 2019 for 120 – 122 Huron Street (By-law (2019)-20362) to permit the reuse of the existing four storey industrial building at 120 Huron for an 87 unit residential apartment building, with the remainder of the previous industrial site (122 Huron Street) rezoned to permit the development of 59 townhouse units.

Location

The subject site is approximately 0.88 hectares in size and located on the southeast corner of the intersection of Huron Street and Alice Street (see ATT-1 and ATT-2 for Location Map and Orthophoto). The site currently contains a vacant four storey former industrial building. Surrounding land uses include:

- To the north, across Alice Street, a variety of single and semi-detached dwellings;
- To the east, a spur line that connects to the Guelph Junction Railway;
- To the south of the site is currently vacant and planned to be developed shortly as 59 cluster townhouse units;
- To the west, there are two small scale apartment buildings, and a variety of single detached dwellings;
- To the northwest, on the opposite corner of the intersection, is Sacred Heart Catholic Church.

Existing Official Plan Land Use Designations and Policies

The Official Plan land use designation that applies to the subject property is "Mixed Office/Commercial". The Mixed Office/Commercial designation is intended to accommodate a variety of freestanding small-scale commercial, office, residential or mixed use buildings; with residential uses permitted with a maximum density of 100 units per hectare. Further details of this designation are included in Attachment 3.

Proposed Official Plan Amendment

The applicant is proposing a site specific Official Plan Amendment to permit a maximum height of five (5) storeys and a maximum net density of 133 units per hectare.

Existing Zoning

The subject site is currently zoned R.4A-53, a specialized General Apartment Zone. It was rezoned to this zone as noted above in 2019 for the previously proposed 87 unit development in the existing four storey building. The existing zoning is shown in Attachment 4.

Proposed Zoning By-law Amendment

The purpose of the proposed Zoning By-law Amendment is to change the zoning from the current R.4A-53 (Specialized General Apartment Zone) to a Specialized High Density Apartment Zone (R.4B-??) to permit the addition of a fifth storey containing 30 additional apartment units. Existing specialized regulations in the R.4A-53 Zone are proposed to be carried over into this zone. New specialized regulations are required for reductions in common amenity area, landscaped open space and parking. See Attachment 5 for more details of the proposed regulations.

Proposed Development

The applicant has proposed to continue to develop the existing four storey industrial building into an 87 unit apartment building, while adding a fifth storey containing an additional 30 apartment units that are intended to be affordable and containing supportive amenities for the residents.

The proposed site concept plan is shown in Attachment 6.

Supporting Documents

The following information was submitted in support of the applications:

- Planning Justification Report, prepared by GSP Group Inc., dated June 30, 2020, revision 1, July 21, 2020;
- Urban Design Report Update, prepared by GSP Group Inc., dated June 30, 2020;
- Conceptual Site Plan, Building Elevations, Floor Plan and 3D Building Drawings, prepared by Grinham Architects, dated June 2020;
- Affordable Housing Report, prepared by Tim Welch Consulting Inc., dated June 30, 2020;
- Community Energy Initiative Letter, prepared by Alice Block Inc., dated June 30, 2020;
- Cultural Heritage Resource Impact Assessment Update, prepared by CHC Limited, dated June 12, 2020;
- Transportation Study Update, prepared by Paradigm Transportation Solutions Ltd., dated June 2020;
- Servicing Capacity Assessment Letter, prepared by GM BluePlan, dated June 17, 2020;
- Noise Impact Study, Addendum Letter, prepared by GHD, dated July 21, 2020.

Staff Review

The review of these applications will address the following issues:

- Evaluation of the proposal for conformity and consistency with Provincial policy and legislation, the 2020 Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe;
- Evaluation of the proposal's conformity with the Official Plan;
- Review of the proposed zoning, including the need for specialized regulations;
- Review of the proposal's land use compatibility with adjacent and established land uses;
- Review of the proposed site layout, built form, parking, and pedestrian connections;
- · Review of site servicing;
- Review how the proposed development addresses applicable sections of the Community Energy Initiative update, and

Address all comments and issues raised during the review of the applications.

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

Financial Implications

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

Consultations

The Notice of Complete Application and Public Meeting was mailed August 13, 2020 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was also advertised in the Guelph Mercury Tribune on August 20, 2020. Notice of the applications have also been provided by signage on the property, which was installed on August 14, 2020. All supporting documents and drawings received with the applications have been posted on the City's website.

Strategic Plan Alignment

Priority

Sustaining our future

Direction

Plan and Design an increasingly sustainable City as Guelph grows.

Alignment

The review of these development applications will include an assessment of its 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.

Priority

Working together for our future

Direction

Improve how the City communicates with residents and delivers services.

Alignment

The Public Meeting being held on the proposed development applications provides the opportunity for City Council, residents and community groups to learn more, ask questions and provide comments on the proposed development.

Attachments

Attachment 1 Location Map and 120 m Circulation

Attachment 2 Aerial Photograph

Attachment 3 Official Plan Land Use Designation and Policies

Attachment 4 Existing Zoning

Attachment 5 Proposed Zoning and Details
Attachment 6 Proposed Site Concept Plan and Building Elevation

Departmental Approval

Not applicable

Report Authors

Katie Nasswetter, MCIP, RPP, Senior Development Planner

This report was approved by:

Chris DeVriendt, MCIP, RPP, Manager of Development Planning

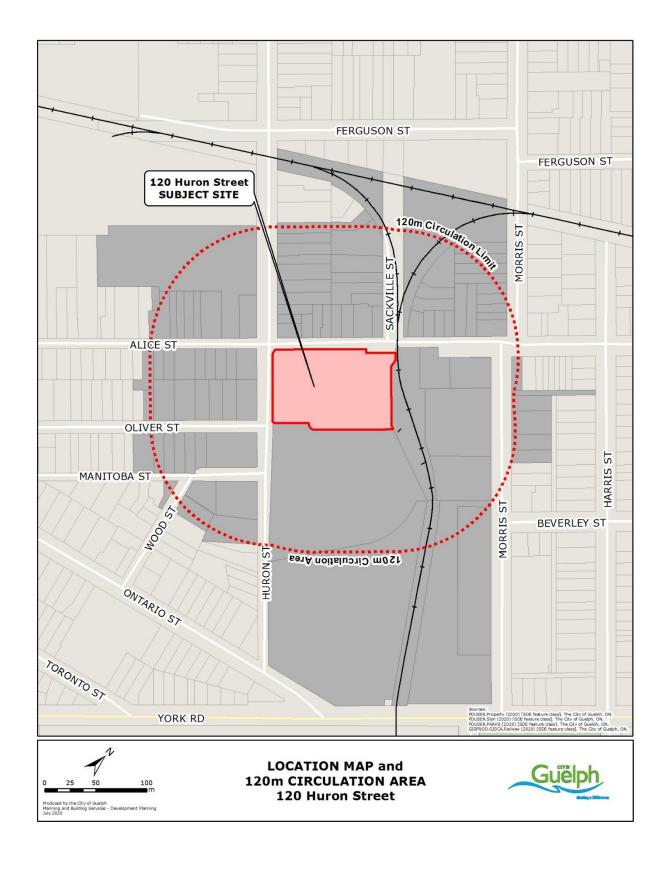
This report was recommended by:

Krista Walkey, MCIP, RPP General Manager, Planning and Building Services Infrastructure, Development and Enterprise Services 519-837-5615, extension 2395 krista.walkey@guelph.ca

This report was recommended by:

Kealy Dedman, P. Eng., MPA
Deputy Chief Administrative Officer
Infrastructure, Development and Enterprise Services
519-837-5615, extension 2395
kealy.dedman@guelph.ca

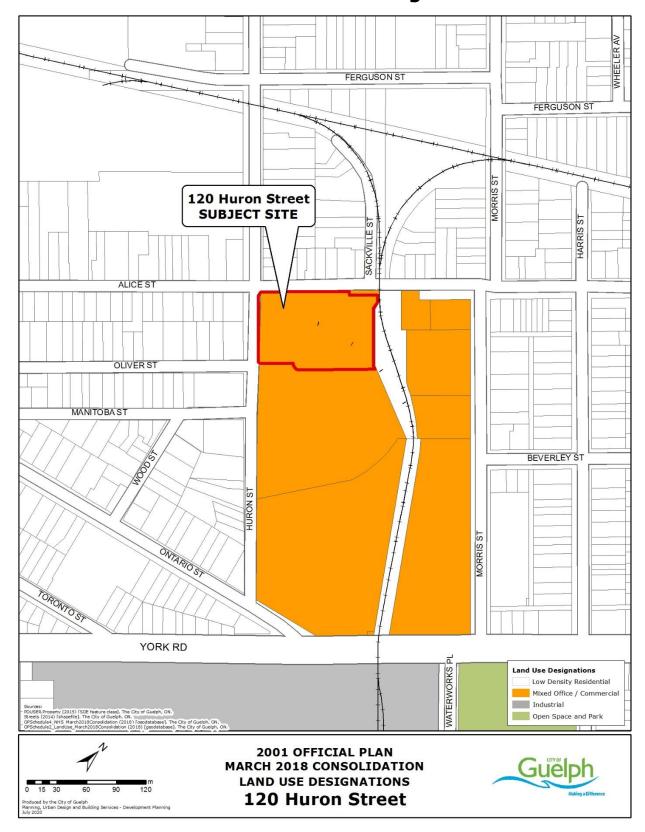
Attachment-1 Location Map



Attachment-2 Aerial Photograph



Attachment-3 Official Plan Land Use Designation and Policies



Attachment-3 continued: Official Plan Land Use Designation and Policies

9.4.6 Mixed Office/Commercial

Objectives

- a) To allow for a variety of freestanding small-scale commercial, office, residential or mixed-use buildings.
- b) To ensure that a *compatible* transition in built-form is provided between uses in this designation and surrounding residential properties.
- c) To allow for a range of *compatible* business uses adjacent to residential areas.
- d) To promote the continued use, revitalization and *intensification* of these areas for a mix of uses.

Policies

- 1. The Mixed Office/Commercial designation as identified on Schedule 2 defines areas where a variety of small-scale commercial, office and mixed-uses including residential may be permitted.
- 2. While a variety of commercial uses may be permitted by the Mixed Office/Commercial designation, office, convenience commercial, retail commercial and personal service uses that serve the needs of the surrounding neighbourhoods are specifically promoted.
- 3. Commercial buildings incorporating *residential units*, either above or behind the ground floor commercial space or freestanding residential buildings are encouraged.
- 4. The Mixed/Office Commercial designation located peripheral to Downtown includes a variety of small-scale commercial and office operations or mixed commercial-residential uses. This Plan promotes the continued use and revitalization of these distinctive areas.
- 5. New commercial, office or mixed-use *development* within the Mixed Office/Commercial designation will be subject to the following criteria:
 - building design should have a street orientation, promote continuity in the streetscape and adhere to the Urban Design policies of this Plan;
 - ii) building, property and ancillary structures are designed to be *compatible* with surrounding properties in terms of form, massing, appearance and orientation;

- iii) adequate parking, loading and access are provided; and
- iv) adequate municipal services are provided.

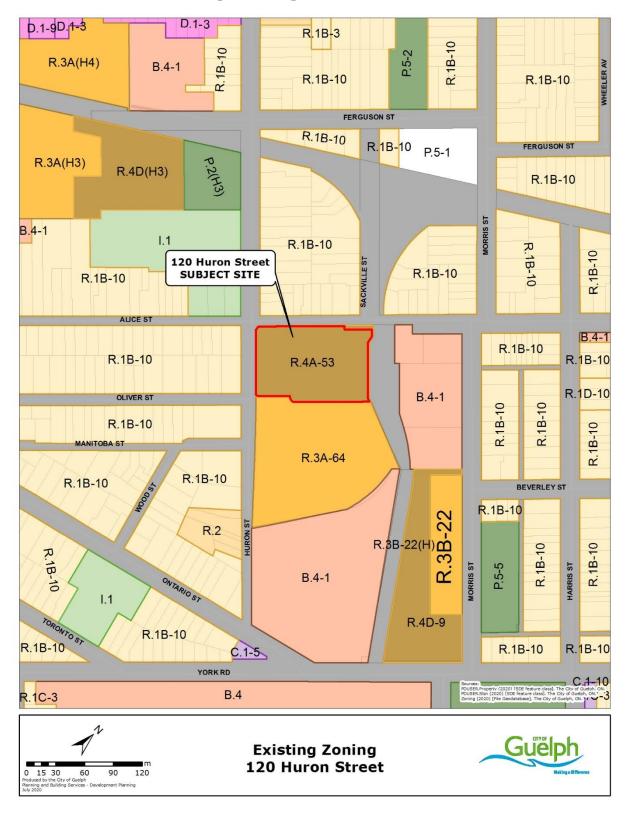
Permitted Uses

- 6. The following uses may be permitted within the Mixed Office/Commercial designation subject to the applicable provisions of this Plan:
 - i) convenience commercial and small-scale retail commercial;
 - ii) small-scale office;
 - iii) personal service; and
 - iv) detached, semi-detached, townhouses and apartments.

Height and Density

- 7. The maximum height is four (4) storeys.
- 8. Residential *development* may be permitted to a maximum *net density* of 100 units per hectare.
- 9. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

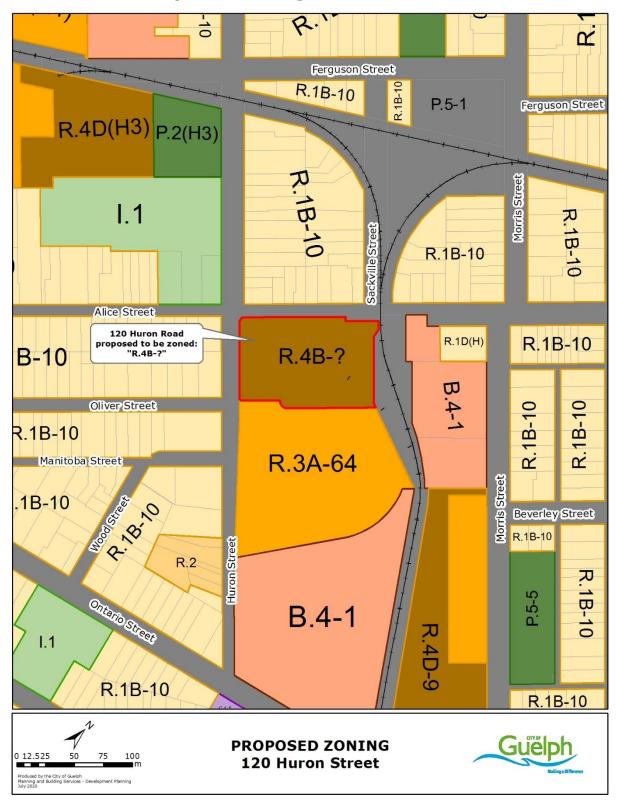
Attachment-4 Existing Zoning



Attachment-4 continued Existing Zoning Regulations

5.4.3.1.53	R.4A-53 120 & 122 Huron Street As shown on Defined Area Map Number 46 of Schedule "A" of this By-law.
5.4.3.1.53.1	Permitted Uses In accordance with the <i>Uses</i> permitted by Section 5.4.1.1 of <i>By-law</i> Number (1995)-14864, as amended.
5.4.3.1.53.2	Regulations In accordance with Section 4 and Section 5.4.2 of the <i>By-law</i> , with the following exceptions:
5.4.3.1.53.2.1	Minimum Exterior Side Yard Despite Section 4.24 and Table 5.4.2, Row 6, the minimum Exterior Side Yard on Alice Street shall be 2.0 metres.
5.4.3.1.53.2.2	Off-Street Parking Despite 4.13 and Table 5.4.2 Row 14, parking shall be permitted to be located a minimum of 0.6 metres from the <i>Exterior Side Lot Line</i> (Alice Street) and 0 metres from the rear and interior side lot lines.
5.4.3.1.53.2.3	Common Amenity Area
5.4.3.1.53.2.3.1	Despite Section 5.4.2.4 and Table 5.4.2, Row 12, the minimum <i>Common Amenity Area</i> shall be 1470 square metres.
5.4.3.1.53.2.3.2	Despite Section 5.4.2.4 and Table 5.4.2, <i>Common Amenity Area</i> shall be permitted in the Front Yard.
5.4.3.1.53.2.4	<u>Buffer Strip</u> Despite Table 5.4.2, Row 15, a Buffer Strip will not be required along the Interior Side Lot Line .
5.4.3.1.53.2.5	<u>Angular Plane</u> Despite Section 4.16.2, the Angular Plane from the Street shall be 66 degrees from Alice Street.

Attachment-5 Proposed Zoning



Attachment-5 continued Proposed Zoning Regulations

Proposed specialized regulations retained from the current R.4A-53 Zone, requested to be included in the proposed R.4B-?? Zone:

5.4.3.1.53.2.1	Minimum <i>Exterior Side Yard</i> Despite Section 4.24 and Table 5.4.2, Row 6, the minimum <i>Exterior Side Yard</i> on Alice Street shall be 2.0 metres.
5.4.3.1.53.2.2	Off-Street Parking Despite 4.13 and Table 5.4.2 Row 14, parking shall be permitted to be located a minimum of 0.6 metres from the Exterior Side Lot Line (Alice Street) and 0 metres from the rear and interior side lot lines.
5.4.3.1.53.2.3	Common Amenity Area
5.4.3.1.53.2.3.2	Despite Section 5.4.2.4 and Table 5.4.2, Common Amenity Area shall be permitted in the Front Yard.
5.4.3.1.53.2.4	Buffer Strip
	Despite Table 5.4.2, Row 15, a Buffer Strip will not be required along the Interior Side Lot Line.
5.4.3.1.53.2.5	Angular Plane Despite Section 4.16.2, the Angular Plane from the Street shall be 66 degrees from Alice Street.

Proposed new, additional specialized regulations for the proposed R.4B-?? High Density Apartment Zone:

Common Amenity Area

Despite Section 5.4.2.4 and Table 5.4.2, Row 12, the minimum Common Amenity Area shall be 1,600 square metres.

Despite Section 5.4.2.4.2, amenity areas shall be allowed to have a length that exceeds 4 times the width.

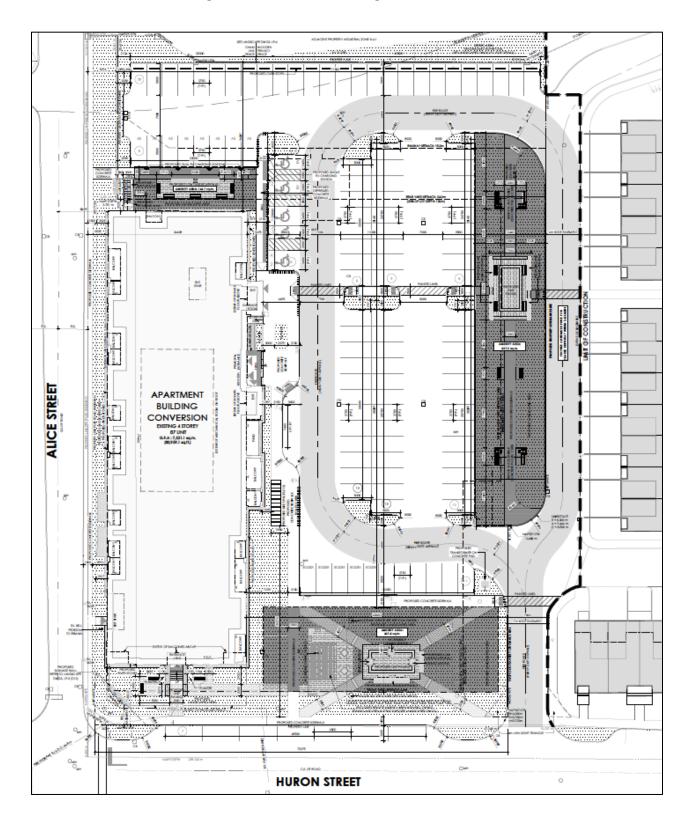
Landscaped Open Space

Despite Section 5.4.2.4 and Table 5.4.2, Row 13, the minimum Landscaped Open Space shall be 39% of lot area.

Off-Street Parking

Despite 4.13.4.3 the required off-street vehicle parking required will be 0.97 spaces per unit (114 spaces) with 4% visitor parking (5 spaces).

Attachment-6 Proposed Site Concept Plan



Attachment-6 continued: Proposed Building

Raised oblique view of the proposed building from the northwest:



View of proposed building from the west:





120 Huron Street:

Statutory Public Meeting for Proposed Official Plan and Zoning By-law Amendments

Site Context



Official Plan

Current OP Designation:

Mixed
 Office/Commercial

Proposed OP Amendment:

 A site specific policy to permit 5 storeys and a density of 133 units per hectare



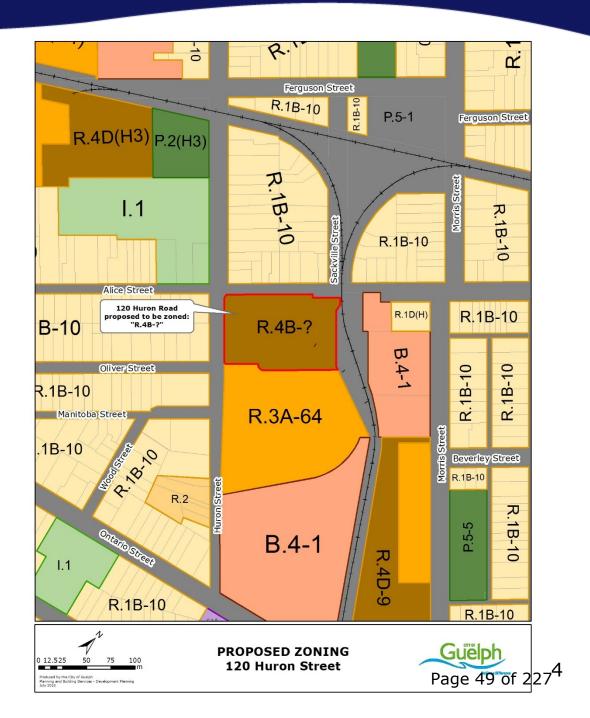
Zoning

Current Zoning:

R.4A-53
 (Specialized General Apartment)

Proposed Zoning:

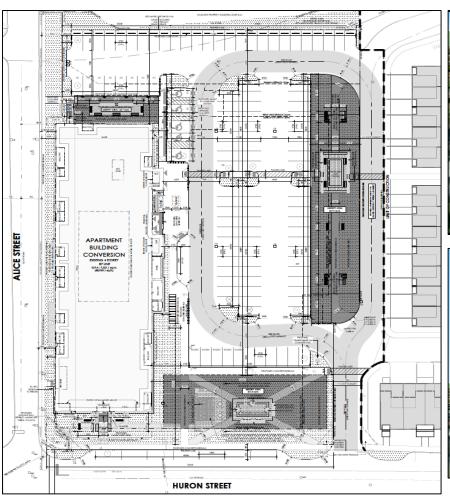
 R.4B-??
 (Specialized High Density Apartment)



Requested Specialized Zoning Regulations

- Request to carry over existing specialized regulations in the R.4A-53 Zone
 - Exterior side yard, parking location, common amenity location, buffer strip and angular plane (see Att 5 of report)
- New specialized regulations request for
 - A minimum of 1600 square metres of Common Amenity Area, permitted to have a length more than 4 times the width
 - A minimum of 39% of the site be Landscaped Open Space
 - That parking be permitted at 0.97 spaces per unit (114 spaces total) with 4% visitor parking (5 spaces).

Proposed Development







120 Huron Street

Official Plan Amendment Zoning Bylaw Amendment

Applicant:



Public Meeting September 14, 2020



Site Location



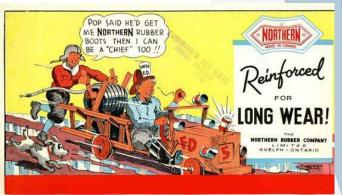




History

- Built by Northern Rubber Co. Ltd. c.1920
- "Daylight factory"
- Chemtura Canada closed the site in 2014







Images sources: Advertisement: 1930s - *Guelph Museums* catalogue no. 1978X.00.1.1; Group photo: Sewing and Cementing: the Northern Rubber Co. Ltd., Guelph, Sept., 1932" *Guelph Museums* Catalogue Number 1978.93.1.1; Façade mid-1970s: Alice Street at Huron c. 1975 - *Guelph Museums* catalogue no. 2013.39.276. CHC Limited report.



2019 Zoning By-law Amendment

- Application for ZBA submitted in 2017, approved early 2019
- Permitted adaptive reuse of existing industrial building for 87 apartment units
- Site is now under new ownership
- Adjacent property, originally part of ZBA application has been severed, approved for 59 two and three-storey townhouses, and development is underway



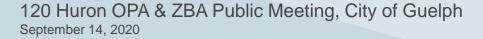




Proposed Development

- Additional 5th storey, 30 additional units to be affordable
- Exploring support services for some residents on the 5th floor
- Total of 117 units, 114 parking spaces







Proposed Official Plan and Zoning By-law Amendments

- Designated Mixed Office/Commercial in the OP which permits 100 uph and a maximum height of 4 storeys
- Proposed density of 132.31 uph and maximum height 5 storeys
- Zoned R.4A-53 Specialized Residential Apartment Zone
- Propose to re-zone the Site to High Density Apartment (R.4B) with site specific regulations, including:
 - Reduced parking requirement from a required 152 spaces to 114 spaces
 - Reduced common amenity area and landscaped open space



Summary

- Proposed Official Plan and Zoning By-law Amendment Applications are necessary to permit the addition of a 5th storey
- Will result in building with a mix of market-rate and affordable rental units
- Site-specific regulations are appropriate given the constraints of working on a Site with an existing heritage structure, site context and future tenant needs
- Intent is to preserve and restore the original building materials, the 5th storey is to complement these existing features
- The additional 5th storey will realize 30 affordable housing units contributing to the housing options in the City of Guelph
- The Applications are appropriate in this urban context, within proximity to Downtown



Statutory Public Meeting Report 120 Huron Street Proposed Official Plan Amendment and Zoning By-law Amendment File: OZS20-005 Ward 1 - 2020-117

General Correspondence

I wish to be able to join the meeting on September 14.

I wish to be notified of the council decision on this application by way of email.

I wish to object to the building of a 5th floor. I am pleased this property is being developed but we do not want 30-60 extra cars on the narrow streets of that area. Alice, Oliver, Manitoba, Ontario Streets are already bearing too much traffic. Given the townhouses and the 87 proposed units that is enough. As you know those streets cannot be widened. Drivers will use them because they are the most direct route to the west. I hope council will keep this in mind when making its decision.

Jody Larsen

Statutory Public Meeting Report 120 Huron Street Proposed Official Plan Amendment and Zoning By-law Amendment File: OZS20-005 Ward 1 - 2020-117

General Correspondence - Revised Agenda

ALICE STREET 1 BLOCK FROM THE PRPOSED APARTMENT SITE I AM 100 PERCENT IN AGREEMENT TO DEVELOP THE 30 LOW INCOME HOUSING UNITS I HAVE WORKED WITH LOW INCOME HOUSING FOR 17 YEARS LOOKING AFTER THE COIN LAUNDRY FACILITIES THROUGHOUT THE CITY THAT ARE RUN BY LOW INCOME HOUSING MOST OF THE PEOPLE LIVING IN SUBSIDIZED HOUSING DEFINITELY NEED THIS SERVICE MY ONLY CONCERN IS WHO QUALIFIES TO GET AN APARTMENT ON THE 5TH FLOOR PLEASE NO LOTTERTY SYSTEMM YOU MUST MEET CERTAIN CRITERIA OBVIOUSLY A PRIOR DRUG OR CRIMINSL RECORD MAY NOT BE A FIRST PRIORITY NONETHE LESS THAT STILL DOESNT ELIMINATE YOU FROM GETTING AN APARTMENT THERE ARE SOME PEOPLE WHO HAVE REFORMED PLEASE CONSIDER WHAT I HAVE TO SAY BOTTOM LINE GUELPH CAN USE ANOTHER 30 UNITSS THANKS YOU

Michael Silvestro

Dear Councillor Allt:

I am writing to you in your capacity as Chair of the Audit Committee and copying members of Council.

I would like to request that our Internal Auditor conduct independent assurance on the 120 Huron and 104 Oliver files.

There are characteristics of these files which appear highly "irregular" to a casual observer. There may be perfectly reasonable explanations in the background, but citizens are entitled to transparency and accountability.

- 1) Why was the 104 Oliver St. purchase brought forward for Council approval on August 24th, just weeks before the development with which the parkland is associated is back at Council with revisions on September 14th? Doesn't this lock the City into one parkland conveyance scenario before Council can consider the updated development and parkland dedication as a whole?
- 2) Staff assessed that the 104 Oliver site was not appropriate for acquisition as parkland. Then we learn that it IS appropriate for acquisition. We are essentially purchasing the lot from the developer with money given to us by the developer.

Mercury-Tribune report Graeme McNaughton wrote the following:

https://www.guelphmercury.com/news-story/10162731-guelph-s-new-ward-park-to-cost-466k/

According to a report sent to council when it first approved the development application for 120 Huron St., the developer had originally proposed using 104 Oliver St. as parkland. However, the report notes that the property "does not meet the city's standard criteria for parkland acquisition," and decided to take cash-in-lieu as opposed to having the property conveyed to the city.

In contrast, the City press release states:

https://guelph.ca/2020/09/council-directs-staff-to-purchase-104-oliver-street-to-become-a-future-park/

"We've determined that 104 Oliver Street is an ideal place to build a park and has significant community and Council support," says Heather Flaherty, general manager of Parks and Recreation.

3) Staff has asserted publicly that the amount of cash-in-lieu received is equal to the value of parkland we could have received. This may have been the case before the 120 Huron properties were severed and before additional density was added, however I am not clear that this is still the case.

In her report on 120 Huron, Ms. Nasswetter documents that the applicant is requesting a density of 133 units per hectare on the 0.88 ha site.

https://pub-quelph.escribemeetings.com/filestream.ashx?DocumentId=8550

100 units per hectare is the density at which preferential rates for land click in under section 10 (d) of our Parkland Dedication By-law:

https://guelph.ca/wp-content/uploads/parkland-dedication-bylaw.pdf

(d) Where land is located outside of Downtown and is to be Developed or Redeveloped for residential purposes with a total proposed density equal to or greater than one-hundred (100) Dwelling Units per one hectare (1ha), the greater of:

i. a portion of the Land not exceeding 1 hectare (1ha) per threehundred (300) Dwelling Units, but in no case to exceed thirty percent (30%) of the total area of the Land, or;

According to this section of the By-law, under normal circumstances, the City would receive greater value if we accepted a conveyance of land at the 1 ha/300 unit rate in combination with a conveyance of cash-in-lieu at 1 ha/500 unit rate.

4) In a September 3rd Mercury-Tribune article, Mr. McNaughton reveals that records show that the 104 Oliver property was purchased by the developer for \$1 million in August 2017.

https://www.guelphmercury.com/news-story/10162731-guelph-s-new-ward-park-to-cost-466k/

The developer is going to spend tens of thousands of dollars remediating the site and then putting in the landscaping for a park and we are going to purchase the whole thing for \$466,248.50? Why would the developer absorb more than a half-million dollar loss on this deal? Is there something happening elsewhere in the negotiations to off-set this loss?

5) The same Mercury-Tribune article indicates that 104 Oliver is potentially a heavily contaminated site. What role is this playing in land values and is it still a good deal for the City?

<u>According to documents</u> filed with the Ministry of Environment, Conservation and Parks for the land's remediation, the property had housed a transformer substation for the Northern Rubber factory across the road. The substation was removed in 1969, and the building housing it taken down in 1992.

- 6) Normally park design and construction is carried out by the City. Is it in our interests to have it done by the developer? It is standard practice for Community Engagement to take place for the design of new parks in the City. Will Community Engagement be happening for the design of this park if it is executed by the developer?
- 7) Lastly, I was surprised to read that one of the initial reasons that 104 Oliver was not considered appropriate for Parkland Acquisition was that it was not on the development site. We recently spent tens of thousands of dollars to hire a professional parks consultant, The Planning Partnership, as part of the update of the Parkland Dedication By-law.

In recommendation #10, the consultant explicitly recommends that conveyance of off-site land be included in the By-law guidelines.

https://guelph.ca/wp-content/uploads/Consultant-Recommendations-for-Parkland-Dedication-Bylaw.pdf

Recommendation 10: It is suggested that the Parkland Dedication Bylaw/Interpretation Guideline explicitly identify that for sites less than 1,000 square metres in size, the City may accept an on-site land contribution, an offsite land contribution and/or payment-in-lieu of land.

Were there no changes to the By-law guidelines as a result of this whole exercise? Allowing conveyance of off-site parkland would provide greater flexibility and opportunity for the City to acquire land instead of cash-in-lieu - a practice that the consultant said should be prioritized.

Regarding 104 Oliver and 120 Huron, I'm sure that everyone would appreciate a robust review by the Internal Auditor to ensure that we are truly getting the best value for citizens in the transactions involving parkland and cash-in-lieu.

Sincerely, Susan Watson

The Ward Residents' Association

Some concerns that residents have expressed about this proposal are that:

The "affordable" units may not be truly affordable, or remain truly affordable in the future.

And, concerns about the lack of parking.

Past developments in the Ward have delivered different results than proposed and one proposal on the table now (Wyndham and Howitt) promises "affordable seniors housing" and plans for less parking than required.

The objections are not to the proposal, but to what the development may become, once approved.

If the proposal develops as planned, there aren't too many issues, but what assurances are there that once approved, that the goalposts won't be moved again and these units converted to market price, or that the new residents bring vehicles?

I am writing to voice my frustration, anger and opposition to the proposed changes to 120 Huron.

Yet another zero barrier, extreme harm reduction project has been dumped into the lap of citizens in the middle of a pandemic; no basic, detailed information provided and we're supposed to just accept it going into the city/council approval pipeline with no consideration for anyone affected by it.

It's bad enough our ward councillors (Bell & Gibson) develop zero barrier projects (Container homes, tiny homes zoning, etc.) in secret, ignore residents' legitimate health/safety concerns, ghost anyone who disagrees, then try to push them through Council. Now, the homeless/harm reduction alliance (HHRA) they work with are retroactively adding zero barrier elements to already approved/zoned projects. The only time stakeholders who don't align with their views & general citizens hear about them is when they have their hand out, or are forced to publicly go through City/Council.

The Ward is a diverse area with marginalized, working & middle class residents, in addition to the gentrifying elements. All with be negatively affected by this. A google search will show you what this philosophy, run by religious & radical activists, has done to communities from Vancouver to Toronto. SupportiveHousing Vancouver

We've already seen the destruction of the downtown Core by a large minority of homeless drug users (by no means all) who are the main recipients of zero barrier projects like this, because their behaviours make them unable to access available housing. Threshold Homes, the groups contracted to provide "support" (we have no idea what the means, BTW) have been involved with House of Friendship & the Bridges. Both facilities have drug dealing, drug use, violence, garbage, needles, bike chop shops, human trafficking, etc. in and around their properties. They have been the subject of neighbourhood complaints for over a decade.

The philosophy of zero barrier, one pillar harm reduction was never, ever democratically adopted by the City of Guelph. It was forced on the community by a group of religious, radical social activists with activist Councillor allies who just implement projects with no regard for anyone outside their groups. Other approaches that include all of the community, like the 4 pillar strategy, have been totally ignored.

We are now at the point where our City has been hijacked & turned into a homeless addiction hub that is now attracting people from outside the city. We are in a negative feedback loop with no way out—because there is no prevention, no secular rehab, no democratic process. I have spoken to dozens of people in the Ward and the Core who are NOT NIMBY, but who support the 4 pillar, secular approach, which includes community safety for everyone.

Projects like this contribute to the decline of the City, and are the wedge that drives the middle & working class, other marginalized (particularly disabled) & the creative class out of neighbourhoods and out of the city itself.

This project should never be received by Council until there is a public input framework in place, accurate, honest information provided about what this actually is, and the zoning issue is dealt with separately, as it involves a new sub-category creation that applies to the city as a whole.

Thank you for your consideration

jj salmon Ward one resident

Staff Report



To City Council

Service Area Infrastructure, Development and Enterprise Services

Date Monday, September 14, 2020

Subject Statutory Public Meeting Report 1242-1260 Gordon Street and 9 Valley Road Proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments File: OZS20-004 and 23T-20001

Ward 6

Recommendation

1. That report 2020-124 regarding proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications submitted by Astrid J. Clos Planning Consultants on behalf of Tricar Properties Limited for a Draft Plan of Subdivision containing a residential block with two, 12-storey apartment buildings with a total of 377 apartment units, a municipal park block and an open space block on lands municipally known as 1242-1260 Gordon Street and 9 Valley Road, and legally described as Part of Lot 6, Concession 8 (Geographic Township of Puslinch) and Lot 15, Registered Plan 488, City of Guelph from Infrastructure, Development and Enterprise dated September 14, 2020, be received

Executive Summary

Purpose of Report

To provide planning information on Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications for the lands municipally known as 1242-1260 Gordon Street and 9 Valley Road to permit a residential subdivision containing a residential block with two, 12-storey apartment buildings with a total of 377 apartment units, a municipal park block and an open space block. This report has been prepared in conjunction with the Statutory Public Meeting for these applications.

Key Findings

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

Financial Implications

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

Report

Background

Applications for a Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment have been received for the lands municipally known as 1242-1260 Gordon Street and 9 Valley Road from Astrid J. Clos Planning Consultants on behalf of Tricar Properties Limited. The applications were received by the City on June 1, 2020 and deemed to be complete on June 30, 2020.

Location

The subject lands are comprised of four residential properties municipally known as 1242, 1250, 1260 Gordon Street and 9 Valley Road. The subject lands are currently located on the east side of the Gordon Street/Edinburgh Road South intersection and south of Valley Road (see Attachment 1 - Location Map and Attachment 2 - Aerial Photograph). The lands are approximately 3.12 hectares in size with approximately 27 metres of frontage along Valley Road and 121 metres of frontage along Gordon Street. The existing residential dwellings on the subject lands have been or will be demolished. Portions of the subject lands also contain features of the City's natural heritage system.

Surrounding land uses include:

- To the north: single detached residential dwelling and a vacant land condominium development, beyond which is Valley Road;
- To the south: five storey apartment buildings;
- To the east: Torrance Creek Wetland; and,
- To the west: Gordon Street, beyond which is a five storey apartment building at the north-west corner of the intersection of Gordon Street and Edinburgh Road South.

Existing Official Plan Land Use Designations and Policies

The Official Plan land use designation that applies to 9 Valley Road is "Low Density Residential". 1242-1260 Gordon Street is designated as "High Density Residential" and "Significant Natural Areas and Natural Areas" in the Official Plan. The "Low Density Residential" land use designation permits residential uses including single and semi-detached dwellings and multiple unit residential buildings, such as townhouses and apartments. Permissible uses within the "High Density Residential" land use designation include multiple unit residential buildings generally in the form of apartments. The minimum height within this designation is three (3) storeys and the maximum height is ten (10) storeys. This designation allows for a maximum net density of 150 units per hectare and requires a minimum net density of 100 units per hectare.

Development is not permitted within areas designated as "Significant Natural Areas and Natural Areas". The applicant has prepared an Environmental Impact Study (EIS) to address development adjacent to the natural heritage system and to recommend appropriate setbacks (buffers) to demonstrate that there will be no negative impacts to the protected natural heritage features and areas or their associated ecological functions.

The relevant policies for the applicable land use designations are included in Attachment 3.

Existing Zoning

The subject lands are currently zoned "Residential Single Detached" (R.1B), with a "Lands adjacent to provincially significant wetlands" overlay and a "Lands with locally significant wetlands, significant woodlots, natural corridor or linkage" overlay according to Zoning By-law (1995)-14864, as amended.

Details of the existing zoning are provided in Attachment 5.

Proposed Official Plan Amendment

The purpose of the Official Plan Amendment is to redesignate the portion of the property designated as "Low Density Residential" and a portion of the property designated as "High Density Residential" to the "Open Space and Park" land use designation. The applicant is also requesting to add site specific Official Plan policies that would allow a maximum height of 12 storeys and a maximum density of 271 units per hectare. The "High Density Residential" land use designation permits a maximum height of 10 storeys and a maximum net density of 150 units per hectare. The limit between the "High Density Residential" and "Significant Natural Areas and Natural Areas" designations are proposed to be refined by the Environmental Impact Study which was submitted in support of the applications. This refinement does not require an Official Plan Amendment in accordance with Policy 4.1.1.17 of the Official Plan.

Further details of the proposed Official Plan Amendment are included in Attachment 4.

Proposed Zoning By-law Amendment

The purpose of the Zoning By-law Amendment application is to change the zoning from the "Residential Single Detached" (R.1B) Zone to a "Specialized High Density Apartment" (R.4B-?) Zone, a "Conservation Land" (P.1) Zone and a "Neighbourhood Park" (P.2) Zone to implement the proposed draft plan of subdivision.

In addition to the regulations set out in Table 5.4.2 – for the "High Density Apartment" (R.4B) Zone of Zoning By-law (1995)-14864, as amended, the following specialized regulations have been requested to facilitate this proposal:

- To permit a maximum density of 271 units per hectare, whereas a maximum of 150 units per hectare is permitted;
- To permit a minimum front yard setback of 0.8 metres, whereas a minimum front yard setback of 6 metres is required;
- To permit a minimum exterior side yard setback of 1.2 metres, whereas a minimum exterior side yard setback of 6 metres is required;
- To permit a minimum side yard setback of 2.4 metres, whereas a minimum side yard setback of 20.74 metres is required;
- To permit a minimum rear yard of 18.4 metres, whereas a minimum rear yard of 20.7 metres is required;
- To permit a maximum building height of 12 storeys, whereas a maximum building height of 10 storeys is permitted;
- To permit a minimum distance between buildings with windows to habitable rooms of 24.3 metres, whereas a minimum of 43.08 metres is required;
- To permit a minimum common amenity area of 3,642 square metres, whereas a minimum common amenity area of 7,740 square metres is required;

- To permit a minimum of 57 surface visitor parking spaces above grade, whereas a minimum of 96 visitor parking spaces are required above grade;
- To permit the underground parking spaces to be provided under the municipal park block, whereas parking spaces are required to be located a minimum of 3 metres from any lot line;
- To permit a minimum underground parking space dimension of 2.74 metres by 5.48 metres, whereas a minimum underground parking space dimension of 3 metres by 6 metres is required;
- To permit a minimum exterior parking space dimension of 2.74 metres by 5.48 metres, whereas a minimum exterior parking space dimension of 2.75 metres by 5.5 metres is required;
- To permit the angular plane from a park to be 77 degrees, whereas a maximum angular plane of 40 degrees is permitted;
- To permit the angular plane from Gordon Street for Building 1 to be 60 degrees, whereas a maximum angular plane of 45 degrees is permitted;
- To permit the angular plane for Building 1 to Street "A" to be 71 degrees, whereas a maximum angular plane of 45 degrees is permitted;
- To permit a building within the 9 metre corner sight line triangle, whereas a building is not permitted within the 9 metre corner sight line triangle; and,
- To permit a maximum floor space index of 3.59, whereas a maximum floor space index of 1.5 is permitted.

Proposed Draft Plan of Subdivision

The proposed Draft Plan of Subdivision will create a new municipal road to complete the signalized intersection of Gordon Street and Edinburgh Road South. The proposed subdivision includes a residential block with two, 12-storey apartment buildings with a total of 377 apartment units and 586 parking spaces, a municipal park block and an open space block. The proposed Draft Plan of Subdivision is included in Attachment 7 and proposed building renderings are included in Attachment 8.

Supporting Documents

The following information was submitted in support of the applications and can be found on the City's website under 'Current Development Applications':

- Planning Justification Report, prepared by Astrid J. Clos Planning Consultants, dated May 2020;
- Draft Plan of Subdivision, prepared by Astrid J. Clos Planning Consultants, dated February 2020;
- Draft Plan Parking Level 1 and 2, prepared by Astrid J. Clos Planning Consultants dated February 2020;
- Draft Official Plan and Zoning By-law Amendments, prepared by Astrid J. Clos Planning Consultants, dated May 2020;
- Angular Plane Diagrams, prepared by Kasian Architecture, dated April 2020;
- Elevations, prepared by Kasian Architecture, dated February 2020;
- Building Renderings, prepared by Kasian Architecture, dated March 2020;
- Conceptual Site Plan, prepared by Stantec Consulting Limited, dated May 2020;
- Engineering Plans, prepared by Stantec Consulting Limited, dated April 2020;
- Environmental Impact Study, prepared by Stantec Consulting Limited, dated May 2020;

- Functional Servicing Report, prepared by Stantec Consulting Limited, dated April 2020;
- Geotechnical Report, prepared by CMT Engineering Inc., dated April 2018;
- Hydrogeological Assessment, prepared by Stantec Consulting Limited, dated May 2020;
- Landscape Concept, prepared by Stantec Consulting Limited, dated March 2020;
- Noise Impact Study, prepared by J.E. Coulter Associated Limited, dated February 2020;
- Pedestrian Wind Study, prepared by RWDI, dated March 2020;
- Stage 1-2 Archaelogical Assessment, prepared by Amick Consultants Limited, dated May 2016;
- Traffic Impact Study, prepared by Stantec Consulting Limited, dated May 2020;
- Tree Inventory and Preservation Plan, prepared by Natural Resource Solutions Inc., dated March 2020;
- Truck Turning Plan, prepared by Stantec Consulting Limited, dated March 2020; and,
- Urban Design Brief, including Shadow Study, prepared by Stantec Consulting Limited and Kasian Architecture, dated April 2020.

Staff Review

The review of these applications will address the following:

- Evaluation of the proposal for conformity and consistency with Provincial policy and legislation, including subdivision control review criteria in the Planning Act, the 2020 Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe;
- Evaluation of the proposal's conformity with the Official Plan, including the proposed Official Plan Amendment;
- Review of the proposed zoning, including the need for any specialized zoning regulations;
- Review of the proposal's land use compatibility with adjacent and established land uses;
- Review of the proposed subdivision layout, built form, parking and pedestrian connections,
- Review of site servicing and grading;
- Review how the proposed development addresses applicable sections of the Community Energy Initiative update;
- Review of supporting documents submitted in support of the applications; and,
- Address all comments and issues raised during the review of the applications.

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

Financial Implications

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

Consultations

The Notice of Complete Applications was mailed July 9, 2020 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was mailed on August 20, 2020 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was also advertised in the Guelph Tribune on August 20, 2020. Notice of the applications has also been provided by signage on the subject lands and all supporting documents submitted with the applications have been posted on the City's website.

Strategic Plan Alignment

Priority

Building our future

Direction(s)

- Continue to build strong, vibrant, safe and healthy communities that foster resilience in the people who live here
- Help increase the availability of housing that meets community needs

Alignment

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

Attachments

Attachment 1 – Location Map and 120m Circulation

Attachment 2 – Aerial Photograph

Attachment 3 – Existing Official Plan Land Use Designations and Policies

Attachment 4 - Proposed Official Plan Land Use Designations and Policies

Attachment 5 – Existing Zoning

Attachment 6 - Proposed Zoning

Attachment 7 - Proposed Draft Plan of Subdivision

Attachment 8 - Proposed Building Renderings

Attachment 9 – Public Meeting Presentation

Departmental Approval

Not applicable.

Report Author

Lindsay Sulatycki, MCIP, RPP, Senior Development Planner

This report was approved by:

Chris DeVriendt, MCIP, RPP, Manager of Development Planning

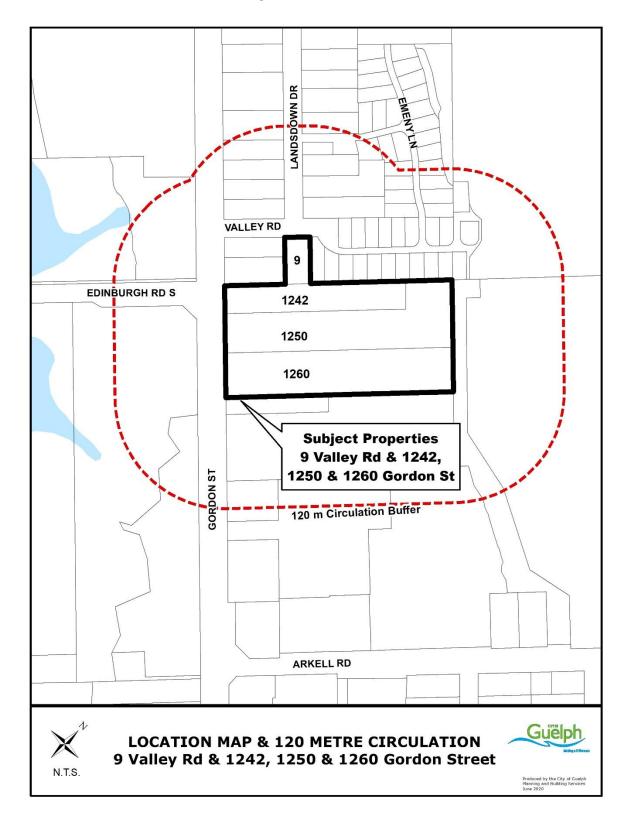
This report was approved by:

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

This report was recommended by:

Kealy Dedman, P. Eng., MPA
Deputy Chief Administrative Officer
Infrastructure, Development and Enterprise Services
519-822-1260 extension 2248
kealy.dedman@guelph.ca

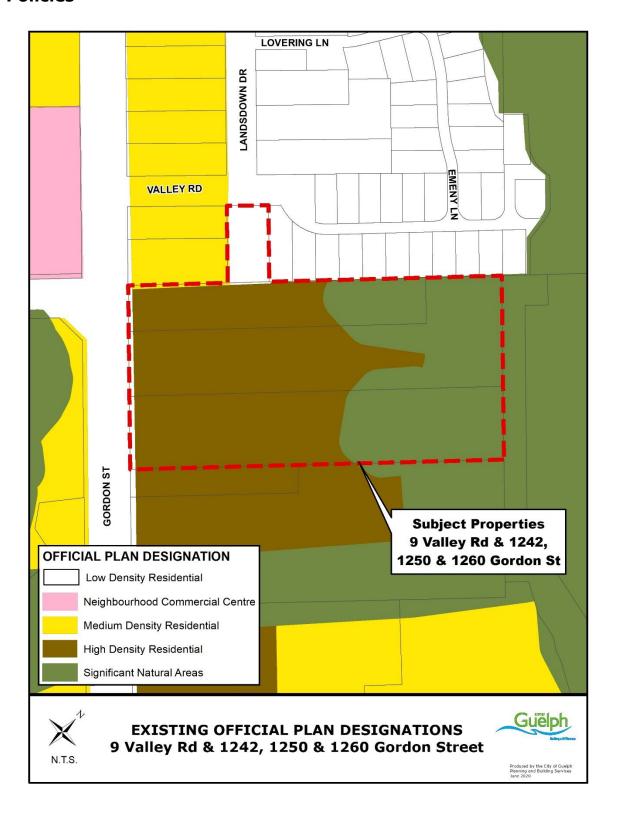
Attachment 1 - Location Map and 120m Circulation



Attachment 2 - Aerial Photograph



Attachment 3 – Existing Official Plan Land Use Designations and Policies



Existing Official Plan Land Use Designations and Policies (continued)

9.3.2 Low Density Residential (9 Valley Road)

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

Permitted Uses

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

9.3.5 High Density Residential (1242-1260 Gordon Street)

The predominant use of land within the High Density Residential Designation shall be high density multiple unit residential building forms. Permitted Uses

- 1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i. Multiple unit residential buildings generally in the form of apartments.

Height and Density

- 2. The minimum height is three (3) storeys and the maximum height is ten (10) storeys.
- 3. The maximum net density is 150 units per hectare and not less than a minimum net density of 100 units per hectare.

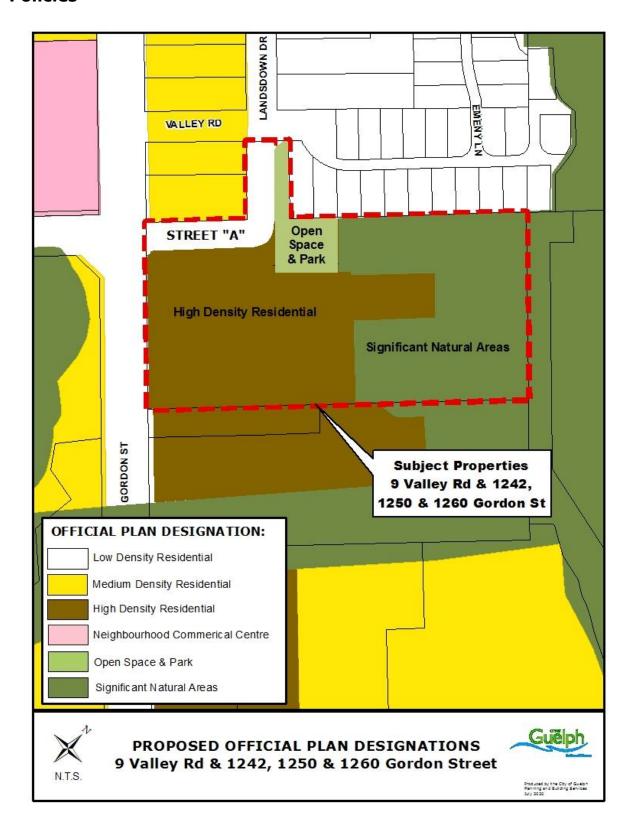
9.11 Natural Heritage System (1242-1260 Gordon Street)

- 1. The Natural Heritage System is comprised of two designations as identified:
- Significant Natural Areas
- Natural Areas

4.1.3.1 General Policies: Significant Natural Areas

- 1. Development or site alteration shall not be permitted within Significant Natural Areas including their established or minimum buffers as designated on Schedule 1, except in accordance with the general policies in 4.1.2 and the Significant Natural Areas policies in 4.1.3.
- 2. In accordance with the applicable policies in 4.1.2 and 4.1.3, development or site alteration may be permitted within the adjacent lands to Significant Natural Areas provided that it has been demonstrated through an EIS or EA that there will be no negative impacts to the protected natural heritage features and areas or their associated ecological functions.

Attachment 4 - Proposed Official Plan Land Use Designations and Policies



Proposed Official Plan Land Use Designations and Policies (continued)

Proposed site-specific policy to be added to the "High Density Residential" land use designation:

Notwithstanding the maximum net density and maximum height in the "High Density Residential" land use designation, the maximum net density shall be 271 units per hectare and a maximum of 12 storeys shall be permitted on the subject lands.

Proposed "Open Space and Parks"

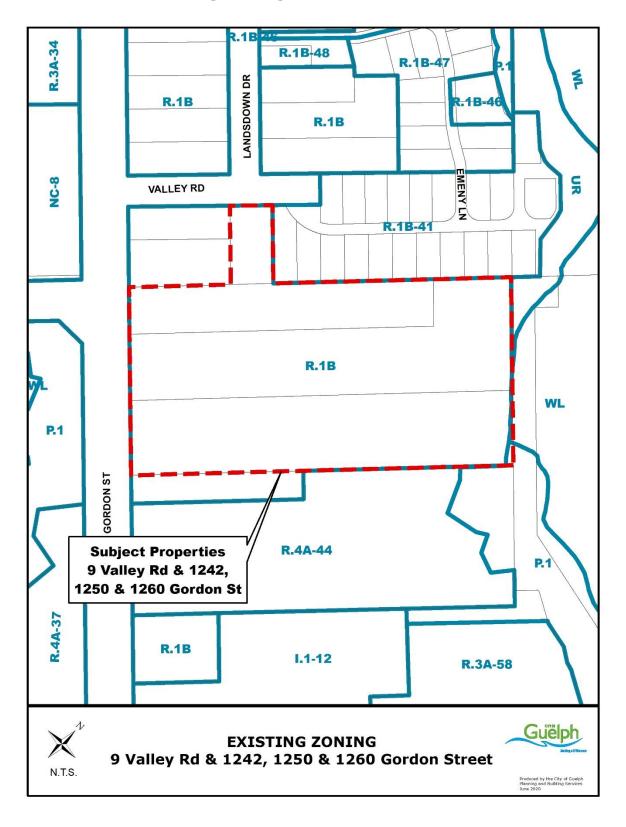
9.7 Open Space and Parks

Open space and parks provide health, environmental, aesthetic and economic benefits that are important elements for a good quality of life. Lands designated Open Space and Parks are public or private areas where the predominant use or function is active or passive recreational activities, conservation management and other open space uses.

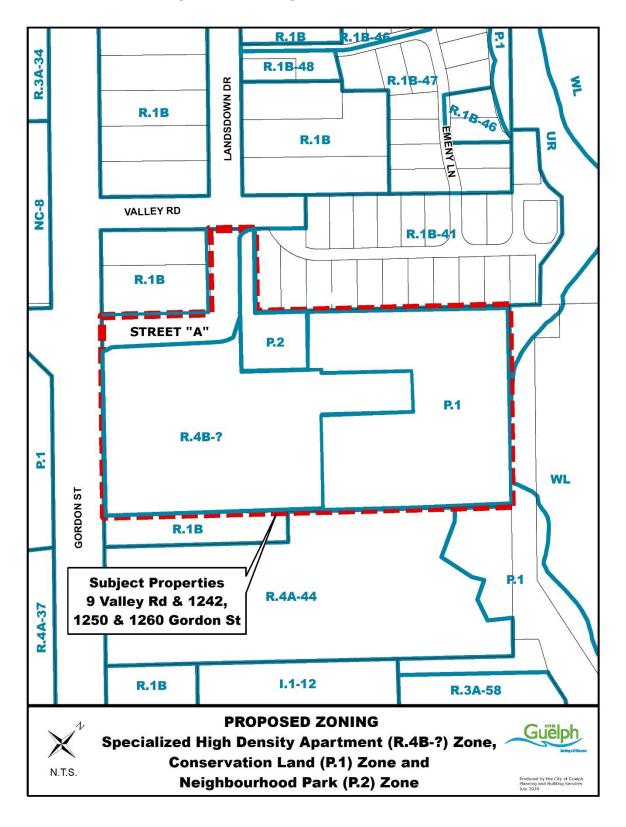
Objectives

- a) To develop a balanced distribution of open space, active and passive parkland and recreation facilities that meet the needs of all residents and are conveniently located, accessible and safe.
- b) To co-operate and partner with other public, quasi-public and private organizations in the provision of open space, trails and parks to maximize benefits to the community.
- c) To assist in protecting the City's urban forests, the Natural Heritage System and cultural heritage resources

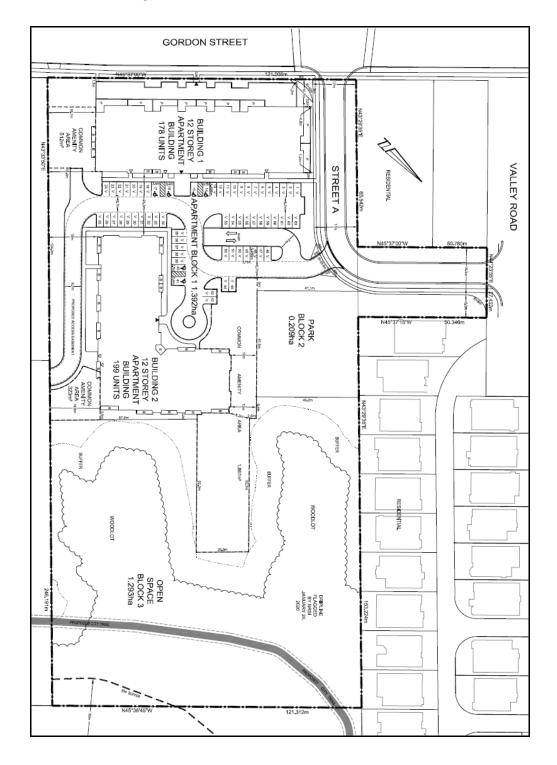
Attachment 5 - Existing Zoning



Attachment 6 - Proposed Zoning



Attachment 7 - Proposed Draft Plan of Subdivision



Attachment 8 - Proposed Building Renderings





1242-1260 Gordon Street and 9 Valley Road

Statutory Public Meeting for Proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment

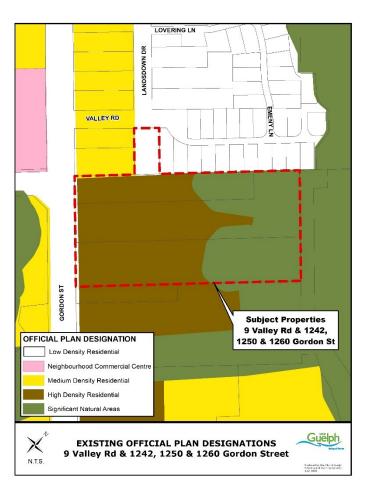
File: OZS20-004 and 23T-20001

September 14, 2020

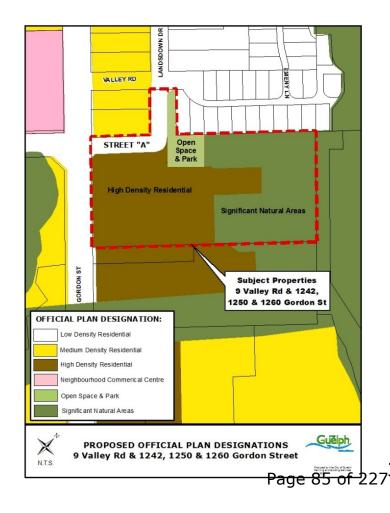
Location



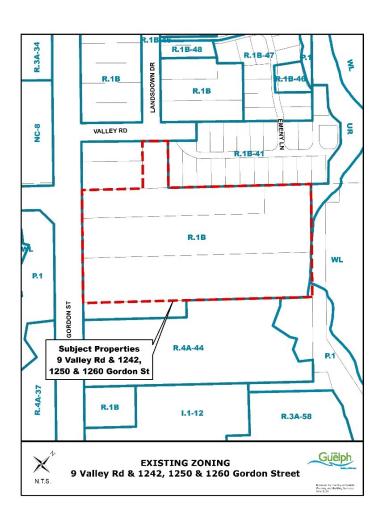
Existing Official Plan Land Use Designations



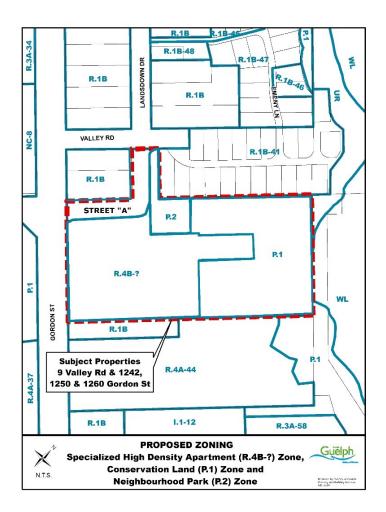
Proposed Official Plan Land Use Designations



Existing Zoning



Proposed Zoning



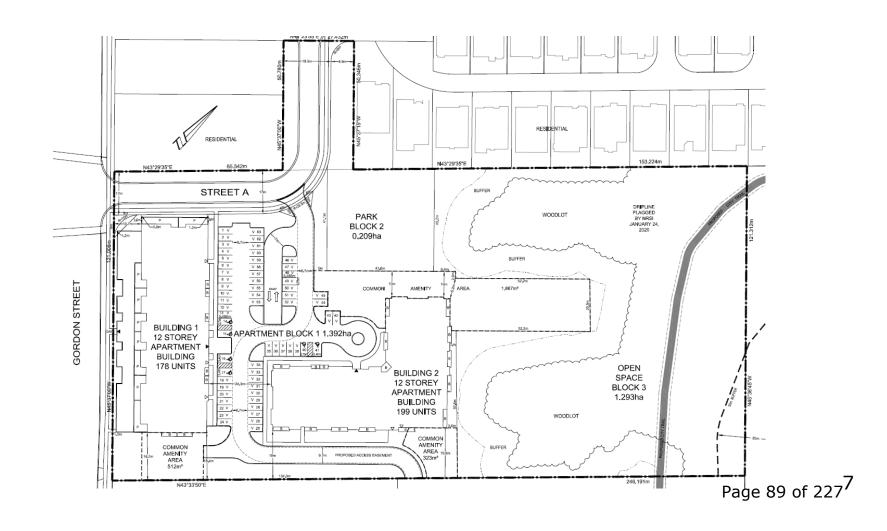
Requested Specialized Zoning Regulations

- To permit a maximum density of 271 units per hectare, whereas a maximum of 150 units per hectare is permitted;
- To permit a minimum front yard setback of 0.8 metres, whereas a minimum front yard setback of 6 metres is required;
- To permit a minimum exterior side yard setback of 1.2 metres, whereas a minimum exterior side yard setback of 6 metres is required;
- To permit a minimum side yard setback of 2.4 metres, whereas a minimum side yard setback of 20.74 metres is required;
- To permit a minimum rear yard of 18.4 metres, whereas a minimum rear yard of 20.7 metres is required;
- To permit a maximum building height of 12 storeys, whereas a maximum building height of 10 storeys is permitted;
- To permit a minimum distance between buildings with windows to habitable rooms of 24.3 metres, whereas a minimum of 43.08 metres is required;
- To permit a minimum common amenity area of 3,642 square metres, whereas a minimum common amenity area of 7,740 square metres is required;
- To permit a minimum of 57 surface visitor parking spaces above grade, whereas a minimum of 96 visitor parking spaces are required above grade;

Requested Specialized Zoning Regulations (continued)

- To permit the underground parking spaces to be provided under the municipal park block, whereas parking spaces are required to be located a minimum of 3 metres from any lot line;
- To permit a minimum underground parking space dimension of 2.74 metres by 5.48 metres, whereas a minimum underground parking space dimension of 3 metres by 6 metres is required;
- To permit a minimum exterior parking space dimension of 2.74 metres by 5.48 metres, whereas a minimum exterior parking space dimension of 2.75 metres by 5.5 metres is required;
- To permit the angular plane from a park to be 77 degrees, whereas a maximum angular plane of 40 degrees is permitted;
- To permit the angular plane from Gordon Street for Building 1 to be 60 degrees, whereas a maximum angular plane of 45 degrees is permitted;
- To permit the angular plane for Building 1 to Street "A" to be 71 degrees, whereas a
 maximum angular plane of 45 degrees is permitted;
- To permit a building within the 9 metre corner sight line triangle, whereas a building is not permitted within the 9 metre corner sight line triangle; and,
- To permit a maximum floor space index of 3.59, whereas a maximum floor space index of 1.5 is permitted.

Proposed Draft Plan of Subdivision



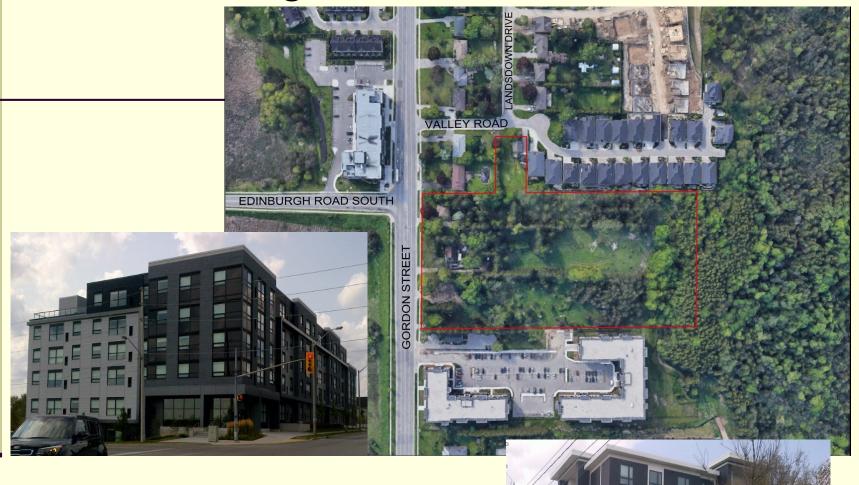
1242-1260 Gordon Street and 9 Valley Road

Official Plan Amendment Zoning Amendment and Draft Plan of Subdivision OZS20-004

Prepared on behalf of Tricar Properties Limited



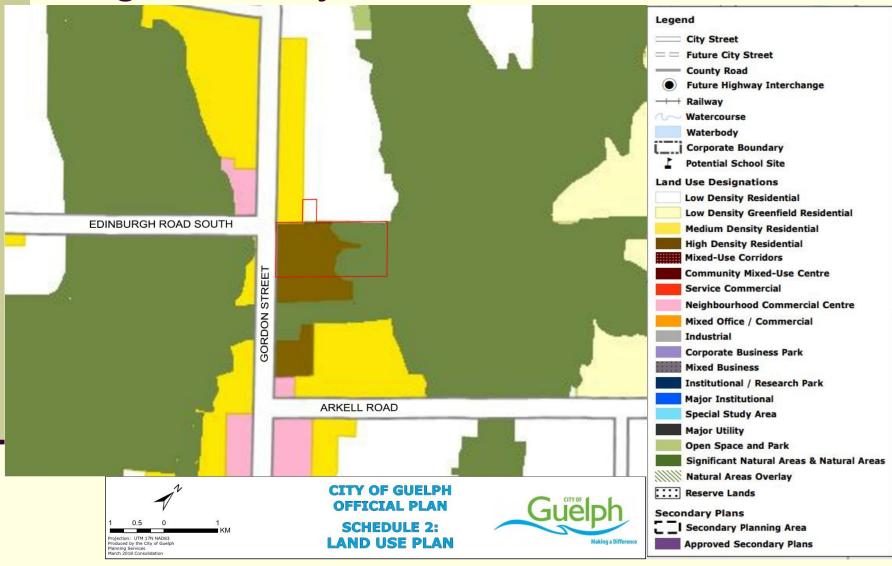
Surrounding Land Uses



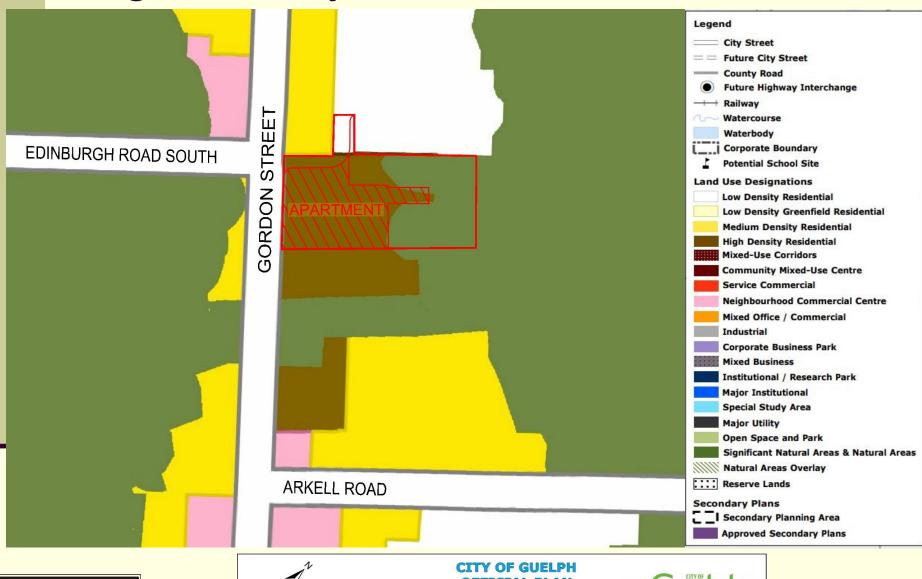
Intensification Corridor



High Density Residential



High Density Residential



ASTRID J. CLOS PLANNING CONSULTANTS





Urban Design Concept Plans for the Gordon Street Intensification Corridor **April 2018**

EDINBURGH ROAD

STR

GORDON

LEGEND Context Significant Natural Area Site Site Boundaries **Buildings** Principal Facade Secondary Facade Buildings - Commercial at Grade

Garage Parking Access People Pedestrian Path Amenity / Open Spaces (Framed by Principal Facades)

(P)

Cars

Trees **Existing Trees** Visual Connection/ Access To Significant Natural Area New Tree Buffers

Main Vehicular Circulation

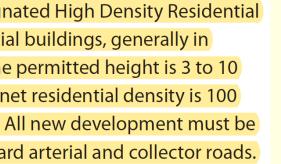
Potential New Road

Surface Parking Areas

Adjacent Uses Land Use Transition Zone (Application of 45° Angular Plane to control the height of new development adjacent to lower rise buildings and open spaces)

residential density is 35 units / ha to 100 units / ha. South of Edinburgh Road is designated High Density Residential with multiple unit residential buildings, generally in the form of apartments. The permitted height is 3 to 10 storeys and the permitted net residential density is 100 units / ha to 150 units / ha. All new development must be directed and oriented toward arterial and collector roads.





Municipal Park, Road and Open Space to be conveyed to the City



ASTRID J. CLOS
PLANNING CONSULTANTS

55.4% Municipal Park, Road and Open Space to be conveyed to the City

Proposed Use	Area (hectares)	Area (acres)	Percentage	
Natural Heritage Area (Significant Woodland and Buffer)	1.293 ha	3.194 ac	41.4%	
Municipal Park	0.209 ha	0.516 ac	6.7%	55.4%
Municipal Road	0.227 ha	0.562 ac	7.3%	
Apartments	1.392 ha	3.439 ac	44.6%	
Total	3.121 ha	7.711 ac	100%	



Distance to single detached homes.



ASTRID J. CLOS
PLANNING CONSULTANTS

Parking

For the proposed 377 apartment units, a total of **477** parking spaces are required by the Zoning By-law.

A total of **586** parking spaces are proposed. (109 more parking spaces than are required)

63 surface parking spaces (including 57 visitor parking spaces) are to be provided along with 523 underground parking spaces on two levels.

Specialized Zoning Request:

That 57 surface Visitor Parking Spaces be provided where the zoning requires a minimum of 96 visitor parking spaces.



Density

If the total area of the property of 3.121 hectares is used to calculate the density before the road, park and trail have been dedicated to the City, the density of the site would be **121 units per hectare**. (less than the maximum 150 units per hectare)

However, the Zoning By-law requires that the density be calculated using the area of the Apartment Block only.

Specialized Zoning Request:

That a Maximum Density of 271 units per hectare be permitted where the zoning permits a maximum of 150 units per hectare.



The proposed height of 12 storeys is appropriate along the identified Intensification Corridor within the Built Boundary of the City. The subject property is located along a major transit route and active transportation route. To the south and west of the property are existing apartment buildings. A municipal park is proposed to provide separation and a buffer from the existing single detached homes located to the north.

Examples of Approved and/or Constructed Apartment Building Heights in Guelph

Address of Apartment Building	Approved and/or constructed Building Height
53 Speedvale Avenue West	14 storeys
65 Speedvale Avenue West	14 storeys
150 Wellington Street East	18 storeys
716 Gordon Street	11 storeys
5 Arthur Street South	14 storeys
1888 Gordon Street	14 storeys
71 Wyndham Street South	14 storeys
160 Macdonell Street	18 storeys
658 Woolwich Street	18 storeys



TRICAR

THE HEIGHT OF LIVING



RAISING THE STANDARD OF HIGH-RISE LIVING FOR OVER 30 YEARS

- 7000 quality homes across Southwestern ON including over 1000 in the City of Guelph
- Both high-rise condominiums and premier apartment rentals
- London, Sarnia, Woodstock, Kitchener, Waterloo,
 Cambridge, Burlington, Stratford and Guelph

AWARD WINNING







2014

2015

2016

The Tricar Group has been honoured as a 6-time finalist and 3-time winner of the Ontario High-Rise Builder of the Year award

This is the home building industry's most coveted
Page 102 of 227

award

Building Homes. Creating Community.













Page 103 of 227

Tricar's Commitment to Energy Efficient Design

- Successfully completed the first LEED certified high rise condominium in London, Ontario
- Are one of the first builders in Ontario to enroll in the Energy Star for mid/high rise buildings program
- Energy Star for mid/high rise requires that new buildings exceed the OBC energy efficiency targets by a minimum of 15% in addition to conducting comprehensive air tightness testing and mechanical commissioning which is far above building code and industry standard
- Enrolling in this program ensures that we significantly reduce our emissions in comparison to a building built to code, while at the same time making life more affordable for residents by lowering their energy bills
- Energy Star features include: high performing windows, increased insulation, better air tightness, high efficiency boilers, Energy Recovery Ventilation systems in all suites
- Proposed 4 pipe fan coil system with ERVs provides for a 12% decrease in energy consumption compared to water source heat pumps

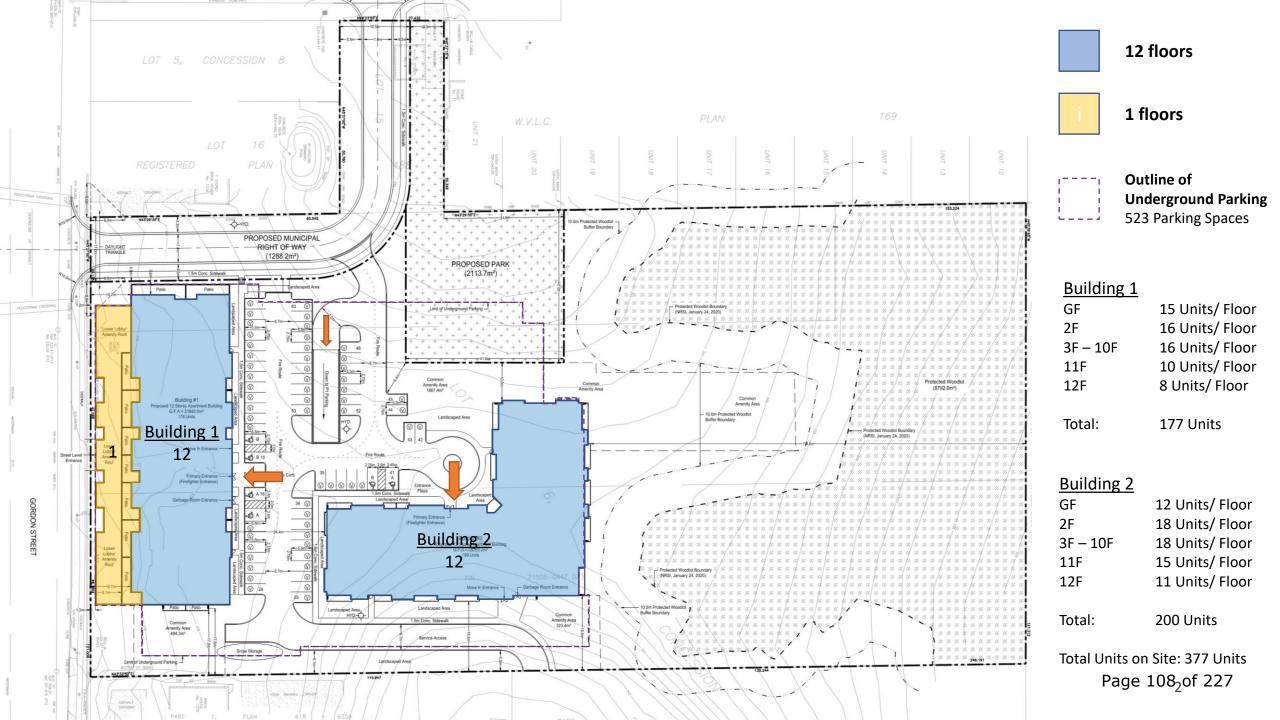


Tricar's Commitment to Providing Housing that is affordable and attainable

- The City of Guelph 2020 affordable housing ownership benchmark purchase price is \$421,836
- Tricar is proposing to include at least 8 apartment units that meet the Guelph affordability benchmark
- Tricar has made it a priority to provide a greater variety of unit types and sizes which has resulted in the creation of some smaller suites (1 bedroom and 1 bedroom + den suites) to help achieve affordability goals found within the PPS
- The provision of some smaller units within the development footprint leads to a higher density per acre, however the end result is a positive one more units are affordable and attainable for a wider portion of the population
- Density is also being achieved through more efficient use of the site due to large provision of below grade parking. Less site area is consumed by surface parking and more area is landscaped. This also means less area is subject to heat island effect









COMMON SPACE

SERVICE/ STORAGE SPACE

AMENITY SPACES

P2 - 279 PARKING P1 - 244 PARKING

SUITES

SITE – 523 PARKING

<u>P2</u> Typ. 11,442 m²



COMMON SPACE

SERVICE/ STORAGE SPACE

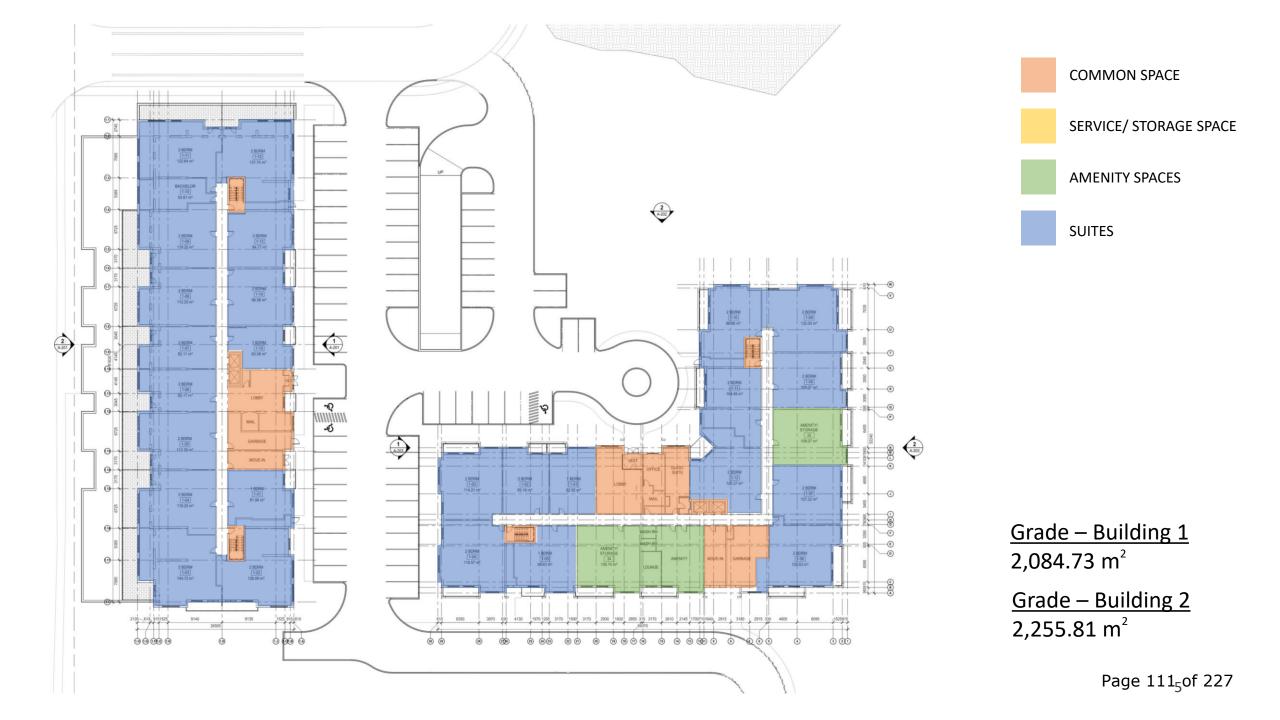
AMENITY SPACES

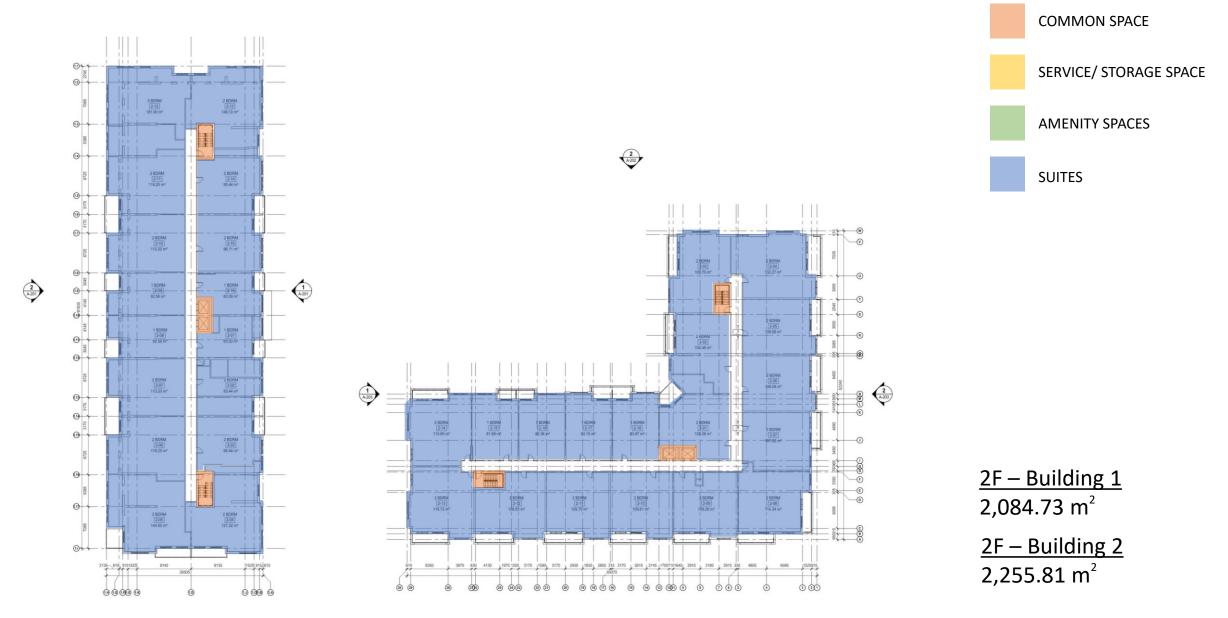
SUITES

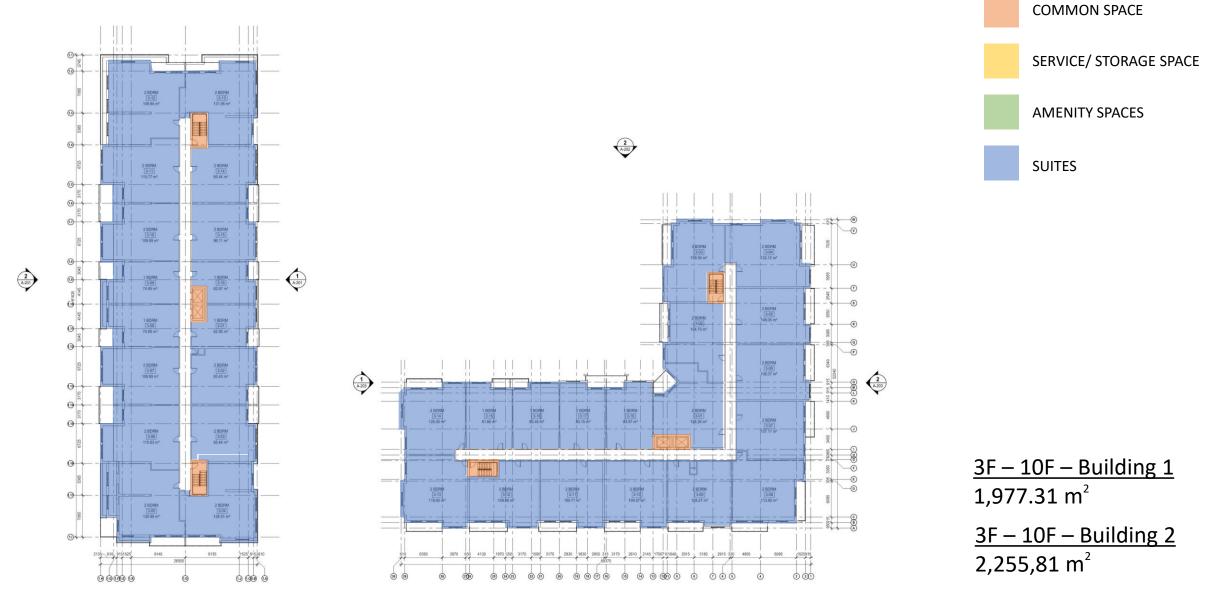
P2 - 279 PARKING P1 - 244 PARKING

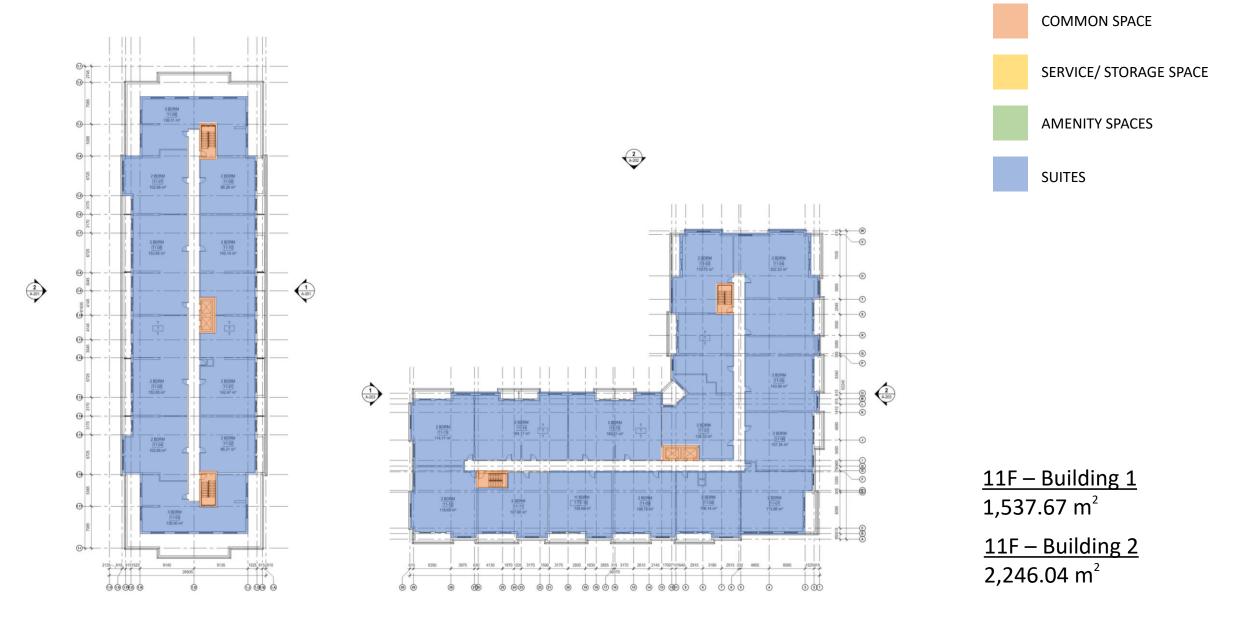
SITE – 523 PARKING

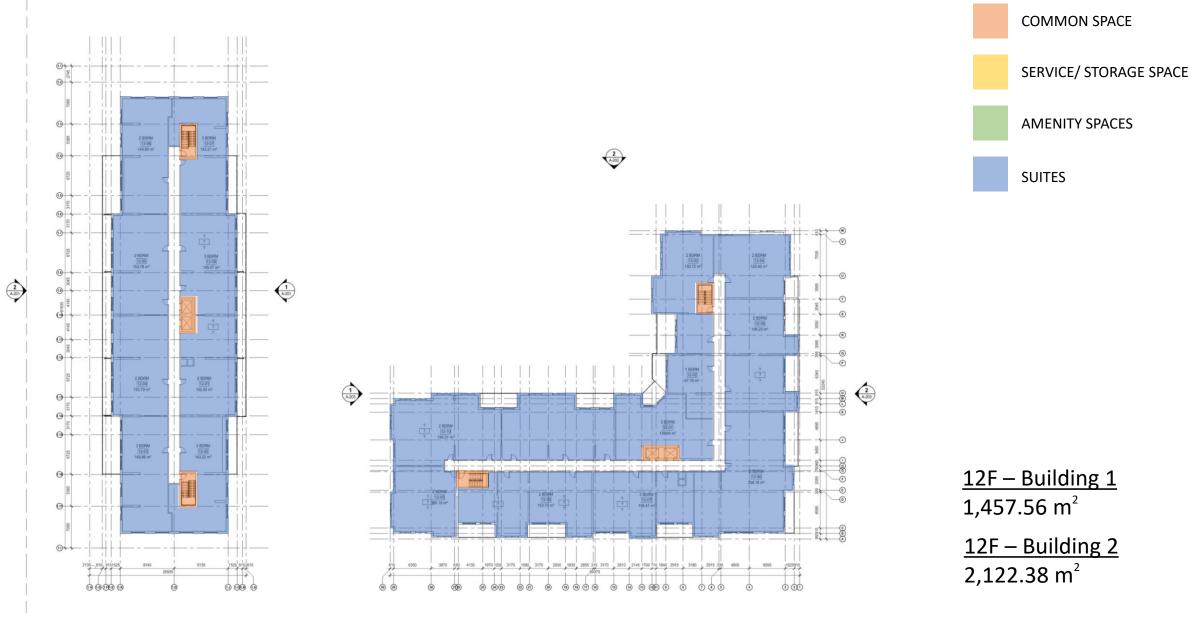
<u>P1</u> Typ. 11,442 m²















RES 1 WEST ELEVATION
A-201 SCALE: 1:200



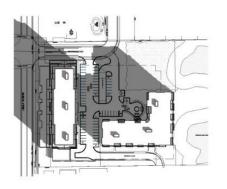




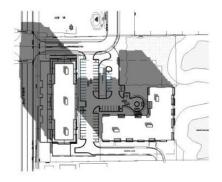




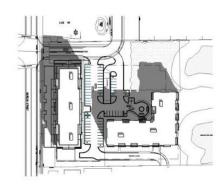




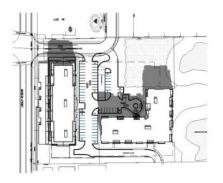
JUN 07:09 (1.5 HR AFTER SUNRISE)



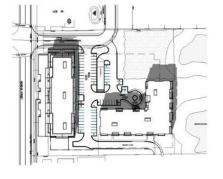
JUN 08:09



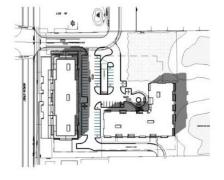
JUN 09:09



JUN 10:09



JUN 11:09



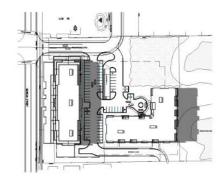
JUN 12:09



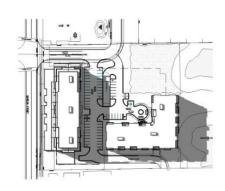
Sunrise 5:39 am Sunset 9:05 pm Solar Noon 1:22 pm

Latitude, Longitude: 43.516610, -80.200970

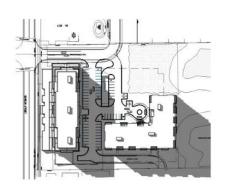
SUMMER SOLSTICE_1



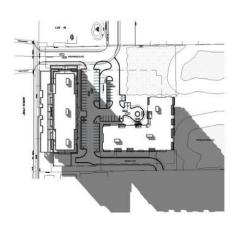
JUN 13:22 (SOLAR NOON)

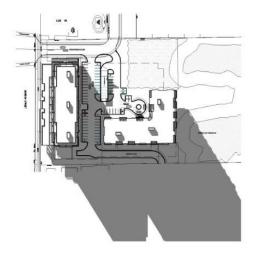


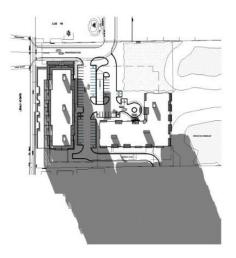
JUN 14:35



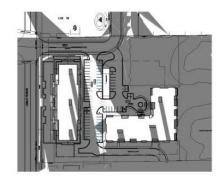
JUN 15:35







 JUN 16:35
 JUN 17:35
 JUN 18:35



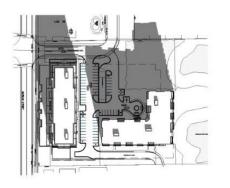
JUN 19:35 (1.5 HR BEFORE SUNSET)



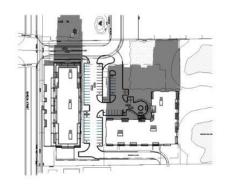
Sunrise 5:39 am Sunset 9:05 pm Solar Noon 1:22 pm

Latitude, Longitude: 43.516610, -80.200970

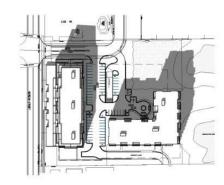
SUMMER SOLSTICE_2



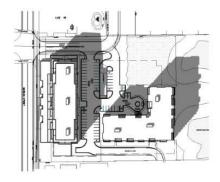
SEP 08:36 (1.5 HR AFTER SUNRISE)



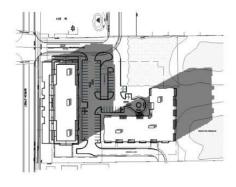
SEP 09:36



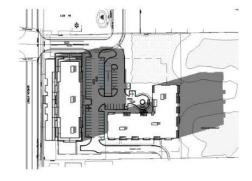
SEP 10:36



SEP 11:36



SEP 12:36



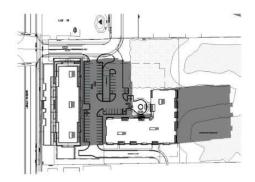
SEP 13:14 (SOLAR NOON)



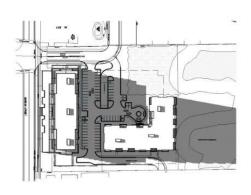
Sunrise 7:06 am Sunset 7:20 pm Solar Noon 1:14 pm

Latitude, Longitude: 43.516610, -80.200970

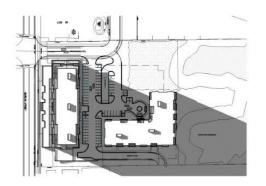
SPRING / FALL EQUINOX_1



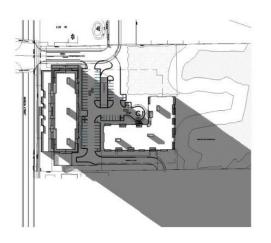
SEP 13:50

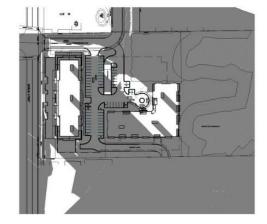


SEP 14:50



SEP 15:50





SEP 16:50

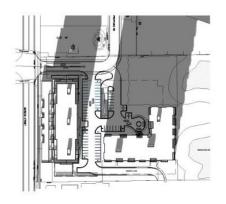
SEP 17:50 (1.5 HR BEFORE SUNSET)



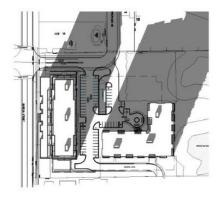
Sunrise 7:06 am Sunset 7:20 pm Solar Noon 1:14 pm

Latitude, Longitude: 43.516610, -80.200970

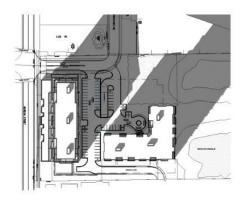
SPRING / FALL EQUINOX_2



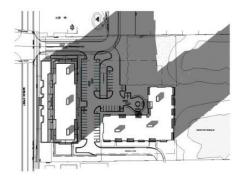
DEC 09:20 (1.5 HR AFTER SUNRISE)



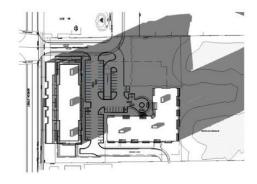
DEC 10:20



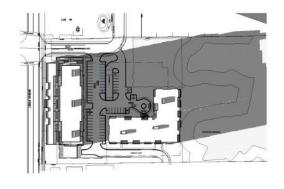
DEC 11:20



DEC 12:18 (SOLAR NOON)



DEC 13:17



DEC 14:17



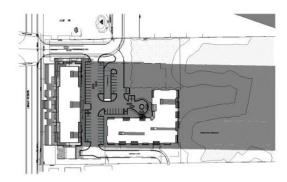
 Sunrise
 7:50 am

 Sunset
 4:47 pm

 Solar Noon
 12:18 pm

Latitude, Longitude: 43.516610, -80.200970

WINTER SOLSTICE



DEC 15:17 (1.5 HR BEFORE SUNSET)

5. PEDESTRIAN WIND CONDITIONS





Image 7: Predicted SUMMER Wind Conditions (Ground Level)

5. PEDESTRIAN WIND CONDITIONS



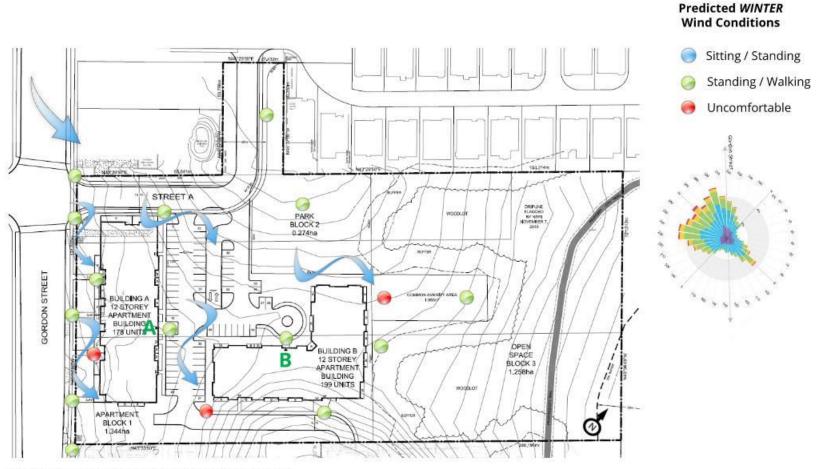


Image 8: Predicted WINTER Wind Conditions (Ground Level)

6. EXAMPLES OF WIND CONTROL STRATEGIES





Image 10: Examples of Mitigation Measures for Patios and Terraces

Presentation to Guelph City Council/Planning

Development Application

Concerning
1242/1260 Gordon Street & 9 Valley Road

Bruce Wilson, Valley Road

Concern #1

- This development proposal is not in line with the City's Urban Design Concept for Gordon Street Intensification...April 2018 (see quote below)
- If realized, this development will spill more cars than pedestrians and bicyclists onto Gordon as there are no nearby amenities (shopping, services, etc.)

"Gordon Street is envisioned to become a vibrant pedestrian friendly street framed by mid-rise (medium density) buildings, continuous rows of healthy trees, and active at-grade uses that engage the street and the sidewalk."



Concern #1 (cont'd)

- Most other existing builds or renderings of proposals show 4 to 6 storeys
- Edinburgh at Gordon is not an intensification hub
- Canyonization of Gordon Street should not be an aim
- Seek "gentle density", per Jennifer Keesmat (Guelph, February 2020) more in keeping with Guelph's overall character

"Promote mid-rise as the dominant built form for intensification to frame streets, site edges and outdoor amenity spaces." Guiding Principle #4, Gordon Street Vision



Concern #2

- Parking capacity for the area is inadequate today
- Parking Survey for area contained inaccuracies
- Parking calculations for Tricar facility are problematic and present a lower-than-anticipated capacity, specifically there are 60 fewer visitor spaces than required by the Guelph Parking By-law
- Parking capacity for adjacent surface street (Landsdown) cannot accept the proposed overflow from this development today nor tomorrow when further development in the Landsdown (Demonstration Zone 4) area occurs



Statutory Public Meeting Report 1242-1260 Gordon Street and 9 Valley Road Proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments File: OZS20-004 and 23T-20001 Ward 6 - 2020-124

General Correspondence

As a nine-year resident of Valley Road in Guelph (and one born and raised in the Royal City), I would like to comment on applications brought forth that will necessitate official plan and zoning by-law amendments for 1242-1260 Gordon Street and 9 Valley Road.

Guelph, to me has always had its own unique small-town characteristics, even through a steady population growth over many years. Along with my neighbours, I appreciate and enjoy the many nature trails, the parks and other green space, the quiet and peacefulness of small residential streets where neighbours look out for each other.

In the last few years, I have seen many older homes demolished to make way for higher density residences, in the way of multilevel condos and apartments. I understand that this is the means to accommodate the higher demand. But the road traffic on Gordon Street has been horrendous since this started. I dread going out (as a driver or pedestrian) on Gordon Street during peak hours. And, I've seen several accidents occurring at the intersection of Gordon Street and Edinburgh Road S.

This Official Plan Amendment and Zoning By-law Amendment should not be passed by our City of Guelph Council for many reasons. The 5 storey buildings in proximity to our community already appear massive in comparison to our single storey homes, and that limit of 5 storeys should not be surpassed in this area. In a neighbourhood of mainly single storey family homes, the addition of two 12 storey buildings will definitely not blend in well, and our views of trees and sky will be replaced by views of concrete towers. We want to keep that small-town atmosphere in our community.

Traffic and noise are major issues. We already have a "bottle-neck" slowing of traffic during peak times on Gordon Street in this area. I realize that a traffic impact study has been completed, but the reality, in my experience trying to get home, travelling south on Gordon St. and being caught in crawling traffic just south of the Kortright intersection, leads me to believe that this will be much more chaotic with hundreds more trying to turn left to their new 12 storey residence. Congestion and noise will be intolerable with the addition of 377 families and their vehicles. Street parking has already been an issue in this area, with cars from people visiting or living in the 5-storey building across Gordon St., parked on Valley Rd. or both sides of Landsdown. This will become a safety issue when emergency vehicles, service vehicles and school buses cannot navigate through the area due to its much increased, high density population.

I have very serious concerns, that are shared with all my neighbours, about what is happening to the city we love. Guelph is losing its identity behind an accelerating invasion of concrete towers. We don't want to be another community ruined by rampant development. A site-specific policy allowing a maximum density of 271 units per hectare (almost double the 150 per hectare permitted for "High Density Residential"!) should not be agreed to. Two 12-storey residential buildings will most adversely change our neighbourhood. Please do not approve Tricar's request to amend zoning to "Specialized High Density Apartment". We need to value the safety, aesthetics, architecture, urban design and neighbourliness unique to our beautiful city. Let's maintain Guelph's desirable qualities of distinction.

Thank you.

Maria Lammers

PS: Please notify me (to this email address) of the Council decision when one is made.

Dear City of Guelph & City Councillors,

Good evening.

I hope you are all safe and well.

Two weeks ago, I received a letter from the City regarding the proposed development at 1242-1260 Gordon Street and Valley Road.

I am all for growth and development in Guelph, but this seems beyond intense for this location?

I came to Guelph a little over 20 year ago and fell in love with the City's charm and well planned growth.

People continue to flock to Guelph for this very reason.

Building a 12 story high density apartment building in this location is not going to preserve the unique appeal of Guelph.

This is a residential area and very close to some of the nicest and most expensive real estate in Guelph.

Misplaced developments like these will destroy the beauty and appeal of Guelph, property values and play havoc with traffic! While I realize a traffic study was conducted, adding a 12 story building in this area "in reality" will not be good for the children or nearby residents

I see no positive value to this building as currently planned expect to the developers and apartment building owner!

This will be nothing more than a towering eye sore which will destroy the sightlines for many area residents in Ward 5 and Ward 6!

If the developers want to develop something with the look and feel of Mississauga or Brampton, then they should build the project there!

I am 100% for planned growth in Guelph. Its good for all of us!

However, this is inappropriate for this location and I pray the City realized the impact and damage it can do!

Thank you for reading.

Regards,

Walter Urban

President

Urban Dynamics Inc.

Hi,

Guelph is a special, unique city , so please keep it like that. Don't let built high density residential.

Thank you,

Derya Salter

I would like to offer the following comments and observations on the file. Please include me in future correspondence and notifications of public meetings.

I wish to point out that I am writing as an individual home owner. However, I am also the President of the adjacent vacant land condominium on Valley Road.

Recognizing that the City is under some pressure to accommodate growth, I insist that the growth is managed from within and not due to external forces from Queens Park or commercial developers. What this means in principle is that we should design the growth to acknowledge future needs while respecting current lifestyles, urban aesthetics, and character which promotes and represents Guelph.

The "canyonization" of Gordon Street is running antithetical to the character of Guelph, which subjectively is acknowledged by current residents and people moving

here. The proposed development in the file is symptomatic of this unappealing direction, in that tall and ever taller buildings don't bring life to the streets. There is much missing when housing is simply stacked up for density's sake. Neither is it effective in that many of the individual units in high-rises are occupied by students for only part of the year. Annualized calculations of occupancy and relative housing density would be revealing. To be clear, I am completely in support of student housing, off-campus.

Following the development thoughts over the last years I have seen renditions of mid-rise buildings at the addresses in the file, none of which were higher than six stories. Now the zoning suggests even greater heights. I would like to express that this project should not exceed six stories because that has been what was shared with us prior to this point (meetings at Salvation Army, October 2019) and for example, the recently developed taller buildings on Gordon (from Kortright to Clare) are all that height or less (from Solstice at Edinburgh...5 stories to Carousel at 1300 and Heritage Drive...4 stories). Even in illustrations in the City's own documents this is the case. I reference page 20 of Gordon Street Directions Document of March 09, 2018. The visual aesthetics of a sky scraper above single-family dwellings is not appealing. As I've heard said, it's like the developer is giving the proverbial finger to Guelph on our skyline. Since height seems to be the order of the day, concentrate it in the Maltby corridor since that has already been accomplished. I don't want to see an awkward mistake made because it's pushed by the developer and pulled by the provincial authorities.

I am concerned about traffic safety as well with the additional vehicle traffic that will accompany any development. Gordon Street is fast flowing. Its intersection with Edinburgh is already the scene of numerous vehicular accidents, despite not making the "Top Three" for Guelph. The future occupants of these buildings are likely driving to the 401 as commuters or north to the University and downtown. More high-speed traffic is not what should be intended.

A little bit of extra parkland, as suggested, is hardly a decent compromise either.

So this needs to be scaled back, re-thought, and re-considered relative to the aesthetics, quality of life, safety, and character of our City.

Thank you.

Bruce Wilson

we are writing to you in regards to the notification we received recently......

We assume the application from the developer has not met with any approvals from the City as yet, so we are not shocked to see the size of the buildings proposed...Fair to assume the developer is trying to maximize the return on their investment and we understand that the previous speculators that owned this property will be compensated based on the size of the buildings erected....

Fair to say we strongly object to this proposal......

- 1..the size of these buildings will have a significant negative impact on the enjoyment and use of our residence along with all other residents of Valley Rd, Emeny Lane and Lansdowne Dr....
- 2..we are very concerned about the impact to traffic in and around usnot only from this proposed development but the other condo developments being proposed for Gordon St......Gordon St is already a very busy road...Adding this additional volume will make it more dangerous for those using it on a regular basis.....
- 3...we already experience parking problems along Landsdowne and the bottom of Valley Road once the students return.....This will only magnify the problem....
- 4...the newly proposed Lansdowne /Edinburgh corner will be a nightmare at peak traffic times.....With almost 400 units proposedHas a traffic study been done yet?....and if so, where can we view a copy??

We attended, the public meeting at the Salvation Army in the fall of 2018.....at that meeting the City indicated their plans for the Gordon St corridor included "a pedestrian friendly street framed with **MID RISED buildings**, continuous rows of healthy trees,"....

Those mid rise buildings discussed at that meeting were 4-6 stories.......

I would seem that if the City was being **honest and genuine** at that public meeting that this proposal would not be accepted as is by the City

Tony and Tiziana Campagnolo

As homeowners living at Landsdown Drive, we would like to support the comments made by Valerie Gilmor and Bruce Wilson regarding the proposed development at 1242-1260 Gordon.

We are out of town on September 14 and unable to participate in the meeting.

We believe that the City should not approve an amendment to permit 12 storey buildings and an increased density of 271 units.

Thank you for your attention to this matter. Anne (Jantje) and George Harauz

To underline the issues for us:

- 1. Parking is inadequate. Look at the recent development at 28 Landsdown. Even with 2 car garages, the development's visitor parking spaces are always occupied. 28A Landsdown currently has 4 cars in the driveway.
- 2. Traffic is already heavy. Gordon has become a nightmare. Large apartment buildings will lead to more accidents.
- 3. This was a quiet neighbourhood for the 27 years we have lived here. Increasingly, it is becoming a student ghetto. Speculators buy cheaply and rent. This doesn't make for a neighbourhood of concerned citizens.
- 4. Environmental concerns: we are still on well water. There has been shifting of the ground and changes to the ecosystem. More trees and hedges have been destroyed/compromised by the recent building than originally planned. We can assume that will also take place at 1242 1260 Gordon.

Anne H.

I would like to offer the following comments and observations on the file. Please include me in future correspondence and notifications of public meetings.

I am writing as an individual homeowner living on Valley Road.

The proposed development in the file is symptomatic of an unappealing, in that

tall and ever taller buildings don't bring life to the streets. There is much missing when housing is simply stacked up for density's sake. Neither is it effective in that many of the individual units in high-rises are occupied by students for only part of the year.

I would like to express that this project should not exceed six stories because that has been what was shared with us prior to this point(meetings at Salvation Army Oct 2019).

Even in illustrations in the City's own documents the recently developed buildings on Gordon are all the height or less. I reference page 20 of Gordon Street Directions Document of March 09, 2018.

I am concerned about traffic safety as well with additional vehicle traffic. Currently insufficient parking at 1236 Gordon (Solstice) has pushed cars out to Valley Road and Landsdown.

It is a safety concern now on one of the steepest slopes. As a current homeowner when having guests the only option for guests to park is on Landsdown. Bottom line, visitor parking for this development is short of the Guelph Parking By-Law. A little bit of extra parkland, as suggested, is hardly a decent compromise either.

So this needs to be scaled back, re-thought and re-considered relative to aesthetics, quality of life, safety, and character of our city.

Thank you.

Michele McDonald

A concerned friend sent me the details of the proposal for redevelopment in the Gordon St South area. I have been a resident of Ward 6 since returning here over 30 years ago. I currently reside on Megan Place and am reminded of what we, the Rolling Hills residents have gone through to stop the City planners from attempting to destroy property they had no right to. We have spent a lot of money on legal fees in order to keep our neighbourhood intact.

The redevelopment of the entire south end has grown at an incredible rate. I understand the need for urban intensification but our by-laws and zoning laws need to be adhered to. Gordon Street is already an extremely unsafe artery which I avoid using at all costs.

As city planners and members of City Council and staff it is your duty to adhere to the Official Plans for the city. Giving into developers only ensures that they will return time and time again with "deals" for the city which are detrimental to the citizens of Guelph. We need to stop building for Students and "out-of-towners" who find Guelph more affordable. The Hanlon "parking lot" is just one example of the City giving in or cutting corners. The citizens of Guelph wanted an Expressway!

Please follow the Official Plan!

Judy Pavlis

Official Plan and Zoning Amendments

As a homeowner living at Valley Road, I believe the City should not approve an amendment to the Official Plan to permit a site specific policy to allow, either a maximum building height of 12 storeys or an increased density of 271 units per hectare. The Official Plan designation of high density as 6-10 storeys with 100-150 units per hectare should be followed.

Official Plan Amendment

The proposed development of **two 12 storey towers is an anomaly** amid the single family homes and medium density apartment buildings immediately adjacent the site, even though the developer claims their development is compatible in scale, height, setbacks, appearance and site. This is blatantly not so. **Two 12**

storey towers will dwarf all buildings in the vicinity, be they 5 storey, 2 story or 1 storey.

Furthermore the topography of the site means that buildings will appear even taller than they are, totally inappropriate aesthetically, out of character with existing neighbourhoods and their quality of life and incompatible with the city's Urban Design Concept Plan which states, "Gordon Street is envisioned to become a vibrant pedestrian friendly street framed by mid-rise buildings, continuous rows of healthy trees, and active at grade uses that engage the street and the sidewalk".

Two 5 storey buildings would be much more compatible to existing forms and still enable the city to meet its goal of increased density and well scaled intensification.

Attached are drawings, to scale, and prepared by Jack Humphrey, Conestoga APFM Student, which provide a picture of a 12 storey tower in context.

The city's density requirement for this rezoned site is 100-150 units per hectare. However in asking for 271 units per hectare, the **developer is actually seeking a minimum increase of 81% up to 171% in density,** beyond the bylaw. Maintaining the City's current standards should be the order of the day and will ensure compatible building forms in this area.

Zoning By-law Amendments

The developer wants to **decrease all setbacks** (front yard, exterior side yard, rear yard), **minimize distances between buildings**, **reduce common amenity areas by almost 50%** in order to maximize the buildings' footprints. In addition **angular planes** from the buildings to the park and street **are 60% to 92% greater** than required by law, creating a canyon like effect at street level, unsympathetic to a pedestrian environment. How can life be best lived and enjoyed by residents of any new building or by neighbours when physical distances and vibrant and attractive areas are minimized?

Parking is an ongoing concern. Neighbourhood streets, Landsdown Drive and Valley Road, already act as parking lots for the townhouses and apartment block on the west side of Gordon. This will only get worse with this development as visitor parking is 40 spots shy of what is required and some residents of the towers simply won't have parking spaces on site. How will this be addressed?

Perhaps the city might **institute parking permits** for those using streets as parking lots because insufficient on-site parking is provided. Interestingly, over **400 parking spaces** have been allotted to **bicycles**. Where is the research that indicates, vehicle use will decrease in this time of electric cars and bicycle use will increase as a means to get to work, go to dinner or grocery shop in Canada's climate?

Traffic will increase even more. The proposed road will spill many of the 377 vehicles onto Gordon Street, either at the new intersection or where Landsdown meets Gordon at the north end. The intersection at **Gordon and Edinburgh is already deficient in managing both traffic volume and flow**. The developer estimates 92 outbound trips will occur in peak AM hours, only 24% of the buildings' capacity. This is hard to believe.

There is **no left-turn lane** at the new intersection, an obvious omission, which means extra long wait times to simply enter the intersection, never mind turning right or left or going straight ahead. **Critical corner lot sight lines** are **not in compliance** and will result in reduced visibility.

Additionally, Landsdown Drive North will see a dramatic increase in traffic volume and safety issues will arise for residents. The Urban Design Concept Plan clearly states, "design Landsdown Road as a two-way residential street, not as a service lane", and yet a service lane is exactly what is being planned.

Environment 707 trees now. 101 trees left standing. 606 trees destroyed, removing habitat for a variety of birds, creating erosion issues and potential for invasive plant species on neighbouring properties, all for ease of construction. Can we not do better?

Intensification is one driver of development in Guelph's south-end. But it should not be the most significant one. I also believe people, their desires and the communities they create are an essential and critical driver to determining the future housing options, residential environments, small businesses and green space. How we shape our physical world directly affects how we see, experience and know our neighbourhoods, our cities and ourselves.

The challenge here is to refine this proposed development into a well scaled intensification plan that creates meaningful, human scale and quality residential and inviting public spaces, that contribute to people's health, happiness and wellbeing. By doing this, we can preserve, enhance and protect the high quality of life which, historically, has been one of Guelph's greatest strengths.

Statutory Public Meeting Report 1242-1260 Gordon Street and 9 Valley Road Proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments File: OZS20-004 and 23T-20001 Ward 6 - 2020-124

General Correspondence - Revised Agenda

Comments re: File number OZS20-004

The following are my comments on the proposed development at 1242-1260 Gordon Street and 9 Valley Road. I ask that they be part of the record for the September 14th meeting on File Number OZS20-004.

It is my hope the City Staff and City Councillors during their planning meeting on September 14th take this application by Tricar Properties Limited (Tricar) seriously. Based on the Planning Justification Report dated May 25, 2020, Tricar is requesting exceptions to 17 of 27 Zoning Regulations. This seems excessive, with some of the requested exceptions being substantial amendments and counter to precedence.

I understand the property in discussion is currently Zoned as R1.B (as per current Zoning Map) however, the Guelph Official Plan designates this land as High Density. When the City approved this location as High Density, I can only imagine they had visions of high density in compliance with the current Zoning By-law for R4.B High Density Apartment. I do not believe the City approved this location as High Density with the expectation of Ultra-High Density, and 17 of the 27 zoning regulations requiring an exception.

I also understand the need for Tricar to request these exceptions. With land cost skyrocketing in Guelph, for a developer to maximize their profits, they need to maximize the density of units per hectare. However,

I do not feel it is the City's responsibility to assure corporate profit in development. I believe the corporation should maximize their profits within the current guidelines or delay their project until such time as profit is available. If the City feels it is necessary to approve amendments to Zoning By-laws, in order to provide profits to developers and ensure future development, then I believe the City should also provide local residences property value guarantees that their property values will not decline below the value prior to the development.

Issue 1: Density

The land is currently approved for High Density, not Ultra-High Density. The request to amend the zoning from 150 units per hectare to 271 units per hectare is irresponsible and against precedence. The Gordon Street Intensification has set precedence over the last few years with the approval of R4.B development projects. In Section 5.4.3.2.12, 1440-1448 Gordon R4.B-12 Zoning set a maximum 130 units

per hectare. In Section 5.4.3.2.13, 1077 Gordon R4.B-13 an exception to Maximum Density units/ha was not required. In Section 5.4.3.2.14, 716 Gordon R4B-14 an exception to Maximum Density units/ha was approved to 156 units/ha. And in Section 5.4.3.2.20, 1888 Gordon R4.B-20 an exception to Maximum Density units/ha was approved to 175 units/ha.

An increase to 271 units/ha would represent a 55% increase over the highest approved Maximum Density in recent years. There is nothing about this site compared to the others which would warrant such an exception. There are no amenities near this location to accommodate the 377 units. The closest grocery store is a 2 km or 20 minute walk one way, which would result in more vehicle traffic for day to day activities. This level of density is more appropriate for locations that have amenities near by, such as the Clair/Gordon node.

Issue 2: Set Back

During the City's road show, selling and promoting the idea of the Gordon Street Intensification, both the document Urban Design Concept Plans for the Gordon Street Intensification Corridor dated April 2018 and staff during meeting, promoted the intensification as follows:

- Promote greening of Gordon Street through the design and location of buildings, by establishing a consistent landscaped street frontage and retaining healthy regulated trees when possible.
- Promote mid-rise as the dominant built form for intensification **to frame streets**, **site edges and outdoor** amenity spaces.
- Promote sunlight, views and privacy through appropriate building design, including heights, floor plates, overall massing, separation distances, and appropriate street setbacks.

This application is requesting significant amendments to the Minimum Front and Side Yard Set Back. Both set back requests are significantly against Zoning By-law and precedence. The City stated part of the intensification is to promote appropriate street setback, yet this application is putting the edge of the building 2.4m from the Gordon Street Side and 0.8m from Street A.

With the proposed Gordon Street Improvements, and the widening of Gordon to allow a centre turn lane, and widening the side walks on the East side of Gordon to accommodate both pedestrian and bicycle traffic, having an apartment 2.4 meters from this is not promoting a "frame streets, site edges and outdoor amenity spaces" or providing "separation distances, and appropriate street setbacks".

Precedence for both R4.A and R4.B zoning appears to increase the Front and Side Yard Set Back and not reduce it.

Issue 3: Angular Plane

Another key point stressed by staff and the Urban Design Concept document is the importance of Angular Plane. The current Zoning By-law states a 45° Angular

Plane. This application is requesting a 60° from Gordon Street and 71° from Street A. The Urban Design document stipulates the "application of 45° Angular Plane to control the height of new development adjacent to lower rise buildings and open space."

One of the key points stressed by staff at the Intensification open house, was that the 45° angular plane would be upheld to ensure residences close to the developments, those who have owned their homes for decades, would not lose sun exposure, or have tall buildings butting up next to them. This move to such a steep angular plane result in the residence at 1236 Gordon to be in the shadows of a monster tower. The steep angular plane would also result in significant shadow issues for the intersection at Gordon and Edinburgh resulting in a brief tunnel in an otherwise well thought out and planned mid-rise corridor to the City's centre.

Issue 4: Parking

As many others have likely mentioned, parking is a significant issue already on the side roads of Valley Road and Landsdown Drive. Between 1155 Gordon (Gordon Gate Townhomes) and the apartments at 1219 Gordon (Solstice 2), Landsdown and Valley are current at capacity for overflow parking. At times, both sides of Landsdown are used for overflow parking, turning Landsdown into a narrow single lane, without enough space for school busses or emergency vehicles to pass. This endangers the current residences of the neighbourhood.

This application is requesting a reduction of visitor parking spaces from the required 96 to 57. Instead of Landsdown Drive experiencing over capacity street parking from time to time, this will result in the street being overcrowded all the time.

Parking is a known issue in Guelph, and the only way the City can get ahead of this issue, is to require new development properties to provide enough parking for the inhabitants and their guest. By accepting this application for reduced visitor parking, the City would effectively remove the current residences ability to have guests visit and park on the street.

Landsdown and Valley are unique. There is no other side street which can be used for overflow parking. We can not park on Gordon or Edinburgh or Arkell. Landsdown already sees the overflow from 2 medium density properties. There is nowhere else for the overflow from 1242 Gordon to go. The city staff selling the intensification of Gordon Street stressed during their open house, any new development would have sufficient parking for the development and visitors and overflow will not congest Landsdown. I am urging the city staff to hold up their commitment to these assurances.

Closing Comment

The Gordon Street Intensification is understandable. The Urban Design Concept outlined several key considerations in order to obtain the communities support. It is not in the City's best interest to have sold the community on a design concept, only to approve something completely different. It is also not the City's responsibility to ensure corporate profits to a developer when they do not provide the same guarantees to the current residents about their property values. Tax revenue and growth are important, but not at any cost. I encourage the City to seriously consider the issues with this application and turn it down as is. All the issues with this application can be rectified by meeting the zoning requirements, lowering the unit per/ha, lowering the building height and increasing the setbacks.

If any City Councillor or Staff wish to discuss my concerns directly with me, please feel free to contact me.

Sincerely yours,

Bruce Everitt

I would like to offer the following comments regarding the proposed development for the above file.

Pro

- -density
- -city taxes

Con

- -exceeds maximum height density approved previously
- -does not proctect wild life
- -parking issues on Landsdowne and Valley Rd
- -noise from traffic and residents
- -would effect sunshine on homes on Valley and wind tunnel studies
- -depreciates home values on Valley Rd
- -traffic control issues on Gordon
- -safety issues from traffic
- -non compatible with current properties on Valley Rd and Landsdowne
- -doesn't fit environmental landscape

As a homeowner on Valley Rd please keep me updated with all correspondence for the above file with the city. ***

This email letter has been sent by owners on White Cedar Estate.

We are a neighborhood group who is concerned with the plan and scale of the building project that is being proposed for 1242-1260 Gordon Street. We purchased our homes with the belief that the vision for this corridor was medium density development with a focus on creating a village-like atmosphere with some commercial spaces and pedestrian accessibility as per the City's plan posted on their website. Instead the plan for this space now includes high density institutional buildings that will stick out above everything else in the city and especially in the area you propose which is currently lush with vital natural ecosystems and mixed family neighborhoods. Our belief is that it is vital for the future of this city that you consider the consequences that allowing this plan to go through will have for future generations and for the overall development of Guelph. You have an opportunity here to choose between the difference of turning our small community focused city into a crowded and disconnected place where people drive to and from. We understand that growth is part of the future plan for many parts of Ontario over the next several decades but this can be done in a way that maintains the integrity of the community that the citizens of Guelph deserve. There are so many reasons why this plan is not only problematic but potentially devastating to this area. Outlined are some of the main points we would like to bring to your attention.

- Doesn't align with the overall vision of Guelph this style of living is more reminiscent of Mississaugua or downtown Toronto. 191 000 people (future projected population) does not mean there needs to be large highrise buildings, this is more in keeping with cities with a population of 500 000 +. This does not align with Guelph's reputation for environmental protection and community and natural space integration.
- Sets a precedent allowing this type of building which does nothing to promote the kind of neighborhood living Guelph is so well known for only opens up the potential for more builders and makes it easier for other builders to take advantage of Guelph's ideal location, high real estate value and low crime rates.
- **Too much density** going into this one small area it is not spread out over the city and this is an area that is already experiencing rapid growth and increase in density. These buildings will take away from the natural landscape and ecosystems surrounding them. We would be curious if these buildings were proposed in the Exhibition Park area how people would feel.
- **Parking** the plan does not include enough parking which will inevitably spill onto the surrounding streets.
- **Traffic** this many units on top of all the other until going in at the corner of Arkell and Gordon will absolutely increase traffic on Gordon. The traffic on Gordon will always be a problem as you can never speed it up through the university, downtown or the bridge at the Boathouse.

We are asking you to please not let a builder change the vision of Guelph that the city council has worked so hard to maintain.

Best Regards,

On behalf White Cedar Estate

Milorad Svenda

Dear Councillors MacKinnon and O'Rourke,

Tonight I read about the trio of development bids heading to council this week. I know that there will be no final decisions made this week but thought I would make my thoughts known to you, my council representatives, as you enter into the session. I really only have concerns with the 1242-1260 Gordon Street development. Having attended the information sessions on the widening of Gordon through the stretch that this development will occur on, and which council recently approved (the widening), I am concerned that the lessons have not been learned. The widening of Gordon will alleviate the current traffic issues and accommodate some further development along this section of Gordon (or so we are lead to believe), but this development proposal seems a little excessive in that light. I am concerned that it will put us right back to where we started in terms of traffic and safety in this area. I am not anti-development by any means, but the potential addition of two 12 storey apartments (377 units; 586 parking spots) really seems to be ignorant to the history (and on-going) of development impact in this area. Further, 12 stories seems to be a sizable increase to the current developments in this area (6-7 stories and stacked town homes).

I ask you, as my representatives on council, to give these proposals some sober thought and to perhaps require a reconsideration of the number of units proposed (e.g., reduce to 8 stories perhaps).

Thank you so much for your time and your representation of Ward 6.

All the best,

Thomas Graham, PhD

To Councillors for Ward 6 Guelph (Dominique O'Rourke, Mark MacKinnon)

We are writing to ask for your help concerning the proposed development of 1242 & 1260 Gordon Street close to our home which is at 7-15 Valley Road. It is important to explain the aspects of this development plan that we like before raising our concern.

We do want a higher intensity development to succeed in our neighbourhood. We also want to ensure that the woods behind our home are preserved and their white-tailed deer trails. We really like the planned 4-way intersection at the Gordon-Edinburgh traffic lights which should be a significant safety improvement for entering and leaving our neighbourhood.

Our big issue is that the developer's proposal is to put in only 60% (57 versus 95 required) of the visitor parking spaces demanded by Guelph By-laws. Further, all these parking spaces are only 6.7m long not the required 7m. There already exists a 6-story building on the NW corner of Gordon-Edinburgh. Each night a number of residents or visitors of those apartments use Valley Road and Landsdown Road as their parking lot. The same is true of the Townhouses just to the north of this. Parked cars from there line the side of Landsdown most nights.

	Parking Demand				9251929
Required Parking Type	Zoning By-law		ITE		Parking
	Requirements	Required Number	Requirements	Required	Supply
Apartment (368 units)	For the first 20 units: 1.5 per unit, and for each unit in excess of 20: 1.25 per unit	465	0.98 Parking Generation 222	361	502
Townhouse Apartment (9 units)	1.25 per unit	12	1.21 Parking Generation 222	11	12
Total Parking for Residents-		477	-	372	514
Visitor Parking	A minimum of 20% of the calculated total required number of Parking Spaces shall be provided for the Use of visitors	95	Zoning By-law ratio applied	74	57
Accessible Parking	For more than 400 required parking spaces: 1 additional space per 100 required spaces	6		5	15
Total Vehicle Parking-		578	_	451	586

As shown in **Table 13**, according to the By-law, the site is required to provide at least 578 total vehicle parking spaces (477 residents', 95 visitors', and 6 accessible spaces). The site is proposing to provide



16:53 Sun Jul 26

Attached is Table 13 from the developer's traffic study located at:

https://quelph.ca/2020/07/1242-1260-gordon-street-and-9-valley-road/

? √ 37%

We are writing to ask that you demand that the developer conform with Guelphs By-laws. The safety and traffic congestion along Valley Road and Landsdown cannot afford yet another developer to circumvent the By-laws.

If you want to discuss, our phone number is

Regards,
Anne Marie & Chris

Good Morning Councillors,

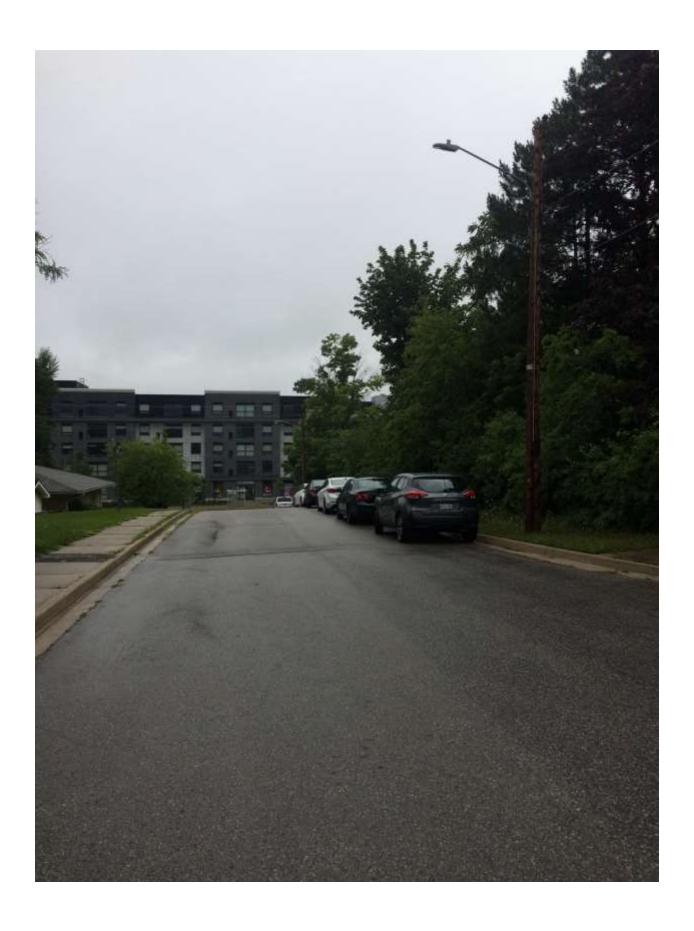
We are sharing a photograph of Valley Road taken this morning (Tuesday August 4 @ 10:32 am). The building at the base of our street is primarily occupied by students - the start of the Fall semester is a month away and this is not a weekend. In September it will be much worse.

The cars belong to visitors to that building because the building has inadequate visitor parking facilities. This is good context for discussion about why the proposal for 2 x 12 storey buildings at 1242 & 1260 Gordon Street should be rethought because there are only 57 visitor parking spaces whereas Guelph By-Laws demand 95 - so that is 38 missing spaces for visitor vehicles.

Let's put this another way. If the size of those buildings had to be reduced to match the visitor parking then either (a) the buildings would be only 7 storeys (60% of 12 is 7) or (b) alternatively just 1 of the 2 buildings would be built and a few townhouses.

The planning report done by Astrid J Clos on these 12 storey buildings shows that there are 22 Guelph by-laws to which the development does not conform. So are they by-laws? or suggestions that can be ignored at will and up for negotiation? We simply ask that you commit to adherence to the visitor parking by-law. Others have been in contact with you concerning other by-laws. Regards,

Anne Marie & Chris Doyle

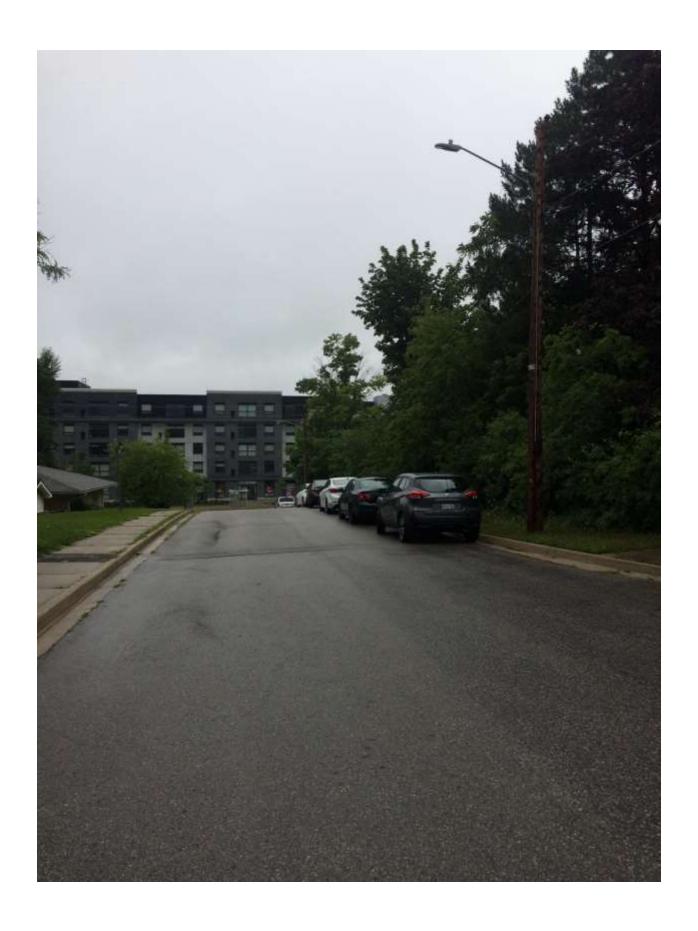


Hello All,

As per Dominique's request, we are sharing this email (one in a series) from us on the subject.

When considering purchase of a condominium apartment, prospective residents will not buy if their condo does not have adequate parking spaces reserved for their family. The proposed development at 1242 & 1260 Gordon Street has a huge amount of total parking spaces - 21% higher than Guelph's present by-law and 55% higher than Guelph's newly proposed minimum standard for parking.

However, the number of visitor parking spaces is 51% lower than Guelph's current by-law requirement. This will lead to parking chaos on nearby streets. Sadly, existing higher density accommodation in this area has already been built with inadequate visitor parking so Valley Road and Landsdown Drive often look like this (taken at 10:32 on August 4 2020).



We want the developer to be compelled to follow Guelph's current parking by-law which requires 20% of total parking in an apartment complex be reserved for visitors/contactors/home help/deliveries. If you make the developer follow this one by-law for 1242 & 1260 Gordon Street the number of visitor parking spaces would be 205% of the present proposal so would more than double.

We respectfully request that you make this happen before giving approval to this development.

Rgds, Chris & Anne Marie

Hello All,

Previously we sent you a photo of overflow parking from Solstice 2 on Valley Road in early August on a Tuesday morning. Here is another photo taken at 6pm tonight (Thursday September 10) during the Covid Pandemic. Our street is a parking lot for their visitors because the developer of Solstice was not compelled to provide sufficient visitor parking even for compliance with today's social distancing norms. Next Monday you will all meet to discuss 1242 & 1260 Gordon Development which is proposing to build 2 sky scrapers but provide 60 (sixty) fewer visitor parking spaces than is demanded by Guelph by-law (so 57 versus 117)_. Please do not approve this development in its present form. Please demand that the development has sufficient visitor parking to not add to this congestion.



It's bad that the visitors have to park on our streets. But it's even worse when they don't care about blocking the street. The behavior below is sadly commonplace.



Regards, Chris & Anne Marie

August 12, 2020

To: Mayor Cam Guthrie

From: Tamara Baggio

RE: Application/File number 0ZS20-004 Property located at 1242, 1260 Gordon St & 9 Valley Rd

It is my understanding that the properties at 9 Valley Rd, 1242 Gordon St, and 1260 Gordon St are owned by the developer Tricar based in London Ontario. From posted signage and review of the City of Guelph website, there is an application from the developer Tricar seeking to permit a residential subdivision containing a residential block with 377 apartment units in two, 12 story buildings, a municipal park block and an open space block located on the above stated lands. I wish to voice my very strong objections to the unnecessary Zoning and By-Law Amendment set forth in this application. I have outlined below in length as to the reasons why a development of this magnitude is highly objectionable for this neighborhood.

As a concerned resident, whose property is adjacent to the land in review, I have been following the literature and attending the public meetings for this development. I have some concerns with the proposal for safety reasons and the preservation of our Natural Green Space.

Parking & Traffic-Safety Concerns

Parking within our neighborhood is currently a large issue, which will only be increased with buildings of this magnitude. Since the construction of the large unit located at 1219 Gordon St, Landsdown Dr has been inundated with the overflow of parking. See Appendix 1. This is a photograph of parking located along Landsdown Dr on a weekday in October 2019. As you will notice, there are multiple cars parked on both sides of the street. This presents a major safety concern, as Emergency Vehicles are unable to maneuver easily through this traffic, therefore delaying response time putting peoples' safety in jeopardy. On at least one occasion emergency vehicles have had to reverse and use the other entrance located at Valley Rd.

As part of my research and as it will apply to the current development, I reviewed the information presented in The Comprehensive Zoning Bylaw Discussion paper, as well as the Parking Standards Discussion Paper. I was alarmed to find that this paper recommends reducing the parking minimums and capping maximums in intensification corridors ie. Gordon Street. Under the current bylaw an apartment building has to provide 1.5 parking spaces/unit for the first 20 units and 1.25 for every unit over 20. This includes visitor parking. Under the proposed recommendations from the Parking Discussion Paper, this falls to 1 parking space/unit and 0.1/unit for visitors. If a 100 unit building was built on Gordon this would mean a shortfall of 20 spaces under the new proposed bylaw. The application indicates that there will be over 500 parking spaces in the new building. Although this sounds like a lot of parking. It doesn't account for any visitor parking.

The parking on Landsdown Dr. will be an even larger issue as it will now have to sustain the overflow/spill over of these current buildings plus the overflow it is experiencing now. With this parking issue plus the fact that there will only be 2 entrances for the emergency vehicles to the current subdivisions plans, I feel you are putting the residents safety at risk. Landsdown drive cannot withstand the traffic that 377 units are going to produce.

Another major concern, with regards to parking and traffic is the safety of the children in our neighborhood and the school bus. Wellington Catholic Transportation services has stated on numerous occasions that due to the parking on Landsdown Dr, the school bus is unable to maneuver the turn at Valley Road and the bend on Landsdown. The result is the bus stop for our neighborhood children is located at Gordon and Landsdown which is a major traffic artery in our City. This bus stop is used for 3 different sets of students and therefore stops traffic 6 times a day on this major artery during rush hour traffic. Due to the stops location, you can sit and count the numbers of times a day that an individual vehicle fails to stop for the bus lights. The addition of 377 units in this neighborhood is going to add lots of extra traffic and parking issues to both Gordon street and Landsdown. Making it even more unsafe for the school bus to stop and pick up children.

Natural Green Space

As you will notice in the Subdivion plans, this area is surrounded by a lush, natural green space. In preparation for the development, a Tree study was completed by Natural Resource Solutions Inc. (NRSI) in October 2019 for Tricar Developments Inc. This report indicates that in the location of the proposed subdivision there are approx. 707 trees on the subject property and adjacent properties. Of which 606 will be removed in order to house the foot print of these 12 story buildings. I am truly disheartened to learn that 85% of this natural green space will be destroyed.

The City Of Guelph has an Urban Forest Management Plan which states:

"All of these trees form part of the City's green infrastructure, which sustains the community by filtering air pollution, providing shade, contributing to flood control, reducing local energy use, sequestering carbon, and bringing nature to the City. These services are well documented, and trees are known to save municipalities millions of dollars in air pollution control and storm water management. Natural tree cover also provides a wide range of human health benefits that have yet to be fully valued. Contact with nature, and treed areas, has been shown to lower blood pressure, speed up recovery from surgery, enhance mental development and creativity, and reduce aggressive behavior. The shade, cooling and air quality benefits provided by trees also helps reduce the risks of skin cancer, heat stroke and respiratory ailments."

The community in the South End of Guelph is fortunate enough to have this beautiful natural green space to help offset the intensification and high density developments that are happening. Why destroy it with even bigger buildings. If the building were smaller in size (i.e. 4-6) stories, similar to what has already been developed it would require less removal of this natural green space. The City and the developer needs to be conscientious stewards of this natural resource in our South End so that the trees can continue to provide many benefits.

Also of note, in the Fall of 2019, Tricar hired a company to start with the tree removal process without City approval. At this time By-Law and The City were notified by a resident and the tree removal was halted. I would like to know if the appropriate tress were removed, as it appeared that when they were clear cutting they were removing just about everything. Please see Appendix 2 for pictures of the affect area.

I strongly disagree with the proposed plan for 12 story buildings. I understand that the City has the vision for high density areas. What I am very concerned about is the need for the 12 story buildings alongside single story homes. Reading in the tribune on July 9 2020, I was surprised to see an article tilted, "Proposed Building is Too Tall, Dense for Downtown'. This article explains that a building of 25 stories in the downtown area, "is incompatible with the character of the surrounding lower density neighborhood." I found it rather interesting that this point of view would be taken, as there are 2-3 buildings in the downtown area which are already 20 stories high and yet it is felt by some that a building with 25 stories will be too much. The same argument can be said when there is a proposal to develop a 12-story building adjacent to a residential area with single story family homes. You will note that the other buildings in our area are 6 stories at the maximum. I am in agreement that the proposal for the 25-story downtown development is too large, likewise is a 12 story building in a residential neighborhood.

I pride myself in the distinctiveness that the City of Guelph has to offer with its quaintness and small City feel. I would appreciate it if you would reject the proposal and keep us informed of the progress.

Sincerely,

Tamara Baggio Guelph, On

Appendix 1



Landsdown Drive on October 30, 2019. Note-Due to parking, emergency vehicles are unable to maneuver through the cars.

Appendix 2A



This area was a dense green natural space prior to the clear cutting of the area.



Trees which were removed by TriCar in preparation for the application to develop the land.

Hello Lindsay

To the best of my knowledge there has been no invitation for the public as yet to make comment about the proposed Tricar development for Gordon/Valley Road. However, I would like to few comments at this time and will follow-up with additional input later when invited.

First I would like to say that as a citizen of this city, I abide by the laws and by-laws in place and in fact I am held accountable for my actions and penalized if I should violate any of these laws.

So I am a little distressed to see that the same expectation of compliance with laws and bylaws in this city, do not seem to be expected from developers, otherwise a developer would not seek to bend or unfollow the existing rules. It would seem the developer regards the existing regulations as a starting point for negotiations and the city appears to be a willing partner to this position. Why?

In brief, here are my comments.

According the the City's Official Plan, the site in question is regarded as future High Density, in my opinion that's a given, whether I like it or not. And I don't, but I understand that increasing density is a reality. It would be wonderful if the city would consider changing that designation to Medium Density as that would mean that the building(s) would blend into the existing neighbourhoods, both old and new and not stand out like a sore thumb. Can and how do we do this?

Within the existing regulations, Tricar wants to UNFOLLOW rules.

Tricar wants not just to UNFOLLOW the City's definition of High Density – 10 storeys but to CHANGE the definition to the 12 storeys that they want on this site. In addition to more floors, more people are to be squeezed in, 271 units per hectare vs the policy of 150 units per hectare, over an 80% increase.

Furthermore, Tricar wants to UNFOLLOW 17 of 27 - 62% - of zoning regulations with respect to High Density Apartments.

Do any of these things seem reasonable?

The following excerpt is from a City of Guelph document, with bolding added for emphasis, by me.

Purpose of a Zoning By-law

A Comprehensive Zoning By-law is a precise document used by the City to regulate the use of land. It states exactly what land uses are currently permitted in Guelph and provides other detailed information such as: - where buildings or structures may be located; - types of uses and dwellings permitted; - standards for lot size, parking requirements, building height, and required yards.

Guelph's Zoning By-law is needed to help the City implement the objectives and policies of the Official Plan. The Zoning By-law acts as a **legal tool** under Ontario's Planning Act **for managing the use of land and future development** in the City.

Zoning By-laws **also protect property owners** from the development of conflicting land uses. Any use of land or the construction or use of any building or structure not specifically authorized by the By-law is prohibited.

The City's Official Plan and bylaws need to be followed.

The city needs to walk its talk by holding itself accountable for maintaining the standards it has set in place and making sure developers work to those standards. The City and the developer need to be held to the same standard of conduct, obeying all the laws, as its citizens are.

I understand that there is a September 14th Council Planning meeting. I would appreciate it if this correspondence would be included on the agenda. Thank you.

Respectfully submitted,

Valerie Gilmor

I offer these comments about the proposed development at 1242-1260 Gordon Street and 9 Valley Road and ask that they be part of the record for the September 14th meeting.

Valerie Gilmor

Re: Official Plan and Zoning Amendments

As a homeowner living at Valley Road, I believe the City should not approve an amendment to the Official Plan to permit a site specific policy to allow, either a maximum building height of 12 storeys or an increased density of 271 units per hectare. The Official Plan designation of high density as 6-10 storeys with 100-150 units per hectare should be followed.

Official Plan Amendment

The proposed development of **two 12 storey towers is an anomaly** amid the single family homes and medium density apartment buildings immediately adjacent the site, even though the developer claims their development is compatible in scale, height, setbacks, appearance and site. This is blatantly not so. **Two 12 storey towers will dwarf all buildings in the vicinity,** be they 5 storey, 2 story or 1 storey.

Furthermore the **topography** of the site **means that buildings will appear even taller** than they are, **totally inappropriate aesthetically**, **out of character with existing neighbourhoods and their quality of life and incompatible with the city's Urban Design Concept Plan** which states, "Gordon Street is envisioned to become a vibrant pedestrian friendly street **framed by mid-rise buildings**, continuous rows of healthy trees, and active at grade uses that engage the street and the sidewalk".

Two 5 storey buildings would be much more compatible to existing forms and still enable the city to meet its goal of increased density and well scaled intensification.

Attached are drawings, to scale, and prepared by Jack Humphrey, Conestoga APFM Student, which provide a picture of a 12 storey tower in context.

The city's density requirement for this rezoned site is 100-150 units per hectare. However in asking for 271 units per hectare, the **developer is actually seeking a minimum increase of 81% up to 171% in density,** beyond the by-law. Maintaining the City's current standards should be the order of the day and will ensure compatible building forms in this area.

Zoning By-law Amendments

The developer wants to **decrease all setbacks** (front yard, exterior side yard, rear yard), **minimize distances between buildings**, **reduce common amenity areas by almost 50%** in order to maximize the buildings' footprints. In addition **angular planes** from the buildings to the park and street **are 60% to 92% greater** than required by law, creating a canyon like effect at street level, unsympathetic to a pedestrian environment. How can life be best lived and enjoyed by residents of any new building or by neighbours when physical distances and vibrant and attractive areas are minimized?

Parking is an ongoing concern. Neighbourhood streets, Landsdown Drive and Valley Road, already act as parking lots for the townhouses and apartment block on the west side of Gordon. This will only get worse with this development as visitor parking is 40 spots shy of what is required and some residents of the towers simply won't have parking spaces on site. How will this be addressed?

Perhaps the city might **institute parking permits** for those using streets as parking lots because insufficient on-site parking is provided. Interestingly, over **400 parking spaces** have been allotted to **bicycles**. Where is the research that indicates, vehicle use will decrease in this time of electric cars and bicycle use will increase as a means to get to work, go to dinner or grocery shop in Canada's climate?

Traffic will increase even more. The proposed road will spill many of the 377 vehicles onto Gordon Street, either at the new intersection or where Landsdown meets Gordon at the north end. The intersection at **Gordon and Edinburgh is already deficient in managing both traffic volume and flow**. The developer estimates 92 outbound trips will occur in peak AM hours, only 24% of the buildings' capacity. This is hard to believe.

There is **no left-turn lane** at the new intersection, an obvious omission, which means extra long wait times to simply enter the intersection, never mind turning right or left or going straight ahead. **Critical corner lot sight lines** are **not in compliance** and will result in reduced visibility.

Additionally, Landsdown Drive North will see a dramatic increase in traffic volume and safety issues will arise for residents. The Urban Design Concept Plan clearly states, "design Landsdown Road as a two-way residential street, not as a service lane", and yet a service lane is exactly what is being planned.

Environment 707 trees now. 101 trees left standing. 606 trees destroyed, removing habitat for a variety of birds, creating erosion issues and potential for invasive plant species on neighbouring properties, all for ease of construction. Can we not do better?

Intensification is one driver of development in Guelph's south-end. But it should not be the most significant one. I also believe people, their desires and the communities they create are an essential and critical driver to determining the future housing options, residential environments, small businesses and green space. How we shape our physical world directly affects how we see, experience and know our neighbourhoods, our cities and ourselves.

The challenge here is to refine this proposed development into a well scaled intensification plan that creates meaningful, human scale and quality residential and inviting public spaces, that contribute to people's health, happiness and wellbeing. By doing this, we can preserve, enhance and protect the high quality of life which, historically, has been one of Guelph's greatest strengths.









1242-1260 Gordon St and 9 Valley Rd Guelph, ON.

AUGUST 30

Impact statement

Introduction

Who we are?

Good evening Mayor and members of the council, city members and public in general, my name is Claudia Espindola, and I have participated in several projects set to be build within my resident area.

In this case, I represent almost 800 Guelph residents, whose signature appear on the petition below, these are actual Guelph/Ontario residents, volunteers and myself did personally distributed this petition on social media and in person throughout the city to raise awareness about the densification plans for Gordon St. corridor.

https://www.thepetitionsite.com/455/291/833/save-guelph-conservation-area-from-destruction/?

Our petition is simple: Stop allowing high density buildings around the Conservation area and Torrence Wetland,

this area cannot support any further densification until traffic concerns are addressed for the whole area,

We are also asking how the city plans to protect the ecological functioning of what remains of the Torrance Creek Wetlands,

As citizens, we need the city's commitment to safeguard our valued natural heritage areas as they were originally designated,

The densification setup along Gordon street is having consequences for both, residents and wildlife,

Environmental Impact

The environmental study paid by the **construction company** shows the following, and I quote:

file:///C:/Users/g635034/OneDrive%20-%20General%20Mills/Desktop/1242-Gordon-Street-Environmental-Impact-Study-May-2020.pdf,

- Appendix I2: Four locally significant bird species were identified in the study area according to the City of Guelph's Locally Significant species list: Barn Swallow, Eastern WoodPewee, Northern Flicker and Hairy Woodpecker
- Appendix A: Wildlife cameras photographed a total of 178 animals of three species. White-Tailed Deer (158 records) Coyote and Gray Squirrel also recorded.

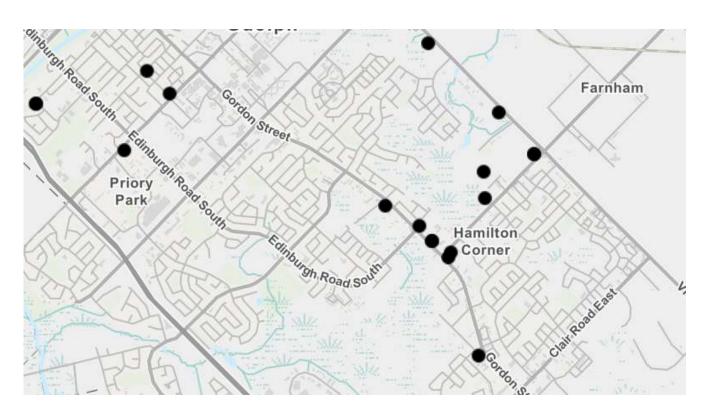
 Based on this (observations) it appears that most of the wildlife movement, particularly white-tailed deer, is through the cultural meadow in the center of the subject property. Individuals were recorder at all hours of the day
- Table 5: Bat Maternity colonies Potentially present in significant woodland in the study area, turtle wintering and deer wintering congregation areas presented in wooded areas within the subject property and study area

City of Guelph has clearly identified a deer pass exactly where this project is set to take place, same can be said for the projects at Arkell Rd. 190-216 Arkell Rd, 220 Arkell Rd and the recently approved project on 1300 Gordon St.



Density Impact

Below is a screen shot of all the projects set around Torrence Wetland and Conservation area – Gordon Street/Victoria Rd and Arkell Rd and Kortright as it appears on City website August 24, 2020.



A summary of current projects as per City of Guelph development website surrounding this area total eleven

1	33 Arkell Road	97 units, condos and towns
2	190-216 Arkell Road	66 new residential units
3	220 Arkell Road	31 single and 60 townhouses
4	388 Arkell Rd	High School
5	1242- 1260 Gordon Street	12-storey apt bldg 377 units/ park block/open space block
6	1300 Gordon Street	32 apartment units
7	1354 Gordon Street	88 units apartment, gas station, retail
8	1353-1389 Gordon St	50 Townhouse units
	1533-1557 Gordon St & 34 Lowes Rd	
9	W	89 units
10	1871-1879 Gordon St	Six storey unit - 43 apartment units
11	19-59 Lowes Rd W.	36 units

I do not have a list of the current projects under construction, but I have included a visual image of the Conservation ara from Goolge, it is clear that there are considerable size projects already approved and happening in the area at this time, those projects only have two main roads to connect to Downtown Guelph – Victoria St and Gordon St.



Traffic Impact

According to the Guelph Collision report 2015-2019, "Traffic collisions are a primary cause of death, injury and property damage, on the City's roads:

https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=7031

- 1 Collision occurs every 230 minutes
- 1 person is injured in a collision every 9 hours
- 1 road fatality occurs every 130 days
- 1 pedestrian collision occurs every 10 days
- 1 cyclist collision occurs every 10 days.

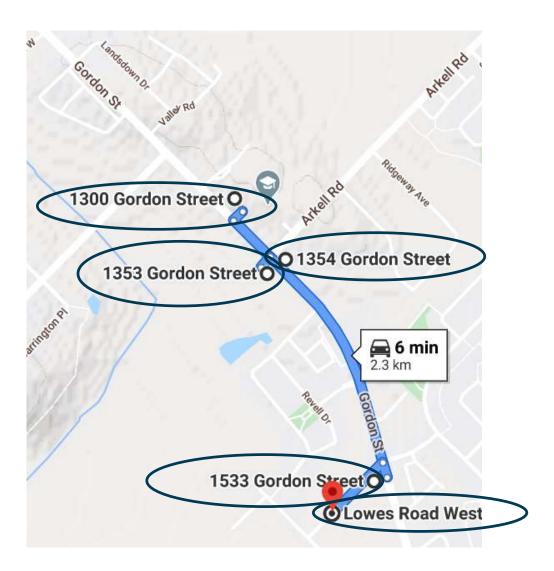
In this report, Gordon Street is mentioned 17 times,

Table 4 shows the top 10 intersection locations with the Highest percentage of injury collisions, and 30% of those happen over Gordon St.

The study quotes "Between 2015-2019, midblock collisions accounted for 45% of total collision locations. Gordon St. between Clairfields Dr. W and Claire Rd W. where 50% of the total collisions resulted in injury,

I applaud the city for widening a section of Gordon St. this will somewhat alleviate the current congestion seen over Gordon St. and the traffic that will generate projects six to eleven,

The image below shows the area proposed for expansion (blue line), and it is exactly where the six developments will take place.



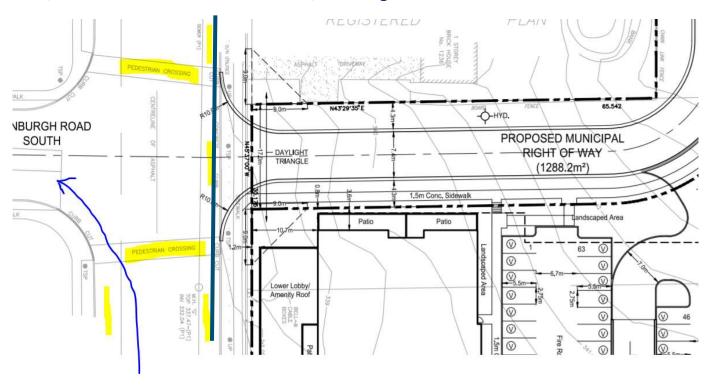
I would like to remind the city that 1242-1260 Gordon and 9 Valley Rd are North of the proposed widening of Gordon, people that will leave on this project will have only two exit points, one over Gordon and the second via Valley Rd.

In regards to the exit facing Gordon:

The front of 1242-1260 Gordon St faces the turn right lane to enter Edinburgh St from Gordon, the cars going South will have to exit Valley Rd, cars leaving Gordon will have to merge on Gordon going South, or cross to Edinburgh st.

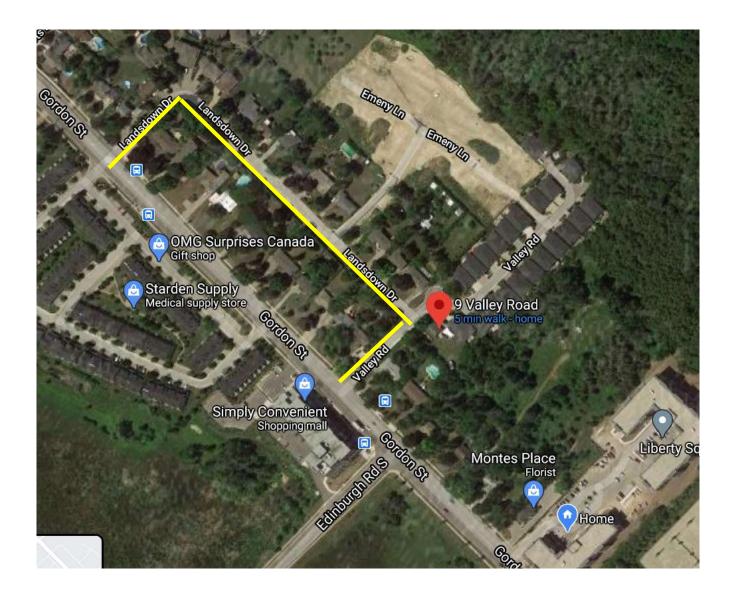


This is already a high density area, the proposed municipal right of way, that would be build with taxpayers money, to accommodate this project, would result on an exist that will cross two pedestrian crossings, a bike lane, and would merge to a two lane road, on two of the most transit streets, Edinburgh and Gordon.



Valley Rd Exit

The second exit proposed for this project would be exiting the property via 9 Valley Rd, there is already a high-density town homes there, and there is currently a development been build in that street, the only exit for these two developments is Lansdown, Lansdown only exit is Gordon St.



This is a very narrow street, with developments already taking place, the city has it on their densification plans to build even more townhouses and condos along Lansdown, How are emergency vehicles enter in case of a fire happening on any of these developments?, how are they going to be transported to the Hospital, which is North, over an already maxed out street?

Here is a visual of the actual entrances to Valley Rd and Lansdown



I also include a video from 9 Valley Rd for a better visual of the street that is expected to support traffic to 377 units AND the development already under construction on this area, notice the two community mailboxes along Lansdown.



Gordon Street Improvements and its impact on this project.

 $\underline{https://guelph.ca/city-hall/planning-and-development/environment-planning/environmental-assessments/gordon-street-improvements/, and the last of t$

As mentioned, this street improvement will not benefit South end residents moving towards the downtown/North area.

https://guelph.ca/wp-content/uploads/1242-Gordon-Street-Traffic-Impact-Study-May-2020.pdf

In regards to the traffic study presented by the developer, I would like to quote their findings **AS OF MAY 2020**

"There are relatively high volumes during PM peak hours", and quote "The stop controlled eastbound approach at Gordon St Lansdown Dr experience delays high enough to reach a LOS of "F"",

It would be interesting to understand when these observations happened, during the pandemic, that started in February, traffic diminished in the area, I would like to ask if the data collected on this report shows the pre-pandemic figures.

1242, 1250, 1260 GORDON STREET AND 9 VALLEY ROAD

Existing Conditions May 21, 2020

- Gordon Street & Arkell Road: The northbound through movement experiences a relatively high
 volume to capacity ratio during the PM peak hour due to the combination of high northbound
 volumes and a constrained signal split due to the southbound left advanced turn phase.
- Gordon Street & Harts Lane: The westbound approach operates under a relatively high delay
 during the PM peak hour due to the high uncontrolled north-south volumes along Gordon Street
 which result in few available gaps for left turning vehicles.
- Gordon Street & Landsdown Drive: The eastbound approach operates under a very high delay
 during the PM peak hour due to the high uncontrolled north-south volumes along Gordon Street
 which result in few available gaps for left turning vehicles.
- Gordon Street & Vaughan Street: The eastbound approach operates under a relatively high
 delay (LOS of "E") during the PM peak hour due to the high uncontrolled north-south volumes
 along Gordon Street which limits the available gaps for eastbound left and through vehicles.

Another part of the study quote: "New residents may not be aware of the transit and active transportation facilities available in the area, awareness of sustainable modes of transportation include bicycle parking space and transportation infrastructure"

This recommendation is highly unlikely to be effective as the majority of people moving into Guelph commute to the GTA area for work, it is an unreasonable expectation to set up projects "hoping" that people will bike or use public transportation as a solution to traffic planning,

Our petition

We respectfully request the council not to allow the request to allow the density requested of 271, which is almost double what the current density allowance is for this area (150)

Consider the safety of the current and future residents in the area, if a major fire occurs in any of the current or future developments along Gordon St or inside the Lansdown area, it will be extremely difficult for residents to leave the area on time, and for first responders to access these homes and reach the hospital on time,

As it is mentioned on the traffic study presented by the developer, the current situation in the area, as of May 2020, shows high volume of traffic at PM peak hours, and the city traffic study shows Gordon St. as one of its top streets with the most accidents, more people without a solution to the North part of Gordon street should not move forward.

The expense to widen Gordon to the North of Edinburgh to even Stone Rd would be extremely expensive, all the hydro light poles would have to be removed as they are, in both sides, 1-2 feet from the street, this is an enormous amount of money that would have to come out of the City.



This is not Toronto where people move by public transport, suggesting for people to use public transport or use other means of transportation to work is just ridiculous

https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=7031

September 2, 2020

Guelph City Hall 1 Carden St. Guelph, Ontario. N1L 3A1

Re: 1242 -1260 Gordon St. and 9 Valley Road
Official Plan Amendment and Zoning By-law Amendment

Ms. Sulatycki,

As per the City's invitation to provide written comment on the above referenced amendments, we wish to provide the following:

We would request the provision of an adjusted design that would block the line of site from our property backyard to the proposed building 2 front entrance, visitor parking and to the traffic along the proposed street A.

Current Future



We would also request retention of the current woodlot rather than the currently proposed parkette. In the event that the final appearance of the woodlot area and proposed vegetation is not able to block the line of site and buffer noise, we would request the design include a fence of adequate structure and height to provide our backyard with privacy from line of site, lights and noise.

 \boxtimes

REQUEST #2 & MORE IMPORTANTLY

We would also request that the City give consideration to **declining the request for density adjustment.** The original research and plan for the Gordon Street intensification recommended much lower density than is being proposed. Ignoring the recommendations of a very expensive, well researched and previously accepted plan would be, in our opinion, mismanagement, fiscally irresponsible and breach of council's commitment to its citizens.

We encourage sticking with the original density plan. Gordon Street is already at or exceeding capacity. The original plan, even with the proposed road widening, did not allow for the inevitable increase in traffic that will occur as a result of this proposal. We would also point out, that this project is not in isolation and other projects already approved in the vicinity that will be adding to the inevitable traffic and pedestrian safety issues.

Increased promotion of public transit, bicycle, and pedestrian movement is commendable and supported but the reality is that cars are required for many daily urban activities. Even with the adoption of alternatives their use will continue for the foreseeable future. The density increase proposed will potentially compromise emergency vehicle movement, business and residential parking as well as routine road maintenance and snow removal.

Please use your foresight to prevent a regrettable future.

We would be willing and are available to attend the September 14th meeting to answer any questions Council may have regarding our comments and request.

Regards,

George & Carolyn Annette

 \searrow

Cc: dominique.orourke@guelph.ca

Mayor Guthrie and Members of Council:

I would like to understand why our Parkland Dedication By-law has not been applied to parkland calculations for 1242-1260 Gordon St. and 9 Valley Road.

I know that parkland dedication has been in flux for more than a year as a result of changes at the Provincial level, but it is my understanding that our Parkland Dedication By-law, as updated, is still currently in force. The implications of which Parkland Dedication calculations are applied are significant.

Ms. Clos asserts in her Planning Report that the 0.209 ha park proposed by Tricar exceeds the requirements of the Planning Act and that Tricar should be granted a credit towards another property in Guelph.

Applying "alternate rates" set out in the Planning Act (which I'm not clear have yet been repealed), in conjunction with our updated Parkland Dedication By-law yields very different results: in addition to conveying 0.209 ha of land to the City, Tricar would owe the City the cash-in-lieu equivalent value of 0.628 ha of land. According to Area Land Values set out in the draft of the Parkland Dedication By-law, residential land in this area of the City may be worth as much as \$1,800,000 per acre. **This would translate to an additional cash-in-lieu conveyance to the City of almost \$2.8 million dollars.**

Below, I set out the process by which I calculated these numbers, as well as the sections of the Planning Act and Parkland Dedication By-law on which I relied.

Before I detail that information, I want to address the larger parkland context.

As the City grows, population pressures on existing infrastructure also grow. In order not to overwhelm that infrastructure, we need to add or upgrade. This is self-evident in the capacity issues on Gordon St. Approval of additional housing results in extra traffic, which is now exceeding the carrying capacity of the road. Upgrades are required.

As the City grows, we also need to add parkland. At the beginning of the pandemic, we saw how inadequate parkland in high-density areas of Toronto was overwhelmed by people seeking access to the outdoors.

This particular development proposes adding 377 units of housing to this stretch of Gordon St. Applying Guelph's average household size of 2.5 residents per household, we can anticipate that 943 people will live in these apartments. The minimum parkland to population ratio enshrined in our Official Plan is 2 ha of combined neighbourhood and community parkland per 1,000 people. For this development, the Official Plan therefore requires 1.89 ha of parkland to meet the needs of these residents. The amount of actual parkland that Tricar proposes to convey to the City is 0.209 ha, 11% of the minimum required by the Official Plan.

In relation to the proposal from Ms. Clos, I would like to start with this question:

The 0.209 ha park proposed by Tricar represents 6.7% of the area of the 3.12 ha site. However, in Ms. Clos' calculations, the 0.209 ha is put forward as 11.43% of the property area. This higher number is achieved by "netting out" the Open Space Block.

Is "netting out" open space a standard City practice? It would appear that this would depend on the interpretation of the wording of the Planning Act: "5 per cent of the land included in the plan."

The "plan" can be interpreted as the entire 3.12 site, or it can be interpreted as the land net of Open Space. One interpretation seriously reduces the amount of parkland or cash-in-lieu conveyed to the City, not just for this location, but potentially for other developments. I am curious to understand how the interpretation of this wording is generally applied by the City.

I have tried to lay out the process by which I arrived at my numbers as clearly as possible so that staff can check both the accuracy of my calculations and the underlying assumptions. I am working with the following information from the planning documents

Lot size: 3.12 ha # of units: 377

Density - greater than 100 units/ha

Parkland cap: not more than 30% of site (Parkland dedication By-law).

The By-law cap is 30% of the site. Parkland cannot exceed 0.936 ha, which is 30% of 3.12 ha. Cash-in-lieu cannot exceed 30% of the market value of the land.

For 377 units, if we apply the parkland calculation of 1 ha/300 units, that would be 1.26 ha - only the cap of 0.936 would kick in.

For 377 units, if we apply the cash-in-lieu calculation of 1ha/500 units, that would be 0.736 ha, not to exceed 30% of the market value of the land.

Working with a combination of parkland and cash-in-lieu, here's one scenario of how that calculation could happen:

Under section 51.1 (2) of the Planning Act, alternative rates can be applied to high density developments. This section of the Planning Act was slated to be repealed and replaced by the Community Benefit Charge, but as far as I can ascertain that change has not yet been implemented. Here is the text of that section:

Other criteria

(2) If the approval authority has imposed a condition under subsection (1) requiring land to be conveyed to the municipality and if the municipality has an official plan that contains specific policies relating to the provision of lands for park or other public recreational purposes, the municipality, in the case of a subdivision proposed for residential purposes, may, in lieu of such conveyance, require that land included in the plan be conveyed to the municipality for park or other public recreational purposes at a rate of **one hectare for each 300 dwelling units proposed** or at such lesser rate as may be determined by the municipality. 1994, c. 23, s. 31.

Note: On a day to be named by proclamation of the Lieutenant Governor, subsection 51.1 (2) of the Act is repealed. (See: 2019, c. 9, Sched. 12, s. 15 (2))

This alternative rate is also enshrined in Section 10 of our Parkland Dedication By-law.

Where Conveyance of a Portion of the Land Required: [amended by by-law (2019)-20380]

10. Where it has been determined that a portion of the Land will be required to be conveyed to the City as Parkland, the following shall apply:

(d)Where land is located outside of Downtown and is to be Developed or Redeveloped for residential purposes with a total proposed density equal to or greater than one-hundred (100) Dwelling Units per one hectare (1ha), **the greater of:**

i. a portion of the Land not exceeding 1 hectare (1ha) per three hundred (300) Dwelling Units, but in no case to exceed thirty percent (30%) of the total area of the Land, or; ii. five-percent (5%) of the total area of the Land; shall be conveyed to the City for Parkland.

0.209 hectares is equivalent to 63 units using the 1ha: 300 unit ratio. That would leave a balance of 314 units out of the total 377 for calculation of Cash-in-lieu.

Cash-in-lieu is calculated at a lower rate of 1ha per 500 units. For 314 units, the area of land to be used for calculation of cash-in-lieu would be 0.628 hectares.

Land values are commonly expressed in acres. 0.628 hectares converts to 1.552 acres.

According to Schedule A of the Parkland Dedication By-law update, land values for this area of the City run as much as \$1,800,000 per acre: (pages 10 and 11 of this link):

https://quelph.ca/wp-content/uploads/parkland-dedication-bylaw.pdf

At a land value of \$1,800,000 per acre, parkland dedication cash-in-lieu for this site could be worth as much as \$2,793,600 to the City for 1.552 acres (0.628 ha)

The Section of the Planning Act relating to alternative rates for Cash-in-lieu is 51.1 (3.1). Again, this section has been slated to be repealed, but my understanding is that the transition and determination of the Community Benefit Calculation has not yet been enacted:

(3.1) If the approval authority has imposed a condition under subsection (1) requiring land to be conveyed to the municipality and subsection (2) applies, the municipality may require a payment in lieu, calculated by using a rate of **one hectare for each 500 dwelling units** proposed or such lesser rate as may be determined by the municipality. 2015, c. 26, s. 32 (2).

Note: On a day to be named by proclamation of the Lieutenant Governor, subsection 51.1 (3.1) of the Act is repealed. (See: 2019, c. 9, Sched. 12, s. 15 (4))

This alternative rate for cash-in-lieu is also enshrined in Section 17 of our Parkland Dedication By-law.

Payment of Money in Lieu of Conveyance:

- 17. Where it has been determined that the payment of money will be required in lieu of a conveyance of a portion of the Land for Parkland, the following shall apply:
- (d) Where Land in the City located outside Downtown will be Developed or Redeveloped for residential purposes with a total proposed density greater than or equal to one-hundred (100) Dwelling Units per one hectare (1ha), the payment required in lieu of the conveyance of a portion of the Land for Parkland **shall be the greater of:**
- i. the equivalent Market Value of 1 hectare (1ha) per five-hundred (500) Dwelling Units proposed to be added by the Development or Redevelopment, but in no case to exceed thirty-percent (30%) of the total Market Value of the Land, or;
- ii. Five-percent (5%) of the total Market Value of the Land

The underlying principle expressed in Section 18 of our Parkland Dedication By-law is that calculations be carried out in a way that will result in the greatest total payment to the City.

18.Where a Development or Redevelopment will include a mix of uses, and two or more of the requirements under section 17 a) - e) may apply to the Development or Redevelopment, the payment required in lieu of a conveyance of a portion of the Land to the City for Parkland shall be determined in accordance with whichever single requirement under section 17 a) - e) applies to the Development or Redevelopment which will result in the greatest total payment to the City being required.

Both Council and the community will benefit from any clarity which Planning Staff can provide on this matter.

Sincerely, Susan Watson Mayor Guthrie and Members of Council:

More than a year and a half ago, I sent the email below raising the question of a shortfall of more than \$500,000 in the cash-in-lieu for parkland conveyed to the City by Tricar for 1888 Gordon.

I never received a response.

A councillor acknowledged verbally at the time that my correspondence had been received, but that the Mayor instructed councillors not to respond to my email: a response would be crafted by staff.

That staff response never materialized.

In the past few days I checked in with one of my ward councillors and he does not recall ever receiving any further information on this file. Given the substantial sum involved, I am at a loss to understand why no action was taken or investigations made.

When I read in the Mercury-Tribune about Tricar's request for a parkland credit in relation to the 1242-1260 Gordon and 9 Valley Road development proposal, I thought back immediately to the 1888 Gordon situation.

While Tricar may consider the books closed on the 1888 Gordon transaction, an FOI I executed in January 2019 revealed some further concerning information. Were the directives of the By-law in force at the time followed?

https://guelph.ca/wp-content/uploads/Parkland Dedication Bylaws.pdf

Section 209-4

A cash payment in lieu of conveyance of land for park purposes may be required by Council, in accordance with Section 41 of the Planning Act S.O. 1983. The value of cash in lieu shall be determined as follows:

iv) in all other cases, by qualified real estate appraisers appointed by the City and in accordance with the rates established in Section 4 (b) of this By-law.

I attach two documents to this email.

- 1) Excerpts from an appraisal of 1888 Gordon St. prepared by Metrix for Tricar
- 2) A copy of the Land Values for Area 5 prepared by the Planning Partnership.

It is clear from the Metrix appraisal that Tricar is the client, not the City. I would also observe that although the document is signed off by a certified appraiser, the site visit appears to have been conducted solely by a "Candidate" for the Appraisal Institute of Canada.

As I outlined in my email more than a year and a half ago, the variance between the land value established by Metrix and the area values documented by the Planning Partnership is significant. These area values are captured in Appendix A of our Parkland Dedication By-law:

https://guelph.ca/wp-content/uploads/parkland-dedication-bylaw.pdf

The Planning Partnership Land Value document clearly states that it is not intended for the valuation of a specific property. However, the significant variance between the land values in the Planning Partnership document and the specific property appraisal conducted by Metrix should have formed the basis for further investigation.

Beyond the considerations of this specific development, there are two other serious concerns:

Was the practice of allowing developers to retain appraisers rather than having them appointed by the City, contrary to the directives of the former By-law, more widespread?

Secondly, what oversight, policy and procedures are currently in place to ensure that the City, and by extension, citizens, receive the full value of parkland and cash-in-lieu to which they are entitled?

In recommendation #35 of the Planning Partnership report, the consultant put forward a streamlined approach in which Standard Land Values would form the basis for establishing cash-in-lieu.

https://guelph.ca/wp-content/uploads/Consultant-Recommendations-for-Parkland-Dedication-Bylaw.pdf

These values could be challenged or off-set by a valuation submitted by the developer. This system offered a form of built-in oversight and checks and balances for Parkland Dedication. Unfortunately this recommendation was not brought forward by staff for the final version of the By-law.

Throughout the community engagement, members of the public also expressed concern about the process proposed by staff of having developers supply valuations for the purpose of calculating parkland and cash-in-lieu.

Especially in times of added financial pressures on the City, citizens need to be confident that we are getting the full value of parkland and cash-in-lieu to which we are entitled through the development process.

Sincerely,

Susan Watson

----- Forwarded message ------

From: Susan Watson

Date: Sun, 30 Dec 2018 at 20:53

Subject: 1888 Gordon cash-in-lieu disparity

To: <<u>mayor@quelph.ca</u>>, <<u>Cam.Guthrie@quelph.ca</u>>, bob bell

<bobb.bell@quelph.ca>, James Gordon <james.gordon@quelph.ca>, June Hofland

<june.hofland@guelph.ca>, Phil Allt <phil.allt@guelph.ca>,

<<u>dan.gibson@guelph.ca</u>>, <<u>rodrigo.goller@guelph.ca</u>>,

<<u>cathy.downer@guelph.ca</u>>, <<u>leanne.piper@guelph.ca</u>>,

<mike.salisbury@guelph.ca>, <christine.billings@guelph.ca>,

<dominique.orourke@guelph.ca>, <mark.mackinnon@guelph.ca>

Mayor Guthrie and Members of Council:

The Proposed Parkland Dedication Bylaw Summary prepared by City staff includes an extremely useful table on p.6 which sets out land areas obtained under various scenarios for specific properties.

https://guelph.ca/wp-content/uploads/Summary-of-the-proposed-parkland-dedication-bylaw.pdf

Thank you to whoever put in the significant amount of work required to make these calculations and to compile this data.

I was pleased to see that calculations I had made for 1888 Gordon regarding land area or equivalent cash-in-lieu to be conveyed under different parkland dedication scenarios are correct.

One significant disparity, however, has jumped out at me. I am attaching 4 PowerPoint slides I had updated in September with calculations for 1888 Gordon. My calculations include actual dollar figures which I generated using the Standard Market Value for Valuation Area 5 on Schedule A attached to the draft Parkland Dedication By-law Update:

https://quelph.ca/wp-content/uploads/Proposed-Parkland-Dedication-Bylaw.pdf

According to the Schedule B map, also attached to the By-law draft, 1888 Gordon St. is either contained within Area 5, or is directly adjacent to it.

Using the Standard (per acre) valuation of \$1,800,000.00 per acre for Area 5, my calculation for anticipated cash-in-lieu for 1888 Gordon under our existing By-law was \$1,422,720.00.

In my efforts to more clearly understand the differential between our current Parkland Dedication By-law and rates that could have been obtained under the Planning Act, I have been using the Freedom of Information process to access figures for actual cash-in-lieu remitted to the City for specific developments.

Most recently, this has included 1888 Gordon. Correspondence I received dated December 19, 2018 (attached) indicates that \$913,800.00 was conveyed to the City as parkland cash-in-lieu for 1888 Gordon.

I am not clear about the reason for the significant differential between my calculations under our existing By-law and what was ultimately received by the City – more than \$500,000.00 less. As I have already mentioned, I used the Area Land Valuations provided by the City to arrive at my numbers. Moreover, the City land valuations are for land areas zoned for single or semi-detached dwellings. It is generally understood that the higher the zoning density for a given parcel of land, the higher the value. Given the high-density zoning that has been approved for 1888 Gordon, I would have anticipated that the assessed value for that site would have been higher than the single/semi-detached Area Land Valuations on the City's table, not lower.

Working backwards, cash-in-lieu of \$913,800.00 representing 10% of the land area of the site, would mean that the entire 3.20 hectare site was assessed at \$9,138,000. That works out to an assessed value of \$2,855,625.00 per hectare or \$1,155,655.61 per acre.

This allows us to compare the City's standard Area Land Valuation - \$1,800,000 per acre, to the 1888 Gordon appraisal of \$1,155,655.61 per acre. As you can see, for the purposes of calculating cash-in-lieu to be conveyed to the City, the assessed value of the land was less than 2/3 of the City's Standard Area Land Valuation. The outcome of this lower valuation is that the City received half a million dollars less in cash-in-lieu than it would have if the Area 5 Standard Land Valuation had been used.

Was the appraiser who provided the estimate of the current market value of 1888 Gordon retained by the developer or the City? Given the significant differential between the City's own Standard Area Land Value and the assessed value of 1888 Gordon, was a second appraisal sought by the City?

Given the significant sum involved and the lower revenue received by the City, I believe that this matter merits further inquiry by Council.

Sincerely,

Susan Watson



December 19, 2018

Susan Watson Guelph, ON

MFIPPA Request Number: FOI2018-082

Dear Ms. Watson,

Thank you for your Freedom of Information request which we received on December 3, 2018, under the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) for access to:

1. The dollar amount of the parkland cash-in-lieu assessed for 1888 Gordon St. and the date that the assessment was made.

A search of our files has been conducted and it was determined that the City received a \$913,800.00 payment of cash-in-lieu of parkland for the proposed residential development at 1888 Gordon Street on August 23, 2018 which was deposited into the City-wide Parkland Reserve. The payment was collected prior to the issuance of the first building permit on October 4, 2018. The amount was calculated at 10% of the estimated current market value of the development lands as of July 25, 2018 as provided by a qualified real estate appraiser in accordance with section 209-3 (b) iv and 209-4 (iv) of the Parkland Dedication By-law (1989)-13410 as amended by By-law (1990)-13545 and By-law (2007)-18225. Full access is granted and all fees are waived.

Please contact Kim Sommerville, Information and Access Coordinator for the City of Guelph, at 519.822.1260 extension 2349 or by email at privacy@guelph.ca if you require further assistance.

Yours truly,

Jennifer Slater Deputy City Clerk

> City Hall 1 Carden St Guelph, ON Canada N1H 3A1

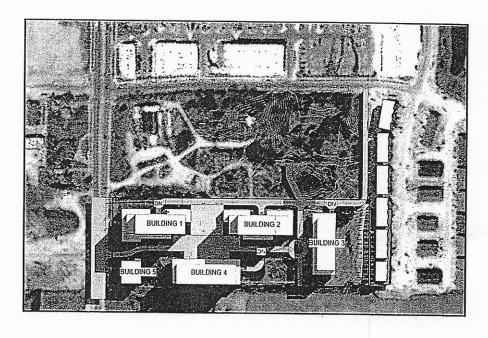
T 519-822-1260 TTY 519-826-9771

Appraisal Report of

RECEIVED
SEP 2 0 2017
BUILDING

1888 GORDON STREET
GUELPH, ONTARIO
AS VACANT LAND

"As Per Extraordinary Assumptions"



Prepared For:



Prepared By:



Page 195 of 227



September 5, 2017 File No: 36545

TRICAR GROUP 3800 Colonel Talbot Road London ON N6P 1H5

Attention:

Mr. Adam Carapella, Vice President

RE:

1888 GORDON STREET, GUELPH

In accordance with your request, I have inspected the above captioned property for the purpose of estimating its Current Market Value, as of the effective date of this appraisal report, August 28, 2017, assumed to be the day before the issuance of a building permit, as per the Extraordinary Assumptions reported herein. The property was appraised in the "Fee Simple Interest", on an "all cash" basis, as if free and clear of any existing financing. The intended user of this report is the client, *Tricar Group*. The property was inspected on August 28, 2017.

The subject property is located in southeast Guelph, situated on the northeast side of Gordon Street, south of Clair Road East and north of Maltby Road. The overall subject property comprises two parcels with separate municipal addresses and PINs as follows:

- 1888 Gordon Street comprises 2.81 acres with 355 feet of frontage along Gordon Street and is currently improved with a single-family dwelling and storage shed and;
- 1858 Gordon Street comprises 5.5 acres of vacant land and is located directly behind 1888 Gordon Street, abutting its eastern limit, with approximately 42 feet of frontage along Poppy Drive.

For the purposes of this appraisal report, it is assumed that the individual parcels form a single, 8.5-acre site, zoned *Specialized High-Density R.4*. Furthermore, it is assumed that the subject property is 100% vacant of any site improvements.

The Highest & Best Use of the subject property is for its ultimate high-density residential development, in accordance with municipal regulation and when market forces dictate.

285 King Street, Suite 204, London, Ontario M6B 3M6 Telephone: 519-672-7550 Fax: 519-672-9321

000002

A more detailed description of the property, together with the reasoning leading to the valuation estimate reported herein, has been outlined in the accompanying report.

As a result of investigation, and after taking all pertinent factors into consideration, it is our opinion that the estimated Current Market Value of the subject property, in the "Fee Simple Interest", as if free and clear of any financing and on an all cash basis, as of August 24, 2017, is:

EIGHT MILLION SEVEN HUNDRED THOUSAND DOLLARS (\$8,700,000)

Extraordinary Assumptions: For the purposes of this appraisal report, it is assumed that:

- The effective date is August 28, 2017, assumed to be the day before the issuance of a building permits;
- The individual, separately-addressed subject parcels form a single, 8.5-acre site;
- The subject property is 100% vacant of any site improvements and;
- All required land use regulations and development approvals have been met and granted to permit the development of four (4) high-density, multi-family, residential apartment buildings (with a total of 560 units) and one (1) amenity building.

The undersigned reserves the right to revise the opinions set out herein, including the final estimate of value, in light of any facts and conditions that become known subsequent to the date of the report, which have an impact on the conclusions reached.

The value reported above is subject to the qualifications, limiting conditions and underlying assumptions set out herein. This report 52 pages plus Addendums, and is not valid unless it contains an original signature.



Should you require any further information or clarification with respect to this matter, please contact the undersigned.

Respectfully submitted,

METRIX SOUTHWEST INC.

Prepared & Inspected By:

Maia McClintock, Hons. B.A., Candidate,

Appraisal Institute of Canada mmcclintock@metrixrealty.com

Reviewed By:

Dan Van Houtte

MRICS, AACI, P.App, PLE dvanhoutte@metrixrealty.com

285 King Street, Suite 204, London, Ontario M6B 3M6 Telephone: 519-672-7550 Fax: 519-672-9321

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
OVERVIEW OF THE ASSIGNMENT	·····1
Purpose of Appraisal	3
FUNCTION OF APPRAISAL	3
Client	
INTEREST APPRAISED	3
EFFECTIVE DATE OF APPRAISAL	3
Inspection Date	3
SCOPE OF VALUATION AND REPORTING PROCESS	4
APPRAISAL REQUIREMENTS	5
Market Value	
Property Rights Appraised	5
Property Rights Defined	
TIMEFRAME OF VALUE OPINION	6
Exposure Time	7
Marketing Time	7
EXTRAORDINARY ASSUMPTION	8
LOCATION OVERVIEW	9
CITY OF GUELPH ECONOMIC BASE	9
Area / Neighbourhood Summary	
PROPERTY DATA	15
Legal Information	15
Assessment and Taxes (Prior to RE-Development)	15
Sales History	16
PHYSICAL CHARACTERISTICS OF THE SITE	16
MUNICIPAL ROADS	23
LAND USE CONTROLS	25
Official Plan	25
ZONING CLASSIFICATION	25
HIGHEST AND BEST USE	27
VALUATION	
VALUATION PREMISE	31
VALUATION PREMISE	31



A many are as D	A Charles Assess
Appraisal Process	31
DIRECT COMPARISON APPROACH	31
FINAL ESTIMATE OF MARKET VALUE	48
ASSUMPTIONS AND LIMITING CONDITIONS	
CERTIFICATION	51



EXECUTIVE SUMMARY

PURPOSE OF APPRAISAL: To estimate the Current Market Value of the subject

property and assist the property owner and the City of Guelph in determining a value for cash-in-lieu

proceedings.

FUNCTION OF APPRAISAL:

Asset Valuation

EFFECTIVE DATE:

August 28, 2017, assumed to be the day before the

issuance of a building permit.

INSPECTION DATE:

August 24, 2017

INTEREST APPRAISED:

Fee Simple Interest

ASSUMED PROPERTY TYPE:

High-Density Residential Land

ADDRESS/LOCATION:

1888 Gordon Street, Guelph, Ontario

LEGAL DESCRIPTION:

Part Lot 11, Concession 8, Township of Puslinch;

designated as Parts 1-3 on Plan 61R-3494; City of

Guelph, Wellington County.

REPORTED OWNER:

Tricar Properties Limited

ASSUMED SITE AREA:

8.5 acres +/-

ASSUMED OFFICIAL PLAN:

High Density Residential

ASSUMED ZONING:

Specialized High Density R.4

ESTIMATED EXPOSURE/

MARKETING TIME:

60-90 days/ 60-90 days

HIGHEST AND BEST USE:

The Highest & Best Use of the subject property is for its ultimate high-density residential development, when

legally permissible, economically feasible and when

market forces dictate.



FINAL ESTIMATE OF VALUE: \$8,700,000 (rounded)

Extraordinary Assumptions: For the purposes of this appraisal report, it is assumed that:

- The effective date is August 28, 2017, assumed to be the day before the issuance of a building permits;
- The individual, separately-addressed subject parcels form a single, 8.5-acre site;
- The subject property is 100% vacant of any site improvements and;
- All required land use regulations and development approvals have been met and granted to permit the development of four (4) high-density, multi-family, residential apartment buildings (with a total of 560 units) and one (1) amenity building.

OVERVIEW OF THE ASSIGNMENT

PURPOSE OF APPRAISAL

The purpose of this appraisal is to estimate the Current Market Value of the subject property located at 1888 Gordon Street, Guelph and assist the property owner and the City of Guelph in determining a value for cash-in-lieu proceedings.

FUNCTION OF APPRAISAL

Asset Valuation

CLIENT

Tricar Group

INTEREST APPRAISED

Fee Simple Interest

EFFECTIVE DATE OF APPRAISAL

The day before the issuance of a building permit, as per the Extraordinary Assumptions reported herein.

INSPECTION DATE

Maia McClintock, Hons. B.A., Candidate, Appraisal Institute of Canada, inspected the property on August 24, 2017



SCOPE OF VALUATION AND REPORTING PROCESS

The findings and conclusions outlined in this report were based upon:

- an inspection of the property on August 24, 2017, by Maia McClintock, Hons. B.A., Candidate, Appraisal Institute of Canada;
- a review of the following documents: Notice of Complete Application, Notice of Public Meeting, Commitment to Community Energy Imitative, Environmental Impact Study, Functional Servicing Report, Geotechnical Engineering Report, Hydrogeological Assessment, Master Plan, Planning Justification Report, Preliminary Grading, Preliminary Servicing, Site Plan, Traffic Impact Study, Tree Preservation Plan, Urban Design Brief;
- discussions with the subject client;
- an inspection of the surrounding neighbourhood;
- a review of the pertinent Official Plan guidelines, Zoning By-law and Regulations;
- a confirmation of all data relied upon in the valuation process;
- a determination of Highest and Best Use;
- a registry office search to confirm title details was not conducted;
- comparable property sales searched through MLS records and statistics, GeoWarehouseTM, RealtrackTM and the records of the Land Registry Office. Photocopies of this data are available in the appraiser's file. Other published statistical data as relating to economic indicators was reviewed, and where necessary, has been discussed in some detail; and
- a detailed valuation analysis of the subject utilizing the Direct Comparison Approach.

Extraordinary Assumptions: For the purposes of this appraisal report, it is assumed that:

- The effective date is August 28, 2017, assumed to be the day before the issuance of a building permits;
- The individual, separately-addressed subject parcels form a single, 8.5-acre site;
- The subject property is 100% vacant of any site improvements and;
- All required land use regulations and development approvals have been met and granted to permit the development of four (4) high-density, multi-family, residential apartment buildings (with a total of 560 units) and one (1) amenity building.



Based upon the data, analyses and conclusions contained herein, as of August 24, 2017, the subject property, located at 1888 Gordon Street, Guelph, has a Current Market Value, in the "Fee Simple Interest", of:

EIGHT MILLION SEVEN HUNDRED THOUSAND DOLLARS (\$8,700,000)

Extraordinary Assumptions: For the purposes of this appraisal report, it is assumed that:

- The effective date is August 28, 2017, <u>assumed to be the day before the issuance of a building permits</u>;
- The individual, separately-addressed subject parcels form a single, 8.5-acre site;
- The subject property is 100% vacant of any site improvements and;
- All required land use regulations and development approvals have been met and granted to permit the development of four (4) high-density, multi-family, residential apartment buildings (with a total of 560 units) and one (1) amenity building.

The undersigned reserves the right to revise the opinions set out herein, including the final estimate of value, in light of any facts and conditions that become known subsequent to the date of the report, which have an impact on the conclusions reached.

Respectfully submitted,

METRIX SOUTHWEST INC.

Prepared & Inspected By:

Maia McClintock, Hons. B.A., Candidate,

Appraisal Institute of Canada mmcclintock@metrixrealty.com

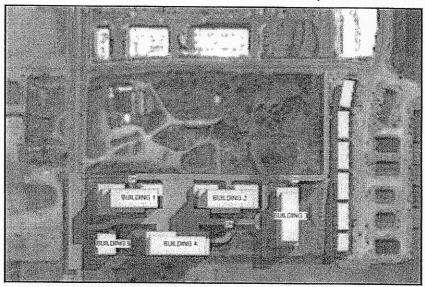
Reviewed By: Dan Van Houtte

MRICS, AACI, P.App, PLE

dvanhoutte@metrixrealty.com



Update Appraisal Update of 1888 GORDON STREET, GUELPH, ONTARIO



Prepared For:



Prepared By:



000066



August 7, 2018 File No: 38758

TRICAR GROUP 3800 Colonel Talbot Road London ON N6P 1H5

Attention:

Mr. Adam Carapella, Vice President

RE:

UPDATE APPRAISAL OF THE 1888 GORDON STREET, GUELPH

In accordance with your request, I have investigated the above captioned property for the purpose of estimating its Current Market Value as of <u>July 25, 2018</u>, being the date of <u>provision of current property information</u>. The property was appraised in the "Leased Fee Interest", as if free and clear of any existing financing, and on an "all cash" basis. The intended user of this report is the client, *Tricar Group*.

The following report was prepared as an "Update Letter Appraisal Report" in accordance with the *Canadian Uniform Standards of Professional Appraisal Practice* for the **APPRAISAL INSTITUTE OF CANADA**.

APPRAISAL DOCUMENTATION

Our initial valuation of this property was prepared in a comprehensive narrative report, File #36545, with an effective valuation date of August 24, 2017. Since an update appraisal is an extension of the initial assignment, this report must be read and the appraisal considered, in conjunction with our original report. This report is subject to the same limiting conditions expressed therein.

285 King Street, Suite 204, London, Ontario M6B 3M6 Telephone: 519-672-7550

Fax: 519-672-9321

By reason of my investigation and by virtue of my experience, I have been able to form and have formed the opinion that as of July 25, 2018, the subject property has a Current Market Value, in the "Fee Simple Interest" of:

NINE MILLION ONE HUNDRED THIRTY-EIGHT THOUSAND DOLLARS (\$9,138,000)

The undersigned reserves the right to revise the opinions set out herein, including the final estimate of value, in light of any facts and conditions that become known subsequent to the date of the report, which have an impact on the conclusions reached.

METRIX SOUTHWEST INC.

Dan Van Houtte

MRICS, AACI, P.App, PLE

<u>dvanhoutte@metrixrealty.com</u> Phone: 519-672-7550 Fax: 519-672-9321

Dated: August 7, 2018

Prepared for:

THE PLANNING PARTNERSHIP Toronto, ON

Regarding:

CITY OF GUELPH PARKLAND DEDICATION

Prepared by:



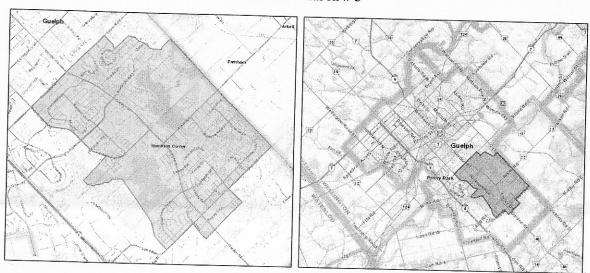
PRIVLEDGED AND CONFIDENTIAL NOT FOR DISTRIBUTION OR EXCHANGE

This memorandum is privileged and confidential and is not intended for distribution or exchange. Our memorandum herein does not constitute an appraisal of a specific property under the Canadian Uniform Standards of Professional Appraisal Practice, but is created to provide general pricing guidelines regarding vacant land values for the City of Guelph. Although we are confident of the selling prices and value ranges presented in this memorandum, we recognize that if a formal appraisal of a specific property were to be completed, our estimates may change due to a greater degree of due diligence. Any reliance on this memorandum for valuation purposes is denied.

We note that the information regarding selling prices and value ranges as specified herein is based on our research, due diligence and understanding of the general land sales marketplace and is not a property specific exercise. We note that any particular property may differ in size, location, planning/development, servicing, physical characteristics, or other factors that may cause its specific value to be similar to, lower, or higher than the evidence as outlined herein. As a result, the selling prices and value ranges presented in our memorandum herein are not meant to be applied to any specific property. Rather, we have only provided general evidence based on our research and due diligence of the land sales marketplace.

You have requested that we complete comparable sales research for various areas and property types located in Guelph, Ontario. More specifically, you have requested residential land values for single and semi-detached lots for five Valuation Areas of the City; the lots values are based on the day before issuance of the building permit. Commercial land values for each of the five Valuation Areas are provided, as well. In addition, land values are requested for the Downtown Secondary Plan Area, the Clair-Maltby Secondary Plan Area, the Guelph Innovation District Secondary Plan Area, and Guelph's four industrial basins. A map of the City of Guelph is provided that defines the five valuation areas, the three secondary plan areas, and the four industrial basins. Please refer to the following pages regarding a description and land valuation summary for each defined area of the City.

Valuation Area # 5



Area Description

This area of Guelph has experienced the most extensive development over the past decade. It entails a large area at the south end of the City that extends north-to-south from Stone Road to Clair Road and west-to-east from Edinburgh Road South to Victoria Road South. Included in this area is the Gordon Street-Clair Road mixed use node. Arterial roads within this area include Gordon Street, Edinburgh Road South, Victoria Road South, Stone Road West and East, Arkell Road, and Clair Road West and East.

Area # 5	Single & Semi Detached Lots	Commercial Land \$962,000 - \$1,729,000	
Sale Price Per Acre Range	\$712,000 - \$2,571,000		
Preliminary Per Acre Estimate	\$1,800,000 (avg. rate)	Gordon St. / Clair Rd.	\$1,000,000
		Other Locations	\$850,000

Residential land sales for single and semi-detached lots have an average size of 0.10 acre.

Commercial land sales data for this area demonstrates a premium paid for land that fronts along Gordon Street and Clair Road. Other neighbourhoods of this area typically realize lower land values.

1888 Gordon

Revised parkland dedication calculations

Clair-Maltby land values

Draft Parkland Dedication By-law Schedule A, Valuation Area #5 \$1,800,000/acre = \$4,446,000 per hectare

Value per hectare of 1888 Gordon is likely \$4,446,000

Comparative values for parkland dedication: 1888 Gordon

Dedication regime	Land calculation	% of 4.45 ha OP requirement	\$ Value (\$4,446,000)
Current By-law	0.32 ha	7%	\$1,422,720
Planning Act - Land	1.8 ha	40%	\$8,002,800
Planning Act - Cash-in-lieu	1.08 ha	24%	\$4,801,680

Variances

Variance between *land calculation* allowed under the Planning Act and current Guelph Parkland Dedication By-law cash-in-lieu

\$6,580,080

Variance between cash-in-lieu calculation allowed under the Planning Act and current Guelph Parkland Dedication By-law cash-in-lieu

\$3,378,960

Hello - I am writing to add my voice to those who are concerned about the *further* intensification of the Landsdown/Edinburgh/Gordon area, beyond what had already been announced in previous plans.

Specifically, I wish to bring up yet again the issue of parking on Landsdown Street. During the September-May school year, even more so on weekends, and especially during "party" events (Homecoming, end of exams, etc.), the street is used as a parking lot for tenants and visitors to the nearby high-rise residences. Both sides of the street are used, allowing only one small vehicle (i.e., just a car) to pass. Emergency vehicles such as firetrucks and ambulances cannot access any residences on this street. I should think that safety should also be a consideration.

The attached pictures are typical weekends and do not represent the worst that we have seen.

Thank you.

Sincerely, George Harauz.







As a home owner and resident on Valley Road, I submit the following comments regarding the proposed Tricar development at 1242-1260 Gordon Street.

I am not opposed to progress and development within the City of Guelph.

I cannot support this or other **specialized high-density** projects based on the following:

Anticipation of:

Increased property taxes to finance road modification from Edinburgh Road to Lowes Road.

Sanitary upgrades to accommodate Tricar and future developers.

Traffic Congestion:

Gordon Street lacks proper traffic infrastructure to support further growth of south Guelph. Tricar wishes to introduce a **potential** 643 vehicles access to Gordon Street.

"Canyonizing" of Gordon Street:

Tricar wishes to erect two 12 storey condominiums which is contrary to the **Official Plan Policy** which clearly states "...are compatible in design, character and orientation with buildings in the immediate vicinity." If a precedence is set by Tricar, the potential for similar development would be a concern.

Tricar Properties Limited appointed Astrid J Clos Planning Consultants to compile a Planning Justification Report for the City of Guelph.

The sole intention of this report is to **convince** the City of Guelph that this development proposal could satisfy the **Official Plan Criteria** and **Zoning Compliance**.

Based on **9.3.1.1**, (**Development Criteria for Multi-Unit Residential Buildings and Intensification Proposals**) multiple deficiencies must be addressed between the Official Plan Policy and the Analysis of the project

Tricar is asking for **sixty two percent (62%)** of the current Zoning Compliance to be amended in order for this development to be approved.

Examples of deficiencies and amendments:

A 271 Unit/ha increase from the recommended 100-150 Unit/ha criteria.

Determination whether Gordon Street or Street "A" will be considered front of building.

Only 2.1% of total units available for Affordable Housing.

Local business development not addressed.

Significant Guelph Zoning By-Law amendment leading to future interpretation and precedence.

A signalized intersection provided by Tricar:

Who is responsible for the signal installation, calibration and maintenance?

The conditional access easement in favour of the property to the south:

Has an impact study been completed based on the possible connection between Tricar project 1944 and Liberty Square?

Amendments to the **Official Plan Criteria**, **Zoning Compliance** and a new Zoning By-Law titled **R.4B-? Specialized High Density** should not be approved.

Development should only be approved if the proposed building has a maximum of six storeys; which is compatible with the surrounding buildings.

Thank you,

Geoffrey Ziegler

I am a homeowner at Valley Road, House

My spouse and I resided in Toronto for many years before making the decision to move to Guelph.

Before our move, we needed to consider:

A city that was within a few hours distance of Toronto

Green space, parks, golf courses

South end proximity to the 401 for commuting

Affordable housing bracket in which to build

Character and community

One of the main reasons for leaving Toronto was that our condo at Lakeshore and Parklawn Blvd was engulfed within a massive intensification plan.

Numerous high-density condominiums with 25 storeys or higher were built.

We experienced the negativity first hand. Thousands of people inhabited these condominiums, yet nothing had changed about the traffic infrastructure.

It became overwhelming and sad to see our neighbourhood devoured by high rise development.

It greatly increased our commute times to our jobs, amenities and social interactions.

Frankly, it caused us to make the decision to move.

We moved to Guelph in 2012 and genuinely fell in love with Guelph.

However, in the past 8 years the south end, particularly the Gordon Street corridor, has become a racing strip, crowded and quite bluntly unappealing to the eye. In fact, from commencing our build in the spring of 2012 until today, it has become almost unrecognizable.

Publications such as Money Sense and Macleans Magazine, annually release a list of top Canadian cities in which to reside.

Guelph was ranked consistently high (at one-point number 2 in 2015). However, this trend has reversed.

Based on several factors, Guelph dropped to number 19 this year. Last year, Guelph placed 15th.

The most recent article in Macleans Magazine stated that Guelph "is becoming a victim of its own success."

I strongly concur.

We all understand that growth is necessary and vital for communities to benefit and progress. Yet it is how that growth is obtained is the concern here.

The south end in particular is bearing the brunt of this growth. Is this what we want visitors, potential residents, students to see as they enter? High density buildings and traffic with nothing aesthetic or pleasing to see?

In the context of needing to keep building, why is Gordon Street targeted and no other areas?

Eramosa Road, Woodlawn and Woolwich have all been identified as intensification corridors. However, unlike the projects that we have seen in the south end, there are none in the north end. I feel the City of Guelph should direct development equally, sharing the reality of increased density and increased property tax.

The following questions I have are as follows:

How is the city of Guelph allowing itself to be bullied by Tricar to erect a high density 12 story building in the middle of single-family dwellings and at max 6 story units?

Why is Tricar expecting to have 62% of stated city bylaws outlined to be changed to accommodate their request?

Who is in charge here?

Please make it clear that the City of Guelph is in charge, not the developers. The developer's main interest is monetary.

Where will families live and grow? History shows that those who buy and reside in high rise buildings are generally double income couples with no children (I should know as we are one of them).

At what point will the planners of the City of Guelph say enough. Planners are taking away the charm and beauty that makes this city attractive for people to move to, live in and study at.

My thoughts from being an occupant in a high density building and experiencing that are as follows:

Residing in a high-density building separates people from the outdoors, the city and from other people.

When you walk through a traditional neighbourhood with buildings five or six stories high, (as are already in place in the south end) you can see the faces of people looking out of their windows. You can see personalized details such as flowerpots in windows. When you walk through a high-density neighbourhood, you cannot see this sort of detail. In other words, you lose sight of the human scale.

High density tends to separate people from the street and each other, greatly reducing the number of chance encounters. These encounters are crucial to the life of a city, creating a community and society. Because people are couped up in tall buildings, they are less likely to experience community. High density diminishes people's participation in public spaces, therefore diminishing a community. With increased populations in smaller spaces you then need to have walkable amenities. You need more public spaces. It has to be liveable!

Speaking from experience, I feel that high density building leads to the low fall of urban humanity. Meanwhile, we must not go on blindly building these vertical coffins for the premature death of the south end of Guelph.

High density simply put is vertical sprawl.

This goes against what Guelph stands for, character and community.

 $\label{thm:composition} \mbox{Tricar is a corporation, they are not looking at this from a human or community scale.}$

We moved from Toronto to escape the high density builds and traffic congestion.

Please keep Guelph the beautiful city that it is.

Thank you for your time.

Respectfully,

Lisa K. Haines

Homeowner

Guelph, Ontario

N1L0H3

Natural Heritage Considerations - Environmental Impacts Study

Areas of Interest

- 1. Tree removal
- 2. Deer Corridor and Deer Habitat
- 3. Proximity to Torrance Creek Provincially Significant Wetland (PSW)
- 4. Bat colony, bird, and amphibian habitat

Natural Heritage Studies Background

- Property has been subject to natural heritage studies since 2014, including by previous owners.
- Previous owners were actively engaged in the OPA 42 Natural Heritage Systems review process.
- The current EIS study was completed in accordance with a Terms of Reference developed in consultation with and approved by the City of Guelph and Grand River Conservation Authority (GRCA). Field studies conducted in support of the EIS included on-site surveys of the property with both the City and GRCA ecologists. Consultation with the regulators was ongoing throughout the EIS and supporting studies.

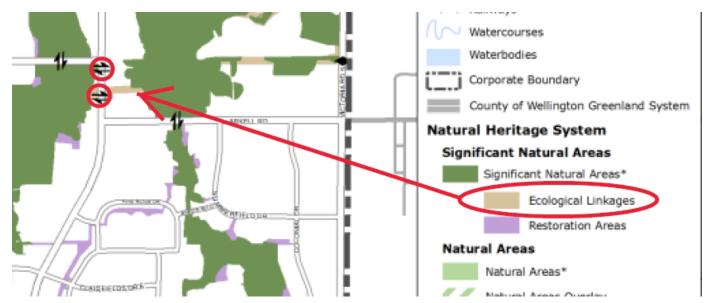
Tree removal

- 707 trees were inventoried, approximately 32% of those trees are non-native (232), 606 of which are to be removed with 88 in poor condition and not subject to replacement.
- The 707 trees inventory only include those trees in the development footprint (See Figure below), the dense woodlands on property are protected and will remain untouched, as such 606 are the trees to be removed in the development footprint area include lot hedgerows.
- Total of 512 trees to be removed are in fair to good condition.
- Compensation is to be refined and approved as per the City of Guelph's replacement requirements and can include either cash-in-lieu or replacement of trees (or combination of two).



Deer Corridor and Deer Habitat

• Two deer crossing locations on Gordon Street were identified in the vicinity of the property as shown on OPA 42 Schedule 10 Natural Heritage System approved by Council (see below).



- The northern crossing location is found adjacent to the subject property and is a secondary crossing to the nearby southern crossing that is identified as the Ecological Linkage between the Torrance Creek Wetland and Hanlon Creek PSW areas.
- The OPA 42 crossing locations were based on secondary source information gathered during a review of Guelph's Natural Heritage System; no specific deer studies were undertaken for the assessment.
- Based on the potential for deer movement and deer usage in the area of the subject property, a site-specific
 deer study was initiated as part of the EIS studies. The study was to understand deer activity on site and
 movement patterns between the Torrance Creek PSW and Hanlon Creek PSW, both identified as deer
 congregation areas.
- The surveys focused on the deployment of 5 motion sensor cameras and deer track observations.
- Camera set up and preferred recording location were determined in collaboration with the City of Guelph ecologist. The property was also reviewed for signs of deer browse, deer trail evidence, shed antlers, deer scat and carcasses. The cameras recorded observations over a three-month period from November to February (2018-2019). Track and other deer sign observations were made during all other field studies conducted on-site. (April to November, 2018).
- Results of the survey recorded 158 deer observations over the three months with days when deer were
 recorded showing 3 to 5 observations at a single camera; a few days showing 8-9 observations. This is indicative
 of a relatively small group of deer foraging on the property in the denser wooded areas and the edge of the
 central meadow.
- The camera and track evidence confirms deer movement at the back 1/3 of the property, northwest side and along the northern limit of the property in a north south direction coincident with the portion of the Torrance Creek wooded area that extends onto the property.
- There is no evidence of tracks at the front of the property, towards the potential Gordon Street movement corridor. Although deer may venture and cross in various location, the identified Gordon Street crossing is not an active deer crossing location.

- The crossing is not ideal for deer as the crossing parallels Edinburgh Road and occurs at the intersection of Gordon Street and Edinburgh Road. The lands to the west, leading to the crossing, offer little cover for deer as the area is comprised of lower marsh and meadow vegetation. The southern crossing, which is established, offers a preferred crossing location for deer midway along Gordon Street between the Edinburgh and Arkell intersections.
- In summary, the wooded area of the property and meadow where deer activity has been recorded is part of the protected area of the development and will remain naturalized with no removal of trees in the denser significant woodland areas. The temporary disturbance of a portion of the meadow for the installation of a subsurface infiltration trench will be rehabilitated to a natural meadow with some added shrubs and tree cover of native species to support deer staging and foraging.
- There are no anticipated impacts to the overall deer population, the movement of deer within the City or the usage of the property by deer.

Proximity to Torrance Creek Provincially Significant Wetland (PSW)

- The nearest component of the development is a storm water management infiltration trench that is 70m from
 the wetland at its closest point and will be rehabilitated to an open meadow area following installation of the
 subsurface components.
- The actual development area consisting of condominiums and parking are 130m from the Torrance Creek PSW.
- A general standard distance from a PSW in the Grand River watershed is 30m, as supported by the City of Guelph's Official Plan policies.
- The subject property development has the greatest setback from Torrance Creek PSW of the recent development footprints along Gordon Street between Arkell Road and Emery Lane.
- The water regime studies for the subject property that have been reviewed by agencies and indicate no impacts to the wetland from the proposed development plan.

Bat colony, bird, amphibian habitat

- Extensive bat surveys of both candidate bat maternity trees and the existing houses were completed on-site through habitat assessments and high frequency acoustic monitoring. No species at risk bats were observed using features within the projected footprint on the property.
- Breeding bird surveys documented a total of 20 common species of birds on-site. Eastern Wood-Pewee (Special Concern) is located within the woodland and will not be impacted. Barn Swallows (Threatened) were observed but targeted surveys did not identify Barn Swallow nesting on-site.
- No development area bat or bird constraints were identified as part of the EIS. The protected significant woodland area of the property offers the best habitat for avian fauna and mammals and this area has been protected and assigned a buffer as per the City of Guelph's OP policies.
- No significant amphibian habitat was recorded on-site or on the nearby adjacent lands, determined by studies conducted in accordance with provincial standards and assessment protocols (e.g., Marsh Monitoring Protocol, Ecoregion Criteria).

The Corporation of the City of Guelph

By-law Number (2020) - 20524

A by-law to confirm proceedings of a meeting of Guelph City Council held September 14, 2020.

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 fourteenth day of September, 2020.		
Cam Guthrie, Mayor	-	
Dylan McMahon, Deputy Clerk	_	