

# City Council Information Items

September 11, 2020

Items for information is a weekly publication for the public and members of City Council. Members of City Council may request that any item appearing on this publication be placed onto the next available Committee of the Whole meeting for discussion.

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# Information Report

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Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, September 11, 2020
Subject	<b>York Road/Elizabeth Street land use study and urban design concept plan – Background Report</b>

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## Executive Summary

### Purpose of Report

This report provides background information about the study area so that all stakeholders, including Council, city staff and members of the public, have a common understanding of the existing conditions of the study area; outlines upcoming community engagement as well as future engagement opportunities; and highlights that the background report along with community engagement will inform the development of the land use study and urban design concept plan.

### Key Findings

The Background Report (Attachment-1) outlines the history of the area and its current state of development to provide a foundational understanding of opportunities and constraints for future planning. This understanding will help inform recommendations for future land use designations and help to identify if there are additional opportunities for designated employment uses and residential intensification.

The Land Use Compatibility Study prepared by Dillon Consulting (Appendix A of the Background Report) emphasizes that the combination of existing industrial uses along with both road and rail transportation corridors pose constraints in terms of the noise and air quality in the area. These uses impact where sensitive land uses (such as residential) may be developed and redeveloped. In some instances, sensitive land uses may not be appropriate, or careful consideration of the best mitigation techniques must be given in order to provide good land use compatibility.

The heavy manufacturing uses that have historically occurred in this area also require an examination of the potential contamination of each site and appropriate studies to identify the best way to remediate each site when future site-specific development occurs.

### Financial Implications

The York Road/Elizabeth Street land use study and urban design concept plan is funded through the approved capital budget, Capital Account PL0057 Community Improvement Plan/Community Planning Studies, for costs associated with consultant services and community engagement consultations.

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# Report

## Details

### Project Background

The York Road/Elizabeth Street land use study and urban design concept was initiated in January 2020 with report [IDE-2020-02](#). It will help develop a coordinated land use strategy for the study area and urban design concept plan that includes a built form and public realm framework. This project will coordinate with the strategic goals of higher order plans and policies such as the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe as well as inform the municipal comprehensive review and Official Plan update.

The project has three main tasks: the background report, the land use study and the urban design concept. The background report is now complete. The intent is to produce a plan after engaging with stakeholders and residents that respects the natural and cultural heritage of the area.

The land use study will examine the entire study area and consider the following:

- The York Road, Victoria Street and Stevenson Street frontages;
- Transition between residential and non-residential uses;
- Appropriate land uses along the rail corridor;
- Identifying larger scale redevelopment and intensification opportunities;
- Defining the Employment Area for the plan area; and,
- Examining the mixed business and service commercial land use designations

The urban design concept plan will develop the following:

- Built form framework including addressing transitions;
- Public realm framework including conceptual street cross-sections; and,
- 3D model for the York Road, Victoria Street and Stevenson Street frontages

In addition to council meetings where the land use study and urban design concept plan are presented, opportunities for community engagement will occur at the following points in the project:

- An online survey to inform the development of the draft land use study (September/October 2020);
- Consultation on the draft land use study (Q4 2020/Q1 2021); and,
- Consultation on the draft urban design concepts being prepared (Q2/Q3 2021)

### Description of the Study Area

The York Road/Elizabeth Street land use study area runs along York Road from Stevenson Street South (and captures part of Johnson Street), to Watson Parkway South, all bounded by the Metrolinx rail line to the north. The plan area also includes the south side of York Road between Stevenson Street and Victoria Road. While the IMICO lands (200 Beverley Street) are within the study area boundary, the Council approved vision for the IMICO lands will not be re-examined. Rather the ongoing Memorandum of Understanding process will continue to provide direction for that site and this study will have regard for the vision and that process.



The area has roots in textiles and manufacturing and has drawn a variety of different uses over the years that include manufacturing, commercial and residential. This diverse mix has largely developed over the years as the City of Guelph has continued to grow and has served a unique employment role in the east end of the City.

The density of people and jobs for the study area is approximately 20 people and jobs per hectare, which demonstrates the potential for additional development. However, when exploring future development and redevelopment, an understanding of the area’s unique history, diverse natural environment, and the people and built form that create this community are essential to developing a strategy that leverages the collective strengths of the area to improve its distinct economic functions and livability for its residents.

### Population and Housing

The total population for the study area is 550 people with half of the housing provided in single detached dwellings. The detached and semi-detached dwellings in the study area are typically less expensive than other areas in the city, which provides in-demand housing options at more affordable prices.

### Employment

There are approximately 153 businesses located within the study area, providing approximately 1,282 jobs. Manufacturing provides a large number of jobs, however there are a variety of other small and diverse jobs dispersed throughout the area. This area appears to be operating as a type of incubator space for smaller businesses, as many small businesses with few employees were identified through the employment survey that staff undertook in early 2020.

## **Cultural Heritage**

Some of the buildings in the area also have cultural and heritage significance to the City, which should be considered with any future development. The City's draft Cultural Heritage Action Plan has identified the residential neighbourhood "The Ward" (St. Patrick's Ward), west of Victoria Road, as a candidate cultural heritage landscape. The study area also contains properties documented within the City's Couling Inventory and few buildings on the Municipal Register of Cultural Heritage Properties. These properties are identified as being of historical interest for the City but are not currently designated.

## **Mobility**

It is not surprising given the area's industrial legacy that key transportation routes remain prevalent in the area. There are several arterial roads in the area including York Road, Victoria Road, Stevenson Street and portions of Elizabeth Street.

Goods movement opportunities are provided in the area with the existing rail corridors (Guelph Junction Railway) as well as York Road, Victoria Road and the arterial portion of Elizabeth Street making up part of the City's permissive trucking routes. In addition, the Metrolinx and Guelph Junction Rail lines have shaped the historic development of the area.

The area has an incomplete network of sidewalks which are mainly limited to the residential areas. The bike facilities in the area are currently limited, with existing bike lanes on Stevenson Avenue extending north from York Road. There are also three bus routes that run through the area. The need to balance a diverse modal split that includes more frequent transit and active transportation options with goods movement is currently a challenge in this area.

The balance of transportation systems is an important consideration in this area. The City must grapple with meeting the needs for more multi-modal transportation options for residents while prioritizing freight/goods movement in the area, which are crucial to supporting employment uses.

## **Natural Heritage System**

The natural features in the York Road/Elizabeth Street area will continue to be protected. The area contains a cultural woodland, significant valley lands and has significant floodways surrounding the two creeks, which in some instances prohibit development or have additional requirements to permit development. Development proposed adjacent to natural heritage features will be subject to the completion of an Environmental Impact Study to demonstrate that the proposed development will not negatively impact the natural feature or its function.

## **Potential Brownfields**

Given the historical heavy manufacturing uses that have existed in this area, an examination of the past potential contamination of each site and appropriate studies to identify the best way to remediate each site may be required for future site specific development especially when redeveloping to a more sensitive use. This will be undertaken in accordance with the City's [Guidelines for Development of Contaminated or Potentially Contaminated Sites](#).

## **Land Use Compatibility**

Dillon Consulting was retained by the City to undertake a Land Use Compatibility study for the York Road/Elizabeth Street study area. The purpose of the study was to determine if the introduction of more sensitive land uses including residential and/or mixed-use development would be possible while protecting existing employment uses in this area.

The Land Use Compatibility Study (Appendix A of Attachment-1) forms part of the Background Report and provides the following:

- An overview of the Study Area and the applicable planning context;
- A summary of the applicable guidelines, regulations, and planning documents applicable to assessing land use compatibility within the Study Area for nuisance contaminants (i.e. odour, dust, noise, and vibration);
- An evaluation of the industrial uses within the Study Area and their impact on the potential introduction of sensitive land uses to the Study Area; and,
- A framework for further technical studies to further evaluate compatibility between existing industrial uses and individual proposed sensitive land uses.

The Land Use Compatibility Study identifies that most of the lands in the study area are within the Minimum Recommended Setback Distance of at least one industry. Where sensitive land uses are proposed within the Potential Area of Influence or Minimum Recommended Setback Distance of an industrial use, technical studies are required by Guideline D-6 to demonstrate that compatibility between the land uses can be demonstrated. Guideline D-6 specifically addresses the requirements for studies for noise, vibration, dust, and odour.

Overall, the Land Use Compatibility Study emphasizes that the combination of existing industrial uses along with road and rail transportation corridors pose constraints in terms of the noise and air quality in the area. These uses impact where sensitive land uses (such as residential) may be developed and redeveloped. In some instances, sensitive land uses may not be appropriate, or careful consideration to the best mitigation techniques must be adhered to in order to provide good land use compatibility.

## **Background Study Conclusion**

The York Road/Elizabeth Street Background Report highlights the range of land uses that exist in the area and the importance of recognizing how these uses impact one another. The density of the study area is approximately 20 people and jobs per hectare which, in part, demonstrates that the existing conditions of the York Road/Elizabeth Street area provide opportunities for additional investment and intensification in this area. As land use changes and opportunities for investment and intensification are explored, they should be balanced with the diverse residential, employment, transportation, cultural and natural heritage aspects of this area. Any future development or redevelopment must acknowledge the existing area's function and sense of place within Guelph.

## **The Background Study will inform the land use study**

As this area continues to be studied and recommendations for future land use designations are made and urban design concept plans are developed, understanding the area's current context is essential. The York Road/Elizabeth

Street Background Report was prepared so that Council, city staff and members of the public would have the same base information regarding the study area. Beginning with the same base information will allow all stakeholders to provide informed input into the draft land use study. The Background Report is now available to the public prior to the first round of public engagement beginning in September 2020. This background information and upcoming community engagement will inform the land use study.

### **Project Next Steps**

Q3/Q4 2020 – Community Engagement to inform the land use study

Q4 2020-Q1 2021 – Develop the land use study for the area

Q2/Q3 2021 – Develop the urban design concept for the study area

### **Financial Implications**

The York Road/Elizabeth Street land use study and urban design concept plan is funded through the approved capital budget, Capital Account PL0057 Community Improvement Plan/Community Planning Studies, for costs associated with consultant services and community engagement consultations.

### **Consultations**

To inform the Background Report and Land Use Compatibility Study consultation has occurred with staff from the following City departments and service areas:

- Business Development and Enterprise Services
- Engineering and Transportation Services
- Guelph Junction Railway

Consultation with the community is part of the next phases of the project in order to inform both the land use study and the urban design concept for the York Road/Elizabeth Street Study Area.

### **Strategic Plan Alignment**

The York Road/Elizabeth Street land use study and urban design concept plan will support the City's existing policies and guidelines and align with the following priorities within Guelph's Strategic Plan:

- Powering our future – This study will support a healthy economy.
- Navigating our future – The study will consider transportation connectivity, safety and improving connections to workplaces in Guelph.
- Building our future – By prioritizing policy work that supports the development of new assets this study will respond to Guelph's growing and changing social, economic and environmental needs.

### **Attachments**

Attachment-1 York Road/Elizabeth Street Background Report

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# York Road/Elizabeth Street Background Report



# York Road/Elizabeth Street Background Report

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## Executive Summary

The York Road/Elizabeth Street land use study area runs along York Road from Stevenson Street South (and captures part of Johnson Street), to Watson Parkway south, all bounded by the Metrolinx rail line to the north. The plan area also includes the south side of York Road between Stevenson Street and Victoria Road. While the IMICO lands (200 Beverley Street) are within the study area boundary, the Council approved vision for the IMICO lands will not be re-examined. Rather the ongoing Memorandum of Understanding process will continue to provide direction for that site and this study will have regard for the vision and that process.

The area has roots in textiles and manufacturing and has drawn a variety of different uses over the years that include manufacturing, commercial and residential. This diverse mix has largely developed over the years as the City of Guelph has continued to grow and has served a unique employment role in the east end of the City. This background study is intended to outline the history of the area and its current state of development in order to provide a foundational understanding of opportunities and constraints for future planning. This understanding will help inform recommendations for future land use designations and help to identify if there are additional opportunities for designated employment uses and residential intensification.

The total population for the study area is 550 people, with half of the housing provided in single detached housing. The total average household income in the York Road/Elizabeth Street area in 2015 was \$64,471, which was lower than the rest of the City of Guelph's total average household income at \$94,416. The housing for single detached and semi-detached housing in the study area is also less expensive than the rest of Guelph, which provides in demand housing options at more affordable prices for residents of Guelph.

However, when examining the condition and quality of structures in the York Road/Elizabeth Street area compared to the rest of the City of Guelph (related to single, semi-detached and townhome condominium housing), York Road/Elizabeth Street underperformed. Some of the buildings in the area have cultural and heritage significance to the City, which should be considered with any future development. The City's draft Cultural Heritage Action Plan has identified the residential neighbourhood "The Ward" (St. Patrick's Ward), west of Victoria Road, as a candidate cultural heritage landscape. The study area also contains properties documented within the City's Couling Inventory and a few buildings on the Municipal Register of Cultural Heritage Properties. These properties are identified as being of historical interest for the City but are not currently designated under the Ontario Heritage Act.

In addition to housing, manufacturing and industrial uses have provided important employment opportunities in this area. Although manufacturing employs the largest number of people in the area (307 jobs out of the total 1,282 in the area), there are a variety of other small and diverse jobs dispersed throughout the area among

the approximately 153 businesses. Balancing the needs of small businesses must be considered when implementing policies that seek to achieve employment targets. Large lower density employment uses also take up large amounts of land impacting the financial productivity of the area from a City perspective. Where opportunities exist to intensify these areas, additional density can result in more financial productivity for the City while reducing the need to invest in servicing new areas.

It is not surprising given the area's industrial legacy that key transportation routes remain prevalent in the area. There are several arterial roads in the area including York Road, Victoria Road, Stevenson Street and portions of Elizabeth Street. Goods movement opportunities are provided in the area with the existing rail corridors (Guelph Junction Railway) as well as York Road, Victoria Road and the arterial portion of Elizabeth Street making up part of the City's permissive trucking routes. These transportation corridors along with the Metrolinx rail line combined with industrial uses also pose constraints in terms of the noise and air quality in the area. These uses impact where sensitive land uses (such as residential redevelopment) may be developed and redeveloped. In some instances, such uses may not be appropriate, or careful consideration to the best mitigation techniques must be adhered to in order to provide good land use compatibility (Appendix A).

In addition to roads and rail, the area has an incomplete network of sidewalks which are mainly limited to the residential areas. The bike facilities in the area are currently limited, with one bike lane on Stevenson Avenue extending north from York Road. There are also three bus routes that run through the area. The need to balance a diverse modal split that includes more frequent transit and active transportation options with goods movement is currently a challenge in this area.

The natural features in the York Road/Elizabeth Street area will need to continue to be protected. The area contains a cultural woodland, significant valley lands, fish habitat, and a Regionally Significant Earth Science Area of Natural and Scientific Interest (ANSI). There is also the presence of floodways surrounding the Hadati and Clythe creeks in the area. The floodways are a development constraint that may prohibit development in some instances.

## **Conclusion**

As the City continues to study this area and make recommendations for future land designations and an urban design concept, the area's current context is essential. The gross density of people and jobs for the study area is currently 20.24 people and jobs per hectare, which demonstrates the potential for additional development. However, when exploring future development and redevelopment, an understanding of the area's unique history, diverse natural environment and the people and built form that create this community are essential to developing a strategy that leverages the collective strengths of the area to improve its distinct economic functions and its livability for its residents.

## **Introduction**

The York Road/Elizabeth Street study area has a distinct history and contains a diverse mix of uses that has developed into a unique part of the east end in the City of Guelph. Its uses range from heavy industrial uses, to pockets of residential homes. The study area runs along York Road from Stevenson Street South (and captures part of Johnson Street), to Watson Parkway south, all bounded by the Metrolinx rail line to the north. The plan area also includes the south side of York Road between Stevenson Street and Victoria Road. While the IMICO lands (200 Beverley Street) are within the study area boundary, the Council approved vision for the IMICO lands will not be re-examined. Rather the ongoing Memorandum of Understanding process will continue to provide direction for that site and this study will have regard for the vision and that process.

This area's existing conditions provide a variety of constraints as well as opportunities for future development and redevelopment in the area. The following report will outline the historical development of the area, its demographic profile, the policy context and some of the other considerations that shape the way this area has developed. This report is intended to provide an overview of how this area has transitioned over time to how it functions today in order to provide a foundational understanding for future land use recommendations in this area.

### **History of the area**

Indigenous people resided in the area known as Guelph as early as 11,000 years ago, known as the Attawandaron people. After 1690 the Mississauga people began to move into in the area and create their livelihoods. The City of Guelph is now situated on Treaty 3 Territory, which was established in 1792 between the Crown and the Mississaugas of the Credit First Nation. Treaty 3 territory also covers Brantford, St. Catherines, Hamilton, Waterloo and Cambridge.

The Town of Guelph was founded on St. George's Day, April 23, 1827, by John Galt, General Manager of the Canada Company. The eastern limit of the town was the Speed River with the road to York (Toronto) recognized across the river. An annexation in 1854 expanded the town's boundaries, adding 2,550 acres and extending the eastern limits to Victoria Road. Two years later the Village of Guelph officially became the Town of Guelph and by 1879, Guelph became a City. In 1952, a major annexation added 2,600 acres to the City and extended the boundary further east to include Industrial Street. The next major annexation in 1966 added 10,420 acres and extended the boundary further east to include the entire study area.

### **Establishing the rail, road and parcel structure**

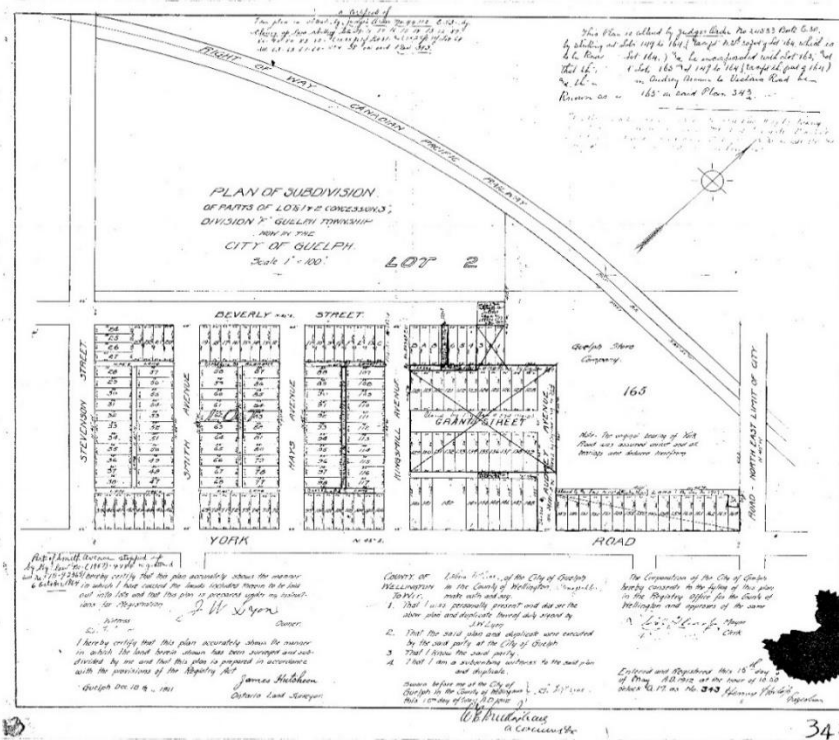
The study area's rail, road and parcel structure was essentially established by 1929. One of the City's oldest and most important roads, York Road, was established in 1828 by the Canada Company and served as the east entrance to the town. Victoria Road was established in 1911 and Stevenson Street the following year in 1912. The

smaller interior roads and parcel structure was established between 1906 to 1929 through six registered subdivision plans; four plans west of Victoria Road and two east of Victoria Road. Three of the registered subdivision plans were for lands owned by J.W. Lyon and were intended for a mix of industrial and residential development. Plan 343, registered in May 1912, included the existing Guelph Stove Company and covered the area bordered by Stevenson Street, Beverly Street, the Canadian Pacific Railway Right of Way, Victoria Road and York Road. The most recent road, Erie Street, opened in 1957.

The study area includes the Metrolinx line north of Elizabeth Street and the Guelph Junction Railway line south of Elizabeth Street. The railway lines were instrumental in moving both goods and people to Guelph and the study area, reaching peak usage in the early 1920s. The Metrolinx's line opened in Guelph in 1853 as the Guelph Trunk Railway and was later acquired by Canadian National Railway. The City opened the Guelph Junction Railway in 1888 to provide transportation services for smaller and medium sized firms, and people movement, which was suspended by the early 1960s. Ontario Southland Railway currently provides service on the Guelph Junction Railway which remains in municipal ownership.

J.W. Lyon was best known for his development of a 400 acre tract in St. Patrick's Ward (The Ward) as a combined industrial and residential subdivision commencing in 1906. Lyon gave land to factory proprietors and made his money on the sale of nearby residential lots. The Ward attracted a large cohort of European immigrants in the early 20<sup>th</sup> Century, in particular people of Italian decent. The study area includes the eastern limits of St. Patrick's Ward.

Figure 1: Plan 343, 1912



### Industrial uses and the historic mix of uses

During the 1920s Guelph was a bustling city known for metal working and textile industries where many people lived within walking distance of their work and could even work out of their homes. At the time, industry could be found within the downtown, and along the river and railway lines. Industries, including manufacturing, were interwoven with residences creating a mixed-use character for the city. The city was not a one industry town allowing it to survive the depression years of the 1930s better than other municipalities.

The International Malleable Iron Company (IMICO) at 200 Beverly Street employed about 450 people in the 1920s making it the City’s third largest employer. Manufacturing was the principal source of employment at the time with close to 100 manufacturing establishments in the City by the mid-1940s. A number of smaller businesses located in the study area at this time including Durose Manufacturing which was founded in 1944 as a small welding and machine repair shop and is still operating at its original 460 Elizabeth Street location.

In November 1944, Guelph’s first Planning Commission was appointed and in the following year, Guelph became one of the first municipalities to have an Official Plan. The 1945 General Plan of the City of Guelph recommended that the main north-south route follow Victoria Street switching over from Dundas Road (Gordon Street) south of the College. This would keep most of the through traffic off the city streets, provide relief to the downtown district, lower the accident rate and enhance



shopping facilities. It also provided easier access to industries located in the City's east end.

The 1945 Plan recognized pockets of industry throughout the City. It also highlighted a lack of large developable lands in the city centre with railway access, with the exception of a few areas such as a large tract between Stevenson Street and Victoria Road. These lands already supported two large industries, IMICO and Guelph Stove Works. This easterly industrial location was favoured given the prevalence of a north-west wind that would blow smoke and dust clear of the City. It also recognized a large and suitable area of land for workers' homes adjacent to the land.

Figure 2: View of York Road at Victoria Road, 1948 (Guelph museum)



### **Annexation and the establishment of a northwest industrial basin**

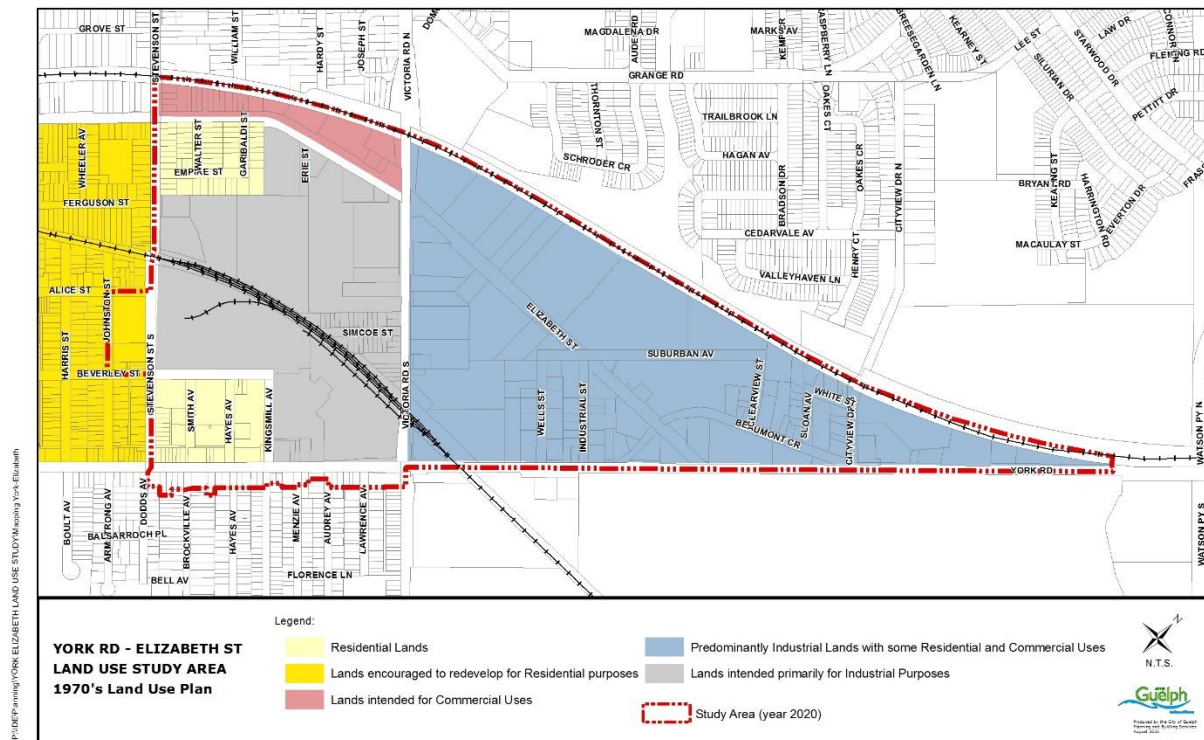
In July 1952, approximately 2,500 acres of land were annexed from Guelph Township, virtually doubling the size of the City, to address the City's growth potential and lack of vacant industrial land. This permitted the establishment of an "industrial basin" at the northwest edge of the City with over 1,000 acres west of Edinburgh Road and south of Woodlawn Road protected for industrial development.

The industrial basin overturned the historical mixing of residential, commercial and industrial uses throughout the City, allowing industries to locate on new lands in the City's northwest. Nevertheless, the mixing of land uses continued in the York Road and Elizabeth Street area.

During the 1960s, the City's employment base started to move away from manufacturing with rapid growth in the service industries (community service, government service and personal service) and growth within the trade sector. However, lands were still required for manufacturing purposes that required large land areas where parking, loading and transport facilities could be accommodated. In 1966, another major annexation added 10,420 acres to the City, bringing the entire study area into the City's boundaries. Meanwhile in the study area, the mixing of uses continued and industry continued to grow in the area. Property was relatively inexpensive, storage and use provisions were more permissive, and road and rail access was available. In addition, relatively affordable housing was close by, allowing employees and employers to live close to work. The area played an incubator role for some industries and still had suitable sites available for some expanding businesses to move to other premises within the study area.

By the 1970s, many of the industrial and residential land uses had developed in close proximity to one another. Continued expansion of industrial facilities on existing sites made relocation difficult and/or uneconomical for many of the older industries. Land use conflicts had increased with heavy truck volumes, especially since many of the residences had small lots with minimal open space. City Planning at the time attempted to segregate residential land uses from industrial uses by concentrating industrial development to existing industrial areas east of Stevenson Street with industrial sites west of Stevenson Street (outside of the study area) being redeveloped as residential. Many of the incompatible land uses such as oil storage and contractor's yards, in the residential areas, were encouraged to relocate. Residential buildings within the designated industrial area were encouraged to redevelop for industrial uses.

Figure 3: land use categories in the 1970s



The lands west of Victoria Road were intended primarily for industrial purposes. The north east corner of York Road and Stevenson Street, and lands at the southeast corner of Elizabeth Street and Stevenson Street were intended for residential uses. The lands north of Elizabeth Street south of the Metrolinx rail tracks were intended for commercial uses. The triangular area east of Victoria Road between the Canadian National Railway to the north and York Road to the south was predominantly industrial with some residential and commercial uses.

### History of Guelph Stove Company and IMICO

In 1912 the Guelph Stove Company relocated from downtown to York Road, west of Victoria Road (known today as 490 York Road/199 Victoria Street South) and maintained that location until around 1963 to 1964. Franklin Manufacturing Company occupied the lands from 1964 until around 1969 to 1970 followed by the Resco Refrigeration Supplies Company until around 1990 to 1991. Since the 1990s the site has supported a mix of businesses, including Safe Storage Warehousing. Today, the site continues to support a mix of industrial and commercial uses including Safe Storage Warehousing, Royal City Brewery, the Grotto (a rock climbing facility), and VTR Uniforms.

The International Malleable Iron Company (IMICO) was founded in 1912 by the Carver family who emigrated from England. The plant produced a range of malleable and grey iron pipe fittings and had customers across Canada and around

the world. IMICO continued to grow and invest in the Beverly Street location during the 1950s. The business operated until 1989. In April 1992, the site was sold to John H. Long who used it to store waste materials. In November 1993, the Ministry of the Environment and Climate Change issued an Order to John H. Long to clean-up the site. The site was subsequently sold to the Assembly of the Church of the Universe for a dollar with no environmental remedial action taken. The site was eventually transferred to the City of Guelph as consideration for the nonpayment of taxes. The land transfer included the responsibility to clean up the site. Since acquiring the property, the City has undertaken remediation of the site including the demolition of the buildings and removal of contaminated soils and materials. Additional information on the city's ongoing work on this site can be found at the following [link](#).

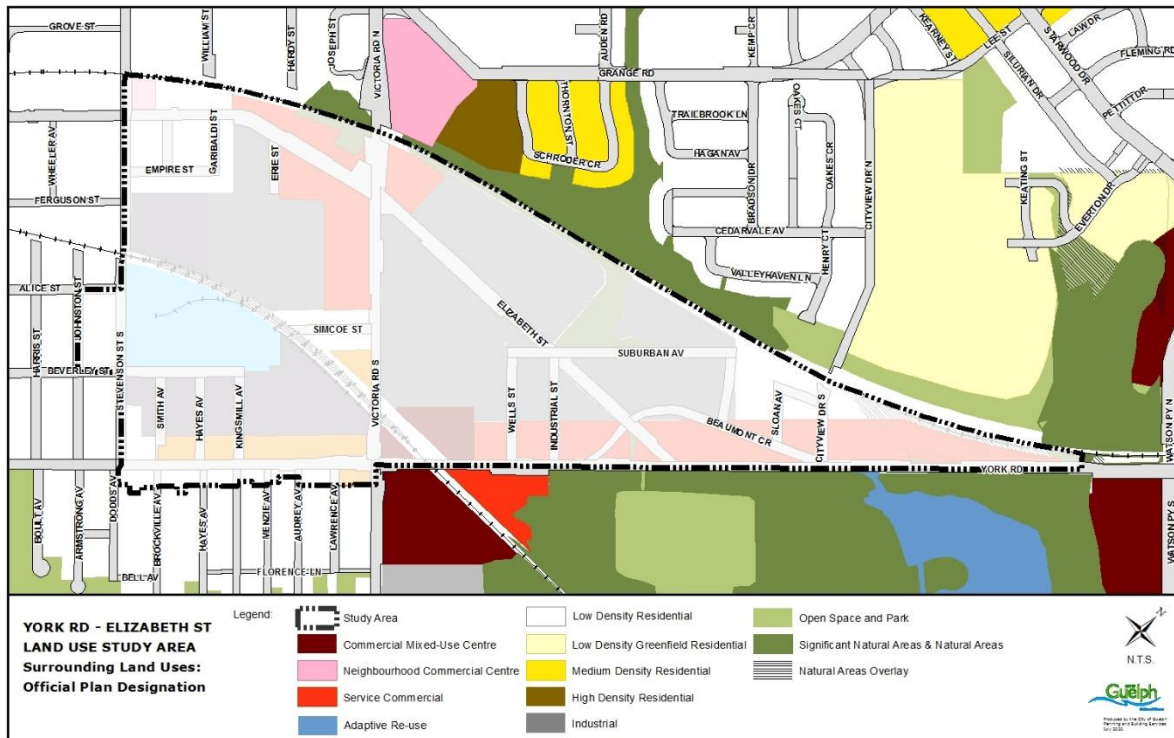
Although these two larger businesses have ceased operation, other businesses continue to operate in the area, maintaining its mix of industry, residential and commercial uses.

## **Adjacent Land Uses**

The majority of lands surrounding the portion of the study area west of Victoria Street are residential in nature. The residential lands include a number of the historic residential properties built when St. Patrick's Ward purposely supported a mix of industrial and residential development. The residences are generally modest single detached dwellings on small lots.

Meanwhile, the study area lands east of Victoria Street are surrounded by a mix of commercial, service commercial, residential (high, medium and low), open space and park, and significant natural areas and natural areas uses. The Guelph Innovation District is located south of York Road. The southern frontage of York Road is predominantly significant natural areas and natural areas, and open space and park lands. Commercial and service commercial uses are located at the corner of Watson Parkway South and Victoria Road S. The commercial properties at the southeast corner of Victoria Road S. and York Road have been designated as Commercial Mixed-use Centre through the City's Commercial Policy Review (OPA 69). The service commercial property at the southwest corner of Watson Parkway S. and York Road has also been designated Commercial Mixed-use Centre. The lands north of the railway line east of Victoria Road N. are predominantly significant natural areas and natural areas, and open space and park with residential lands immediately abutting them. The southeast corner of Victoria Road N. and Grange Road support a Neighbourhood Commercial Centre with a high density residential development and a medium density development located east of the commercial centre accessed off of Grange Road.

Figure 4: Adjacent land uses



## Socio-Economics

The data for the study area was pulled from a variety of sources including Statistics Canada, Municipal Property Assessment Corporation (MPAC) and the City's employment survey. In January 2020, City planning staff (in collaboration with Business Development and Enterprise staff), conducted surveys with 87 businesses in the York Road/Elizabeth Street area to get a better understanding of employment uses in the area.

The majority of employers were contacted in person at each workplace between the dates of January 27 to February 4, 2020. Follow up was done by e-mail and phone for businesses that were unavailable. If businesses were unreachable, estimates were made on their employment numbers based on similar uses in the area and discussions with Staff in Business Development and Enterprise. The survey posed a variety of questions and took approximately 5-10 minutes to complete. The questions related to the following topics:

- Number of full-time, part-time and seasonal employees working on-site and off-site;
- Type of business;
- Square footage of space used; and,
- Other workplace attributes such as: date established; how long they have been in their current location; monthly lease rates; and whether the business

exports goods or services.

The survey was voluntary so businesses were able to decline any questions. The City used this study area to pilot the employment survey and streamline the process for a future citywide rollout of the survey at a later date. The information from the employment survey will be used to plan for growth, stimulate job creation and support the City's economic development. It is also important background information for forecasting and planning the City's infrastructure and services for citizens and businesses in Guelph.

## Population and Age Profile

The total population for the study area is 550 people. 285 of residents are male and 265 are female. The majority of residents fall between 15-59 years old, with smaller percentages of very young or very old residents, indicating the majority of this population is within working age (Figure 5). When comparing the population distribution to the rest of the City it's clear the City as a whole has more consistency of number of young people into middle age before the population begins to taper off in older age (Figure 6).

Figure 5: Population Distribution by Age for the Study Area (Stats Canada, Custom Data, 2016 Census)

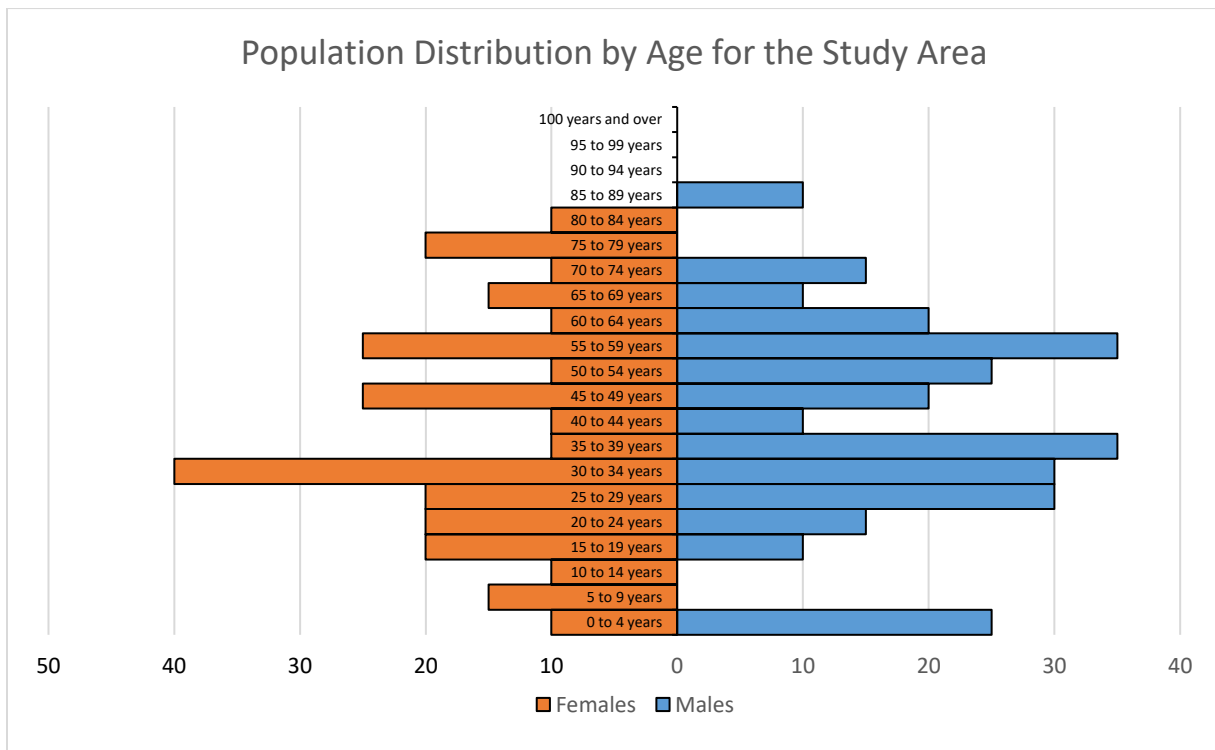
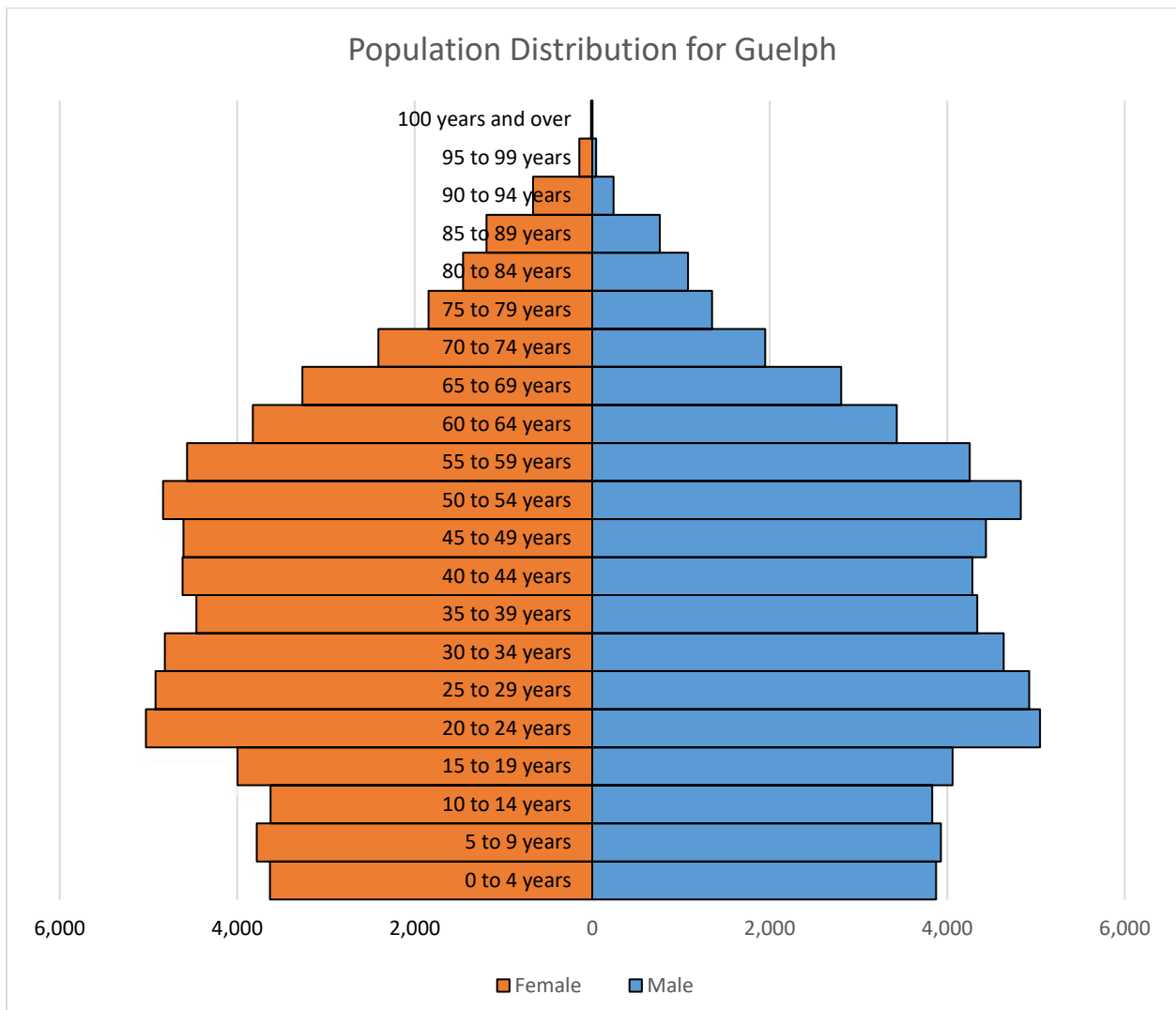


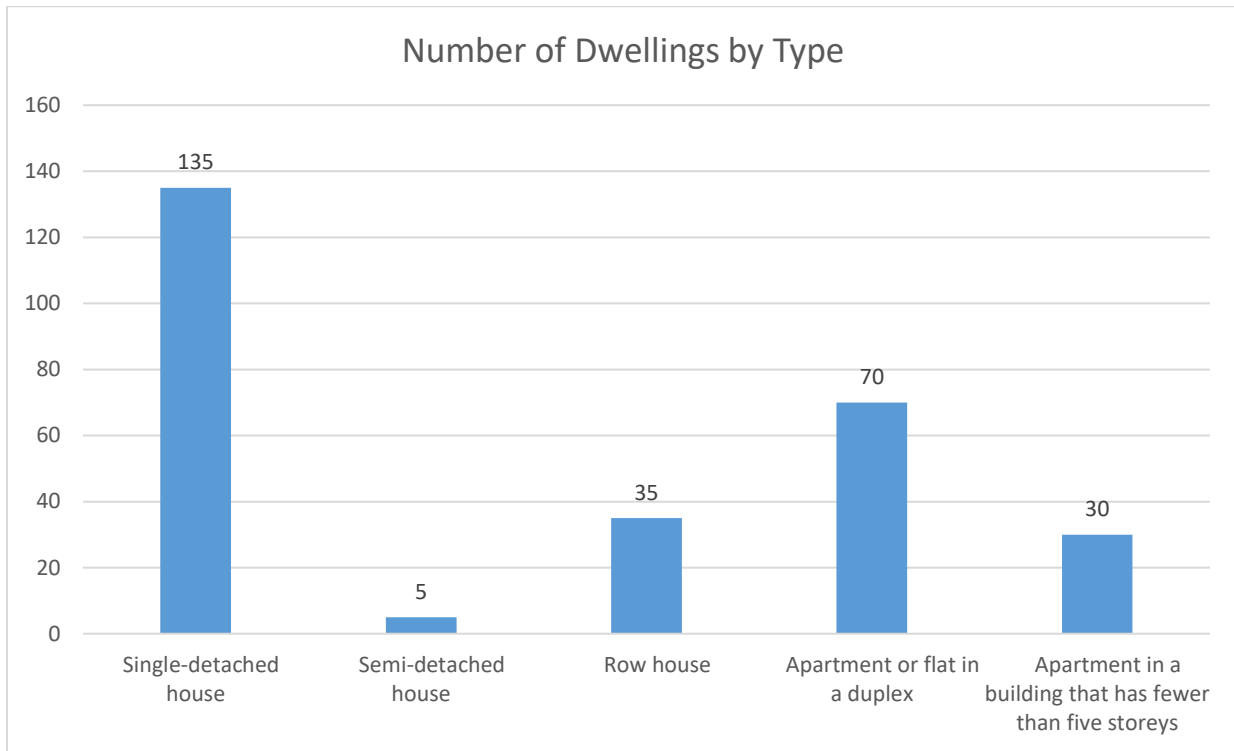
Figure 6: Population Distribution by Age for Guelph (Stats Canada, 2016 Census)



### Housing Type

According to Statistic Canada, there are 275 residential dwellings in the York Road/Elizabeth study area (Figure 7). 49% of the houses are single detached. Guelph as a whole has roughly the same percentage of single detached housing. There are some accessory apartments in the study area with 20 registered accessory apartments, which is 0.6% of the total accessory apartments in the City of Guelph.

Figure 7: Number of Dwellings by Type (Stats Canada, Custom Data, 2016 Census)



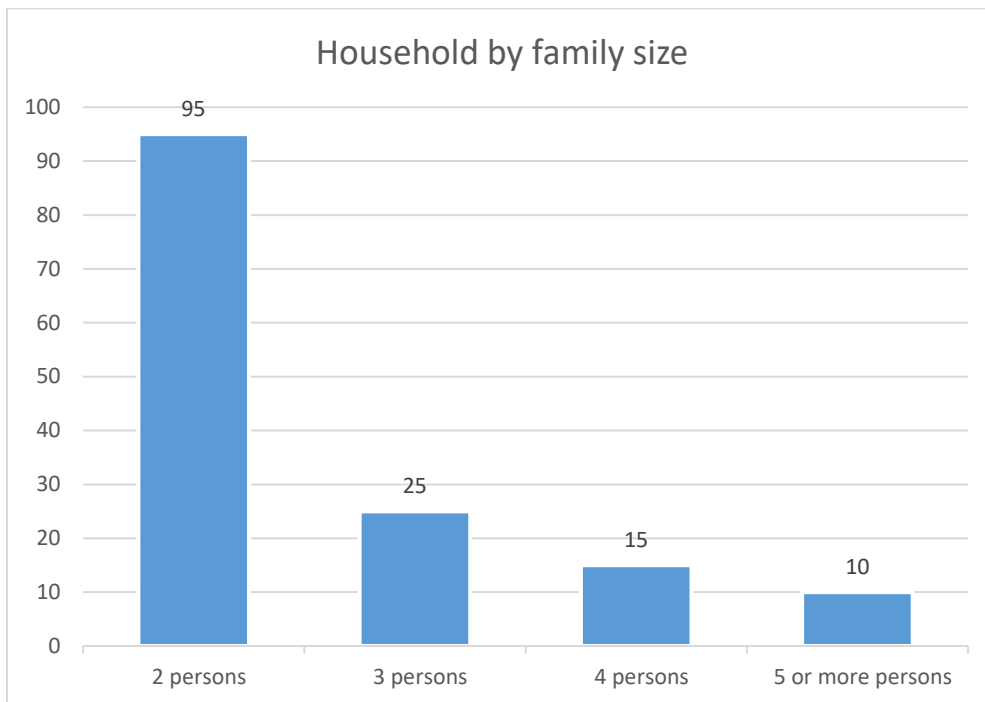
### Household Income & Size

The average total household income in the York Road/Elizabeth Street area in 2015 was \$64,471, which was lower than the rest of the City of Guelph's average total household income at \$94,416. When looking at the median total income of households in 2015, York Road/Elizabeth Street sat at \$62,020 compared to \$77,800 for the rest of Guelph.

The majority of households in the York Road/Elizabeth Street study area are small with over 75% of households containing two or three family members (Figure 8). Household size refers to the number of persons in a private household.



Figure 8: Household by family size (Stats Canada, Custom Data, 2016 Census)



### **Immigration and Emigration**

The majority of residents have lived in York Road/Elizabeth Street area for five years or more without moving (Figure 9). Of those who have moved into the study area in the last 5 years, 100 of them are non-migrants (movers who moved within the same census subdivision i.e., moved to the study area from elsewhere in Guelph). Additionally, 90 residents were intra-provincial migrants in the last five years (persons who moved between cities/towns etc. but stayed within the same province or territory) and only 10 residents have been interprovincial migrants in the last five years (persons who moved to Guelph from another province or territory) (Figure 10). This shows that the turnover of the area is approximately 38% in the last 5 years. This is slightly lower than the City's mobility status 5 years ago of approximately 42%.

Figure 9: Total Mobility Status (Stats Canada, Custom Data, 2016 Census)

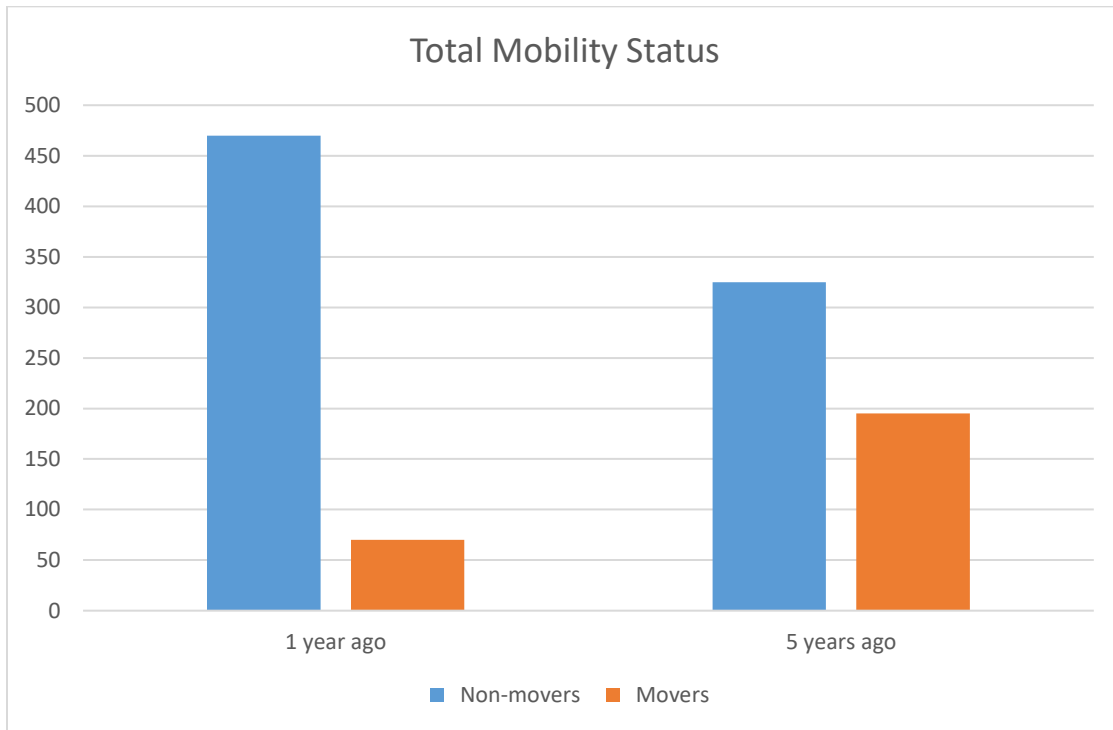
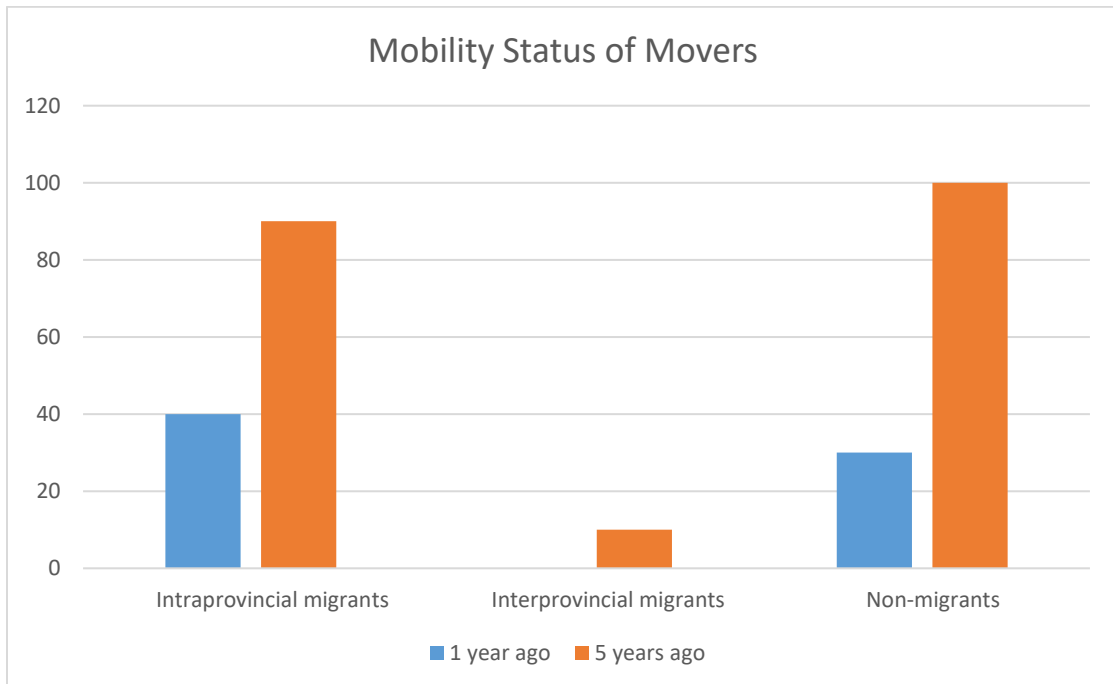


Figure 10: Mobility Status of Movers (Stats Canada, Custom Data, 2016 Census)



## Employment

The employment survey indicated that there are approximately 153 businesses in the study area with approximately 1,300 employees. Almost two thirds of these

employees work full time (Figure 11). The range of businesses are incredibly diverse with the majority of businesses falling into the category "other services" which makes up about 20% of the businesses followed by "retail trade" and "construction" (Figure 12). The majority of the employees work in the manufacturing sector (307 employees or 24%) with large numbers of employees working in transportation and warehousing, retail trade and construction (Figure 13).

When comparing the percentage of employees to the percentage of businesses it is not surprising to see that although there are not a large number of manufacturing businesses, the percentage of workers they employ are higher, which is characteristic of large factories. However, the opposite trend can be observed in Figure 14 in categories such as "other services" and "professional, scientific, and technical services" in which there is a large number of businesses in these sectors but fewer employees. These tend to be smaller businesses that may employ only a few people or just one person per business.

Many businesses in this area are likely to engage in small batch production and may have high-value-added and design intensive products (as seen in a variety of woodworking and carpentry businesses) or local consumption (such as craft beer or wine making observed in this area). The flexible work spaces in this area provide more opportunities for creative activities, allow for maintenance and repair work and provide smaller start-up businesses with small and more affordable spaces. Although they may not provide an abundance of jobs, this vast range of uses (which are not easily categorized) demonstrate the way these varied uses can co-exist together without conflict and create a hub for innovative opportunities.

Figure 11: Employee Status (City of Guelph, Employment Survey, 2020)

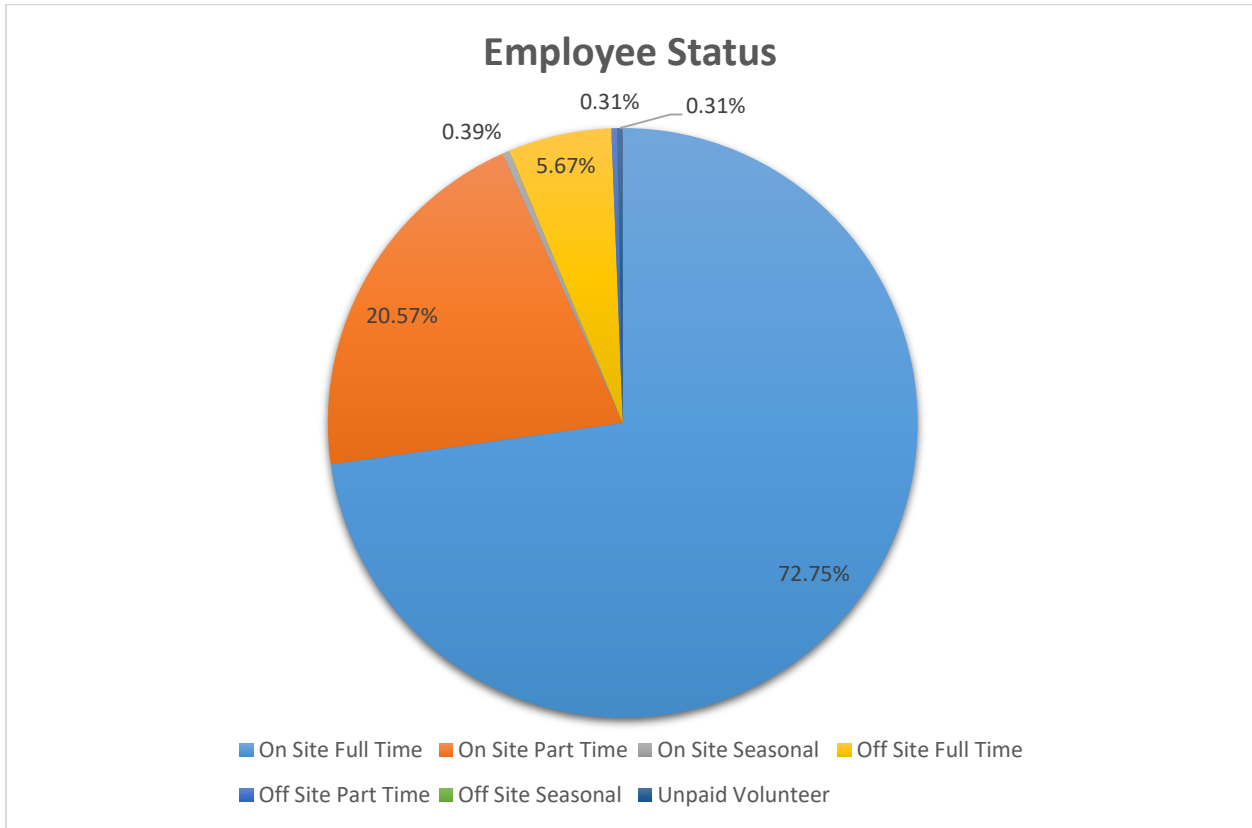


Figure 12: Number of Businesses per Sector (City of Guelph, Employment Survey, 2020)

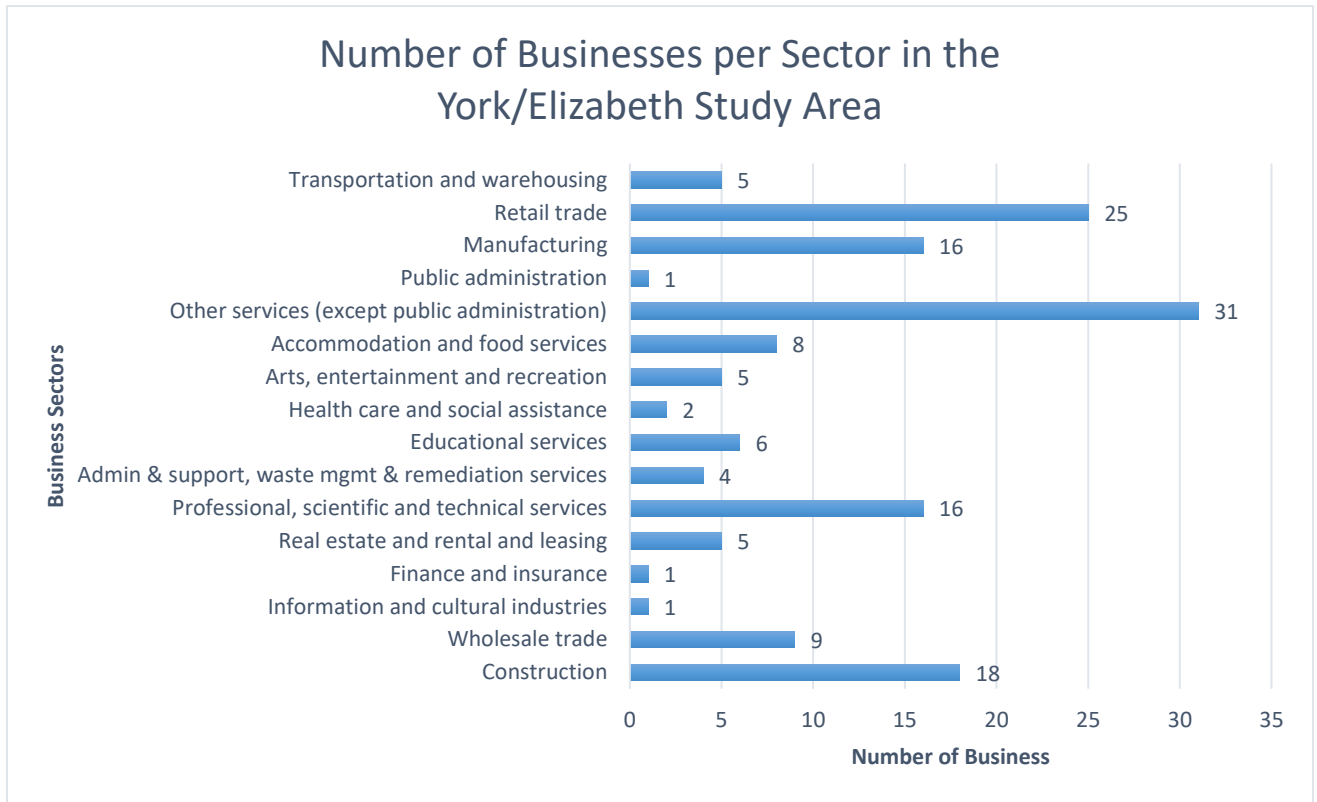


Figure 13: Number of Employees per Sector (City of Guelph, Employment Survey, 2020)

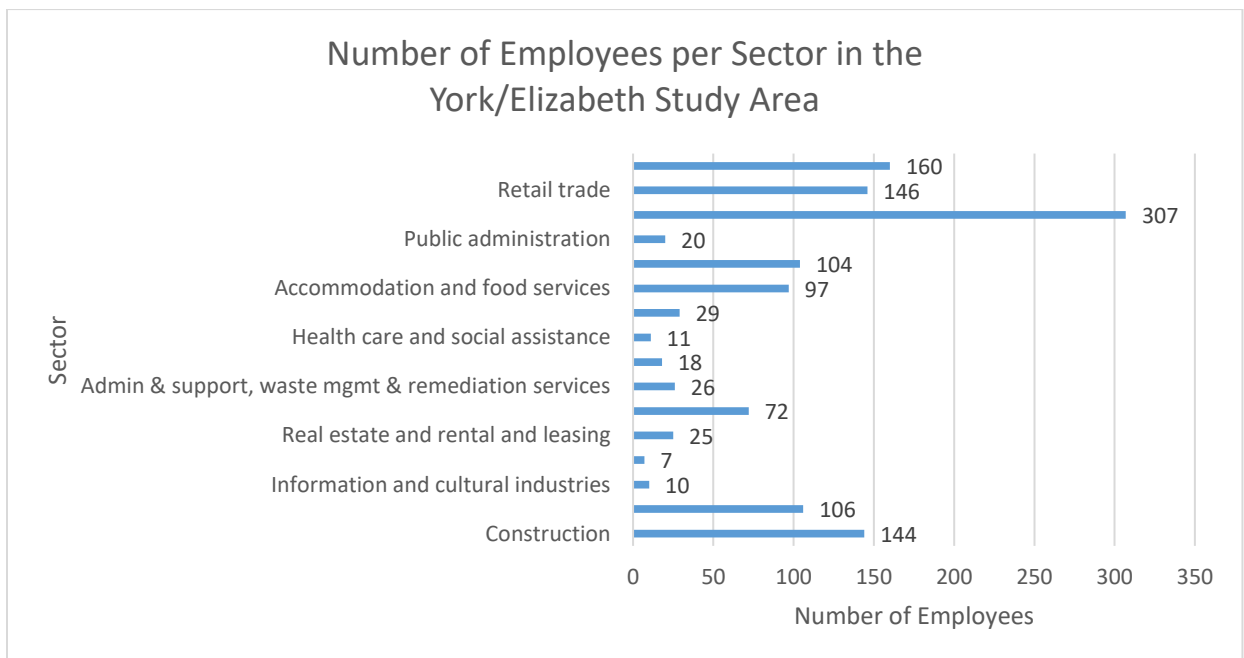
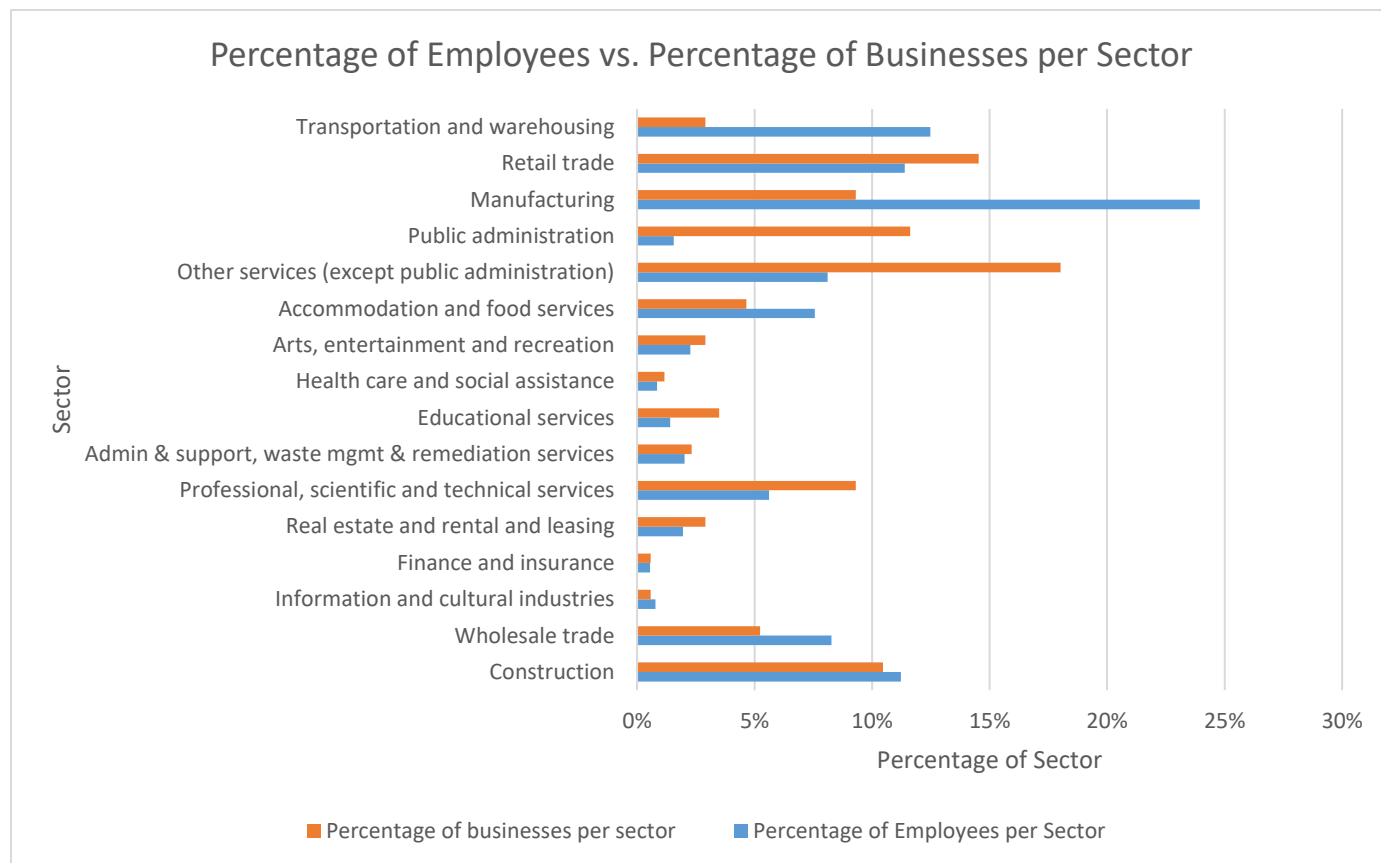


Figure 14: Percentage of Employees vs. Percentage of Businesses per Sector (City of Guelph, Employment Survey, 2020)



### Tax Density

Comparing the tax revenue generated per hectare can also demonstrate where the greatest amount of revenue is being generated for the City compared to areas that provide lower tax returns and may be one consideration when evaluating where there is additional potential for greater density. In general, low-density development does not provide high property tax return and is also more expensive for the City to maintain. Higher tax-density land represents a more efficient use to provide higher tax revenues to the City. By intensifying the existing built up area the City can also leverage the existing infrastructure rather than expand it. However, industrial areas provide other benefits to a community although their tax revenues may be lower. Local manufacturing can provide jobs to residents as well as contribute to the City’s gross domestic product to ensure a healthy economy. The York Road/Elizabeth Street study area contributes 14.16 jobs per hectare for the entire study area.

When examining the York Road/ Elizabeth Street study area it is clear that the majority of the area does not generate high tax-density for the City, with large areas generating less than \$2,000,000 per hectare largely from vacant parcels and low density industrial uses. The areas that show the highest tax revenues (shown in

red on the following figures) are located along York Road and represent clusters of commercial uses including small shops and strip malls. Although the value of this area may not translate to significant tax revenue, as the employment survey demonstrated, it does provide many manufacturing jobs within the City limits as well as create opportunities for small incubator space and start up businesses which are important contributors to the City's overall economy.

Figure 15: Tax density (City of Guelph)

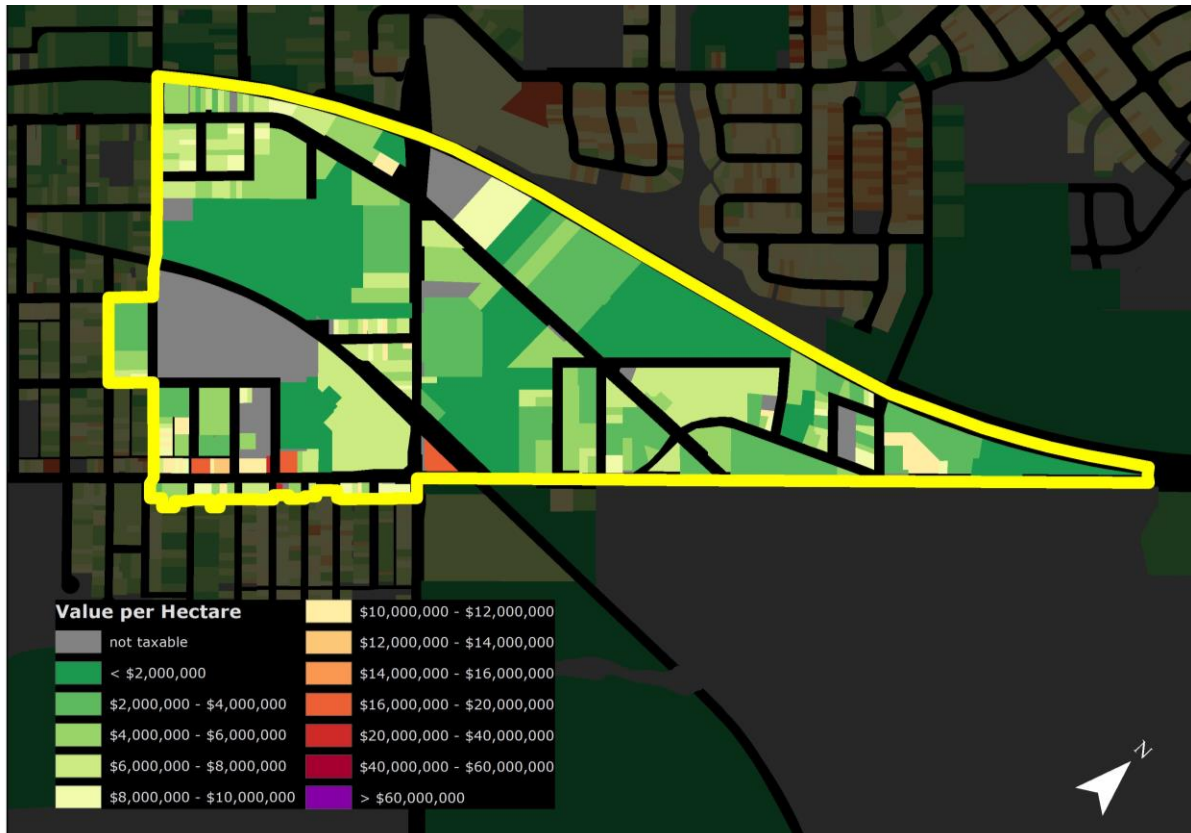
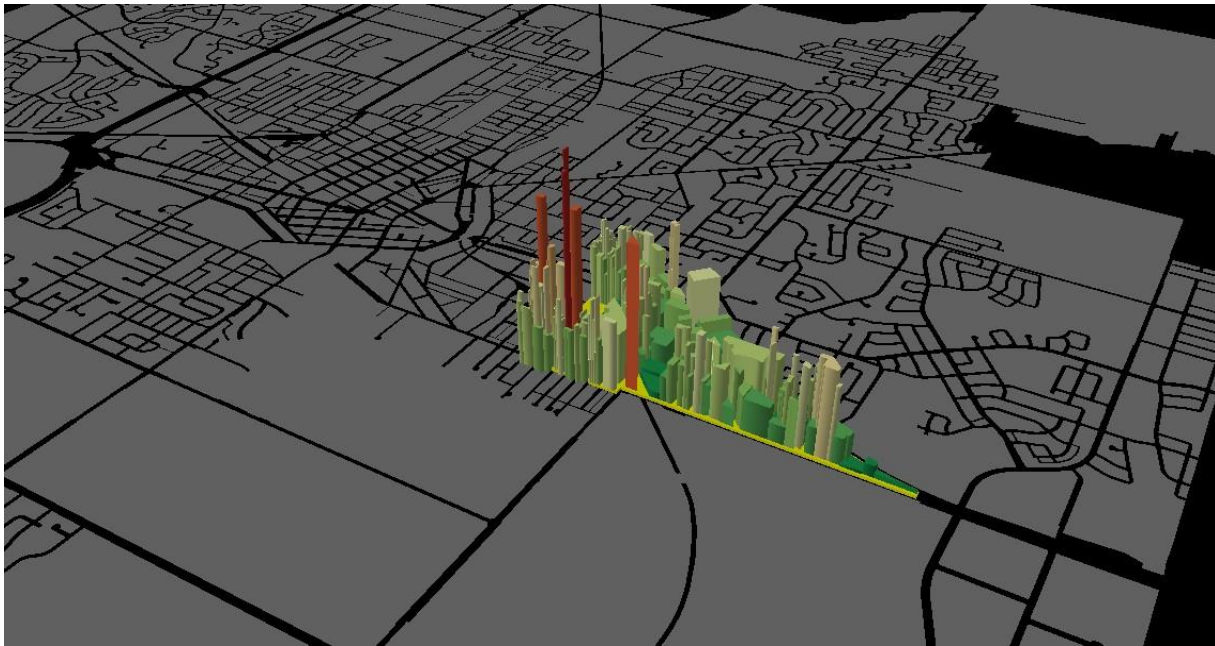


Figure 16 Tax Density oblique view (City of Guelph)

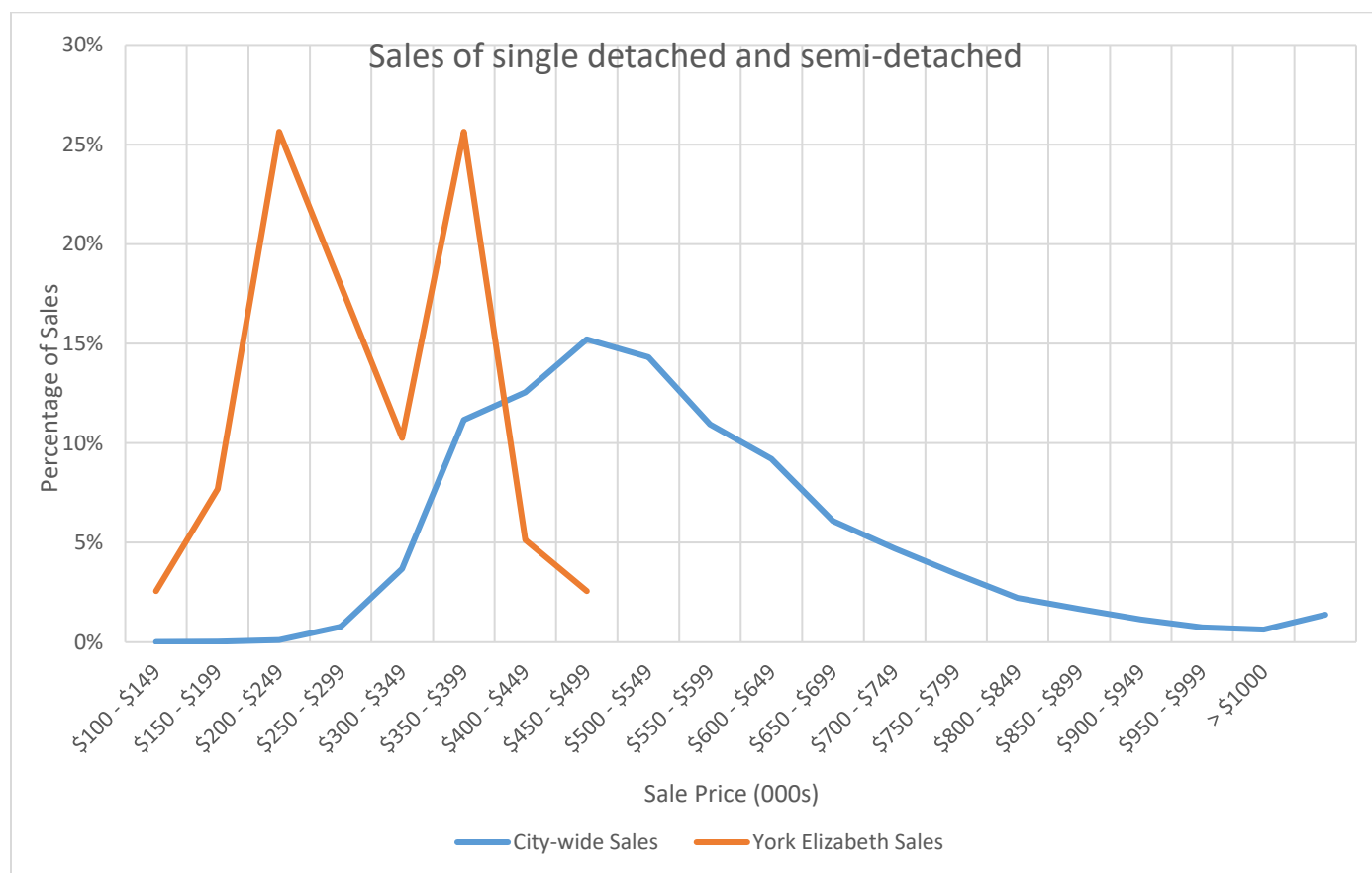


### **Sales Data**

The average sale price of semi-detached and single detached dwellings in the City of Guelph from 2014 to 2019 was approximately \$503,000. In contrast, the average sale price of a single detached or semi-detached home in the York Road/Elizabeth Street study area was approximately \$338,000. This is a difference of approximately \$165,000 and highlights that the York Road/Elizabeth Street study area is less expensive than the rest of Guelph. This difference demonstrates that this area provides opportunities for residents seeking more affordable places to live. Housing types other than single detached and semi-detached housing were not evaluated as they were not present in any of the sales data for the York Road/Elizabeth Street study area since 2014. It should also be noted that because this report examines a small area, the housing sales have been examined over a five year period to provide a broader range of data to interpret, however, it does not acknowledge the fluctuations that can occur in the market over time and that a house sold in 2014 would likely be valued higher in 2019.



Figure 17: Sales of single detached and semi-detached dwelling units (MPAC)



### Structure Condition and Quality

The Municipal Property Assessment Corporation (MPAC) rates the physical condition of structures in relation to their age with a rating system that includes excellent, good, average, fair or poor (Figure 18). When examining the structure conditions of the York Road/ Elizabeth Street area compared to the rest of the City of Guelph (related to single, semi-detached and townhome condominium housing), York Road/Elizabeth Street had a slightly lower proportion of the structures rated as average at 95.4% when compared to the City of Guelph as a whole at 98.6%. Therefore, a higher proportion of structures in York Road/Elizabeth Street were considered to be on the lower end of the spectrum being rated as fair, good or poor (4.6%) compared to the City of Guelph (1.4%).

The quality of structures in the York Road/ Elizabeth Street area (including single, semi-detached, and townhouse condominiums) compared with the rest of the City demonstrates that York Road/Elizabeth Street’s structure quality is lower (Figure 19). The grading system runs from Class 1, which is a very inexpensive structure to a Class 10, which is a structure built with the highest degree of quality. This measure takes into account the condition of the house in relation to its age and Class 6 represents the common standard of construction for the time that it was built and is considered the benchmark class. As Figure 19 illustrates the majority of

the structures in the York Road/Elizabeth Street area have been graded as inexpensive structures as either Class 6 or below. Alternatively, the percentage of residential structures in the City of Guelph as a whole trend towards Class 6 or higher.

The age of dwellings in the study area are higher than the rest of the City. The average age of a dwelling in the study area is 81.5 years and the average age of a dwelling in Guelph is 40.75 years. In addition, when comparing the minor and major repairs for the study area and the rest of Guelph a larger percentage of dwellings in the study area require major repairs over minor repairs or regular maintenance (Figure 20). The City’s overall major repairs make up about 5% of the total repairs needed, but in the study area the major repairs make up about 15% of the repairs needed.

Figure 18: Residential Structure Condition (MPAC)

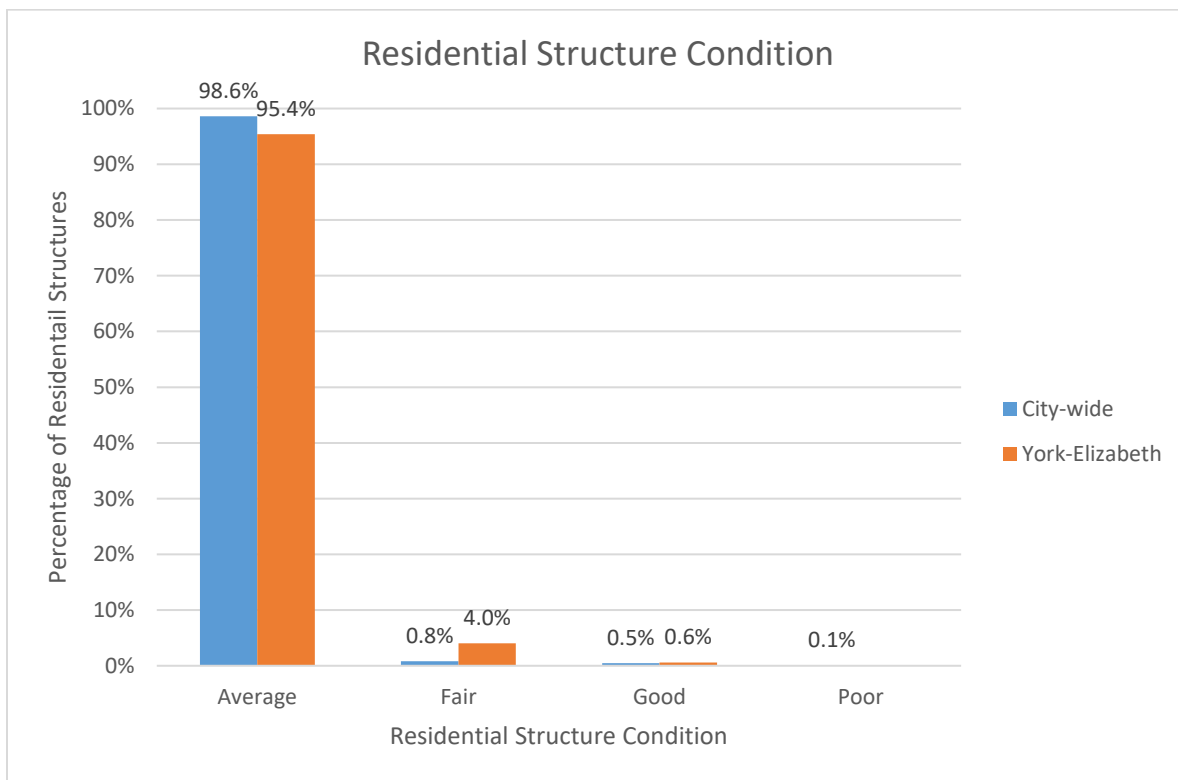


Figure 19: Residential Quality Rating (MPAC)

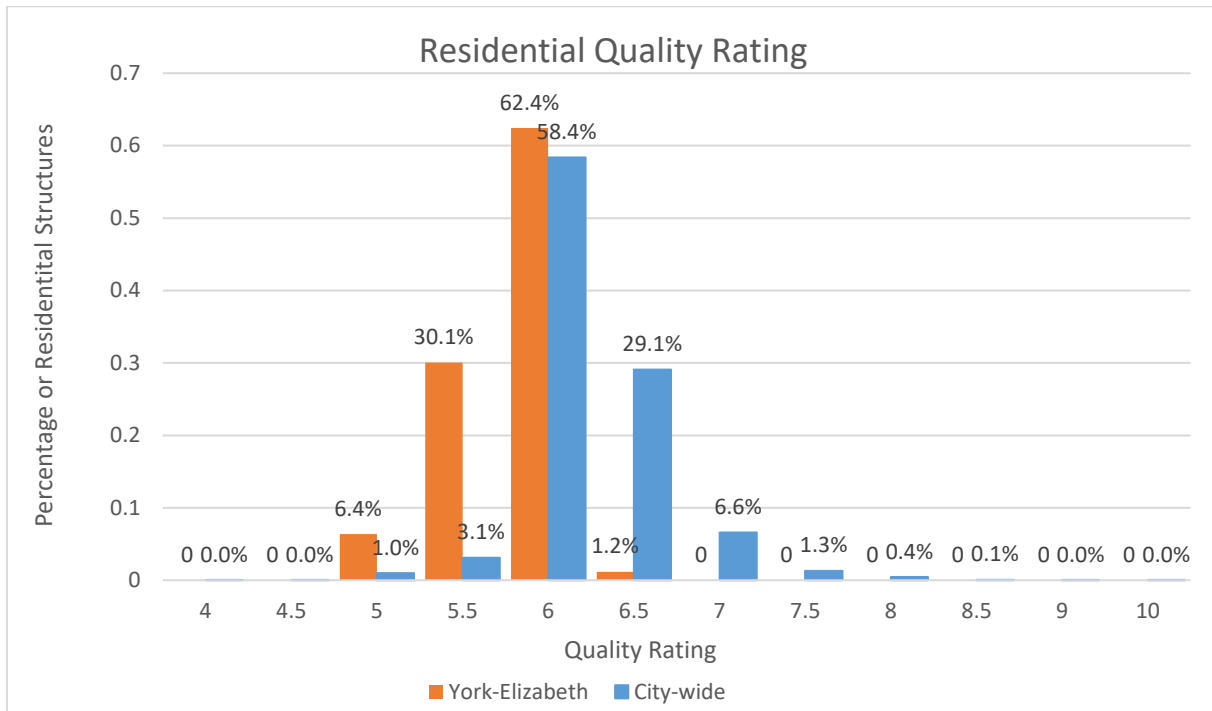


Figure 20: Study Area Major and Minor Repairs (Stats Canada, 2016)

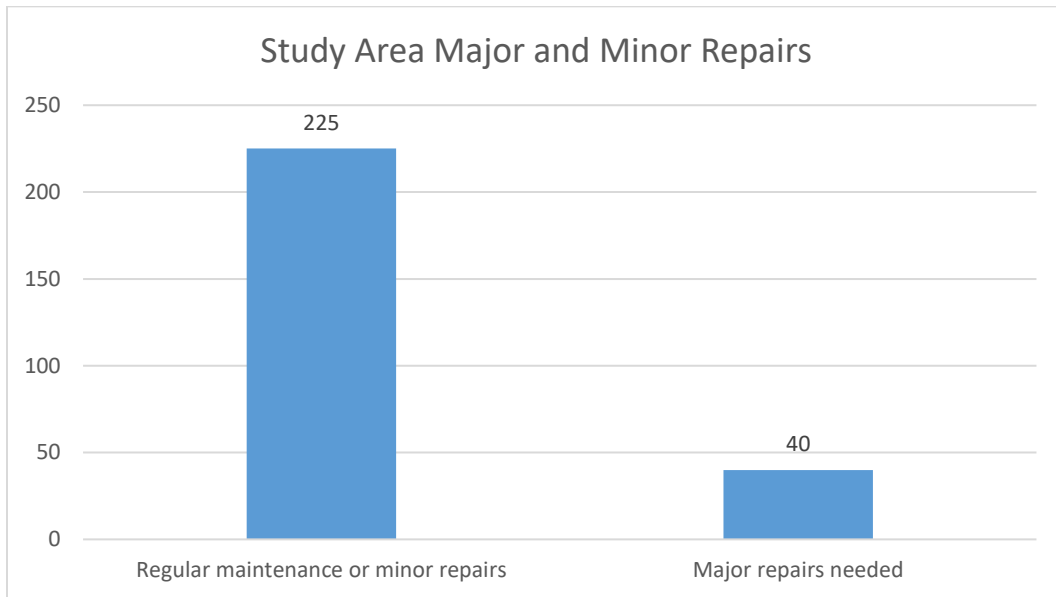
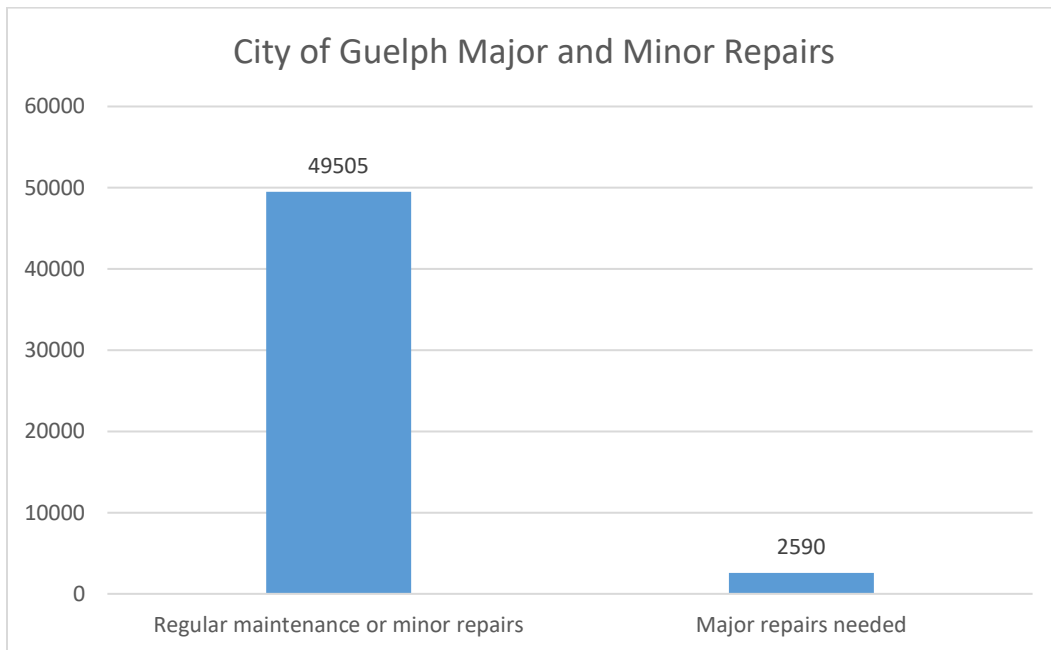


Figure 21: City of Guelph Major and Minor Repairs (Stats Canada, 2016)



## Policy Context

This section provides an overview of the provincial and municipal policies and plans that provide context to the York Road/Elizabeth Street Land Use Study and Urban Design Concept Plan.

## **Provincial Policy Statement (2020)**

The Planning Act requires that all planning decisions be consistent with the Provincial Policy Statement (PPS). The PPS sets the policy foundation for regulating the development and use of land. It provides for appropriate development while protecting matters of provincial interest including employment, housing, transportation and resource protection.

The PPS directs municipalities to plan for, protect and preserve employment areas for current and projected needs. An appropriate mix and range of employment, institutional and broader mixed uses is required to support liveable and resilient communities.

The province establishes under Part V Section 1.2.6 of the PPS:

1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

If avoidance of sensitive land uses are not possible it must be demonstrated that there are no other reasonable alternatives, adverse effects to the proposed sensitive land use are minimized and mitigated; and potential impacts to industrial, manufacturing or other uses are minimized and mitigated. The Environmental Protection Act and subsequent regulations provide a framework to assess the encroachment of potentially incompatible land uses.

Employment areas are defined in the PPS as “those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.” They are intended to prohibit or limit residential and other sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

Employment areas in proximity to major goods movement facilities and corridors for employment are to be protected. The conversion of employment areas to non-employment uses requires a comprehensive review that demonstrates the employment land is not required over the long term and that there is a need for the conversion. Notwithstanding the above, lands within an existing employment area may be converted, outside of a comprehensive review, provided:

- the area has not been identified as provincially significant;
- there is an identified need for the conversion;
- the land is not required for employment in the long term;
- the proposed uses would not adversely affect the overall viability of the employment area; and

- existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.

The study area does not currently have any designated employment areas, but does contain a variety of land uses that provide employment opportunities in the area. The nature of these uses have an impact on the development of the areas and require an understanding of appropriate transitions to surrounding sensitive uses, such as the low-density residential and/or significant natural areas in the study area.

Municipalities must also provide an appropriate affordable and market-based range and mix of housing types and densities, including single detached, additional residential units (accessory dwellings), multi-unit housing, affordable housing and housing for older persons. Residential intensification and densities that facilitate compact development, minimize the cost of housing and support the use of active transportation and transit, where appropriate, is required.

The PPS promotes a land use pattern, density and mix of uses that minimizes the frequency and duration of vehicle trips and supports the use of transit and active transportation. Major goods movement facilities and corridors are to be protected for the long term which would include rail facilities and haul/truck routes.

Municipalities are directed to protect natural heritage systems, significant built heritage resources and significant cultural heritage landscapes. The diversity and connectivity between natural heritage system features is promoted. Development and site alterations on lands adjacent to identified natural heritage features requires an evaluation of the adjacent land's ecological function(s) that demonstrates no negative impacts on features or their ecological function(s). The study area contains significant natural areas around the creeks that run through the area and a Regionally Significant Earth Science Area of Natural and Scientific Interest (ANSI) in the northwest of the study area . It is also has significant natural areas adjacent to the study area and a portion of the study area is a candidate cultural landscape that is being considered. As a result, the planning and design of any future uses on these lands will need to take the important ecological functions these areas demonstrate into consideration.

### **Provincial Growth Plan (2019)**

Under the Planning Act all planning decisions shall conform with provincial plans that are in effect at the time or shall not conflict with them, as the case may be. A Place to Grow is the province's plan for growth management and environmental protection within the Greater Golden Horseshoe area. The Plan supports economic prosperity, protects the environment and supports a high quality of life. The Growth Plan includes population and employment forecasts and shifts development to more compact mixed-use development that provides a greater variety of housing options and greater integration between land use planning and transit.

The Growth Plan promotes:

- the efficient use of existing employment lands;
- a sufficient supply of land in appropriate locations for a variety of employment uses;
- connecting high employment densities to transit; and,
- integrating land use planning with economic development goals and strategies.

The Growth Plan outlines how employment areas are to be supported and protected to meet employment targets. The development of sensitive land uses, major retail uses or major office uses will avoid, or minimize and mitigate adverse impacts on industrial, manufacturing or other uses vulnerable to encroachment. Minimum employment density targets are to be set by municipalities for all employment areas within settlement areas. Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands retain space for a similar number of jobs on site. The summed densities of all of the City's individual employment areas is to equal or exceed the Growth Plan employment targets set for the City.

Under the Growth Plan, municipalities are to support housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities, including second units and affordable housing; and establishing targets for affordable ownership and rental housing. The City must plan to accommodate a population of 191,000 and 101,000 jobs by 2041 (Note: In June 2020, the province released Growth Plan Amendment 1 for consultation that considers extending the forecasts and planning horizon to 2051). The minimum intensification target is 50 per cent of all residential growth occurring annually within the built-up area of the City of Guelph. The City may request an alternative to this target through the province. The York Road/Elizabeth Study area will be examined to identify how it may contribute to achieving the targets of the Growth Plan. Currently, the area has a density of 20.24 persons and jobs per hectare.

The Growth Plan provides standards to plan for the movement of goods and people with a priority on public transit, active transportation and goods movement over single-occupancy vehicle use. The long-term viability of major goods movement facilities and corridors is supported as well as the integration of multimodal goods movement, freight-supportive land use and transportation system planning. Balancing the movement of goods while encouraging transit and active transportation in the York Road/Elizabeth study area will be an important consideration in meeting the goals of the Growth Plan as more people require transit and active transit infrastructure, while the various industrial uses also rely on goods movement.

### **City's Strategic Plan**

The City's Strategic Plan sets a vision for an inclusive, connected, prosperous city where we look after each other and our environment. The Plan establishes priorities

for the City to focus on and directions that reflect community ambitions that will move the city closer to achieving the shared vision. The York Road/Elizabeth Street Land Use Study and Urban Design Concept Plan will align with the following three priorities within Guelph's Strategic Plan:

- Powering our future: an economy that empowers us, by supporting a healthy community.
- Navigating our future: a transportation network that connects us, by considering transportation connectivity, safety and improving connections to workplaces in Guelph.
- Building our future: a community that supports us, by prioritizing policy work that supports the development of new assets and responding to Guelph's growing and changing social, economic and environmental needs.
- Sustaining our future: an environment that sustains us by protecting the local environment

## **Guelph Official Plan**

The City's Official Plan is a statement of goals, objectives and policies that guide Guelph's growth and development to 2031. The plan establishes policies that are intended to have a positive effect on Guelph's social, economic, cultural and natural environment. The Official Plan strives to maintain a high quality of life for the residents of Guelph, reduce uncertainty concerning future development, and provides a basis for the Zoning Bylaw and other land use controls.

### **Growth**

The City's growth policies recognize the study area as part of the City's built-up area. In addition, lands along York Road, east of Victoria Road S. are identified as an intensification corridor. Within the City's built-up area the Official Plan promotes:

- infill and redevelopment of under utilized lots;
- a diverse and compatible mix of uses;
- a range and mix of housing including affordable options; and,
- active transportation and transit options for everyday activities.

The intensification of areas to generally higher densities is promoted within the built-up area, especially within the Downtown, community mixed-use nodes and intensification corridors.

Intensification corridors may contain employment uses, however they are not employment areas as defined by provincial policies and plans due to the sensitive land uses permitted in the identified corridors. Where appropriate intensification corridors are to have:

- increased residential and employment densities at transit supportive levels;
- a mix of residential, office, institutional and commercial development, where appropriate; and,



- a range of local services, including recreational, cultural and entertainment uses, where appropriate.

### **Housing**

The City's housing policies promote an adequate supply of residential land and an appropriate range of housing types and densities to meet growth needs. The City is planning for a population forecast of 175,000 people by 2031 with a steady population growth rate of 1.5% annually. The range of housing is to include housing that is affordable to low and moderate income households, and housing required to meet social, health and well-being requirements, including special needs requirements. The retention of existing housing is supported and controls are in place to retain existing rental housing.

### **Employment**

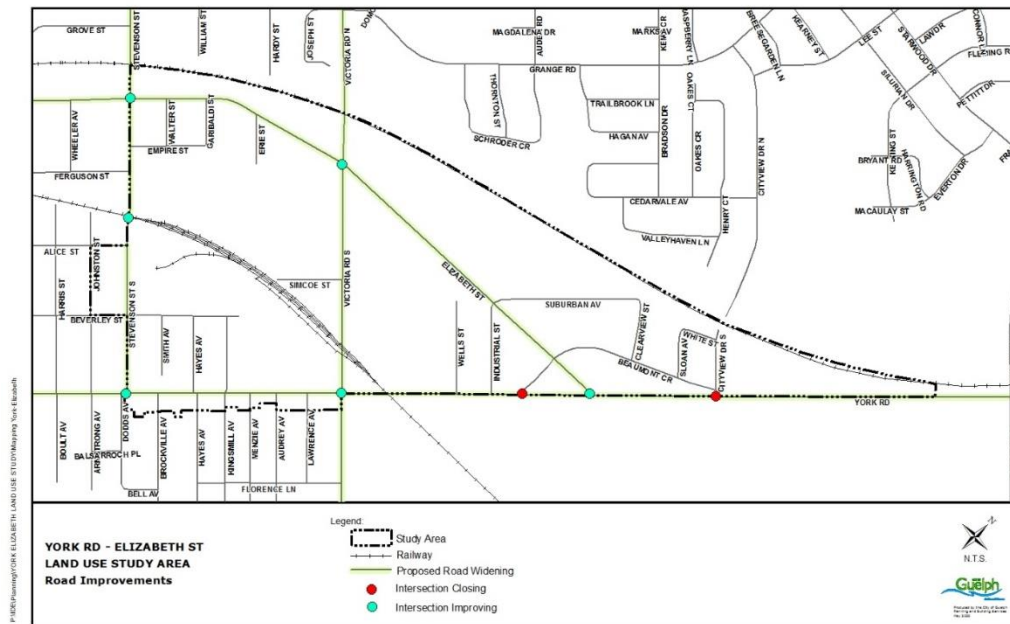
The City's employment policies promote an adequate supply of employment land and an appropriate mix and range of employment uses to meet growth needs. The City is planning for a minimum of 92,000 jobs city wide by 2031. The retention of employment lands is protected by requiring any conversion of lands within employment areas to non-employment purposes to be supported by a municipal comprehensive review. The York Road/Elizabeth Street land use study will feed into the City's municipal comprehensive review, which is currently ongoing. The industrial land use designation objectives and policies direct us to ensure an adequate supply and variety of serviced industrial land, and to promote and provide for the needs of, and facilitate the establishment of small-scale industries, incubator-type establishments and the expansion of existing industries.

### **Transportation**

The City's transportation policies set targets to increase non-auto mode shares for average daily trips and reduce the amount of energy used for transportation purposes by 25% from 2007 levels by 2031. In addition, York Road, Victoria Road and the westerly portion of Elizabeth Street are part of the City's permissive trucking route system. Highway 7 also enters Guelph from the east as York Road and proceeds into downtown. Proposed road widenings and proposed intersecting street improvements are also listed to guide development that include Victoria Road South, York Road and Elizabeth Street. Road widening and intersection improvements are in the design stage for Victoria Road S. and for York Road between Stevenson Street and Victoria Road South. Widening and intersection improvements for York Road between Victoria Road South and Watson Parkway are

at the pre-design stage. Work along Elizabeth Street between Suburban Avenue and York Road remains outstanding.

Figure 22: Road Improvements (City of Guelph)



### Natural Heritage System

Development is generally not permitted within the City’s natural heritage system with the exception of selected uses such as: passive recreational activities; forest, fish and wildlife management; and legally existing uses, buildings or structures. Development proposed adjacent to natural heritage features is subject to the completion of an Environmental Impact Study or Environmental Assessment to demonstrate that the proposed development will not negatively impact the feature or area.

### Cultural Heritage Resources

Cultural heritage resources, including built heritage resources and cultural heritage landscapes, are also protected by Official Plan policies. The City may choose to list a cultural heritage resource on the Municipal Register of Cultural Heritage Properties as non-designated property or designate the resource through a municipal bylaw. Designation provides the best protection while listing on the Heritage Register only provides interim protection should the owner seek a demolition permit. Development proposals involving a designated or listed heritage register property may require the completion of a Cultural Heritage Resource Impact Assessment or a Scoped Cultural Heritage Resource Impact Assessment. In addition, a Cultural Heritage Conservation Plan may be required as part of or separate from the Cultural Heritage Resource Impact Assessment. The City may require development proposals that include a cultural heritage resource or that are

adjacent to a protected heritage property to include a condition of approval, such as a maintenance agreement, to conserve the cultural heritage resource.

### **Urban Design**

The City's urban design policies require any commercial or mixed-use development located at major intersections to incorporate neighbourhood-scale gateway features. Neighbourhood-scale gateway features are accomplished through high-quality built form and may include pedestrian linkages into the site from the intersection. In addition, features such as trees, landscaping, feature lighting, paving and public art are to be included.

### **Commercial Policy Review**

The City has completed a review of the commercial policies in its Official Plan that guides the location, amount, and function of retail and service land throughout Guelph. The review identified the following challenges:

- fair geographic distribution of commercial space, especially opportunities in Guelph's east end which is underserved and lacks a grocery store;
- lack of land parcels to accommodate traditional neighbourhood commercial developments (over 2.8 hectares); and,
- potential loss of commercial space.

Updated Official Plan policies were approved by Council in January, 2020 to address the identified challenges and implement the commercial policy review. The updated policies protect existing commercial land supply, increasing the maximum commercial floor space for existing Commercial Mixed-use Centres, and designate additional lands for commercial uses to allow the City to meet its projected commercial space needs until 2031, and to plan for how needs will be met to 2041. Existing commercial land is protected by introducing requirements for minimum commercial floor space, commercial function studies, and residential density policies.

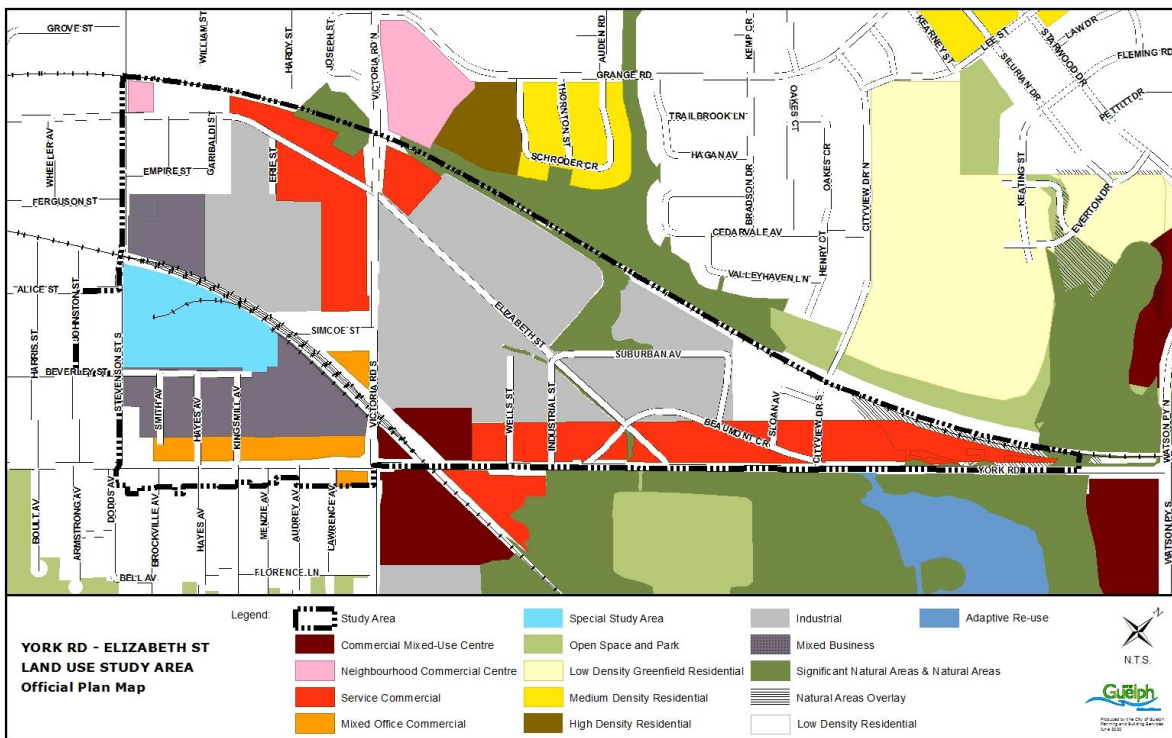
The policies allow commercial development to evolve into mixed-use areas while protecting commercial space for the long term. Within the study area, a new Commercial Mixed-use Centre is designated at the east intersection of York Road and Victoria Road S. with a maximum total gross floor area of 16,300 m<sup>2</sup>. Commercial Mixed-use Centres support a mix of commercial, residential and complementary uses intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts, and the wider City as a whole.

### **Land Use Designations**

The Official Plan includes land use designation policies and schedules that provide direction for development. The land use schedule (Schedule 2 of the Official Plan) establishes the pattern of land use in the City. The land use pattern and uses permitted within the study area reflect the historic mixed-use character of the area. The study area includes or is near the following land use designations:

- Low Density Residential
- Employment Designations
  - Industrial
  - Mixed Business
- Service Commercial
- Neighbourhood Commercial Centre
- Commercial Mixed-use Centre
- Mixed Office/Commercial
- Significant Natural Areas and Natural Areas

Figure 23: Official Plan Land Use Designation Map (City of Guelph)



As shown in Figure 22, the predominant land uses in the study area are employment in nature. The Industrial designation permits a broad range of uses including manufacturing, warehousing, research and development facilities, repair and servicing operations, and complementary uses that are compatible with the permitted industrial uses. The Mixed Business designation permits industrial uses as well as office, convenience commercial and institutional uses.

Lands located at the northeast and southeast corners of Victoria Road S. and York Road are designated Commercial Mixed-use Centre. The designation includes lands on both sides of York Road, i.e. within the study area and adjacent to the study area. Commercial Mixed-use Centres have a minimum commercial gross floor area of 6,500 square metres. The maximum total commercial gross floor area permitted

within the York/Victoria Commercial Mixed-use Centre is 16,300 square metres. Lands at the southwest corner of York Road and Watson Parkway S. are also designated Commercial Mixed-use Centre and permit a maximum total commercial gross floor area of 11,700 square metres. The Commercial Mixed-use Centre designation supports a mix of uses including concentrations of commercial, residential and complementary uses serving the immediate neighbourhood and the wider community.

Lands located on the north side of York Road, east of the lands designated Commercial Mixed-use Centre, are designated Service Commercial, which permits service commercial uses and complementary uses such as small-scale offices, convenience uses, institutional, and commercial recreation or entertainment uses. The complementary uses must not interfere with the service commercial form, function and development of the area.

The Mixed Office Commercial designation applies to lands along the north side of York Road west of Victoria Road. The Mixed Office Commercial designation permits convenience commercial, small-scale retail commercial, small-scale office, personal service and residential dwellings.

A small Neighbourhood Commercial Centre is designated at the northwest corner of study area. Small pockets of Low Density Residential lands are designated throughout the study area concentrating around Empire and Garibaldi Streets, Simcoe Street, Sloan Avenue and White Street, and the northeast corner of York Road and Stevenson Street.

The lands located on 200 Beverly Street, formally occupied by the International Malleable Iron Company (IMICO), are designated as Special Study Area. The Official Plan requires the City to prepare a planning study for these lands to consider future land use of property located at 200 Beverly Street. The study will address the brownfield status of the property and other relevant planning and technical considerations. More information about the city's ongoing work in regards to this site can be found online at the following [link](#).

## **Zoning**

The City's Zoning By-law implements the City's Official Plan, including the land use designations. The bylaw includes a more detailed list of permitted uses as well as regulations regarding the location of structures on a property, building characteristics (e.g. size, height) and parking requirements. As shown by Figure 23, the zones within the study area are generally reflective of the Official Plan land use designations. The city's zoning bylaw has not been updated to reflect the current Official Plan, but is being updated as part of [the Comprehensive Zoning Bylaw update](#), which is currently in process.

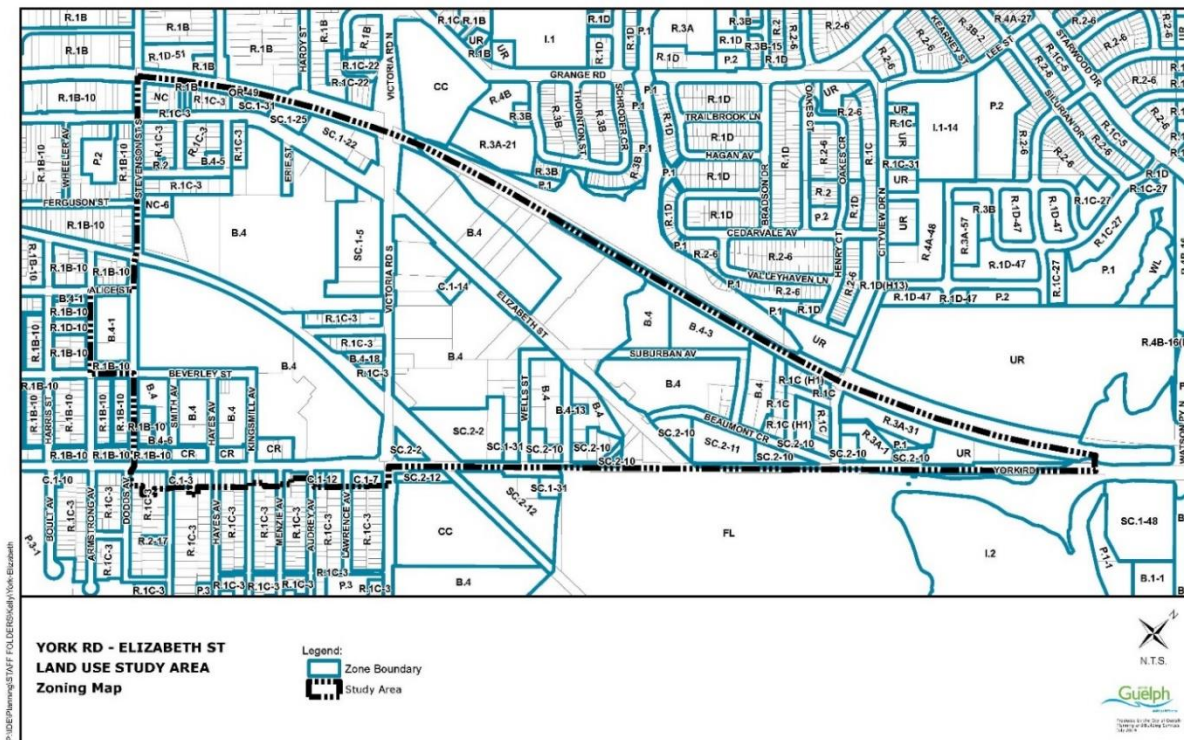
The majority of lands are zoned Industrial (B.4) which permits manufacturing, warehousing, repair service, contractor's yard and cleaning establishment. Additional uses are permitted within a mall such as office, personal service

establishment, research establishment and commercial entertainment/recreation centre. A Commercial Residential zone (CR) applies to some of the lands located along the north side of York Road west of Victoria Road. A range of commercial uses are permitted, such as florist, convenience store and personal service establishment, as well as dwelling units with a permitted commercial use in the same building. The properties along Sloan Avenue and White Street are zoned Residential Single Detached (R.1C) which permits single-detached dwellings on lots with a minimum area of 370 m<sup>2</sup>.

The rest of the properties within the study area have site specific or specialized zoning, recognizing the uniqueness of the properties and overall character of the study area. Specialized industrial, commercial and service commercial zones tend to focus on changes to permitted uses. Two of the specialized industrial zones add one or two additional uses. The B.4-1 zone, between Stevenson Street S. and Johnston Street, lists specific permitted uses by address and prohibits outdoor storage. The C.1-3 zone, at York Road and Brockville Avenue, has reduced front yard setbacks, and specific parking and buffer strip rules. The SC.2-11 zone, between York Road and Beaumont Crescent, has specific parking rules. Specialized residential rules include reduced minimum front and/or exterior side yards, and specific private amenity area, buffer strip and slope preservation area rules. The R.3A-1 zone, at York Road and CityView Drive, establishes permitted uses and regulations for 14 two and three bedroom townhouse units, a maximum of 24 support care bachelor units and a common room.

The York Road/Elizabeth Street plan area is currently designated for mainly service commercial and industrial lands in the City's Official Plan. The existing zoning within the boundary is mainly Industrial and Commercial with small pockets of Residential on the peripheries.

Figure 24: Zoning map (City of Guelph)



## Natural Heritage Considerations

Figures 25 to 27 demonstrate some of the natural heritage considerations in the study area. The Hadati Creek flows through the center of the study area and a portion of Clyde Creek is present at the eastern limit of the study area. Both of these creeks provide cool water fish habitats. The most eastern part of the study area contains a cultural woodland and significant valleylands surround the Hadati Creek and Clyde Creek. The northwestern portion of the study area, just west of Victoria Road, also contains a Regionally Significant Earth Science Area of Natural and Scientific Interest (ANSI).

Figure 25: ANSI, Wetlands and Fish habitat (City of Guelph)

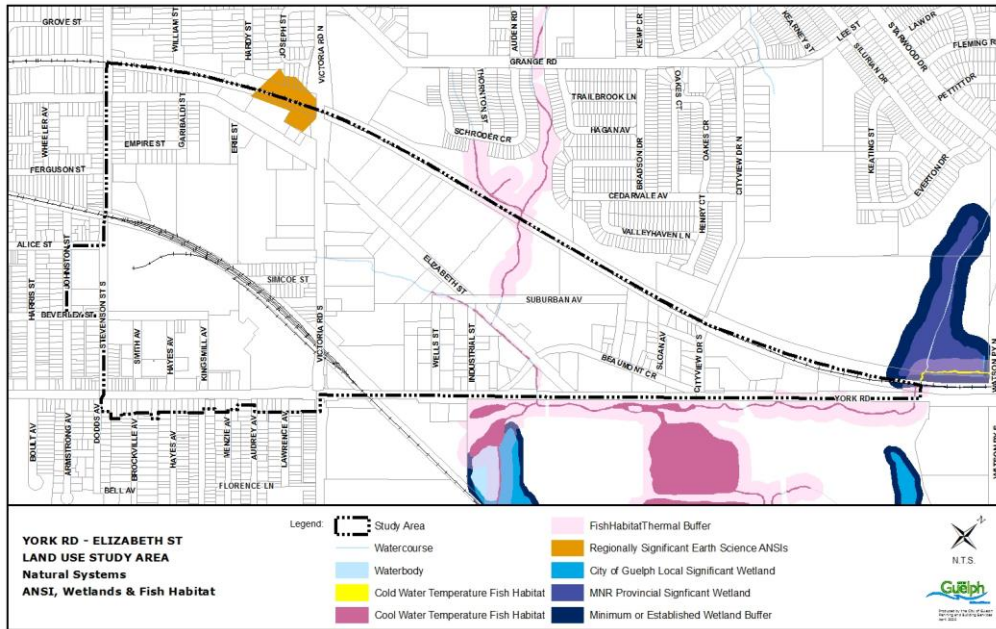


Figure 26: ANSI, Woodlands & Valleylands (City of Guelph)

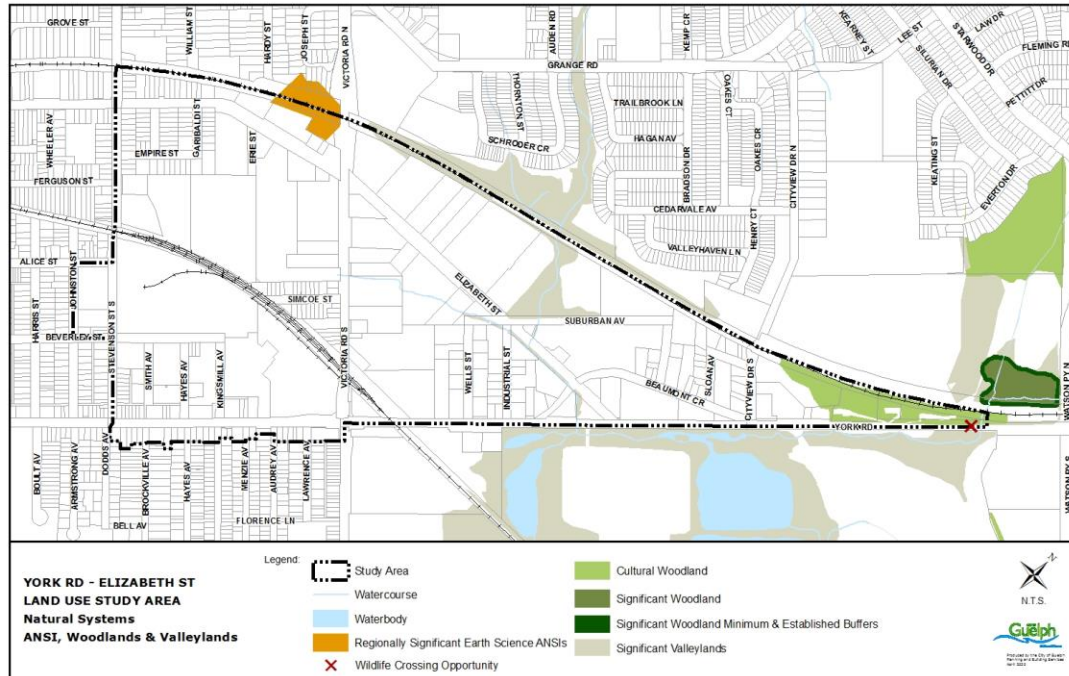
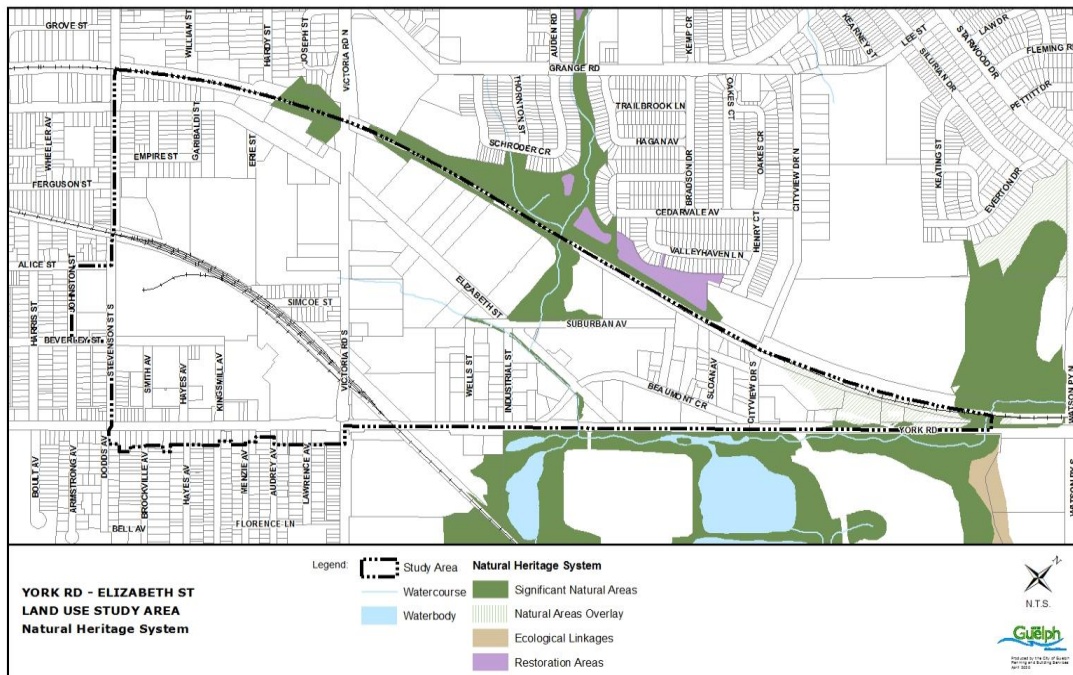




Figure 27: Natural Heritage System (City of Guelph)

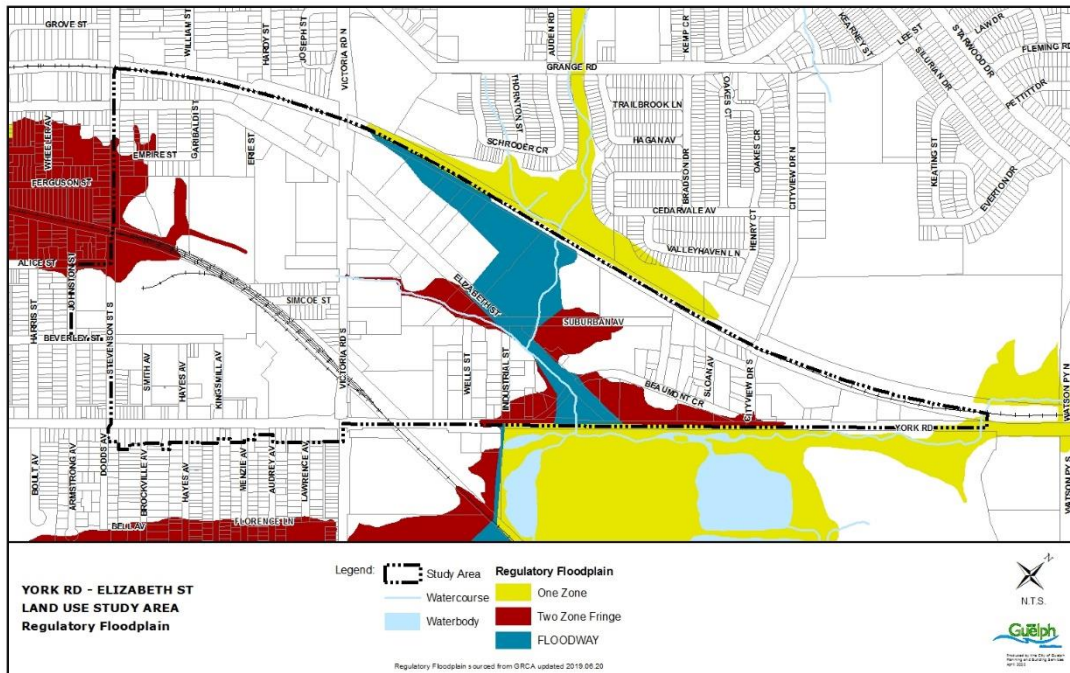


## Floodplain Hazards

The York Road/Elizabeth Street area has floodplains associated with the creeks. Within the Official Plan, development is generally not permitted within a floodway except as provided for in the Two Zone and Special Policy Area policies. These policies are intended to prevent any danger including loss of life, property damage or social disruption and are important considerations for this area. The study area also contains Two Zone fringe. Two Zone fringe areas allow for development and redevelopment with specific flood proofing requirements.

The flood mapping has been updated with the most up to date maps from the Grand River Conservation Authority from 2019 and the woodlands mapping has been updated based on the most recent City mapping and a result of any approved subdivisions that have completed the necessary Environmental Impact Assessments to determine the limits of the features on each property.

Figure 28: Regulatory Floodplain (City of Guelph)



## Cultural Heritage

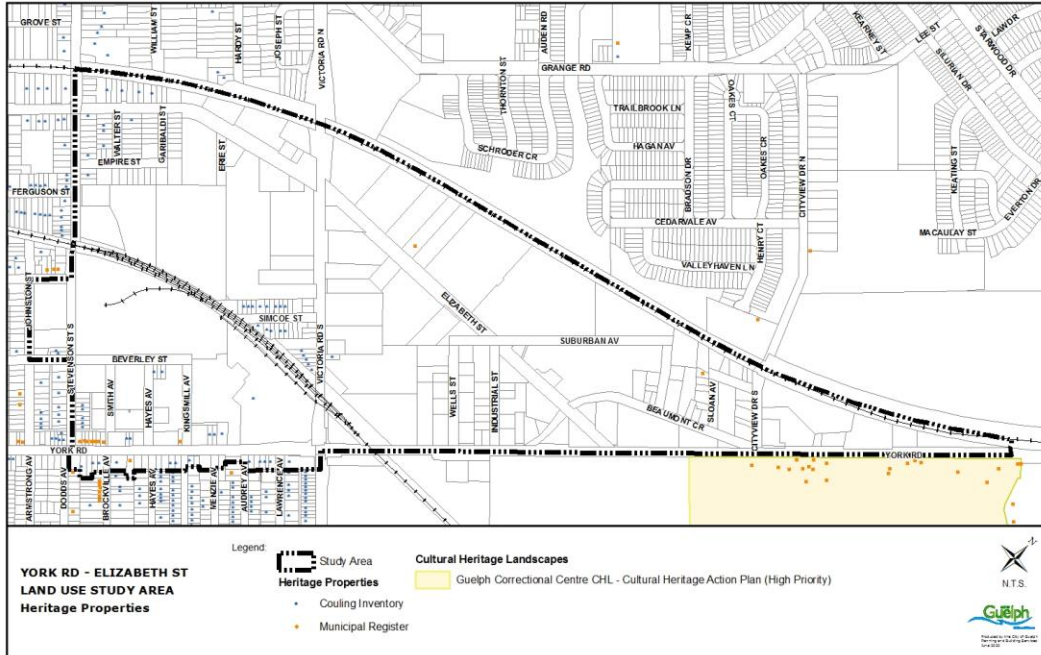
The City’s Cultural Heritage Action Plan, which is in process, has identified the residential neighbourhood “The Ward” (St. Patrick’s Ward), which is west of Victoria Road in the study area, as a candidate cultural heritage landscape. A Cultural Heritage Landscape is defined in the Provincial Policy Statement as “a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community.”

The study area also contains properties documented within the City’s Couling Inventory. These properties are identified as being of historical interest for the City but are not currently listed or designated. There are also some properties listed on the Municipal Register, which is Guelph’s official list of culturally or historically important properties to keep track of the cultural heritage resources and plan for their conservation.

The majority of the properties listed on the Couling Inventory and Municipal Register are concentrated on buildings west of Victoria Road along York Road. There are other pockets of buildings on the Couling inventory north of the Guelph Junction Rail along Victoria and Simcoe Street as well as in the northwest corner of the plan area along Elizabeth Street and Walter and Garibaldi Street. There is only

one property on the Couling Inventory east of Victoria Street and there are two properties on the Municipal Register east of Victoria.

Figure 27: Heritage Properties (City of Guelph)



## Existing Transportation Network

There are several arterial roads in the area as shown on Figure 29 including York Road, Victoria Road, Stevenson Street and portions of Elizabeth Street. East of Victoria Road, Elizabeth Street transitions to a collector road. There is a strong emphasis on goods movement in the area with the existing rail corridors as well as York Road, Victoria Road and the arterial portion of Elizabeth Street making up part of the City's permissive trucking routes. Highway 7 also enters Guelph from the east as York Road and proceeds into downtown. The study area includes the Metrolinx lines along its northern boundary and the Guelph Junction Railway cuts through the centre of the study area (Figure 30).

Sidewalks are largely absent from many roads stemming off York Road as demonstrated by Figure 31, however, there are some sidewalks throughout portions of the study area mainly in residential neighbourhoods. Three bus routes service the area and are provided along the northern and southern parts of the study area. Two routes run along York Road and one connects Elizabeth Street to the northern portion of Victoria Road.

Figure 28: Road Systems (City of Guelph)

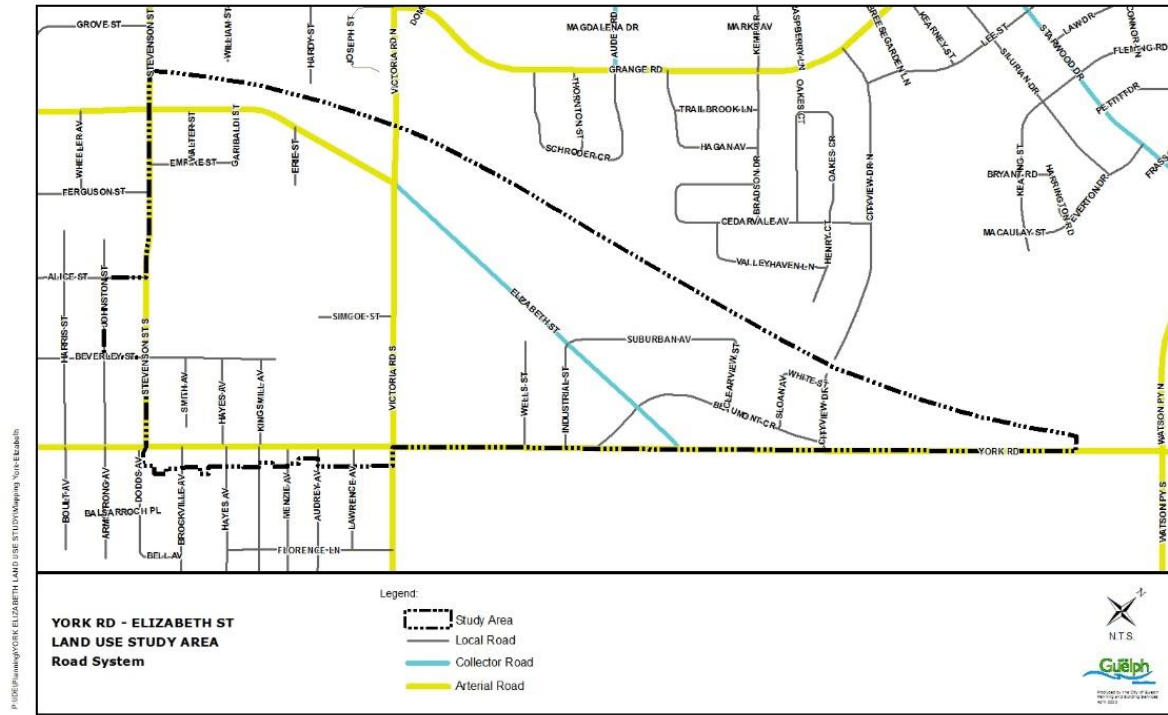


Figure 29: Rail Infrastructure (City of Guelph)

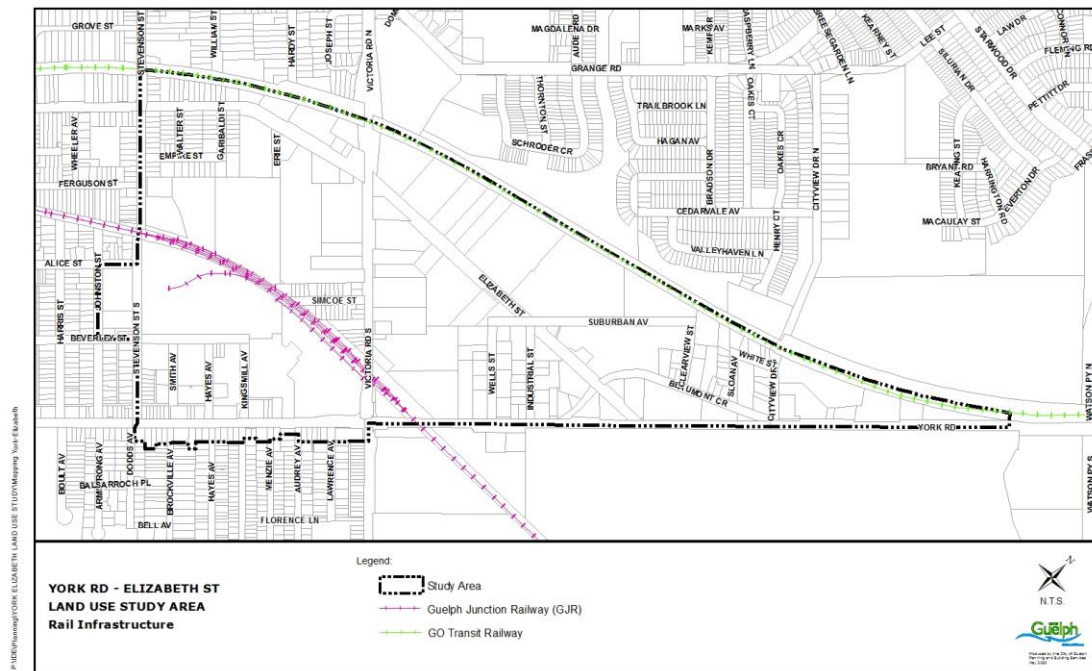
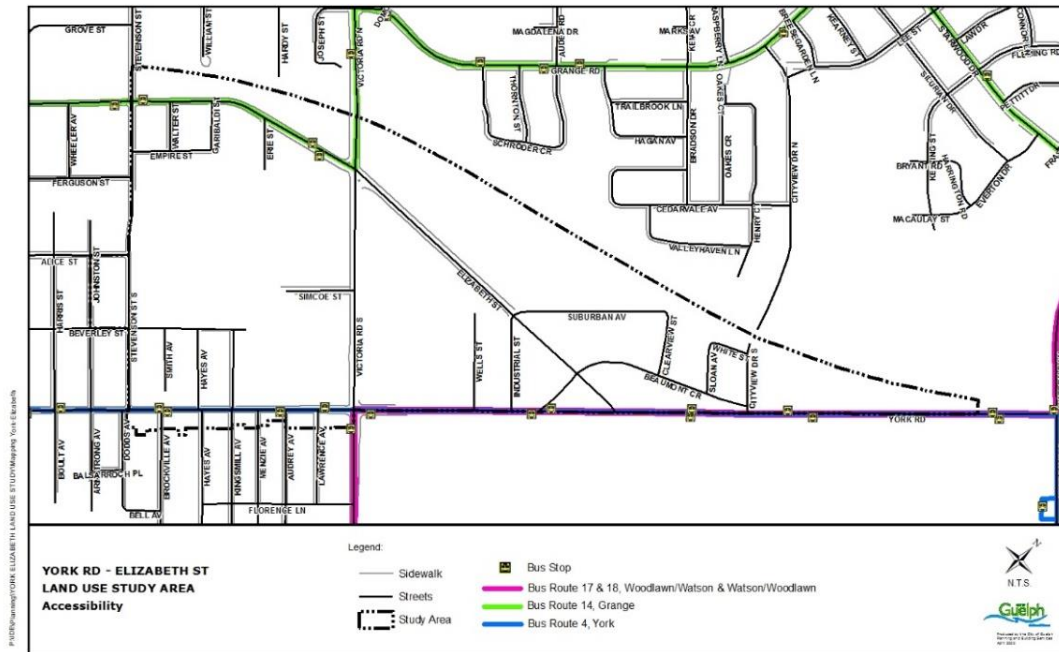


Figure 30: Accessibility (City of Guelph)



## Land Use Compatibility

The City has hired Dillon Consulting to assist with a Land Use Compatibility Study for noise, dust, light, odour, air quality and vibration impacts on the York Road/Elizabeth Street area (Appendix A). This study will inform the City’s future land use study and urban design concept plan.

The outcome includes land use recommendations regarding potential impacts on employment and sensitive uses based on the *Environmental Protection Act* including the Provincial Guidelines related to Industrial Facilities. This includes identifying potential opportunities/constraints to introducing sensitive uses into the area given the existing industrial uses. This Land Use Compatibility study has been attached to this report as Appendix A.

## Conclusions

Since the late 1800s into the early 1900s, the York Road/Elizabeth Street area began to take shape and has continued to develop into a unique area in the City of Guelph. As the entrance way to the east end its legacy from early metal works and textile industries with pockets of commercial and residential uses can still be seen today. Although this legacy provides a mix of employment and housing opportunities it is not without various challenges and competing needs.

The area is currently home to about 550 people. These residents tend to be predominately within the working ages and live in single detached housing. Their household income tends to be lower than the rest of Guelph, which is reflected in

the relatively more affordable housing prices in the area. The houses in this area tend to be less expensive than the rest of Guelph which are in high demand across the City of Guelph. However, the data highlights that these areas also tend to be of lower condition and quality when compared to the rest of the City. This may also contribute to a high percentage of turnaround that can be seen in this neighbourhood over the last 5 years. The affordability of housing should continue to be maintained, while also recognizing there may be a need for greater neighbourhood investment to improve the community cohesion and transitions to adjacent land uses and community amenities. Given the lack of units other than single-detached dwellings, there is a need for more housing choice, including second units and affordable housing; which is reinforced by the various plans and policies that will guide any future redevelopment of this area.

The employment data for this area also provides insight to the wide range of activities happening and the distinct role this area has in the City's economy. The area has traditional industrial uses that provide important employment opportunities in this area. Although manufacturing does employ the largest number of employees in the area, there are various other jobs provided in this area as well. This area appears to be operating as a type of incubator space for smaller businesses, as lots of small businesses with few employees have been identified. This also allows for creative and unique spaces for people to start to grow their businesses. Balancing the needs of these small businesses must be considered when looking at the various policies that encourage larger employment uses in achieving employment targets.

The balance of transportation systems is also an important consideration in this area. The City must grapple with meeting the needs for more multi-model transportation options for residents while as prioritizing freight/goods movement in the area, which are crucial to supporting employment uses. This area has access to the City's permissive trucking routes. In addition, Metrolinx and Guelph Junction Rail lines that have shaped the historic development of the area.

These transportation corridors combined with industrial and commercial uses also pose constraints in terms of the noise and air quality in the area. These uses limit any sensitive land uses may be developed and redeveloped. In some instances such uses may not be appropriate, or careful consideration to the best mitigation techniques must be adhered to in order to provide good land use compatibility. When dealing with brownfield redevelopment, the historical heavy manufacturing uses that occurred also require an examination of the past contamination of each site and appropriate studies to identify the best way to remediate each site at site specific development.

Currently, the area has a density of 20.24 persons and jobs per hectare. When understanding how a mix of land uses can co-exist in a compatible manner with natural environment continues to need to be prioritized it to ensure its important ecological functions can continue. This study area, like all neighbourhoods in

Guelph, interacts with the natural and cultural environment. The York Road/Elizabeth Street area contains cultural woodland, significant valley lands, fish habitat, and a Regionally Significant Earth Science Area of Natural and Scientific Interest (ANSI). There is also the presence of floodways surrounding the Hadati and Clythe creeks in the area. These features require consideration if development may be permitted in certain areas or requirements such as flood proofing requirements are feasible to allow appropriate development on a site specific basis. Development proposed adjacent to natural heritage features are subject to the completion of an Environmental Impact Study or Environmental Assessment to demonstrate that the proposed development will not negatively impact the feature or area.

The York Road/Elizabeth Street land use study highlights the range of land uses that exist in the area and the importance of recognizing how these uses impact one another. The existing conditions of the York Road/Elizabeth Street area provide opportunities for additional investment in strengthening the function of this area with balancing the diverse, residential, employment, historical, cultural, transportation, and natural needs. As land use changes for this area are explored the diverse considerations must be acknowledged so the redevelopment acknowledges the existing area's function and sense of place within Guelph's community.

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# **Appendix A – Land Use Compatibility Study**



City of Guelph

# York Road / Elizabeth Street Land Use Compatibility Study

FINAL August 2020

# Executive Summary

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Dillon Consulting Limited (Dillon) was retained by the City of Guelph (the City) to perform a land use compatibility study for York Road / Elizabeth Street study area (the Study Area), in Guelph, Ontario. This study includes consideration of nuisance air and noise contaminants, including odour, dust, noise, and vibration. This study will inform the City's Official Plan update and Growth Plan and provides a framework for evaluating opportunities for intensification in the study area, including infilling or the introduction of mixed-use lands.

This study was made in consideration of guidelines, policies, regulations, and acts made by the City of Guelph, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Railway Association of Canada, and the Federation of Canadian Municipalities. The key findings of the Study are as follows:

- The Study Area has a high diversity of existing land uses, including industrial, commercial, institutional, and residential uses, as well as vacant properties.
- The Study Area has several arterial and collector roads, as well as two active rail corridors.
- The Study Area has 68 parcels currently occupied by industrial uses. Two of the existing industries (P.D.I. and Benmet Steel & Metal) meet the criteria of the most intensive class of industry based on existing activities under the Ministry of the Environment, Conservation and Parks' guidance for air and noise.
- Lands within the Study Area are suitable for intensification, provided that technical studies demonstrate compatibility.
- All parcels within the Study Area are in close proximity to at least one industrial use, railway, or roadway. The Ministry of the Environment, Conservation and Parks' guidance recommends that the introduction of any sensitive use (e.g. residential uses) through intensification requires technical studies to demonstrate compatibility before proceeding. This may include stationary noise studies, industrial vibration studies, air quality studies, transportation noise assessments, and transportation vibration assessments, as appropriate.
- The use of Class 4 land designation may help promote land use compatibility with respect to noise. Additionally, there are mitigation strategies such as at-source and / or at-receptor mitigation that can be utilized to promote compatibility.

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## 1.0 Introduction

---

Dillon Consulting Limited (Dillon) was retained by the City of Guelph (the City) to perform a land use compatibility study for York Road / Elizabeth Street study area (the Study Area), in Guelph, Ontario. This study will inform the City's Official Plan update and Growth Plan and provides a framework for evaluating opportunities for intensification in the study area, including infilling or the introduction of mixed-use lands.

This report provides the following:

- An overview of the Study Area and the applicable planning context;
- A summary of the applicable guidelines, regulations, and planning documents applicable to assessing land use compatibility within the Study Area for nuisance contaminants (i.e. odour, dust, noise, and vibration);
- An evaluation of the industrial uses within the Study Area and their impact on the potential introduction of sensitive land uses to the Study Area, and
- A framework for further technical studies to further evaluate compatibility between existing industrial uses and individual proposed sensitive land uses.

Sensitive land uses typically include: residential uses, schools, daycares, places of worship, and health care facilities. Other land uses, such as institutions including hotels or universities, may be considered on a case by case basis.

## 2.0 Description of the Study Area

This section provides an overview of the Study Area and the corresponding planning context for the subject lands.

### 2.1 Overview

The Study Area, shown in **Figure 1**, is a triangular-shaped area which is bounded by York Road to the southeast, Stevenson Street South to the southwest, and the Go/Metrolinx Guelph Subdivision (Metrolinx G.S.) to the north. The area includes a mixture of residential, commercial, and industrial uses as well as vacant lands.

In addition to the Metrolinx G.S., the Guelph Junction Railway Goderich Subdivision, operated by Ontario Southland Railway (O.S.R.G.S.), crosses the southern portion of the Study Area. The O.S.R.G.S. services multiple industrial properties and rail yards within the Study Area.



**Figure 1: Study Area**



## 2.2 Planning Context

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The following documents were reviewed to provide planning context to the Land Use Compatibility Study:

- The City of Guelph Official Plan, 2018
- The City of Guelph Zoning By-law 14864, 1995

## 2.3 City of Guelph Official Plan, 2018

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The Guelph Official Plan (March 2018 Consolidation) provides a policy framework to implement Provincial policy and chart a course for development in the city. The City is currently undertaking a Municipal Comprehensive Review process and Official Plan Update that is anticipated to be complete in 2022.

York Road is designated as an Intensification Corridor per Schedule 1 of the Official Plan. The Study area includes a range of land use designations in accordance with Schedule 2 of the Official Plan, with a significant proportion designated as Industrial or Mixed Business, both of which are Employment designations. Portions of the Study Area along York Road and Victoria Road South are designated as Service Commercial, with a smaller component of Mixed Office/Commercial lands west of Victoria Road South, along the north side of York Road and adjacent to the C.N.R. mainline. Pockets of low density residential lands are also located adjacent to the C.N.R. mainline and at the northwest corner of the Study Area, along Stevenson Street. The former IMICO site along Beverly Street is designated as a Special Study Area, with the following policy under Section 9.9.3 of the Official Plan:

**“The City will prepare a planning study to consider the future land use of property located at 200 Beverley Street. The planning study will address the brownfield status of the property and other relevant planning and technical considerations.”**

Bordering the Study Area to the south along York Road is the Guelph Innovation District Secondary Plan. Based on the variety of land use designations, currently, the main sensitive land uses from an air quality and noise context within the Study Area are Low Density Residential.

Within the Official Plan, the following policies are relevant to the current land use designations:

- Section 9.5.2 Industrial states:

**“4. Where industrial and residential or other sensitive land uses are proposed in proximity to one another, the City shall use Ministry of the Environment guidelines to require appropriate planning/land use regulatory measures that will promote compatibility between these two land use types. Measures that can assist in creating compatible environmental conditions for these basic land uses may include, but not be limited to the requirement for minimum separation distances, sound proofing measures, and odour and particulate capture devices.”**

- Section 5.10 Railways states:

**“2. The City will facilitate the provision of rail freight service to employment areas, where feasible, including the continued support of the City-owned Guelph Junction Railway Company”**

And:

**“7. Where development cannot reasonably achieve standard safety measures, the City, in consultation with the affected railway, may consider a site specific risk management approach to meeting safety and security requirements”**

Further, this section details policy for proponents of development in proximity to railways to meet safety requirements, requirements of Noise and Vibration policies of the Official Plan, and other necessary mitigation and buffering measures such as setbacks, intervening berms and security fencing as required.

Lands along the northern boundary of the Study Area (along the C.N.R. mainline) are designated as Natural Heritage on Schedule 6 of the Official Plan.

The Official Plan identifies Development Constraints on Schedule 3 lands. Within the Study area is a One Zone / Floodway and Two Zone Fringe, which are both within the Regulatory Floodplain.

## 2.4 City of Guelph Zoning By-law 14864, 1995

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The existing zones within the Study area boundary include a range of Industrial and Commercial zones with areas along the periphery zoned as Residential. Additionally, a portion of the lands are zoned Floodplain Lands.

The Industrial zones permit uses including, but not limited to: catering service, cleaning establishment, commercial school, computer establishment, manufacturing, print shop, repair service, research establishments, towing establishment, tradesperson's shop, trucking operation and warehouse. In certain Industrial zones, such as B.4, if it is abutting a rail spur right-of-way, no side yard or rear yard is required.

Commercial zones permit a range of uses including, but not limited to: artisan studio, convenience store, day care centre, food vehicle, group home, personal service establishment, and restaurant (take-out). The commercial zones require buffers, in a similar manner to industrial zones, based on the abutting use.

Occasional uses are permitted in some commercial zones, and in accordance with the General Provisions:

**“No Occasional Use shall be offensive to any area resident by way of the emission of light, heat, fumes, noise, vibration, gas, dust, odour or pollution of any kind.”**

## 3.0 Summary of Relevant Land Use Policies, Regulations and Guidelines

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The following documents were reviewed and summarized to guide the analysis of the Study Area:

- The Provincial Policy Statement (P.P.S), 2020
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019
- The City of Guelph Noise Control Guidelines, Version 1.0, 2018
- The Grand River Conservation Authority Policies for the Administration of Ontario Regulation 150/06 revisions, October, 2015
- The Ontario Environmental Protection Act (E.P.A.)
- The Ministry of the Environment, Conservation and Parks (M.E.C.P.) D-Series of Guidelines for land use compatibility between industrial and sensitive land uses
- The M.E.C.P.'s local air quality regulation, Ontario Regulation 419/05 and the Environmental Activity and Sector Registry (E.A.S.R.) regulation, Ontario Regulation 1/17
- The M.E.C.P.'s Environmental Noise Guideline, Noise Pollution Control, N.P.C.-300
- The M.E.C.P.'s Impulsive Vibration in Residential Buildings guideline, N.P.C.-207
- The Guidelines for New Development in Proximity to Railway Operations, the Railway Association of Canada (R.A.C.) and the Federation of Canadian Municipalities (F.C.M.).Guelph Noise Control Guidelines, Version 1.0

### 3.1 Provincial Policy Statement, 2020

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The latest update to the Provincial Policy Statement (P.P.S.) was issued under Section 3 of the Planning Act and came into effect May 1, 2020. The P.P.S. provides policy direction on matters of provincial interest related to land use planning and development. The update to the P.P.S supports the government's goals related to increasing housing, supporting jobs, and reducing red tape.

The P.P.S. states under Part V Section 1.2.6:

**“1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and**

**economic viability of major facilities in accordance with provincial guidelines, standards and procedures.**

**1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:**

- a. there is an identified need for the proposed use**
- b. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations**
- c. adverse effects to the proposed sensitive land use are minimized and mitigated**
- d. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.”**

For the existing or planned lands for uses including manufacturing or industrial, the P.P.S. provides direction to avoid conflicting development between more sensitive land uses, for example residential.<sup>1</sup> However, as noted in Section 1.2.6.2, where avoiding conflict between adjacent land uses is not possible, it is the planning authorities' responsibility to ensure that negative impacts are avoided, minimized, or mitigated. The Environmental Protection Act and subsequent regulations provide a framework to assess the encroachment of potentially incompatible land uses.

Employment Areas are defined under the P.P.S. as **“those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.”**

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<sup>1</sup> Provincial Policy Statement, Part V, Section 1.2.6 (Land Use Compatibility)

The P.P.S. states the following related to Employment Areas in Section 1.3.2:

**“1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.**

**Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.**

**“1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.**

**Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.”**

Within the Study area, there are lands designated by the City of Guelph Official Plan which are considered as employment areas with industrial, mixed business and service commercial uses. The planning and design of uses on these lands would need to integrate adequate separation or mitigation from sensitive land uses to maintain economic viability of the planned uses and function of the area, and include appropriate transitions to surrounding non-employment uses, such as low-density residential and/or significant natural areas.

With respect to the potential conversion of lands within employment areas to permit non-employment uses, the P.P.S. notes the following:

**“1.3.2.4 Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.**

**“1.3.2.5 Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic**

development corporation working together with affected upper and single-tier municipalities and subject to the following:

- a. there is an identified need for the conversion and the land is not required for employment purposes over the long term;
- b. the proposed uses would not adversely affect the overall viability of the employment area; and
- c. existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.”

The employment areas within the Study area are not considered Provincially Significant. Employment Zones. The future conversion of these lands would need to be approached in accordance with the policies of the P.P.S. as noted above.

### 3.2 **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019**

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The Growth Plan provides guidance to municipalities within the Greater Golden Horseshoe on community design and development, including the development of infrastructure and the interface between various land uses.

Section 2.2.5, Employment, outlines policies related to the compatibility of employment uses with sensitive land uses, and states:

**“7. Municipalities will plan for all employment areas within settlement areas by:**

- a. prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use
- b. prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold
- c. providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility

**8. The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.”**

Section 3.2.5, Infrastructure Corridors, Section 1 states:

**“In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:**

- a. encourage the co-location of linear infrastructure where appropriate**
- b. for existing or planned corridors for transportation:**
  - i. consider increased opportunities for moving people and goods by rail.”**

These policies underscore the importance of considering the land use compatibility of employment uses, while also highlighting the importance of rail corridors to transportation and development.

### 3.3 Grand River Conservation Authority

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The Study area is within the Grand River Watershed Boundary, as defined by the Grand River Conservation Authority (G.R.C.A). The Hadati Creek runs through the Study Area and is identified as a Regulated Watercourse in the G.R.C.A’s online mapping portal. Portions of the Study Area adjacent to the Creek are classified as Floodplain lands, and development or site alteration in these areas would be subject to the Policies for One Zone Policy Areas as under the G.R.C.A. Policies for the Administration of Ontario Regulation 150/06 Revisions (October, 2015). G.R.C.A. policies will be considered where modifications to existing land uses are recommended or proposed.

### 3.4 Environmental Protection Act

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The Ontario Environmental Protection Act (E.P.A.) provides a framework under which industrial compliance and land use compatibility are assessed. With respect to land use compatibility, the E.P.A. provides direction that:

1. Under Section 9 of the E.P.A., all industrial and commercial facilities must apply for and obtain approval for any activities that may cause or results in contaminants to be discharged to the natural environment, as described in regulations 419/05 and 1/17.
2. Under Section 14 of the E.P.A, a person shall not discharge a contaminant or cause or permit the discharge of a contaminant into the natural environment, if the discharge causes or may cause an adverse effect.



Adverse effects are defined within the E.P.A. as:

**“one or more of**

- a. impairment of the quality of the natural environment for any use that can be made of it**
- b. injury or damage to property or to plant or animal life**
- c. harm or material discomfort to any person**
- d. an adverse effect on the health of any person**
- e. impairment of the safety of any person**
- f. rendering any property or plant or animal life unfit for human use**
- g. loss of enjoyment of normal use of property**
- h. interference with the normal conduct of business”**

The E.P.A.’s definition of a contaminant includes but is not limited to: air contaminants, odours, noise, and vibration, and has been determined in past decisions to include light.

Obtaining approval for air and noise requires that a facility demonstrate through a technical assessment compliance with the applicable guidelines and regulations such as Ontario Regulation 419/05 and N.P.C.-300.

The adverse effect clause in the E.P.A. is often used in the assessment of nuisance complaints in a land use compatibility context. Nuisance contaminants, such as dust or noise, may result in complaints which may be determined to fall under the adverse effects clause. When considering land use changes which may introduce new sensitive receptors in an area, it is important to consider a facility’s current environmental approval as well as the potential for their operations to result in a nuisance impact.

### **3.5 Ontario Regulations 419/05 and 1/17 – Local Air Quality**

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The M.E.C.P.’s environmental permissions framework includes Environmental Compliance Approvals (E.C.A.) issued under Section 9 of the E.P.A. and following the requirements of Ontario Regulation 419/05 (O.Reg. 419/05), and Environmental Activity and Sector Registry (E.A.S.R) approvals issued under Section 9 of the E.P.A. and following the requirements of Ontario Regulation 1/17 (O.Reg. 1/17). Both approvals mechanisms require similar supporting technical studies and reporting and for the purpose of this memo will collectively be referred to as “environmental permissions”. The environmental permissions process provides a framework under which industries are required to assess the potential impact of their air quality, noise, and vibration emissions.

The M.E.C.P. requires any industry applying for environmental permissions to perform an assessment of air emissions as described in O.Reg. 419/05 and associated guidance documents<sup>2</sup>. O.Reg. 419/05 outlines the requirements of the technical assessment and provides contaminant-specific air quality standards to be applied. All contaminants are required to be in compliance with provincial standards at all points off-site, while nuisance contaminants such as odours are regulated at sensitive receptors such as residences, schools, and places of worship. The implications of O.Reg. 419/05 from a land use compatibility perspective are:

- All industries which operate in compliance with an approval will meet the air quality standards for regulated contaminants at all points off-site which are allowed under current zoning, regardless of existing land use. Industries do not have to demonstrate compliance at elevated receptors where zoning does not allow for their construction. Note that these assessments would not consider ambient air quality (I.E., the ambient concentration of contaminants without the influence of the industry).
- Zoning changes to allow for elevated receptors in an area may impose new regulatory obligations for existing industries and can lead to compliance issues, as such locations would not have been assessed during the regulatory application process. As such, land use compatibility assessments should consider the potential impact on a facility's existing environmental permission.
- Existing industries are not required to meet nuisance impact limits for noise, dust, and odour, at lands which are not zoned for sensitive uses. Where zoning changes are proposed, a land use compatibility study (as described in the D-Series Guidelines section) should be performed to determine compatibility.

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<sup>2</sup> E.G., The M.E.C.P.'s "Guideline A10 – Procedure for Preparing an Emission Summary and Dispersion Modelling Report" and Guideline A11 – Air Dispersion Modelling Guideline for Ontario"

### 3.6 N.P.C. - 300

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The 2013 Environmental Noise Guideline: Stationary and Transportation Sources (N.P.C. - 300 Guideline) is the primary guideline used in Ontario to assess and control noise emissions.

N.P.C.-300 provides sound level limits for stationary sources, such as industries and businesses, affecting receptors in noise sensitive land uses. These limits apply to existing, future, and/or modified stationary sources and are required to be met for the issuance of E.C.A.s under Part II.1 of the E.P.A. The noise limits specific to a stationary source are defined using area classifications (not to be confused with the D-6 industrial classifications), which are based on the nearby receptor's existing acoustical environment. N.P.C.-300 area classifications are as follows:

- Class 1 – An area with an acoustical environment typical of a major population centre, where background sound level is dominated by the activities of people, usually road traffic, often referred to as “urban hum”
- Class 2 – An area with an acoustical environment that has qualities representative of a Class 1 area during daytime hours, and representative of a Class 3 area during evening and night-time hours
- Class 3 – A rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic; and
- Class 4 – An area or specific site that would otherwise be defined as Class 1 or Class 2 and which:
  - is an area intended for development with new noise sensitive land use(s) that are not yet built
  - is in proximity to existing, lawfully established stationary source(s); and has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process

N.P.C.-300 also outlines how to properly assess stationary and transportation noise impacts on proposed noise sensitive developments. Part C of the guideline is intended to provide a common framework for land use planning authorities, developers, and consultants to address noise impacts on proposed noise sensitive land uses.

The objectives of Part C of N.P.C.-300 (which also adheres to the D-Series Guidelines) are to:

1. create a suitable acoustical environment for the protection of users/occupants/residents of the proposed noise sensitive land uses
2. to protect the lawful operations of any stationary source(s) located close to a proposed noise sensitive land use (stationary sources need to be able to maintain compliance with the legal requirements of their M.E.C.P. approval, when the development of new noise sensitive land uses are introduced in their proximity)
3. to protect existing and/or formally approved transportation corridors and transportation sources of noise when the development of new noise sensitive land uses are introduced in their proximity
4. to create compatible land uses and avoid potential adverse effects due to noise

This section of the guidelines also outlines suitable noise control measures as they apply to stationary and transportation noise sources.

### **3.7 N.P.C. – 207**

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The M.E.C.P. publication N.P.C.-207 is titled: Impulse Vibration in Residential Buildings (November, 1983) and it is intended to provide an assessment method for determining vibration levels inside occupied residential building that are caused by operation of stationary sources of vibration at industrial facilities (e.g., stamping presses, forging hammers). The publication also provides vibration limits for frequent and infrequent impulses of vibration. The vibration limits are expressed in terms of peak vibration velocity in mm/s and duration of impulses.

### **3.8 D-Series Guidelines**

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The intent of the M.E.C.P.'s D-Series of Guidelines is to minimize or prevent, through the use of buffers and separation of uses, the encroachment of incompatible land uses. The guideline delegates responsibility to the planning authorities and requires that the guideline be followed where there is potentially encroachment of sensitive land uses to existing industrial lands and vice versa. While the Guidelines were designed to deal with new applications, they provide a useful benchmark for understanding land use conflicts and incompatibility.

The Guidelines prescribe Minimum Recommended Separation Distances and Potential Areas of Influence based on three industrial classifications (I.E. Class I, Class II, and Class III). The Area of Influence represents the area between industry and sensitive receptors within which detailed technical studies should be performed to demonstrate the uses are compatible prior to approval.

These studies would typically involve air dispersion modelling and / or noise modelling to determine the potential impacts at a proposed or existing land use. The Area of Influence and Minimum Recommended Separation Distance for each class of industry is as follows:

- Class 1; 70 m Area of Influence, 20 m Minimum Recommended Setback Distance
- Class 2; 300 m Area of Influence, 70 m Minimum Recommended Setback Distance
- Class 3; 1,000 m Area of Influence, 300 m Minimum Recommended Setback Distance

### 3.9 New Developments in Proximity to Railway Operations

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Guidelines for New Development in Proximity to Railway Operations, the Railway Association of Canada and the Federation of Canadian Municipalities were prepared in May, 2013 through the collaboration of the Federation of Canadian Municipalities (F.C.M.) and the Railway Association of Canada (R.A.C.). These guidelines built off and replaced the F.C.M. /R.A.C. Proximity Guidelines and Best Practices Report, which were originally prepared and published in 2004 and reprinted in 2007. The intent of these guidelines is to provide guidance for municipalities and developers who seek to develop lands in proximity to any railway operation (I.E., C.N., C.P., Metrolinx, G.E.X.R., industrial spur lines, etc.).

The guidelines contain recommended procedures for performing noise and vibration assessments. These procedures include details on data collection, calculations, and report contents for noise and vibration assessments for developments near railway activity.

### **3.10 Guelph Noise Control Guidelines, Version 1.0, November, 2018**

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The City of Guelph Noise Control Guidelines, effective as of January 1, 2019, were prepared to provide guidance for development applications with regards to compatibility with stationary and transportation noise sources. These guidelines provide criteria for when noise studies are required for development applications, the type of noise study required, and the technical requirements of the specific noise study. These guidelines align with the principles of the M.E.C.P.'s N.P.C.-300. However, as there is some variation with respect to N.P.C.-300, notably Class 4 designation requirements, warning clause requirements, and requirements surrounding noise control specifications, the two documents should be used in conjunction with each other for the purpose of all noise studies that shall be performed in the Study Area. The City of Guelph Official Plan Section 4.4.5 "Noise and Vibration" and the City of Guelph Noise Control By-Law Number (2000)-16366 should also be consulted when utilizing the Guelph Noise Control Guidelines.

## 4.0 Land Use Classification within the Study Area

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Dillon reviewed the Study Area in order to classify the existing lands using the M.E.C.P.'s D-Series framework, the City of Guelph Noise Control Guidelines, and the Guidelines for New Development in Proximity to Railway Operations. Land uses were classified based on site visits conducted in spring and summer 2020, as well as satellite imagery, review of publicly available M.E.C.P. approvals documents obtained through the Access Environment portal<sup>3</sup>, and through other publicly available information.

### 4.1 Overview

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The following summarizes the land uses within the Study Area:

- The Study Area includes 68 industrial uses;
- Following the classification system presented in Guideline D-6, the Study area includes 46 Class I industries, 20 Class II industries, and 2 Class III industries;
- A significant majority of the Study Area is within the Potential Area of Influence of at least one industrial use;
- A significant majority of the Study Area is within the Minimum Recommended Setback Distance of at least one industrial use;
- All parcels in the Study Area are located within close proximity to one, or more, collector or arterial roadways;
- All parcels in the Study Area are located within the noise influence area of one, or both, of the Metrolinx G.S. and the O.S.R.G.S; and
- A significant number of parcels are located within the vibration influence area of the Metrolinx G.S., the O.S.R.G.S., and/or existing rail yards.

### 4.2 Description of Class III Industries

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A description of the two industries assessed as Class III is included in this report in consideration of the significant impact such industries can have from a land use compatibility perspective as well as the large portion of the Study Area which is within the Potential Area of Influence of the Class III industries.

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<sup>3</sup> M.E.C.P. Access Environment Online Interface

#### 4.2.1 PDI

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PDI operates a bulk chemical storage and transfer facility which includes: indoor operations, outdoor storage tanks, and rail loading operations. P.D.I.'s existing Certificate of Approval includes a requirement for noise barriers, indicating that activities at P.D.I. are likely to result in off-site noise in excess of the M.E.C.P.'s guidelines without mitigation. P.D.I. has been considered a Class III industry based on the expected high volume of rail traffic associated with the facility and the associated noise.

#### 4.2.2 Benmet Steel & Metal

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Benmet operates a metal scrap yard which - based on visual observations – receives and stores a large quantity of scrap metal. The scrap is received, processed, and stored outdoors which may result in frequent off-site emissions. During the site visits vehicle track-out was observed as well as noise emissions from the site. Additionally, significant metal-on-metal impulsive noise (typical of scrap yard operations), was observed during the site visits. Given the nature of operations, it is possible that under certain circumstances, off-site dust may occur. Benmet has been considered a Class III industry based on air and noise emissions associated with regular operations.

### 4.3 Transportation Sources

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#### 4.3.1 Railways

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As per The Guidelines for New Development in Proximity to Railway Operations, R.A.C. and F.C.M., proposed residential, or other sensitive developments within 300m of a rail line right-of-way require a noise assessment. Additionally, proposed sensitive developments located with 75m of a rail line right-of-way require a vibration assessment.

Furthermore, proposed sensitive developments located with 30m of a rail line right-of-way require a Development Viability Assessment.

#### 4.3.2 Roadways

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Proposed noise-sensitive developments (as defined by the City of Guelph Official Plan and M.E.C.P. N.P.C.-300) that are located adjacent to collector or arterial roads require a transportation noise assessment.



Furthermore, specific to the Study Area, a transportation noise assessment should be completed if a noise-sensitive development is proposed to be located within the following proximities:

- Within 350m of York Road, between Stevenson Street and Victoria Road
- Within 450m of York Road, between Victoria Road and Watson Parkway
- Within 350m of Elizabeth Street, between Stevenson Street and Victoria Road
- Within 200m of Elizabeth Street, between Victoria Road and York Road
- Within 200m of Stevenson Street, between Elizabeth Street and York Road
- Within 500m of Victoria Road, between Elizabeth Street and York Road

The proximity distances provided above are based on the M.E.C.P N.P.C.-300 minimum transportation noise criteria at the threshold of requiring noise control measures. The screening level analysis was completed using the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) algorithm, implemented using STAMSON Version 5.04, and developed by the MECP.

The screening level analysis took into account AADT traffic volumes and commercial vehicle percentages provided by The City of Guelph, as well as conservative modelling assumption (I.E. full exposure, no building screening, flat elevation, and reflective ground).

All parcels within the Study Area are located within close proximity to one, or more, of the above collector or arterial roadways. Therefore, any parcel within the Study Area in which there is a proposed sensitive development will require a transportation noise assessment.

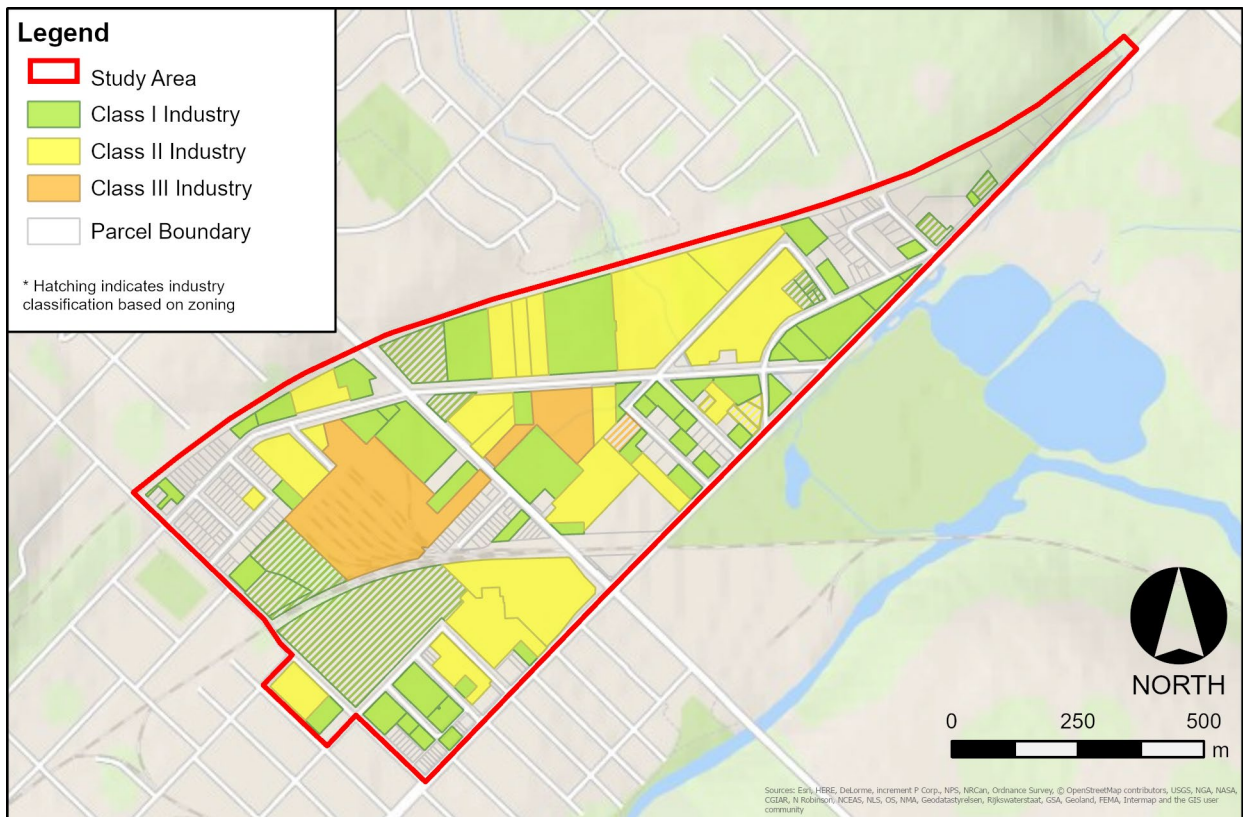
As the roadway traffic patterns and building massing (acoustic screening) throughout the Study Area may change over time, consultation with the City of Guelph to determine which roadways are to be included in the transportation noise study should be completed at the time of assessment.

In contrast to air-borne noise, ground-borne vibration is not typically a concern from automobiles, buses, or trucks. Roadways throughout the Study Area are not anticipated to generate ground-borne vibration levels that would be perceptible beyond the road boundary.

## 4.4 Summary of Land Use Classifications

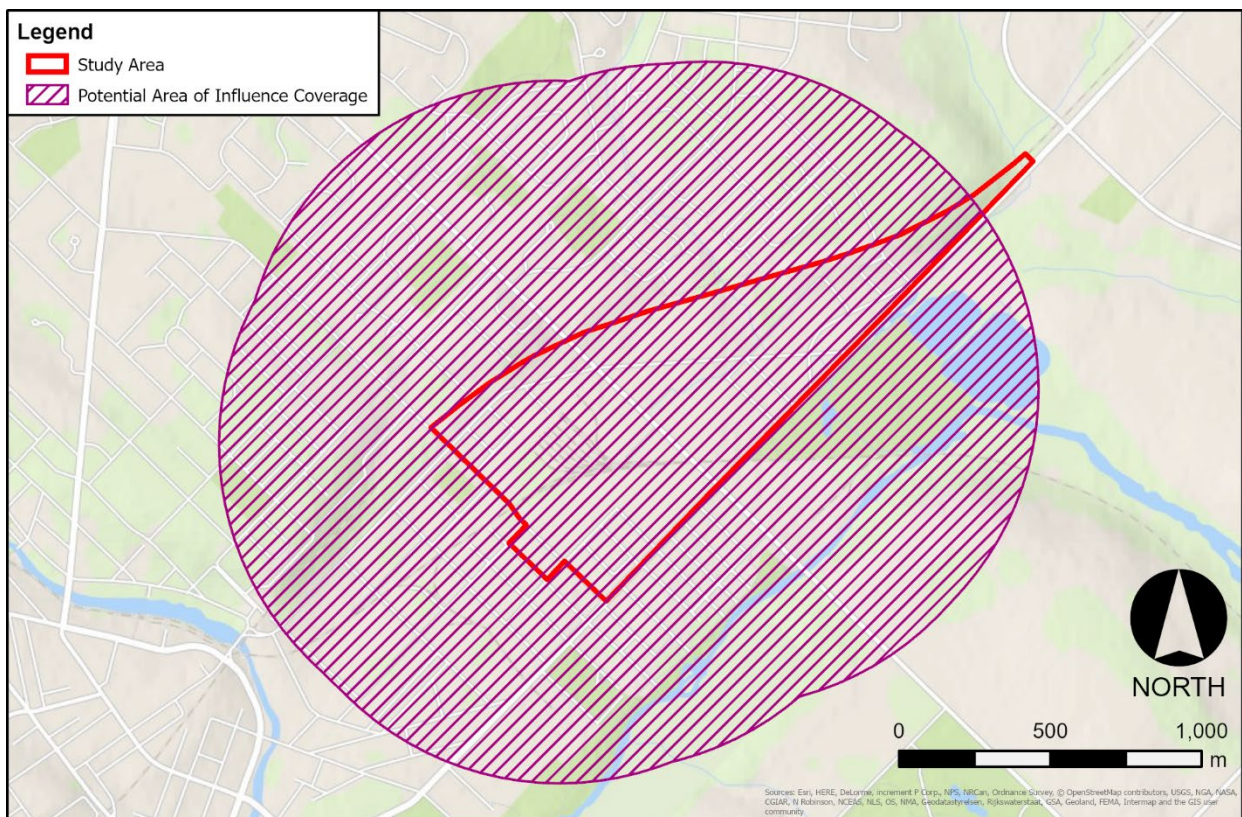
**Figure 2** shows the parcels within the Study Area identified by class as per Guideline D-6. Note that the class assigned to a parcel may change; changes to property ownership, changes to zoning, or changes to a business's activities may result in a change in class. The classifications assigned in this study were based on the judgement of the assessment team and are valid as of the time this study was completed.

Vacant lands were classified based on the anticipated range of industries allowable under the City's current zoning.



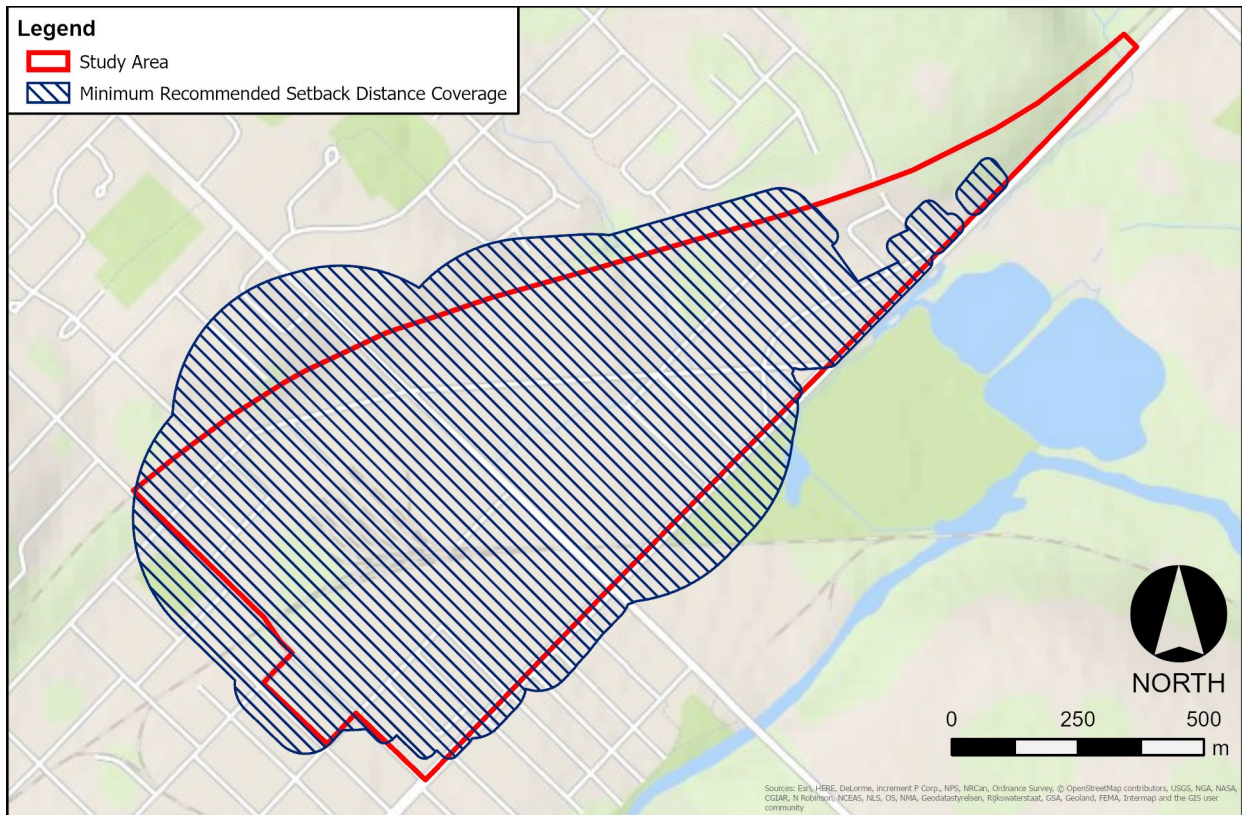
**Figure 2: Industrial Use Classification within the Study Area**

**Figure 3** shows the locations within the Study Area which are within the Potential Area of Influence of at least one industry, based on the industrial classifications presented in **Figure 2**. The majority of the Study Area is within the Potential Area of Influence of at least one industrial use. When this is the case, further technical studies are required to establish the **actual influence area** which is defined by Guideline D-6 as the **overall range within which an adverse effect would be or is experienced**. Should the actual influence area intersect with the proposed use, detailed technical studies are required to assess compatibility.



**Figure 3: Potential Area of Influence Coverage within the Study Area**

**Figure 4** shows the locations within the Study Area which are within the Minimum Recommended Setback Distance of at least one industry, based on the industrial classifications presented in **Figure 2**. The majority of the Study Area is within the Minimum Recommended Setback Distance of at least one industrial use. When this is the case, detailed technical studies are required to assess compatibility.



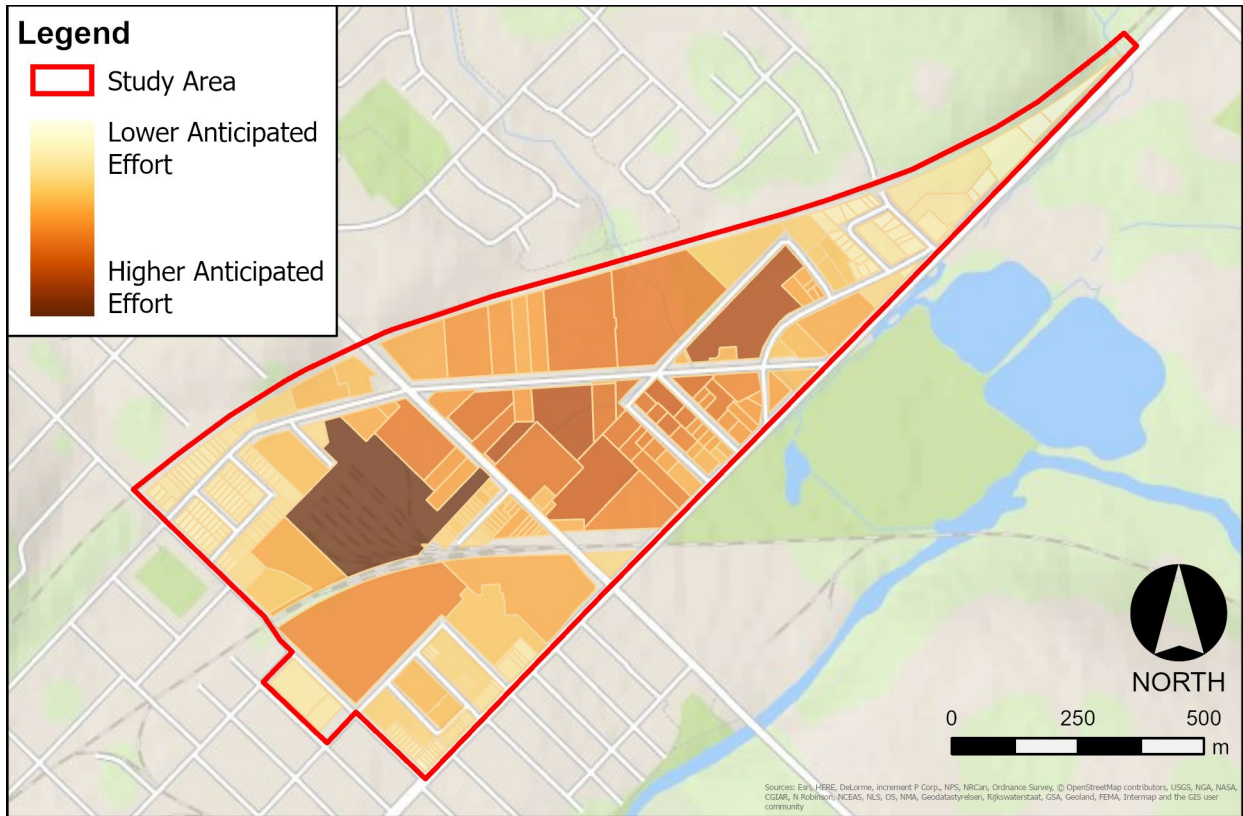
**Figure 4: Minimum Recommended Setback Distance Coverage within the Study Area**

For each parcel which is within the Potential Area of Influence or Minimum Recommended Setback Distance of an industrial use, site-specific technical studies are required to determine any compatibility issues which may be addressed through mitigation, or may prevent the encroachment of sensitive uses on established industrial uses. The requirements of these technical studies are discussed in **Section 6**.

In order to inform the City's planning decisions, Dillon has developed a ranking of the parcels within the Study Area based on the requirements for further study. **Figure 5** shows the relative level of anticipated effort required to assess a specific parcel.

The level of effort was determined using the following evaluation process:

1. A parcel was assigned +1 for each industrial use whose Potential Area of Influence intersected with the parcel.
2. A parcel was assigned +3 for each industrial use whose Minimum Recommended Setback Distance intersected with the parcel. This scoring recognizes the relative increase in complexity of the study requirements when a sensitive land use is proposed within the Minimum Recommended Setback Distance of an industrial use as opposed to the Potential Area of Influence.
3. A parcel was assigned +1 if the parcel is within 300 m of a rail line, +2 if the parcel is within 75 m of a rail line, and +3 if the parcel is within 30 m of the rail line. The scoring represents the number and complexity of studies required to determine and achieve compatibility with the railway. Studies would include a Noise Impact Assessment, Vibration Impact Assessment, and a Development Viability Assessment.
4. The cumulative scores for each parcel were tallied and a relative scoring was assigned. Note that a low score does not guarantee the land use is compatible, just as a high score does not guarantee that the proposed land use is not compatible. The scoring only reflects the anticipated level of effort required to assess the proposed land use.



**Figure 5: Relative Difficulty to Approve Sensitive Land Uses within the Study Area**

## 5.0 M.E.C.P. N.P.C. – 300 Class 4 Area Considerations

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M.E.C.P. Publication N.P.C.-300 outlines applicable noise criteria for any proposed sensitive use developments associated with surrounding industrial and commercial stationary noise sources. The noise criteria are defined using area classifications (not to be confused with the D-6 industrial classifications), which are based on the receptor's existing acoustical environment. Different noise guideline limits apply to each area classification, as outlined in N.P.C.- 300.

The acoustic environment throughout the Study Area is primarily dominated by the activities of people, including a mix of industrial and transportation sources of noise. Based on the nature of the area, the acoustic environment of the Study Area is consistent with Class 1 and Class 2 designations.

Additionally, as the uses throughout the Study Area are dynamic, the acoustic environment may transition over time. The classification of the acoustic environment should be reviewed by an Acoustical Consultant, and the City of Guelph, at the time of assessment.

As outlined in NPC-300 and the Guelph Noise Control Guidelines, a Class 4 area can be applied to a proposed site under the following conditions:

- The site would otherwise be defined as a Class 1 or Class 2 area;
- The proposed site is an area intended for development with new noise sensitive land uses that are not yet built;
- The site is in proximity to existing, lawfully established stationary sources; and
- The site has formal confirmation from the land use planning authority (City of Guelph) with the Class 4 area designation.

Further requirements for a Class 4 designation are outlined in N.P.C.-300 and the Guelph Noise Control Guidelines.

The majority of parcels throughout the Study Area are located within the Area of Influence and/or within Minimum Recommended Setback Distance of at least one industrial property. Accordingly, any parcel that is intended for the development of a new sensitive use, including redevelopment, may be appropriate for a Class 4 designation. Detailed technical studies, reviewing specifics of industrial operations, are required to justify the use of a Class 4 designation.

It should be noted that some industrial properties may not have an existing completed noise study or provincial approval (EASR or ECA/CofA), due to lack of land use planning requirements at the time of permitting, no existing adjacent sensitive receptors, or exemptions from provincial approvals. Furthermore, the industry or industries may have little to no details regarding facility noise impacts, which may make the detailed technical studies more challenging to complete. As outlined in **Section 4.1**, effort required to assess a proposed sensitive land for a specific parcel was determined using a weighted scoring system. Lands which would likely benefit the most from a Class 4 designation would be those identified as having a higher anticipated relative difficulty to approve sensitive uses. The detailed technical noise study, required by the proponent, should include input from the surrounding industries to ensure accurate information is used in the assessment.



## 6.0 Discussion of Technical Study Requirements

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Where sensitive land uses are proposed within the Potential Area of Influence or Minimum Recommended Setback Distance of an industrial use, technical studies are required by Guideline D-6 to demonstrate that compatibility between the land uses can be demonstrated. Guideline D-6 specifically addresses the requirements for studies for noise, vibration, dust, and odour.

Guideline D-6 acknowledges that industrial uses may operate in compliance with an M.E.C.P. approval while still being incompatible with nearby sensitive uses, due to the limitations of the supporting studies as well as the fact that M.E.C.P. approvals are evaluated against an acceptable risk threshold which does not apply to an individual's perception of a nuisance. As an example, the M.E.C.P. regulates odours based on an allowable frequency of exceedance of relevant criteria, I.E. for 0.5% of a year (44 hours) an industrial use may exceed the regulated criteria and odours may be perceptible offsite. 0.5% represents an acceptable risk level to the M.E.C.P. but may still result in odour complaints against that industry.

As noted in **Section 4.0**, a significant majority of the lands are within the Minimum Recommended Setback Distance of at least one industry. In these areas, if sensitive uses are proposed, some or all of the following detailed technical studies should be performed:

- Stationary Noise studies completed under Guideline D-6 should follow the methodologies and sound level limits presented in N.P.C.-300 and the Guelph Noise Control Guidelines.
- Industrial Vibration studies completed in support of Guideline D-6 should follow the methodologies and sound level limits presented in N.P.C.-207 and the City of Guelph Official Plan Section 4.4.5.
- Air quality studies for odour and dust should, as applicable, follow the methodologies described in the M.E.C.P. publications Guideline A-10: Procedure for Preparing an Emission Summary and Dispersion Modelling (E.S.D.M.) Report and Guideline A-11: Atmospheric Dispersion Modelling Guideline for Ontario.
- Transportation impacts should also be assessed for compatibility. Transportation Noise Assessments in support of any proposed sensitive use shall adhere to the Guelph Noise Control Guidelines and the Ontario Ministry of Environment, Conservation and Parks (M.E.C.P.) noise guideline publication, N.P.C.-300.

N.P.C.-300 outlines noise level criteria for sensitive land uses, which assist in determining requirements for façade construction, ventilation requirements, warning clauses, and potential noise barriers for the proposed development.

- As there are no M.E.C.P. guidelines with respect to railway vibration, Transportation Vibration Assessments in support of any proposed sensitive use shall adhere to the Guidelines for New Development in Proximity to Railway Operations (FCM/RAC).
- As per the City of Guelph Lighting Guidelines for Lighting Plans each new applicable development should meet the City's requirements for lighting to avoid potential compatibility issues. Where sensitive uses are proposed in proximity to existing industrial uses, the potential for light impacts from the existing use may be included in the compatibility study.

For studies made under Guideline D-6, a qualified practitioner should perform such studies using the following approach as appropriate:

1. The Potential Area of Influence and Minimum Recommended Setback Distance for each industrial use in the area should be established (completed within this report based on current industrial uses).
2. For each industrial use where the Potential Area of Influence intersects the proposed land use, an evaluation is performed to determine the actual influence area (defined in Guideline D-6 as the overall range within which an adverse effect would be or is experienced). This evaluation may include technical studies such as air dispersion modelling, but such studies are not required in every case. Should these studies determine that the actual influence area influence intersects the proposed land use, detailed technical studies should be performed.
3. For each industrial use the Minimum Recommended Setback Distance or actual area of influence intersects with the proposed land use, detailed technical studies for each noise, vibration, dust, and odour are performed, as applicable, to identify compatibility issues. These studies include consideration of the industry's operations and emissions, background conditions (such as the existing acoustical environment or ambient air quality), local meteorology, the presence or absence of complaints related to that industry, and the nature of existing sensitive receptors in the Study Area.

4. Where incompatible land uses are identified, compatibility may be improved through the use of approved mitigation measures, where additional technical studies may be required by the City as identified through ongoing consultation in the development application process.

The City is developing a land use study to feed into the Official Plan Update. Prior to a more sensitive land use being established, these study requirements would need to be satisfied through a site specific zoning amendment application, as a condition for the lifting of a holding provision, or an application for site plan approval.

Any studies which are required during the development application process may be subject to independent peer review at the discretion of the City.

## 7.0 Conclusion

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Dillon prepared this report for the City to assess land use compatibility risks within the Study Area. The existing industrial uses within the Study Area were classified in accordance with the M.E.C.P.'s Guideline D-6 to identify the Potential Area of Influence and Minimum Recommended Setback Distances from each existing use.

This study has found that due to the wide variety of uses within the Study Area (residential, commercial, industrial, and vacant lands), a determination regarding the potential for infilling or introducing mixed-use developments cannot be made at a Study Area level of analysis. Moving forward, as parcels are redeveloped, individual compatibility studies should be performed as per the M.E.C.P.'s guidelines and regulations, and as outlined in this report.

Dillon recommends that the City consider the relative difficulty in approving sensitive land uses along with other considerations (E.G. technical, administrative, and economic feasibility) when identifying areas to promote for infilling or the introduction of mixed-use developments.

# Information Report

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Service Areas	Corporate Services Infrastructure, Development and Enterprise Services Public Services
Date	Friday, September 11, 2020
Subject	<b>Planning for our Future: Guelph's Master Plans Update</b>

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## Executive Summary

### Purpose of Report

To provide Council with the 2020 Q3 quarterly progress report for City of Guelph master plans.

### Key Findings

Master plans are within budget and scope as well as on schedule unless otherwise stated.

### Financial Implications

If applicable, financial implications will be referenced in each plan's attached progress summary.

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## Report

### Details

City staff are planning Guelph's future, today. This year, more than nine master plans are underway or planned across several City departments. Staff sees this as an opportunity for unprecedented alignment and coordination of strategy and policy development, and for resourcing the needs of our growing city.

A number of the master plan updates support the City in meeting Guelph's provincially-legislated growth plan requirements, guide service delivery to a growing city, and/or will inform policies in Guelph's Official Plan update.

As part of the City's ongoing coordination efforts, regular updates on these master plans are provided through quarterly information reports. This is an enhancement to existing communications with more frequent updates and the consolidation of individual information reports. These information reports do not replace staff reports that require Council direction on individual plans.

Staff has continued master plan work through Guelph's declared emergency in response to COVID-19 and the associated challenges related to a reduction in staff

compliment, temporary reprioritization of departmental work plans and the corporate-wide pause in community engagement that just recently ended.

As timing for reopening City facilities, engaging community stakeholders in master planning conversations, and recalling staff on declared emergency leave evolved, staff leading master plans continue working on contingency plans to ensure legislated timelines are met and exploring new processes including virtual opportunities to re-engage the community. These challenges have already, or may in the future, influence timelines; sequencing; budgets; and scope and scale of engagement. Staff will work to mitigate the impacts of these variables on their respective master plans and pursue innovative practices and approaches in the process.

In June, the province released proposed amendment 1 to the Growth Plan that included population and employment forecasts to 2051. [Staff provided comments](#) on these changes in July (circulated as an information item in August), led by Planning and Building Services in consultation with numerous City departments. These comments identified concerns or unknowns associated with water supply, servicing and more. On August 28<sup>th</sup>, the province announced that amendment 1 is in effect. This includes planning for a forecast population of 203,000 and employment of 116,000 for Guelph to 2051. These Growth Plan changes will influence several of the master plans in development, which may impact both scope and budget of these plans. Details to be provided in subsequent updates or through future staff reports.

### **Financial Implications**

If applicable, financial implications to the approved budgets will be referenced in each plan's attached progress summary.

### **Consultations**

Each master plan has an associated community engagement plan and communications plan that are being updated as needed to accommodate COVID-19 realities. Where possible, engagement and communications tactics are being coordinated to maximize community participation in master plan engagement activities, reduce engagement fatigue, and increase awareness of the interconnected nature of the City's master plans.

### **Strategic Plan Alignment**

Regular public updates on the progress of the City's master plans is a tactic designed to improve communication, which directly supports the working together for our future priority of the City's Strategic Plan.

Several master plan leads are also meeting regularly, as a community of practice, to look for opportunities to work together in new ways for greater coordination and continuous improvement.

### **Attachments**

Attachment-1: Parks and Recreation Master Plan and Guelph Trail Master Plan progress summary

Attachment-2: Solid Waste Management Master Plan progress summary

Attachment-3: Stormwater Management Master Plan progress summary

Attachment-4: Digital and Technology Master Plan progress summary

Attachment-5: Transportation Master Plan progress summary

Attachment-6: Urban Forest Master Plan progress summary

Attachment-7: Wastewater Treatment and Biosolids Master Plan update progress summary

Attachment-8: Water and Wastewater Servicing Master Plan update progress summary

Attachment-9: Water Supply Master Plan update progress summary

### **Departmental Approval**

The following staff contributed the progress summaries for the master plans within this report.

- Arun Hindupur, Supervisor, Infrastructure Engineering
- Dave Belanger, Water Supply Program Manager, Water Services
- Gene Matthews, Manager, Parks Operations and Forestry
- Phil Jensen, Project Specialist, Solid Waste Resources
- Tiffany Hanna, Park Planner, Open Space Planning
- Mari MacNeil, Technical Services Manager, Wastewater Services
- Sasha Einwechter, General Manager, Information and Technology
- Scott Cousins, Hydrogeologist, Water Services
- Terry Gayman, General Manager, Engineering and Transportation Services
- Tim Robertson, Division Manager, Wastewater Services
- Wayne Galliher, Division Manager, Water Services

### **Report Author**

Marina Grassi, Strategic Business Advisor, Infrastructure, Development and Enterprise Services

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# **2020-132 Attachment-1 Parks and Recreation Master Plan and Guelph Trail Master Plan progress summary**

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## **Parks and Recreation Master Plan update and Guelph Trail Master Plan update**

**2017/2019-Q2 2021; 70% complete**

### **Recent progress/achievements to date**

- The second annual Canadian City Parks Report was released in July by the non-profit group Park People. The report highlights the trends and challenges facing city parks across Canada. Guelph's city profile is included in the 2020 report and highlights city achievements.
- The draft master plans are well into development. The long-term financial and resource strategies are also in progress and are in line with the City's Strategic Plan.
- A community engagement plan for our final opportunity for community feedback is in progress. A summary of phase one and two engagement is posted on the project webpage.

### **New opportunities or relevant challenges**

- Parks and trails have been critical to community and individual wellbeing during COVID-19. We are monitoring community feedback and following relevant studies about park and trail use during COVID-19. The Park People recently posted highlights of a Canadian national survey and Statistics Canada also published data about Canadians' access and use of parks.
- We have received letters and community interest about the Trans Canada Trail Route Investigation. Staff are planning to engage interested stakeholders as part of our overall master plan engagement in Q4 2020.

### **Next steps**

- Our final opportunity for community engagement is planned for Q4 2020. The community will have an opportunity to review the draft recommendations and help prioritize which ones are the most important to tackle first. Council will also have an opportunity to provide feedback on the plan; further details to come.
- The project is proceeding with a schedule adjustment and modified work plans as staff balance ongoing work with new community needs resulting from COVID-19. A revised schedule is posted on the city's webpage. Staff anticipate project completion in Q2 2021.

# 2020-132 Attachment-2 Solid Waste Management Master Plan progress summary

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## Solid Waste Management Master Plan

Q2, 2019 - Q2, 2021; 45% complete

### Recent progress/achievements to date

Public Advisory Committee meetings have restarted with meeting #3 held via Webex on July 30th. Presentations and discussions included:

- High level findings of draft Future State Report (disposal capacity, legislation, and emerging issues);
- Brainstorming exercise for long-term waste option considerations for “aspirational” and “out of the box” ideas
- Review of the Public Engagement Plan and how the SWMMP engagement process is adapting to COVID-19

Due to COVID-19, the engagement plan has been adjusted, in consultation with the City’s engagement team, as follows:

- Engagement Lab #1 (Open House) was replaced with an online StoryMap; providing information about the City’s current waste system, future pressures, and key challenges such as single-use plastics and food waste; and
- Survey #1 was posted on Have Your Say Guelph, and is seeking community opinions and perspectives regarding a variety of topics such as single use plastics; industrial, commercial and institutional collection service standards; cost and fairness of service and funding models such as exploration of user pay models.

Draft reports on future state and growth, and IC&I collection service standards are undergoing staff review. Research and development of other deliverables such as the food and food waste mapping study (with guidance from Our Food Future), program and performance enhancement, and options for user pay and cost of service review are in progress.

### New opportunities or relevant challenges

- Changing practices during the pandemic, such as the suspension by some stores of reusable bags in favour of single-use items, may have impacted attitudes concerning sustainability. Public survey # 1 will probe potential changes in attitude.

### Next steps

Public Advisory Committee

- Future meetings will focus on program and performance enhancement options and reviews of technical reports and recommendations.

Downtown Stakeholder Group Meeting

- Working with the Downtown Stakeholder Group to determine interest, current priorities and capacity to participate in a virtual meeting
- Future meetings will focus more directly on problem solving, identifying design possibilities and making recommendations

#### Upcoming Community Engagement

- Telephone interviews will take the place of pop-up events; and
- Sector workshops are under review to determine best approach.

## **2020-132 Attachment-3 Stormwater Management Master Plan progress summary**

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### **Stormwater Management Master Plan**

**Q1, 2020 - Q3, 2021; 20% complete**

#### **Recent progress/achievements to date**

- Progress being made on technical work plan of the study, including:
  - Stormwater management retrofit opportunities
  - Watercourse condition assessment and management strategy
  - Rainfall and intensity duration frequency (IDF) analysis
  - Field monitoring
  - Stormwater infiltration policy recommendations

#### **New opportunities or relevant challenges**

- During the month of July, Guelph experienced a number of intense rainfall events that lead to flooding in various parts of the city. Through the Master Plan, mitigation and management strategies will be recommended to help alleviate the issues experienced in these problematic areas.

#### **Next steps**

- Staff are working towards a virtual engagement session in September.

# **2020-132 Attachment-4 Digital and Technology Master Plan progress summary**

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## **Digital and Technology Master Plan**

**2020-2023, 84% complete of 2020 actions and 17% overall complete**

### **Recent progress/achievements to date**

- Implemented multifactor authentication for all IT administrative accounts
- Migrate to a hyperconverged technology environment (VXRail) that simplifies management and allocation of computing and storage resources, improves performance and readies migration of workloads to the cloud
- Document existing technology architecture standards
- Implemented modernized farebox technology

### **New opportunities or relevant challenges**

- Increase number of services available online in an effort to both reduce in person interactions and increase process efficiency especially given social distancing measures
- Increased ratio of laptops (or mobile device) to desktops – PC lifecycle for 2021 will be laptop by default
- Modernize City meeting rooms – accommodating video conferencing at City Hall and satellite locations 2020 through 2021

### **Next steps**

- Implement solution to allow citizen to book appointment with City departments, reducing the number of people in City Hall and ensuring the appropriate staff are available based on appointment type
- Acquire and configure new performance management system for City staff
- Develop a City budget that is presented in a web-based format allowing for greater transparency
- Update IT policies including Acceptable Use, Information Security, IT Governance, Mobile Device Usage

# **2020-132 Attachment-5 Transportation Master Plan progress summary**

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## **Transportation Master Plan (TMP)**

**Q1,2019-Q4, 2021 and 70% complete**

### **Recent progress/achievements to date**

- Phase 2 community engagement concluded in late 2019 with a Council workshop on Complete Streets, summarized in the January 31 information report.
- Background papers are nearing completion: the final papers will be posted online for public and stakeholder review as part of the documentation supporting the alternative scenarios and draft policies.
- Analysis of transportation networks, demands, policies, and programs is ongoing.

### **New opportunities or relevant challenges**

- The project team is monitoring the global mobility response to the impact of the COVID-19 pandemic for opportunities to learn, adapt and build resilience. Where appropriate, future ready strategies will be integrated into the Complete Streets Design Guidelines and policy framework of the TMP as appropriate.
- The COVID-19 pandemic has created pressures on the project schedule. These pressures include allowing adequate time for meaningful virtual community engagement and understanding and adjusting the TMP for the potential short- and long-term impacts of COVID-19 on transportation. To ensure engagement is appropriate and allows for adjusting the TMP for better understanding of COVID-19 impacts, the TMP Steering Committee has approved a further change in project schedule. As a result, the Preferred Alternative is now scheduled to be presented to Council in Q2, 2021, with the final TMP being presented to Council in Q4, 2021.

### **Next steps**

- The project team is preparing for virtual community engagement later in 2020, including a review of work to date, the problem and opportunity statements, and alternatives solutions. Once complete, future engagement (anticipating Q4, 2020-Q1, 2021) will focus on public feedback on a preferred alternative solution.
- The preferred alternative is now scheduled to be presented to Council in Q2, 2021, with the final TMP being presented to Council in Q4, 2021.

# **IDE-2020-132 Attachment-6: Urban Forest Management Plan progress summary**

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## **Urban Forest Management Plan**

### **PQ1 2013 – Q4 2032; Plan 100% complete, implementation ongoing**

Guelph's Urban Forest Management Plan (UFMP) is a 20-year renewable roadmap for understanding and improving the management of Guelph's urban forest, particularly that which is owned by or under management agreement with the City. While the plan is complete, staff have been taking active steps to engage associated recommendations. It is a long-term plan with nested short-term management and operating plans (phases). The overall plan has 22 recommendations, which address gaps and opportunities in four key areas:

- Management and monitoring;
- Planning;
- Protection, enhancement, and planting; and
- Outreach, stewardship, and partnerships.

### **Recent progress/achievements to date**

- Addition of technical and professional urban forestry capacity via five new positions;
- Implementation of Guelph's Emerald Ash Borer Plan;
- Completion of the Urban Forest Study;
- Development and implementation of new and updated tree related plans, policies and guidelines;
- Increased management of natural areas;
- Creation of the Urban Forest Working Group of external stakeholders;
- Creation of a Tree Team comprised of internal stakeholders;
- Completion of forest inventory; and
- Increased capacity for community engagement and coordination of community stewardship activities.

### **New opportunities or challenges**

- Operational impacts associated with COVID 19 have caused a pause in the implementation of the UFMP. Staff continue to monitor and manage the situation closely and make/recommend implementation actions as appropriate.
- Alignment with the City of Guelph Strategic Plan and engagement of recommendations within the UFMP will remain a priority for staff.

### **Next steps**

At the September 8th Committee of the Whole meeting (originally schedule for April 6th, 2020) City staff provided Council with a Staff Report offering a UFMP Implementation Update (Phase 1) and Second Phase Plan for approval. The Staff Report and accompanying presentation provided appropriate context and information.

# **2020-132 Attachment-7 Wastewater Treatment and Biosolids Management Master Plan progress summary**

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## **Wastewater Treatment and Biosolids Management Master Plan**

**Q1, 2020-Q3, 2021; 25% complete**

### **Recent progress/achievements to date**

- Completion of technical memorandums (TM) on existing plant conditions and assimilative capacity assessment.
- A subsequent technical memo regarding future wastewater and biosolids requirements has been drafted and is being reviewed internally.
- Notice of Commencement and the website launch were published on July 22, 2020.
- The City's Planning and Building Services' staff anticipate updated population projections to be available late fall. This new data will inform and validate this master plan's alternatives and assumptions as well as guide the requirement to further update TMs.

### **New opportunities or relevant challenges**

- COVID-19 has slowed public engagement efforts. Efforts are now focused on a virtual open house, which has been scheduled for September, 2020.
- Updated population projections to 2051, available late fall will inform and validate this master plan's alternatives and assumptions.

### **Next steps**

- Community Liaison Groups are scheduled to be contacted prior to the virtual open house.
- Developing the content, information, and engagement material for the virtual open house.



## **2020-132 Attachment-8 Water and Wastewater Servicing Master Plan progress summary**

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### **Water and Wastewater Servicing Master Plan**

**Q1, 2020 - Q3, 2021; 20% complete**

#### **Recent progress/achievements to date**

- Progression being made on technical work plan of the study, including:
  - Water and wastewater model development
  - Coordination of field work/data collection to inform technical analysis
  - Working with Planning and Building Services to determine impacts of forecasted growth on water distribution and wastewater collection systems.

#### **New opportunities or relevant challenges**

- New growth plan/population projections will impact water and wastewater servicing strategy.

#### **Next steps**

- Staff are working towards a virtual engagement session in September.

# **2020-132 Attachment-9 Water Supply Master Plan progress summary**

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## **Water Supply Master Plan**

**Q4, 2019 – Q1, 2021; 40% complete**

### **Recent progress/achievements to date**

- Project is proceeding according to the initial scope of work with the addition of increased Indigenous Community engagement and further online community engagement tasks in Engagement HQ to increase community consultation.
- Task 1 - Phase 1 Consultation Report has been completed.
- Task 2 – Population and Water Supply Demand Forecasts and Task 3 – Water Supply Capacity Assessment are substantially complete.
- Further to the above, the scope of work is being revised to address increased population and employment forecasts to 2051 provided by the Province’s revised Growth Plan Proposal. A change order proposal is in preparation by our project consultant to consider the impacts on groundwater supply sustainability of increased demand to 2051 (previous study term ending in 2041) which will impact Task 2 Demand Forecasts and Task 4 – Water Supply Alternatives. The proposal is expected to use a computer modelling approach to determine if sufficient water supply is available to meet the increased demands without significant impacts on surface water resources. There is approved capital budget to accommodate increases in costs resulting from this forthcoming change order and scope change.

### **Next steps**

- 2051 Demand Forecast meeting on August 26
- Revised scope of work proposal in September
- Computer modelling of increased demand in Q4
- Quarterly progress meeting – September 21, 2020
- Public Information Centre tentatively proposed for late Q4, 2020

# Information Report

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Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, September 11, 2020
Subject	<b>2020 Corporate Environmental Sustainability Report</b>

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## Executive Summary

### Purpose of Report

To introduce the first annual Corporate Environmental Sustainability (CES) report which summarizes the City of Guelph's environmental sustainability performance in an open, concise and accessible manner.

### Key Findings

The 2020 Corporate Environmental Sustainability report has been presented through this information report and is posted on the City website.

The CES report focuses on several key environmental service areas:

- Energy and Climate Change
- Solid Waste Resources
- Urban Forest and Natural Heritage
- Wastewater Services
- Water Services

The report is aligned with the Sustaining Our Future Strategic Plan pillar. The report helps establish regular communication and tracking of environmental and sustainability performance, which will help support the development of organizational engagement and community awareness.

### Financial Implications

None

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## Report

### Details

The Corporation of the City of Guelph incorporates environmental sustainability throughout its various operations and services. As such, an annual Corporate Environmental Sustainability (CES) report has been prepared to provide information to the community on these efforts in an open and accessible manner.

The CES report focuses on several key environmental service areas:

- Energy and Climate Change
- Solid Waste Resources
- Urban Forest and Natural Heritage
- Wastewater Services
- Water Services

The purpose of the CES report is to:

- Make environmental sustainability performance information accessible to the community
- Publish key environmental metrics and indicators  
Establish baseline metrics
- Demonstrate continuous improvement efforts with project highlights in the past year
- Provide annual updates on the City's progress towards environmental sustainability targets (future editions)
- Meet and exceed Ontario Regulation 507/18 reporting requirements (Energy and Climate Change section only)

### **Financial Implications**

None

### **Consultations**

Timea Filer, Urban Forestry Field Technologist, Parks Operations and Forestry

Wayne Galliher, Division Manager, Water Services, Environmental Services

April Nix, Environmental Planner, Planning, Urban Design and Building Services

Tim Robertson, Division Manager, Wastewater Services, Environmental Services

Cameron Walsh, Division Manager, Solid Waste Resources, Environmental Services

### **Strategic Plan Alignment**

The CES report is a means to track performance and an important mechanism for the continuous improvement of several key environmental service areas. It is aligned with the Sustaining Our Future Strategic Plan pillar. The report helps establish regular communication and tracking of environmental and sustainability performance, which will help support the development of organizational engagement and community awareness.

### **Attachments**

Attachment-1 2020 Corporate Environmental Sustainability Report

### **Departmental Approval**

Heather Flaherty, General Manager, Parks and Recreation

Jennifer Rose, General Manager, Environmental Services

Krista Walkey, General Manager, Planning and Building Services

Antti Vilkkko, General Manager, Facilities and Energy Management

**Report Author**

Bryan Ho-Yan, Manager, Corporate Energy and Climate Change, Facilities and Energy Management

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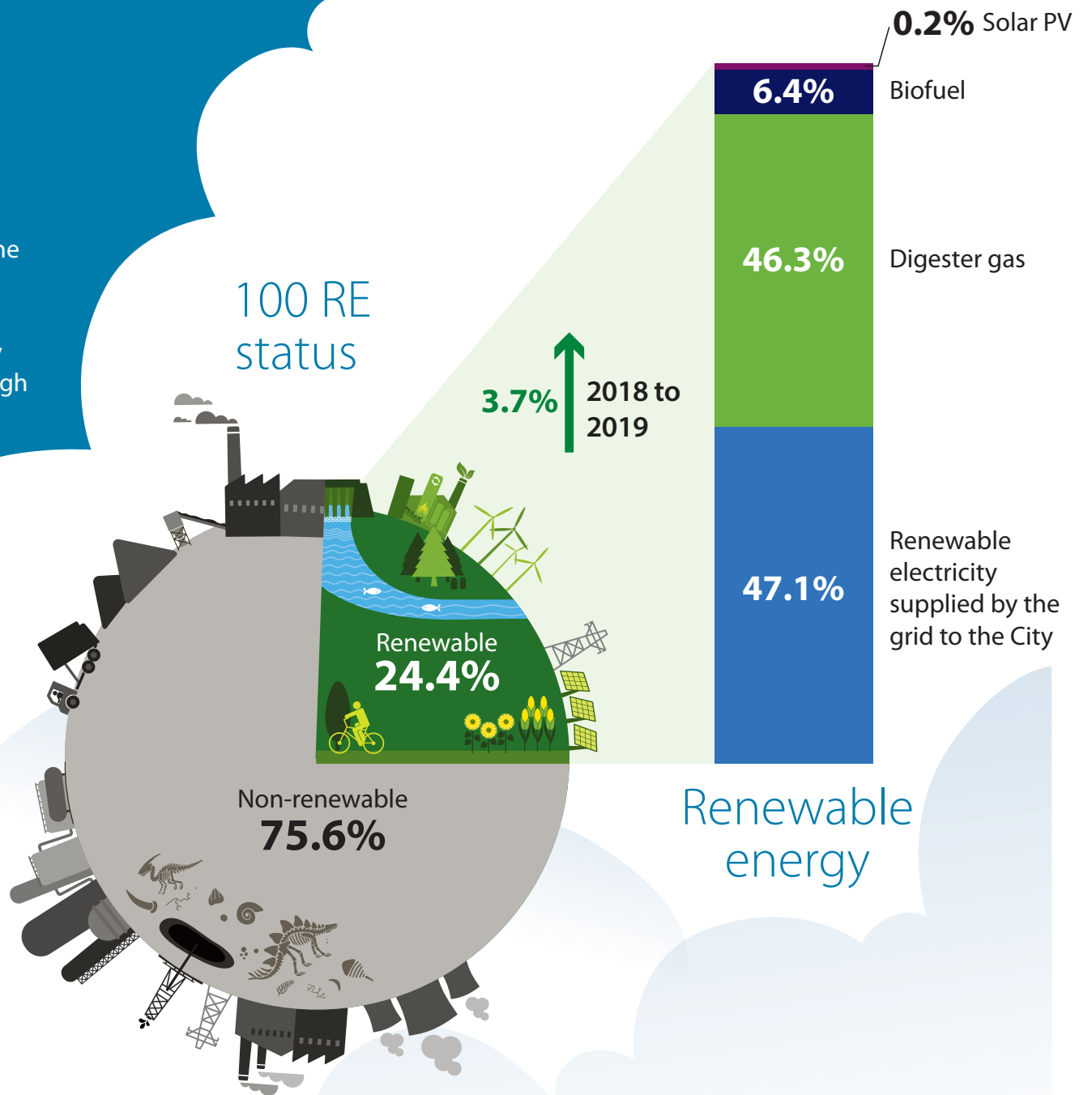
# Energy and Climate Change

The City is taking an energy conservation and greenhouse gas (GHG) emissions reduction approach to reach our goal of having City facilities and operations using 100 per cent renewable energy (100RE) sources by 2050.

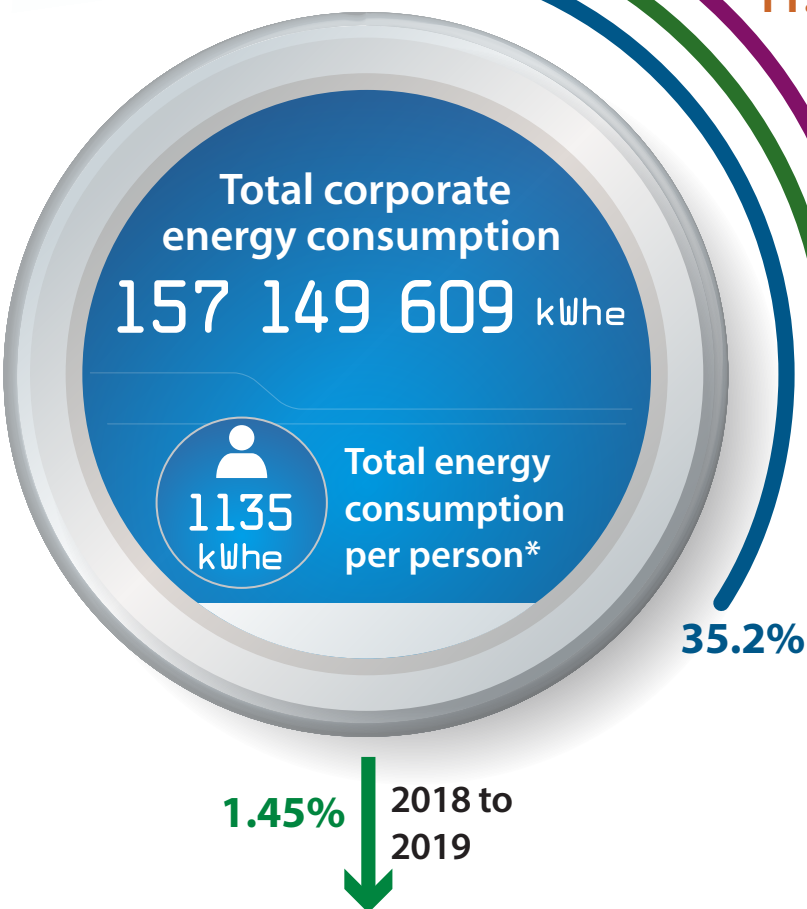
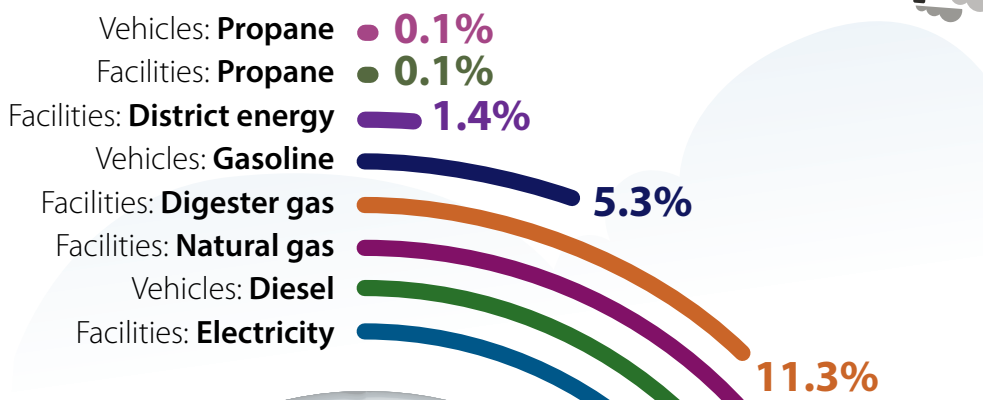
## 2019 Year in review:

The City has made great progress towards our 100RE goal:

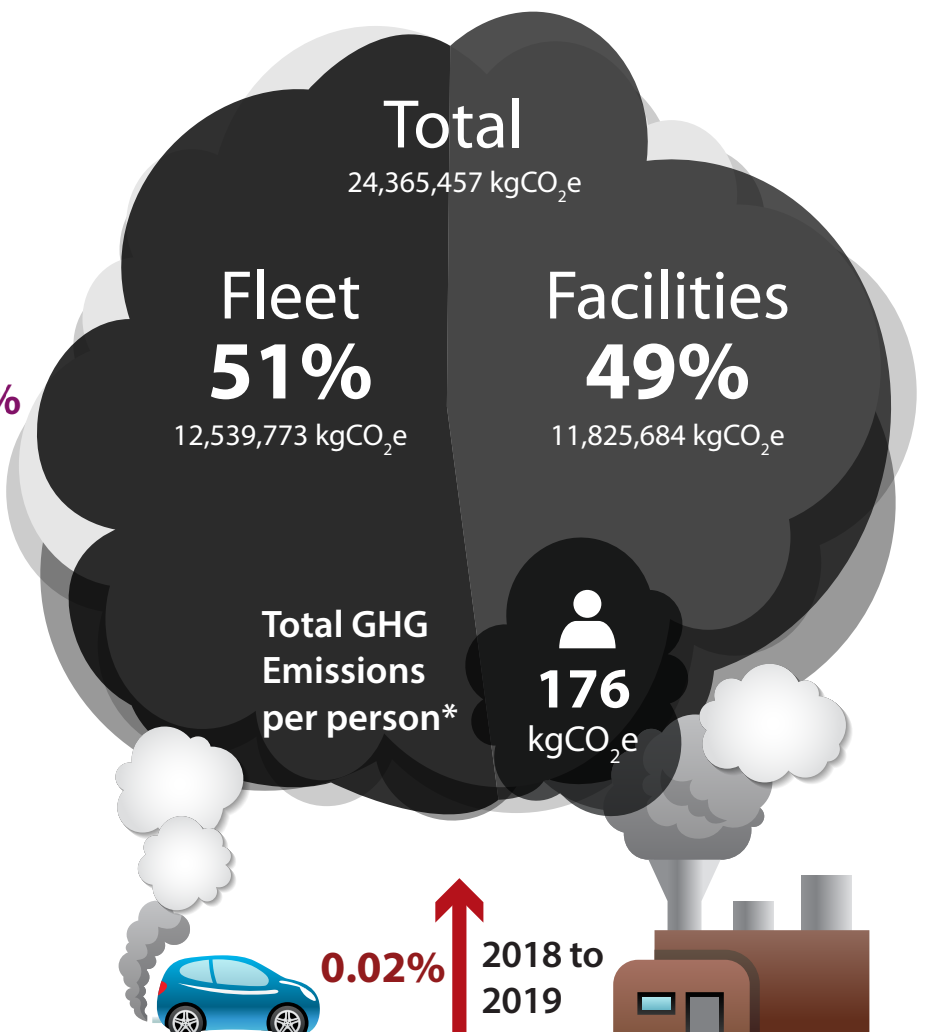
- GHG emissions have flat lined with less than 0.1 per cent increase since 2018
- We've reduced City facilities and fleet energy consumption by 2.2 million kWh (1.45 per cent)—enough to power over 250 homes for a year!
- Increased our renewable energy supply by 1 million kWh (3.7 per cent)—enough to power over 100 homes for a year!



## Total corporate energy consumption



## Greenhouse gas emissions



\*based on 2019 City of Guelph population  
All data and analysis are based on current information at the time this report was prepared. This information is subject to be updated from time to time.

# What we've done

## 2019 key project highlights

⚡ Electricity savings

🔥 Natural gas savings

⦿ Other fuel savings

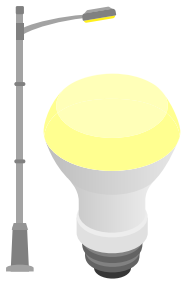
💧 Water savings

🌫️ Greenhouse gas emissions reduction

💰 Energy cost savings/yr

📊 Project cost

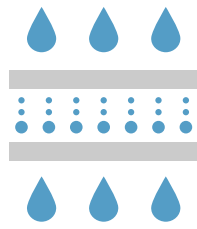
📋 Project status



### LED streetlights and controls

Nearly 13,000 non-decorative streetlights have been upgraded to LED with network controls. This improves light quality and reduces our operating and maintenance costs.

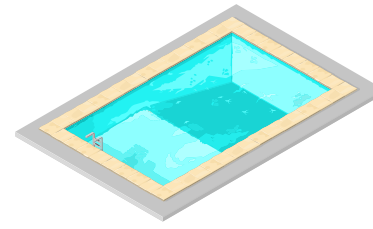
- ⚡ **9,465,000 kWh/yr**
- 🌫️ **189,300 kgCO<sub>2</sub>e/yr**
- 💰 **\$946,000**
- 📊 **\$9,000,000**
- 📋 **Complete**



### Wastewater treatment plant aeration upgrades

A detailed design for the upgrades to the aeration blowers is currently underway. The upgrades will improve control of air supplied to the treatment process and significantly reduce energy demands by 6,750,000 kWh/yr at the City's Wastewater Treatment Plant.

📋 **Ongoing**



### West End Community Centre pool drain and heat recovery system upgrade

System upgrades were made to optimize pool water drainage rates and reduce wasting water. The new system also allows for heat to be recovered from the drained pool water and used to preheat fresh pool water.

- 🔥 **9,000 m<sup>3</sup>/yr**
- 💧 **1,460 m<sup>3</sup>/yr**
- 🌫️ **16,992 kgCO<sub>2</sub>e/yr**
- 💰 **\$8,000**
- 📊 **\$30,000**
- 📋 **Complete**



### Victoria Road Recreation Centre and Exhibition Arena zero-emissions electric ice resurfacers upgrade

The battery electric ice resurfacers are in operation. Now there are no more tailpipe emissions in the Victoria Road Recreation Centre and Exhibition arenas. This improves indoor air quality while lowering fuel costs and building ventilation requirements. The new units are a lot quieter, too!

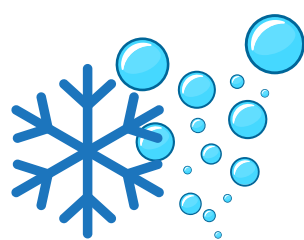
- 🔥 **11,000 m<sup>3</sup>/yr**
- ⦿ **3,300 L/yr propane**
- 🌫️ **25,876 kgCO<sub>2</sub>e/yr**
- 💰 **\$4,000**
- 📊 **\$100,000**
- 📋 **Complete**



### West End Community Centre cooling tower replacement

The cooling tower was upgraded to a new, energy efficient tower with a variable speed drive. The cooling tower can now run as needed and not waste energy.

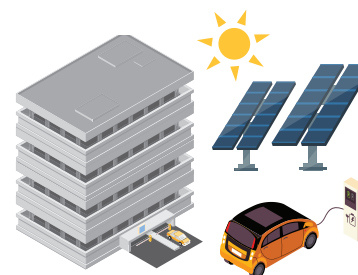
- ⚡ **19,500 kWh/yr**
- 🌫️ **390 kgCO<sub>2</sub>e/yr**
- 💰 **\$3,000**
- 📊 **\$30,000**
- 📋 **Complete**



### Victoria Road Recreation Centre cold water ice flooding system replacement

The new cold water ice flooding system requires the arena's refrigeration equipment to work less while reducing GHG emissions, and also removes air bubbles from the water making for a safer, better quality sheet of ice.

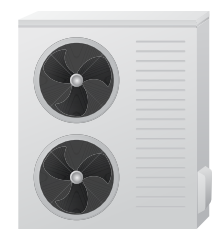
- ⚡ **44,000 kWh/yr**
- 🔥 **6,500 m<sup>3</sup>/yr**
- 🌫️ **13,152 kgCO<sub>2</sub>e/yr**
- 💰 **\$8,000**
- 📊 **\$40,000**
- 📋 **Complete**



### Market Parkade is a net zero energy building

The new Market Parkade on Wilson Street was built with energy efficient lighting, public electric vehicle charging stations and 188kW of solar capacity on the roof, making it a net-zero energy building!

- ⚡ **206,800 kWh/yr**
- 🌫️ **4,136 kgCO<sub>2</sub>e/yr**
- 💰 **\$31,000**
- 📊 **\$350,000**
- 📋 **Complete**



### Clair Road Emergency Centre HVAC recommissioning

The HVAC systems were reviewed to address heating, cooling, humidity and noise issues. HVAC controls system upgrades were made to make the facility more energy efficient, comfortable and a lot less noisy.

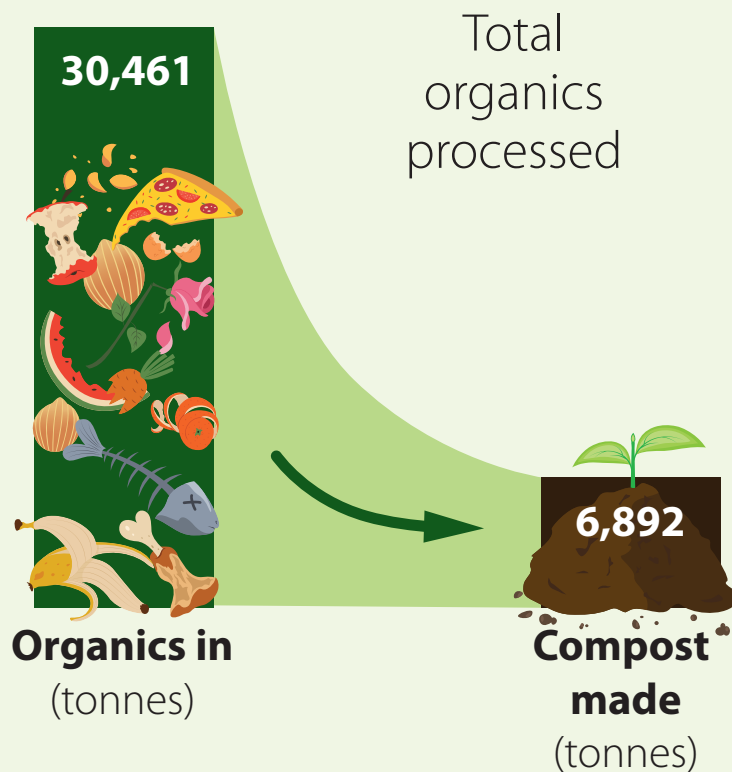
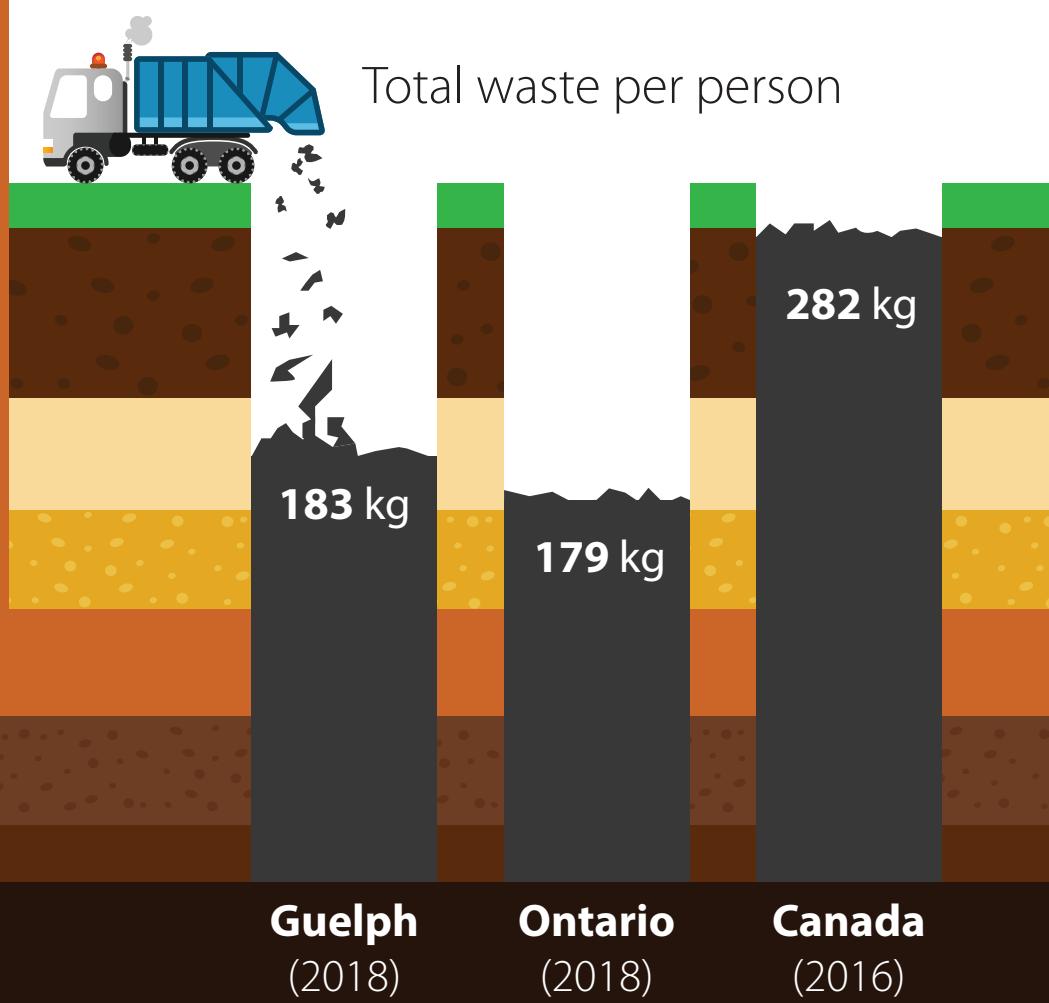
- ⚡ **41,868 kWh/yr**
- 🔥 **16,212 m<sup>3</sup>/yr**
- 🌫️ **31,446 kgCO<sub>2</sub>e/yr**
- 📊 **\$15,000**
- 💰 **\$10,000**
- 📋 **Complete**

# Solid Waste Resources

In 2019, the City continued to build on Guelph's leadership in sustainable waste management.

In 2019...

- Guelph residents disposed of close to 100 kg less waste per person compared to the national average.
- Guelph residents diverted 60 per cent of their waste away from landfill through proper sorting
- The City's organic waste processing facility diverted 77 per cent of organics from landfill and produced 6,892 tonnes of finished compost—that's almost equivalent to the weight of 1,000 elephants!



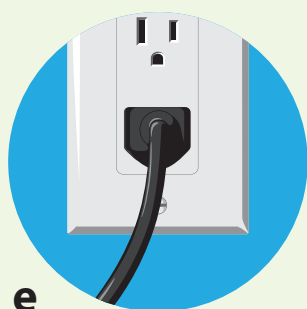
Guelph's waste diversion rate (percentage of waste diverted from landfill)

**60%**



**35,000 tonnes of CO<sub>2</sub>e**

was captured from landfill gas and stored to be used as electricity



**21,000 tonnes of CO<sub>2</sub>e** was captured from organics processing



# What we've done

## 2019 key project highlights



### LED lighting retrofit

Completed LED lighting retrofits at the Waste Resource Innovation Centre to reduce energy consumption and enhance lighting.



### Carbon credit reduction

The City sold \$590,000 worth of carbon credits through capturing CO<sub>2</sub>e from landfill and organics processing and converting it into electricity. Funds will be used to help achieve the City's 100 per cent renewable energy by 2050 goal.



### Material recovery facility (MRF)

The City, with help from the Guelph community, diverted from landfill and sold back to market over 5,000 tonnes of paper products and 2,000 tonnes of containers (cans, glass, plastic bottles, etc.).



### Curbside waste audits

Conducted over 600 curbside waste audits to help educate Guelph residents and improve their sorting. 50 per cent of audited households had improved their sorting throughout all three waste streams.



### Waste Resources Innovation Centre

The Waste Resource Innovation Centre helped divert 24,000 tonnes of waste away from landfill, which is made up of:

- Construction demolition waste: 2,400 tonnes
- Yard waste: 7,600 tonnes
- Organics: 7,000 tonnes
- Recycling: 7,000 tonnes



### Reuse programs

487 bikes diverted from landfill through the ReCycle bike reuse program and 4,500 L of paint was diverted from landfill through the Paint+ reuse program.



### Household hazardous waste

We ensured safe disposal of 251 tonnes of hazardous waste, diverting it from landfill while also helping to protect our water supply and environment, prevent fires and keep our staff and community safe.



### Multi-residential waste collection

The City started collecting waste from multi-residential buildings, helping ensure more Guelph residents are sorting and diverting their waste. We on-boarded 15 properties consisting of 825 units.



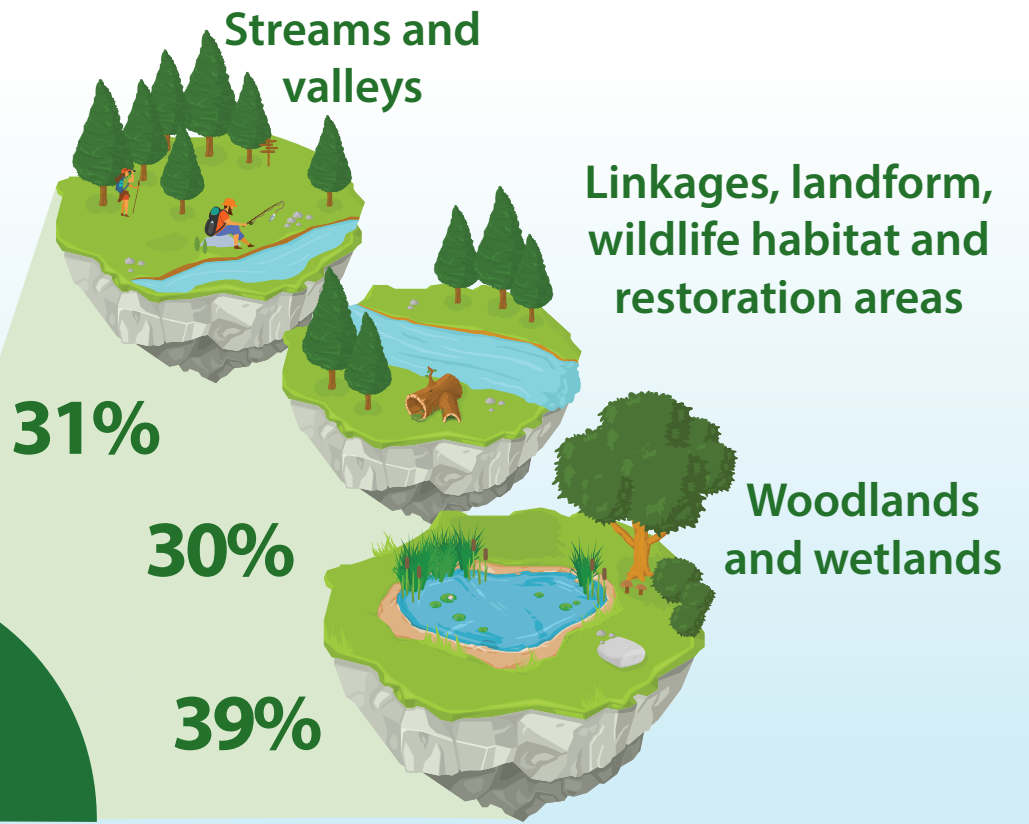
### Customer service and public education

The City supported 50 local events by providing three stream waste bins and sorting education; provided 137 facility tours for students and residents at the City's Waste Resource Innovation Centre; and provided customer service assistance to over 12,000 customers in person, by phone and through email.

# Urban Forest and Natural Heritage

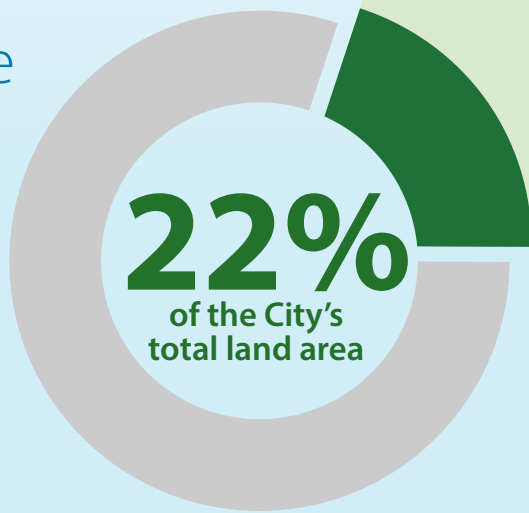
The City maintains, protects and restores Guelph's natural heritage and urban forests which helps us to:

- reduce pollutants in the water and air
- save energy by cooling our community
- support the health and wellbeing of Guelph residents
- provide recreational spaces and opportunities for outdoor activities
- allow for local plants and wildlife to move throughout their lifecycles safely and healthfully
- support a wide range of native plants and wildlife
- mitigate floods



## Natural heritage system

Guelph's natural heritage makes up 1/5 of Guelph's land area.



## Urban forest

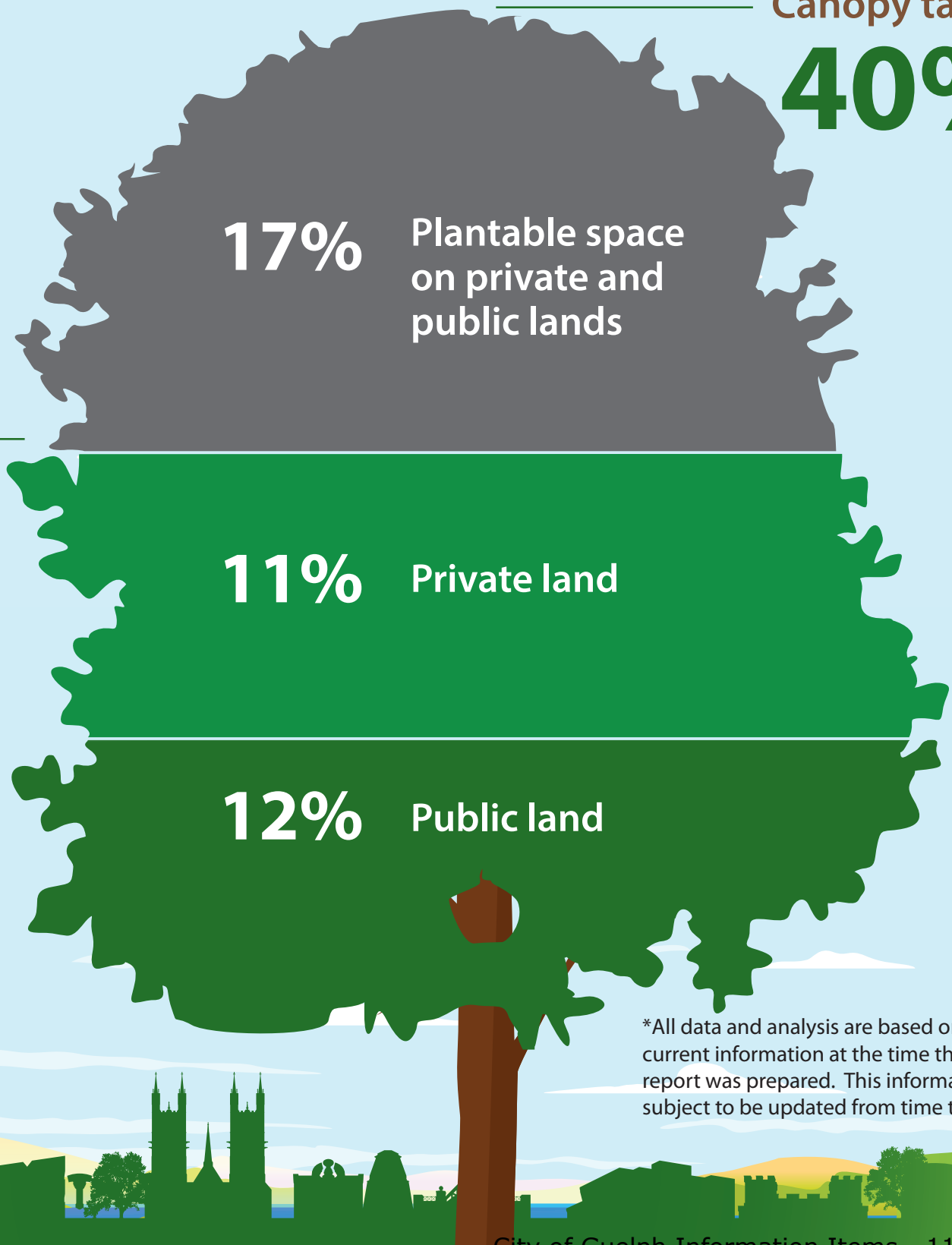
Urban forest provides valuable ecological, social and economical benefits to the community

Canopy target  
**40%**

Canopy cover is

**23%**  
of the City's total land area

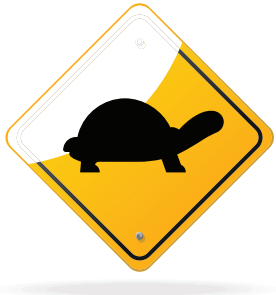
Most canopy cover is in woodlands, natural areas and mature neighbourhoods



\*All data and analysis are based on current information at the time this report was prepared. This information is subject to be updated from time to time.

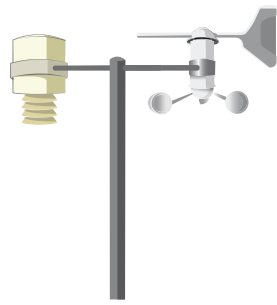
# What we've done

## 2019 key project highlights



### Niska Road reconstruction wildlife tunnels

Three wildlife tunnels were installed on Niska Road to provide safe paths for animals to move under roads between natural spaces safely. There are now a total of 18 wildlife tunnels in Guelph.



### Establishing a city-wide weather network

Improved our local weather monitoring capabilities by installing two new weather monitoring systems. These help us understand and identify trends in local climate and the impacts it has on our waterways and ecosystems. We now have a total of five weather network monitoring systems across Guelph.



### Storm water monitoring to assess stream health

The City started monitoring seven stormwater facilities and streams to look at how rain water runoff impacts stream health. Monitoring includes water chemistry and benthics (aquatic insects) as indicators of stream health.



### Restoration and enhancement of natural spaces

As part of the Natural Heritage Action Plan, the City completed seven stormwater pond clean outs to help keep Guelph's waterways clean and planted native species trees, shrubs, wildflowers and grasses to help support enhancement of biodiversity at the ponds.



### Natural heritage advisory committee

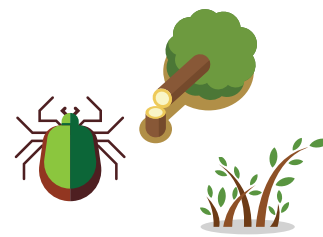
As part of the Natural Heritage Action Plan the City created a natural heritage advisory committee made up of nine members who provide City Council with input and perspectives on strategic, high-level natural heritage conservation matters relating to City-led initiatives.



### Tree planting

As part of the Urban Forestry Master Plan recommendations, the City increased our canopy coverage and replaced trees removed because of emerald ash borer, by planting:

- 400 trees on streets
- 3,300 trees in parks and natural areas
- 3,026 shrubs in parks and natural areas



### Invasive species management

The City removes invasive species throughout the year to maintain and improve Guelph's ecological health in our parks and natural areas

- Removed 90 hectares of invasive species (species like buckthorn, dog strangling vine, etc.)
- Removed 600 ash trees killed by emerald ash borer
- Treated 376 healthy ash trees with TreeAzin™ (insecticide)



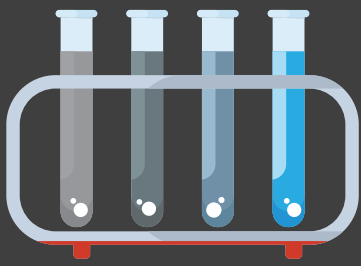
### Clean and green community clean up

With the help of 1,200 volunteers, the City collected 3,300 kg of garbage in Guelph's parks. That's twice as heavy as an average-sized car!

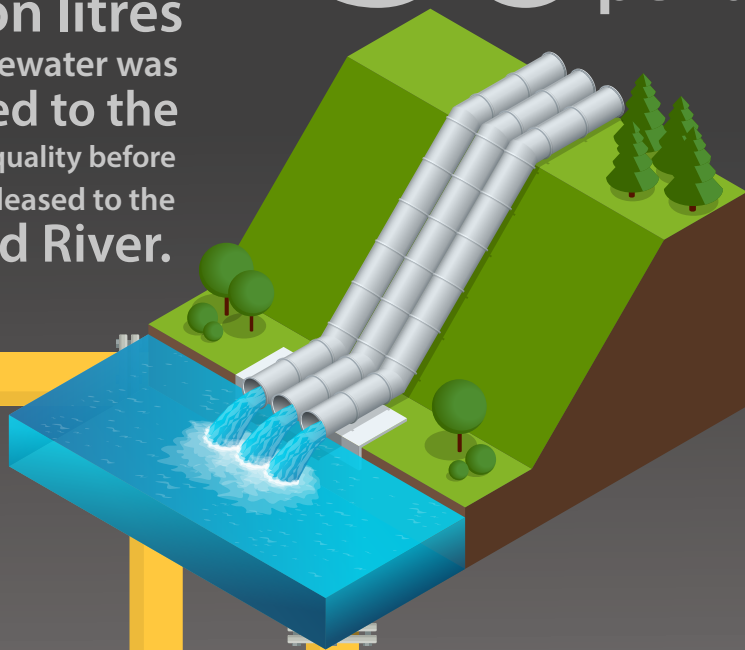
# Wastewater Services

Environmental stewardship drives all of the City's Wastewater Services programs. Whether it be reusing digester gas (methane) and biosolids (organic solids removed from sewage) recovered from the treatment process to power our wastewater treatment plant, or developing new educational programs to engage with our community, we're continually finding new ways to improve our processes to reduce our environmental footprint.

2,630,811m<sup>3</sup> of reused digester gas powered the wastewater treatment plant. That's enough to power 1,975 houses.



**20.6 = 56** billion litres of wastewater was treated to the highest quality before being released to the Speed River.

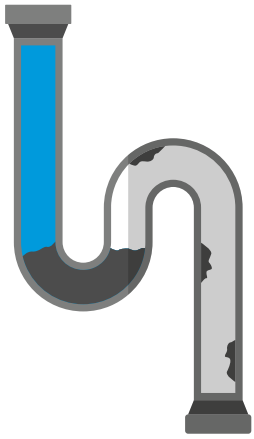


3,700 tonnes of biosolids were re-used by farmers as fertilizer, meaning 100 per cent of biosolids from the wastewater treatment plant were diverted from landfills.

\*All data and analysis are based on current information at the time this report was prepared. This information is subject to be updated from time to time.

# What we've done

## 2019 key project highlights



### Sanitary system flushing program

The maintenance flushing program ensured that 107 km of the sanitary system was flushed as a way to prevent sewer backups and keep our environment and wildlife safe. That's enough distance to cover a drive from Guelph all the way to Peterborough!



### Environmental protection

The Environmental Protection Officers conducted over 600 industrial inspections to ensure businesses are taking appropriate measures in reducing their environmental impact, like disposing of oils and grease properly. In addition, they responded to 398 calls to mitigate spills and to support Guelph Police Services, Guelph Fire Services and other City departments.



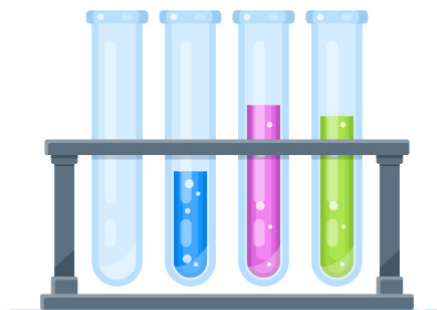
### Education and outreach program

Wastewater Services hosted 42 tours of the wastewater treatment plant for over 800 guests, furthering our community's knowledge about wastewater. This includes tours for students, as well as peer groups, academics and industry partners.



### Studying water re-use

In 2019, the City initiated a study to explore opportunities for re-using water and developing a reclaimed water program. This study will focus on using treated wastewater for things like sanitary sewer flushing, instead of treated drinking water. The study will be part of the Wastewater Treatment and Biosolids Master Plan, which is the City's long-term plan for managing wastewater in Guelph.



### Sample collection and analysis

Samples are collected and analyzed for process control, compliance reporting and river quality monitoring. The wastewater treatment operations team, environmental protection officers and accredited lab technicians collected and analyzed over 16,000 samples in 2019.



### Responsible environmental steward projects

Environmental stewardship is important in our planning. Projects such as the aeration blower upgrade program will save significant energy and reduce our carbon footprint. The installation of best-in-class chemical delivery systems to manage phosphorus removal and disinfection ensure a high level of process control and treatment. Efforts are underway to develop an Environmental Management System that will oversee compliance and emergency planning for wastewater services which will further build trust and confidence for all stakeholders.

# Water Services

The City provides Guelph residents with safe, high quality drinking water while meeting or exceeding, and continually improving on legal, operational and quality management system requirements.

## 2019 Year in Review

Awarded the American Water Works Association–Exemplary Source Water Protection Award for "establishing and maintaining source water protection programs that account for their unique local conditions, incorporate the interests of local stakeholders, and reflect sustainable long-term commitments to the process by all parties."



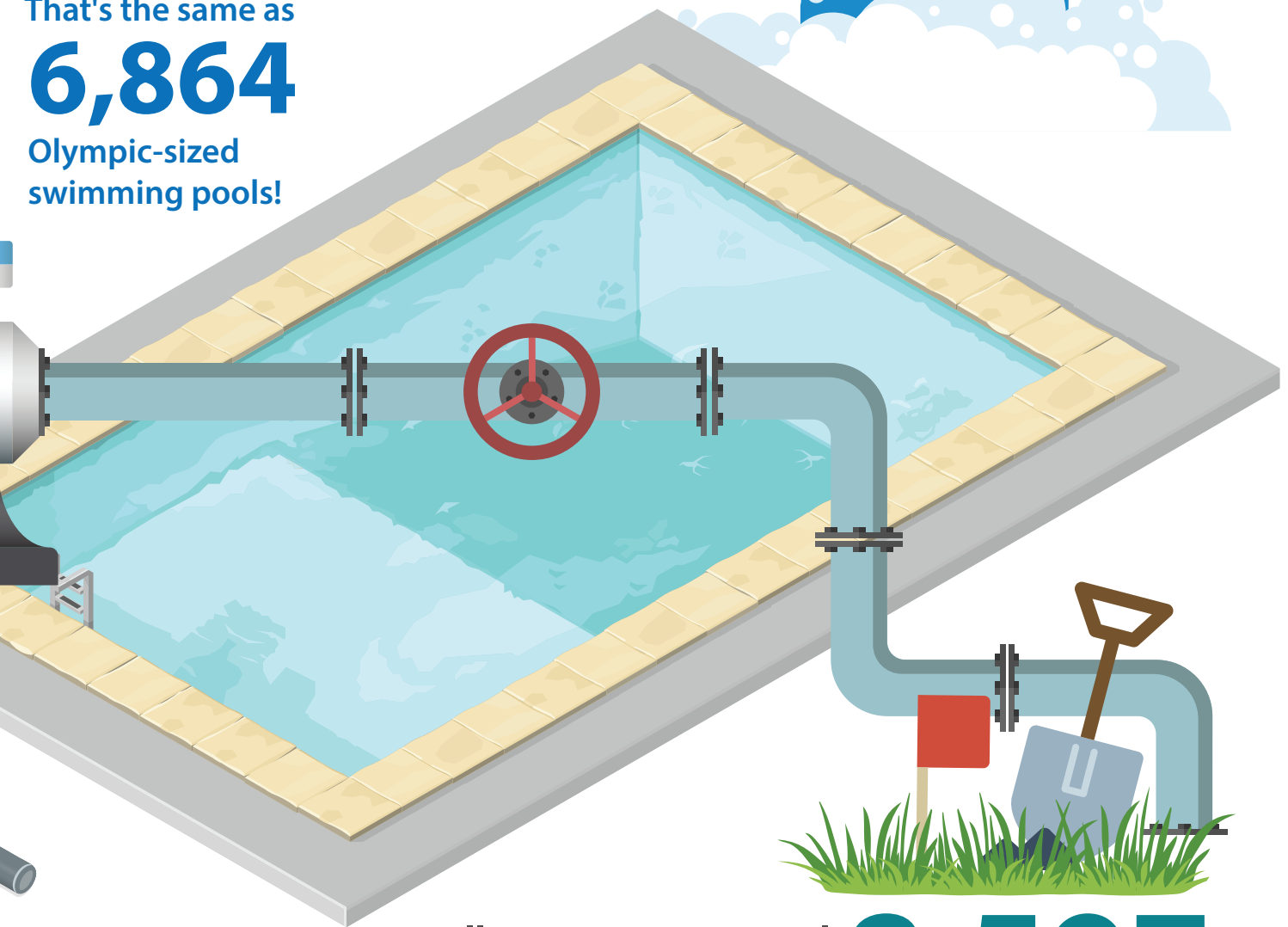
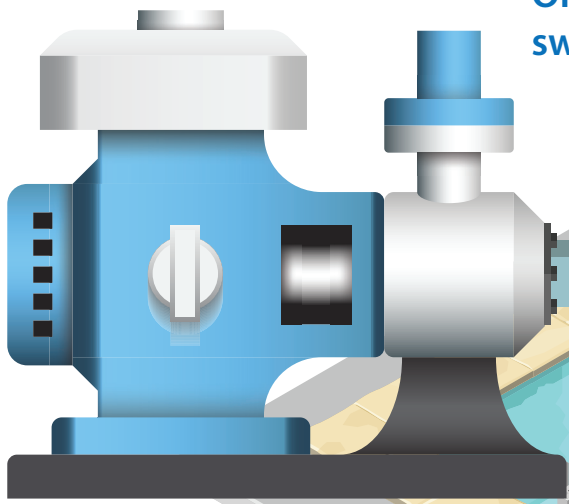
# 17.2

billion litres of water was treated and pumped to Guelph residents and businesses.

That's the same as

# 6,864

Olympic-sized swimming pools!



Inspected  
**342**  
kilometers  
of metallic  
watermains  
and proactively  
maintained to  
save an average of  
**534 million**  
litres a day



# 8,597

water utility locates completed to prevent damage to City water infrastructure and our natural environment.

The Guelph Water Wagon helped divert

# 44,000

water bottles from recycling and waste streams at local events

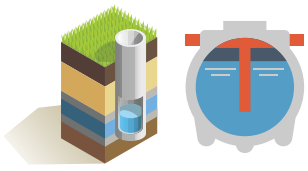


# 658.5

million litres of water is saved per day through water-efficiency programs!

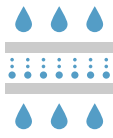
# What we've done

## 2019 Key Project Highlights



### Private well and septic decommissioning rebate program

The City implemented a private well and septic decommissioning rebate program to help landowner's decommission unused private water wells and septic systems, further preventing contamination threats to our local drinking water supply.



### Burke well water treatment upgrades

The City completed upgrades to Burke well that remove iron and manganese from the water and improve service delivery and reliability for 13,000 Guelph residents.



### Jubilee park water fountain installation

A water fountain was installed at Jubilee Park to help residents stay hydrated and reduce the number of plastic water bottles entering our recycling and waste streams.



### Rain barrel sale

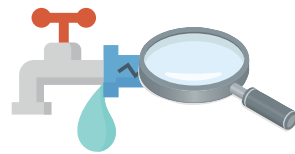
950 rain barrels were sold to support Guelph residents capturing rainwater for lawn and garden use. Combined, these barrels can hold up to 228,000 litres of water (about 1,500 bathtubs full). Using the rainwater later helps conserve tap water and retain stormwater to prevent flooding.



### Healthy landscapes

The Healthy Landscapes program helps Guelph residents learn more about outdoor water efficiency, preventative landscape maintenance practices, and natural pest control alternatives.

- 500 residents participated in the speakers series and gardening workshops.
- 100 residents participated in the four-part landscape design course.
- 300 Healthy Landscapes property visits, with 20 residents seeking Blue Built Home certification.



### Leak detection

The City tested 342 kilometers of watermains within the City's distribution system for leaks. 33 leaks were identified and repaired preventing the loss of approximately 534,000 litres of drinking water per day (enough to fill 78 Olympic-sized pools).



### Outside Water Use Program

This program continues to be an active and effective program to reduce peak season (summer) water use. The outside water use program monitors local conditions and reminds residents that Guelph uses water wisely. The program level escalated to Level 1-Yellow on July 29 during a sustained dry spell and returned to Level 0-Blue on October 2.



### Water efficiency rebates and incentives

658.5m<sup>3</sup>/day of treated water saved through efficiency programs, which include:

- 984 approved rebates and audits through hallmark water efficiency programs such as the Blue Built Home Certification and Rebate Program, Multi-Residential Water Audit and the home tune-up water audit
- 38 incentives for municipal infrastructure improvements and Water Smart Business upgrades, including upgrades at the River Run Centre, Guelph Farmers Market, and a splash pad.



### Youth and public outreach and education programs

- 32 class tours of Water Services with more than 690 students
- 70 interactive in-school presentations to 1,459 students
- H2Awesome, the award-winning grade 8 education program on Guelph water, engaged 570 students, and provided in-class workshops to 222 classes
- Planet Protectors for grades 2-4 classes offer an engaging, online platform for sustainability learning related to water, energy and waste, engaged 26 classrooms and 566 students
- H2O Go Festival, offered on World Water Day in conjunction with the eMERGE EcoMarket, hosted nine organizations contributing to a tremendously popular event of over 3,000 participants
- Waterloo Wellington Children's Groundwater Festival cultivates curiosity in water literacy for Grades 2 to 5. 4,898 students participated this year.



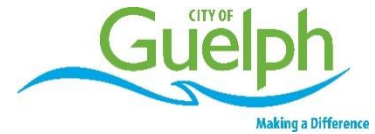
### Pilot raingarden rebate program

The City piloted a raingarden rebate for Guelph residents to encourage water conservation and reduce stormwater runoff.

- 50 residents participated in the raingarden workshop
- 30 pre-qualified for a raingarden rebate through home-visit consultations
- 16 raingardens were installed and provided a rebate resulting in 39,800 litres of stormwater captured (an average rain garden hold about 2,490 litres).

# Provincial and Federal Consultation Alert

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## Proposed amendments to the Director's Technical Rules made under section 107 of the *Clean Water Act*, 2006

### Ministry

Environment, Conservation and Parks

### Consultation Deadline

9 November 2020

### Summary

The Ministry is proposing changes to the technical rules used to assess source water protection vulnerability and risk under the *Clean Water Act*.

### Proposed Form of Input

A submission on the Environmental Registry.

### Rationale

Ensuring strong source water protection mechanisms are in place is a priority for the City of Guelph to advance the sustainability of the local water supply.

### Lead

Water Services

### Link to Ministry Website

<https://ero.ontario.ca/notice/019-2219>

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### Contact Information

#### Intergovernmental Services

Chief Administrative Office

City Hall, 1 Carden Street, Guelph ON N1H 3A1

519-37-5602

TTY: 519-826-9771





## **Committee of Adjustment Minutes**

**Thursday, August 13, 2020, 4:00 p.m.  
Remote meeting live streamed  
on [guelph.ca/live](http://guelph.ca/live)**

Members Present	K. Ash, Chair D. Kendrick, Vice Chair S. Dykstra D. Gundrum L. Janis K. Meads J. Smith
Staff Present	B. Bond, Zoning Inspector J. da Silva, Council and Committee Assistant S. Daniel, Engineering Technologist T. Di Lullo, Secretary-Treasurer D. McMahon, Deputy City Clerk K. Patzer, Planner L. Sulatycki, Planner M. Witmer, Planner

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### **Call to Order**

Chair K. Ash called the meeting to order. (4:01 p.m.)

### **Opening Remarks**

Chair K. Ash explained the hearing procedures and Secretary-Treasurer T. Di Lullo conducted attendance by roll call and confirmed quorum.

### **Disclosure of Pecuniary Interest and General Nature Thereof**

There were no disclosures.

## **Approval of Minutes**

Moved by D. Gundrum

Seconded by L. Janis

That the minutes from the July 9, 2020 Regular Hearing of the Committee of Adjustment, be approved as circulated.

**Carried**

## **Requests for Withdrawal or Deferral**

### **B-7/20 and B-8/20 73 and 93 Arthur Street South**

Owner: 2278560 Ontario Inc.

Agent: Charlotte Balluch, Fusion Homes

Location: 73 and 93 Arthur Street North

In Attendance: C. Balluch

Secretary-Treasurer T. Di Lullo noted that C. Balluch, agent for the applications, submitted a request that the applications be deferred to the September 10, 2020 hearing. The agent noted that the reason for the deferral is to work with staff regarding conditions outlined in the staff comments. A copy of the deferral request was circulated to members and staff.

Moved by J. Smith

Seconded by K. Meads

That consent applications B-7/20 and B-8/20 for 73 and 93 Arthur Street South, be **deferred** to the September 10, 2020 hearing, and that the deferral fee be paid prior to reconsideration of the applications.

Reasons:

These applications are deferred at the request of the applicant to allow the applicant additional time to consult with staff.

**Carried**

## **Staff Announcements**

### **Hearing Procedures Update - Bill 197**

Secretary-Treasurer T. Di Lullo explained the changes to the Committee of Adjustment hearing procedures outlined in the staff report and read the motion as recommended by staff.

Moved by K. Meads

Seconded by S. Dykstra

That the proposed changes to the Committee of Adjustment Hearing Procedures, included as Attachment-1, dated August 13, 2020, be **approved**.

**Carried**

## **Current Applications**

### **A-31/20 190-192 Waterloo Avenue**

Owner: Myra Buzbuziani

Agent: Rick Rozyle

Location: 190-192 Waterloo Avenue

In Attendance: R. Rozyle

Chair K. Ash questioned if the sign had been posted in accordance with Planning Act requirements and if the staff comments were received. R. Rozyle, agent for the application, responded that the sign was posted and comments were received.

After a brief break to allow members of the public to express interest in speaking to the application, no members of the public spoke via electronic participation.

Having considered whether or not the variance(s) requested are minor and desirable for the appropriate development and use of the land and that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained, and that this application has met the requirements of Section 45(1) of the Planning Act, R.S.O. 1990, Chapter P.13 as amended,

Moved by S. Dykstra

Seconded by J. Smith

That in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, a variance from the requirements of Section 6.1.3.6.1 of Zoning By-law (1995)-14864, as amended, for 190-192 Waterloo Avenue, to permit a food vehicle to be located on the property, when the By-law a variety of uses in the C.1-6 Zone, but does not permit a food vehicle as a permitted use, be **approved**.

Reasons:

This application is approved, as it is the opinion of the Committee that, this application meets all four tests under Section 45(1) of the Planning Act.

Any and all written submissions relating to this application that were made to the committee of Adjustment before its decision and any and all oral submissions related to this application that were made at a public hearing, held under the Planning Act, have been, on balance, taken into consideration by the Committee of Adjustment as part of its deliberations and final decision on this matter.

**Carried**

### **A-32/20 588 Starwood Drive**

Owner: Rashid Raza

Agent: N/A

Location: 588 Starwood Drive

In Attendance: R. Raza

Chair K. Ash questioned if the sign had been posted in accordance with Planning Act requirements and if the staff comments were received. R. Raza, owner, responded that the sign was posted and comments were received.

R. Raza indicated he was in agreement with the condition recommended by Engineering staff as outlined in the staff comments.

After a brief break to allow members of the public to express interest in speaking to the application, no members of the public spoke via electronic participation.

Having considered whether or not the variance(s) requested are minor and desirable for the appropriate development and use of the land and that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained, and that this application has met the requirements of Section 45(1) of the Planning Act, R.S.O. 1990, Chapter P.13 as amended,

Moved by K. Meads

Seconded by D. Gundrum

That in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, variances from the requirements of Table 4.7 Rows 1 and 12 of Zoning By-law (1995)-14864, as amended, for 588 Starwood Drive, to permit:

- a. a minimum left side yard setback of 0.33 metres for the proposed uncovered porch (landing), when the By-law requires a minimum side yard setback of 0.6 metres for an uncovered porch not more than 1.2 metres above finished grade; and
- b. a minimum left side yard setback of 0.33 metres for the proposed exterior stairs, when the By-law requires a minimum side yard setback of 0.6 metres for exterior stairs,

be **approved**, subject to the following condition:

1. The owner(s) agrees to construct the stairs/landing with removable material (i.e. wood), as shown on the provided sketch.

Reasons:

This application is approved, as it is the opinion of the Committee that, with the above noted condition of approval, this application meets all four tests under Section 45(1) of the Planning Act.

Any and all written submissions relating to this application that were made to the committee of Adjustment before its decision and any and all oral submissions related to this application that were made at a public hearing, held under the Planning Act, have been, on balance, taken into consideration by the Committee of Adjustment as part of its deliberations and final decision on this matter.

**Carried**

### **A-33/20 94 Maple Street**

Owner: Gail Ruth van Veen and David Richard van Veen

Agent: John Vanderwoerd, Vanderwoerd Drafting and Design

Location: 94 Maple Street

In Attendance: J. Vanderwoerd, D. Van Veen

Chair K. Ash questioned if the sign had been posted in accordance with Planning Act requirements and if the staff comments were received. J. Vanderwoerd, agent for the application, responded that the sign was posted and comments were received.

Member D. Kendrick joined the remote hearing. (4:35 p.m.)

J. Vanderwoerd, confirmed that the height of the proposed accessory building, measured from the ground to the mid-point of the roof, will be 3.4 metres.

D. Van Veen, owner of the property, indicated he had no comments on this application.

After a brief break to allow members of the public to express interest in speaking to the application, no members of the public spoke via electronic participation.

Having considered whether or not the variance(s) requested are minor and desirable for the appropriate development and use of the land and that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained, and that this application has met the requirements of Section 45(1) of the Planning Act, R.S.O. 1990, Chapter P.13 as amended,

Moved by S. Dykstra

Seconded by J. Smith

That in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, a variance from the requirements of Section 4.5.1.4 of Zoning By-law (1995)-14864, as amended, for 94 Maple Street, to permit an accessory building with a maximum ground floor area of 118 square metres, when the By-law requires that that in a residential zone, the total ground floor area of all accessory buildings or structures shall not exceed 70 square metres, be **approved**.

Reasons:

This application is approved, as it is the opinion of the Committee that this application meets all four tests under Section 45(1) of the Planning Act.

Any and all written submissions relating to this application that were made to the committee of Adjustment before its decision and any and all oral submissions related to this application that were made at a public hearing, held under the Planning Act, have been, on balance, taken into consideration by the Committee of Adjustment as part of its deliberations and final decision on this matter.

**Carried**

### **A-34/20 23 Garibaldi Street**

Owner: 2680579 Ontario Inc.

Agent: Jacob Goldfarb, Goldfarm Canada

Location: 23 Garibaldi Street

In Attendance: J. Goldfarb

Chair K. Ash questioned if the sign had been posted in accordance with Planning Act requirements and if the staff comments were received. J. Goldfarb, agent for the application, responded that the sign was posted and comments were received.

J. Goldfarb indicated he was in agreement with the condition recommended by staff regarding the use to be permitted on a temporary basis. The agent also noted he addressed garbage concerns raised by neighbours with the property owner, and indicated that the garbage produced by the proposed business will be mostly compost and negligible in relation to the size of the building.

After a brief break to allow members of the public to express interest in speaking to the application, no members of the public spoke via electronic participation.

Having considered whether or not the variance(s) requested are minor and desirable for the appropriate development and use of the land and that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained, and that this application has met the requirements of Section 45(1) of the Planning Act, R.S.O. 1990, Chapter P.13 as amended,

Moved by D. Gundrum

Seconded by J. Smith

That in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, a variance from the requirements of Section 7.3.4.5.1 of Zoning By-law (1995)-14864, as amended, for 23 Garibaldi Street, to permit agriculture (vegetation based) on the property as a permitted use, when the By-law permits a variety of uses in the B.4-5 Zone, but does not permit agriculture (vegetation based) as a permitted use, be **approved**, subject to the following conditions:

1. That the use be permitted for a period of three (3) years from the date of the Committee's final decision, or until the land use study area is complicated, whichever is later.
2. That the use be limited in size to 210.5 square metres of the existing building.

Reasons:

This application is approved, as it is the opinion of the Committee that, with the above noted conditions of approval, this application meets all four tests under Section 45(1) of the Planning Act.

Any and all written submissions relating to this application that were made to the committee of Adjustment before its decision and any and all oral submissions related to this application that were made at a public hearing, held under the

Planning Act, have been, on balance, taken into consideration by the Committee of Adjustment as part of its deliberations and final decision on this matter.

**Carried**

### **A-35/20 8-14 Macdonell Street**

Owner: Downtown Mercury Development Corporation

Agent: N/A

Location: 8-14 Macdonell Street

In Attendance: S. Moraca, M. McCowan

Chair K. Ash questioned if the sign had been posted in accordance with Planning Act requirements and if the staff comments were received. S. Moraca, representative for the owner, responded that the sign was posted and comments were received.

After a brief break to allow members of the public to express interest in speaking to the application, no members of the public spoke via electronic participation.

Having considered whether or not the variance(s) requested are minor and desirable for the appropriate development and use of the land and that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained, and that this application has met the requirements of Section 45(1) of the Planning Act, R.S.O. 1990, Chapter P.13 as amended,

Moved by K. Meads

Seconded by D. Kendrick

That in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, a variance from the requirements of Section 6.3.2.6.4 of Zoning By-law (1995)-14864, as amended, for 8-14 Macdonell Street, to permit a licensed establishment to be located in the basement of the existing commercial building, when the By-law permits the floor area of a licensed establishment to be located on the first floor only, be **approved**.

Reasons:

This application is approved, as it is the opinion of the Committee that this application meets all four tests under Section 45(1) of the Planning Act.

Any and all written submissions relating to this application that were made to the committee of Adjustment before its decision and any and all oral submissions related to this application that were made at a public hearing, held under the



Planning Act, have been, on balance, taken into consideration by the Committee of Adjustment as part of its deliberations and final decision on this matter.

**Carried**

### **A-36/20 37 Arthur Street North**

Owner: Ashlee Cooper

Agent: N/A

Location: 37 Arthur Street North

In Attendance: A. Cooper

Chair K. Ash questioned if the sign had been posted in accordance with Planning Act requirements and if the staff comments were received. A. Cooper, owner, responded that the sign was posted and comments were received.

After a brief break to allow members of the public to express interest in speaking to the application, no members of the public spoke via electronic participation.

Having considered a change or extension in a use of property which is lawfully non-conforming under the By-law as to whether or not this application has met the requirements of Section 45(2) of the Planning Act, R.S.O. 1990, Chapter P.13 as amended,

Moved by J. Smith

Seconded by S. Dykstra

THAT in the matter of an application under Section 45(2)(a)(i) of the Planning Act, R.S.O. 1990, C.P13, as amended, permission to enlarge/extend the legal non-conforming use at 37 Arthur Street North to permit two (2) dormers to be constructed on the second storey of the existing semi-detached dwelling unit, be **approved**.

Reasons:

This application is approved, as it is the opinion of the Committee that this application meets the requirements under Section 45(2) of the Planning Act.

Any and all written submissions relating to this application that were made to the committee of Adjustment before its decision and any and all oral submissions related to this application that were made at a public hearing, held under the Planning Act, have been, on balance, taken into consideration by the Committee of Adjustment as part of its deliberations and final decision on this matter.

**A-37/20 23 Wellington Street East (Units 8 and 9)**

Owner: 922444 Ontario Ltd.

Agent: Tony Varvaris

Location: 23 Wellington Street East

In Attendance: G. Sedra

Chair K. Ash questioned if the sign had been posted in accordance with Planning Act requirements and if the staff comments were received. G. Sedra, representative for the agent, responded that the sign was posted and comments were received.

After a brief break to allow members of the public to express interest in speaking to the application, no members of the public spoke via electronic participation.

Having considered whether or not the variance(s) requested are minor and desirable for the appropriate development and use of the land and that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained, and that this application has met the requirements of Section 45(1) of the Planning Act, R.S.O. 1990, Chapter P.13 as amended,

Moved by D. Kendrick

Seconded by D. Gundrum

That in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, a variance from the requirements of Section 6.4.3.1.2.1 of Zoning By-law (1995)-14864, as amended, for 23 Wellington Street East, to permit a 128 square metre retail establishment at 23 Wellington Road East, units 8 and 9, when the By-law permits a variety of uses in the Specialized Service Commercial (SC.1-2) zone, but does not permit a retail establishment, be **approved**.

Reasons:

This application is approved, as it is the opinion of the Committee that this application meets all four tests under Section 45(1) of the Planning Act.

Any and all written submissions relating to this application that were made to the committee of Adjustment before its decision and any and all oral submissions related to this application that were made at a public hearing, held under the Planning Act, have been, on balance, taken into consideration by the Committee of Adjustment as part of its deliberations and final decision on this matter.

**A-38/20 104 Winston Crescent**

Owner: Donnette Harnett and Sheryl Harnett

Agent: Phill McFadden, Sutcliffe Homes Inc.

Location: 104 Winston Crescent

In Attendance: P. McFadden, T. Botter, S. Odorico

Secretary-Treasurer T. Di Lullo noted that correspondence was received after the comment deadline from S. Reynolds, M. Freitag, and L. Patterson, with concerns about the application. She also mentioned that two (2) letters were received after the comment deadline from L. and D. Harnett, owners of 104 Winston Crescent, addressing concerns raised in the staff comments. All late correspondence was circulated to staff, committee members and applicants.

Chair K. Ash questioned if the sign had been posted in accordance with Planning Act requirements and if the staff comments were received. P. McFadden, agent for the application, responded that the sign was posted and comments were received.

P. McFadden explained the general intent and purpose of the application. He also indicated to be working with the neighbour at 102 Winston Crescent regarding the removal of half of the existing shared detached garage and addressed concerns raised by neighbours regarding the intended use of the property.

T. Botter and S. Odorico, both residents on Franklin Avenue, spoke in opposition to the application with concerns regarding privacy and traffic intensification, and that the proposed development is not minor in nature.

Secretary-Treasurer T. Di Lullo noted that a break for members of the public to call into the meeting was not required as the hearing's call-in information was shown for more than three (3) minutes while registered delegates spoke to the application.

The following registered delegate did not speak at the hearing:

A. Steel

Having considered whether or not the variance(s) requested are minor and desirable for the appropriate development and use of the land and that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained, and that this application has met the requirements of Section 45(1) of the Planning Act, R.S.O. 1990, Chapter P.13 as amended,

Moved by S. Dykstra

Seconded by D. Gundrum

That in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, variances from the requirements of Table 5.1.2 Row 7 and Section 4.15.1.5 of Zoning By-law (1995)-14864, as amended, for 104 Winston Crescent, to permit:

- a. a minimum left side yard setback of 1.2 metres for the proposed attached garage and two-storey addition to the existing detached dwelling, when the By-law requires a minimum side yard setback of 1.5 metres for a property in an R.1B zone of 1 to 2 storeys; and
- b. an accessory apartment size of 95.5 square metres, or 30.4 percent of the total floor area of the detached dwelling (including proposed addition), when the By-law requires that an accessory apartment shall not exceed 45 percent of the total floor area of the building and shall not exceed a maximum of 80 square metres in floor area, whichever is lesser,

be **approved**, subject to the following conditions:

1. Prior to the issuance of a building permit for the modifications to the accessory building, the owner provides written documentation, including drawings, that no encroachment is proposed or provides a copy of an agreement between the two owners that has been executed recognizing the encroachment.
2. That prior to the issuance of a building permit, the owner confirms and provides written confirmation that an access agreement for the purposes of maintenance of the accessory building at 102 Winston Crescent has been registered on title.

Reasons:

These minor variance requests are approved, as it is the opinion of the Committee that, with the above noted conditions of approval, this application meets all four tests under Section 45(1) of the Planning Act.

**AND**

That in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, a variance from the requirements of Table 5.1.2 Row 8 of Zoning By-law (1995)-14864, as amended, for 104 Winston Crescent, to permit a minimum rear yard setback of 4.38 metres for the proposed two-storey addition

to the existing detached dwelling, when the By-law requires a minimum rear yard setback of 7.5 metres or 20 percent of the lot depth [being 6.1 metres], whichever is lesser, be **refused**.

Reasons:

This minor variance request is refused, as it is the opinion of the Committee that this variance request does not meet all four tests under Section 45(1) of the Planning Act as outlined in the staff comments, specifically being that it is not minor in nature and it is not considered to be desirable for the appropriate development of the lands.

Any and all written submissions relating to this application that were made to the committee of Adjustment before its decision and any and all oral submissions related to this application that were made at a public hearing, held under the Planning Act, have been, on balance, taken into consideration by the Committee of Adjustment as part of its deliberations and final decision on this matter.

**Carried**

## **Adjournment**

Moved by J. Smith

Seconded by L. Janis

That this hearing of the Committee of Adjustment be adjourned. (6:35 p.m.)

**Carried**

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K. Ash, Chair

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T. Di Lullo, Secretary-Treasurer