

Official Plan Amendment No. 106 (OPA 106)

Format of the Amendment

The proposed amendment includes revisions to policies and schedules in the Official Plan, including the Downtown Secondary Plan. Sections of the Official Plan that are proposed to be added or changed are referred to as **ITEMS** in the following description. Existing policy is indicated with a heading titled **EXISTING POLICY**. Text that is proposed to be amended is indicated with a heading titled **PROPOSED AMENDMENT**. Unchanged text represents existing Official Plan policy that is being carried forward that has been included for context and does not constitute part of Amendment 106. New sections that are proposed to be added to the Official Plan are shown in standard font type with titles appearing in bold. Bolded font indicates defined terms. Italicized font indicates the name of a provincial act or title of a document.

Implementation and Interpretation

The implementation of this amendment shall be in accordance with the provisions of the Planning Act. The further implementation and associated interpretation of this amendment shall be in accordance with the relevant text and mapping schedules of the existing Official Plan of the City of Guelph and applicable legislation.

Amendment 106 should be read in conjunction with the current Official Plan (February 2024 Consolidation) which is available on the City's website at guelph.ca, or at the Planning Services office located at 1 Carden Street on the 3rd Floor.

Details of the Proposed Amendment

ITEM 1: The purpose of **ITEM 1** is to amend Section 8.9.1 to revise policies, as written below.

Policy 8.9.1 is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

8.9 Built From: High-rise Buildings

- i)
1. The following policies apply to tall building forms, which generally means buildings above six (6) storeys:

to ensure tall buildings act as landmarks, they shall incorporate a distinctive bottom (e.g., a podium), middle and top. Interesting architectural features and roof treatments should be considered for all rooftops of tall buildings;

- parking should be provided primarily below grade with limited visitor surface parking. Structured parking above-grade may be permitted, where appropriate;
- ii) built-form studies addressing building massing, shadows, views and microclimatic studies (e.g., wind) may be required to determine the potential impacts to the surrounding neighbourhood arising from tall buildings;
 - iii) floor plate sizes of the tower portion (e.g., storeys five (5) and above) of the building may be limited to encourage slender and elegant tall building designs; and
 - iv) the tower portion (e.g., storeys five (5) and above) of the building shall be carefully placed to ensure adequate spacing between towers to allow for solar access and privacy.
 - v)

PROPOSED AMENDMENT

8.9 Built From: High-rise Buildings

1. The following policies apply to tall building forms, which generally means buildings above six (6) storeys:

- i) to ensure tall buildings act as landmarks, they shall incorporate a distinctive bottom (e.g., a podium), middle and top;
- ii) podiums of tall buildings shall generally range between 2 to 6 storeys, sized to generally align with existing heights along the street frontage; where an existing context does not exist, the maximum podium height shall generally be established at the width of the right-of-way;
- iii) tall buildings shall be required to incorporate a stepback along the front facade; The exact location of this stepback is not prescribed but should generally fall between the second and sixth storeys of the building;
- iv) parking should be provided primarily below grade with limited visitor surface parking. Structured parking above grade may be permitted, where appropriate;
- v) built-form studies addressing building massing, shadows, views and microclimatic studies (e.g., wind) may be required to determine the potential impacts to the surrounding neighbourhood arising from tall buildings;
- vi) floor plate sizes of the tower portion of the building may be limited to encourage slender tall building designs; and

- vii) the tower portion of the building shall be carefully placed to ensure adequate spacing between towers to allow for solar access and privacy.

ITEM 2: The purpose of **ITEM 2** is to amend Section 11.1.2.1 to revise policies, as written below.

Policy 11.1.2.1 Vision is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

11.1.2.1 Vision

Downtown Guelph: a distinct and vital urban centre nestled against the Speed River, comprised of beautiful buildings and public spaces, and surrounded by leafy neighbourhoods, where people live, work, shop, dine, play and celebrate.

By 2031, Downtown Guelph will have developed beyond its historical pattern into a distinct urban centre that is Guelph's showcase for high-density, sustainable living. Several thousand people will live Downtown, in addition to the thousands who work there daily and visit routinely to shop, dine, enjoy culture and be entertained. Streets and squares that are lined with businesses will attract people and be bustling with activity throughout the day and evening.

Downtown Guelph will continue to be the cultural and civic hub for the City and larger region and home to a broad mix of jobs. Knowledge-based businesses will have filled old and new commercial spaces and a post-secondary institution will have established a home in the Downtown, helping to fuel innovation, the creative economy and overall economic vitality. Downtown will host more major festivals. An enhanced and more accessible farmers' market will anchor an expanded network of food-related enterprises.

In the historic heart of Downtown, the existing character will have been enhanced and taller buildings will have been strategically located at the periphery, where they have minimal direct impacts on existing neighbourhoods. South of the CN tracks, new buildings will take a variety of forms while embodying the principles of permanence, adaptability and simple beauty reflected in Downtown's historic buildings. Redevelopment will also have created opportunities for renewable and alternative energy systems and excellence in environmental design.

The redevelopment of former industrial sites east of the Speed River will have compatibly integrated high-density living into the eclectic character of St. Patrick's Ward, adding diverse forms of housing, appropriate work opportunities, street and trail connections and open spaces.

The qualities of the public realm throughout Downtown will have been enhanced. St. George's Square will have been redesigned and programmed as a central gathering place that complements Market Square and other new open spaces. The main streets of MacDonell and Wyndham will have been made more beautiful and friendlier to

pedestrians and cyclists. The extension of Royal City Park to the south side of Wellington Street will open up the riverfront to the city, establish a green gateway to Downtown and complete an important regional trail and natural corridor connection.

Improvements to transit facilities, streetscapes and trail connections have resulted in many more people choosing to take transit, walk or cycle to and within Downtown instead of driving. The new transit station has drawn more employers to Downtown as well as more residents seeking easy access to destinations throughout Guelph and cities beyond.

Through private development coordinated with strategic public investments, all guided by a shared vision and demonstrating design excellence, Downtown Guelph in 2031 is a thriving high-density urban centre and popular destination still minutes from the countryside.

PROPOSED AMENDMENT

11.1.2.1 Vision

Downtown Guelph: a distinct and vital urban centre nestled against the Speed River, comprised of beautiful buildings and public spaces, and surrounded by leafy neighbourhoods, where people live, work, shop, dine, play and celebrate.

Beyond 2031, Downtown Guelph will have developed beyond its historical pattern into a distinct urban centre that is Guelph's showcase for high-density, sustainable living. Several thousand people will live Downtown, in addition to the thousands who work there daily and visit routinely to shop, dine, enjoy culture and be entertained. Streets and squares that are lined with businesses will attract people and be bustling with activity throughout the day and evening.

Downtown Guelph will continue to be the cultural and civic hub for the City and larger region and home to a broad mix of jobs. Knowledge-based businesses will have filled old and new commercial spaces and a post-secondary institution will have established a home in the Downtown, helping to fuel innovation, the creative economy and overall economic vitality. Downtown will host more major festivals. An enhanced and more accessible farmers' market will anchor an expanded network of food-related enterprises.

In the historic heart of Downtown, the existing character will have been enhanced and taller buildings will have been located and massed to limit their direct impacts on existing neighbourhoods. South of the CN tracks, new buildings will take a variety of forms while embodying the principles of permanence, adaptability and simple beauty reflected in Downtown's historic buildings. Redevelopment will also have created opportunities for renewable and alternative energy systems and excellence in environmental design. Mid-rise and tall buildings shall be strategically located throughout the Downtown, ensuring that new, context-sensitive higher-density development can be introduced to meet growing demand while ensuring the protection of significant existing cultural and heritage assets.

The Secondary Plan envisions peak heights of tall buildings in the immediate area surrounding Guelph Central Station, bringing people and jobs closer to higher-order transit and helping to support transit ridership and active transportation. Peak heights shall also be located at the eastern gateway of the Downtown, at the intersection of the rail corridor and Woolwich Street, and at the site of the existing shopping area north of Macdonell Street.

The redevelopment of former industrial sites east of the Speed River will have compatibly integrated high-density living into the eclectic character of St. Patrick's Ward, adding diverse forms of housing, appropriate work opportunities, street and trail connections and open spaces.

The qualities of the public realm throughout Downtown will have been enhanced. St. George's Square will have been redesigned and programmed as a central gathering place that complements Market Square and other new open spaces. The main streets of Macdonell and Wyndham will have been made more beautiful and friendlier to pedestrians and cyclists. The extension of Royal City Park to the south side of Wellington Street will open up the riverfront to the city, establish a green gateway to Downtown and complete an important regional trail and natural corridor connection.

Improvements to transit facilities, streetscapes and trail connections have resulted in many more people choosing to take transit, walk or cycle to and within Downtown instead of driving. The new transit station has drawn more employers to Downtown as well as more residents seeking easy access to destinations throughout Guelph and cities beyond.

Through private development coordinated with strategic public investments, all guided by a shared vision and demonstrating design excellence, Downtown Guelph in 2031 and beyond is a thriving high-density urban centre and popular destination still minutes from the countryside.

ITEM 3: The purpose of **ITEM 3** is to amend 11.1.7.2.1 to revise policies, as written below.

11.1.7.2.1 is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

11.1.7.2 General Built Form and Site Development Policies

11.1.7.2.1

Schedule D identifies building height ranges to be permitted within the Downtown Secondary Plan Area. In general, the predominant mid-rise built form of Downtown shall be maintained with taller buildings restricted to strategic locations, including gateways that act as anchors for key streets. Taller buildings in these locations will have minimal direct impacts to existing neighborhoods and the historic core of Downtown, and they will be outside protected public view corridors. In the height

ranges contained on Schedule D, the lower number represents the minimum height in storeys for buildings and the higher number represents the maximum permitted height in storeys. The maximum heights recognize the Church of Our Lady's status as a landmark and signature building; it is the general intent that no building Downtown should be taller than the elevation of the Church. Exemptions from minimum height requirements may be permitted for utility and other buildings accessory to the main use on a site.

PROPOSED AMENDMENT

11.1.7.2 General Built Form and Site Development Policies

11.1.7.2.1

Schedule D identifies maximum building heights to be permitted within the Downtown Secondary Plan Area. In general, the predominant mid-rise built form of Downtown shall be maintained with taller buildings restricted to strategic locations, including gateways that act as anchors for key streets. Taller buildings in these locations will limit direct impacts to existing neighborhoods and the historic core of Downtown, and they will be outside of protected public view corridors. Macdonell Street is recognized as a new protected public view corridor, with significant views identified from the eastern gateway of the Downtown (Woolwich Street) towards the Church of Our Lady. The maximum permitted building heights, as identified on Schedule D, recognize the Church of Our Lady's status as a landmark and signature building which should continue to maintain visual prominence from public viewpoints; however, buildings are permitted to exceed the maximum height of the Church, provided the identified protected public view corridors are protected.

ITEM 4: The purpose of **ITEM 4** is to amend Section 11.1.7.2 General Built Form and Site Development Policies to add a new policy 11.1.7.2.2 and to renumber the subsequent policies and further to amend renumbered policies 11.1.7.2.3, 11.1.7.2.4, 11.1.7.2.5 and 11.1.7.2.7

Section 11.1.7.2 is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

11.1.7.2 General Built Form and Site Development Policies

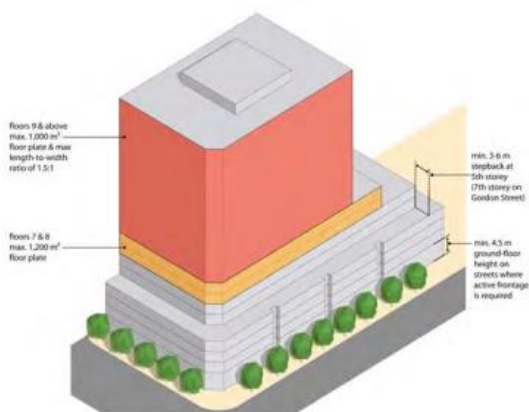
11.1.7.2.2

Notwithstanding Schedule D, the Zoning By-law may establish maximum building heights lower than those shown in order to maintain the protected long views to the Church of Our Lady, as generally identified in Schedule D.

11.1.7.2.3

The following additional built form policies shall apply to all areas of Downtown:

- a) Generally, buildings shall be oriented towards and have their main entrance on a street or open space.
- b) Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with evenly spaced vertical recesses or other architectural articulation and/or changes in material.
- c) Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings.
- d) Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies generally shall not be permitted.
- e) Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local Streets and/or Laneways, and not on Primary Streets.
- f) Front patios for ground-floor residential units, where appropriate, should be raised to provide for privacy and a transition between the public and private realms.
- g) All buildings downtown should be finished with high quality, enduring materials, such as stone, brick and glass. Glass should be transparent or tinted with a neutral colour. Materials that do not age well, including stucco, vinyl, exterior insulation finishing system (EIFS) and highly reflective glass, shall be strongly discouraged and may be limited through the implementation documents and by-laws.
- h) The massing and articulation of buildings taller than six storeys shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline in which the Church of Our Lady is most prominent. Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the floorplates of floors above the eighth storey, where permitted, generally shall be a maximum of 1000 square metres and should not exceed a length to width ratio of 1.5:1.



11.1.7.2.4

The following general policies respecting parking, loading and servicing shall apply to all areas of downtown:

- a) Vehicular entrances to parking and servicing areas generally be on Local Streets, Secondary Streets or Laneways and should be consolidated wherever possible to maximize and accentuate building frontages and front yards and minimize the number of curb cuts. Shared driveways between two properties shall be encouraged.
- b) Loading and service areas generally shall be located in the interior of a development block, at the rear of building, where possible. Enclosed loading and servicing areas shall be encouraged. Where loading and servicing is visible at the rear or side of a building, it shall be screened.
- c) Parking for apartment dwellings, including visitor parking, generally shall be located in underground or above-ground structures or surface parking lots at the rear of the building, unless other arrangements for off-site parking have been made to the City's satisfaction.
- d) Requirements for on-site parking for institutional, office and retail uses may be waived or reduced, subject to the Downtown Parking Strategy. Where parking for such uses is provided on site, it shall be located in underground or above-ground structures or surface parking lots at the rear of the building. However, new office or institutional buildings, with or without other uses on the ground floor, generally shall include at least one level of underground parking.
- e) Generally no parking shall be permitted between the front of a building and the street to help create pedestrian-oriented streetscapes.

11.1.7.2.5

The following policies shall apply to above-grade parking structures:

- a) Parking structures should generally be accessed by motor vehicles from a Local Street, Secondary Street or Laneway and should be located in the middle of a block where possible, behind other uses fronting the street.
- b) Parking structures on a street shall generally contain active uses on the ground floor subject to technical considerations and the entire façade shall be designed to appear as fenestrated buildings, with a regular articulation of openings and materials that are consistent in type and quality with those of surrounding buildings.
- c) Vehicular entrances to above-grade or underground parking structures on public streets shall be integrated into the design of the building.

- d) Pedestrian entrances to parking structures shall be clearly identified and well lit.

11.1.7.2.6

The use of the maximum Floor Space Index (FSI) to justify extra height, the use of the maximum height to justify extra density, or use of either of those regulations to deviate from the other built form policies of this plan will be deemed to meet neither the intent nor spirit of this plan.

PROPOSED AMENDMENT

11.1.7.2 General Built Form and Site Development Policies

11.1.7.2.2

Despite Sections 8.8.1 and 8.9.1 of the Official Plan, buildings forms within the Downtown shall generally be defined as follows:

- mid-rise buildings forms shall generally mean a building of between four (4) and eleven (11) storeys; and,
- tall building forms shall generally mean a building that is twelve (12) storeys or greater.

11.1.7.2.3

Notwithstanding Schedule D, the Zoning By-law may establish maximum building heights lower than those shown in order to maintain the protected public view corridors to the Church of Our Lady, as generally identified in Schedule D.

11.1.7.2.4

The following additional built form policies shall apply to all areas of Downtown:

- a) Generally, buildings shall be oriented towards and have their main entrance on a street or open space.
- b) Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with evenly spaced vertical recesses or other architectural articulation and/or changes in material.
- c) Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings and shall not exceed the maximum building height as identified on Schedule D, with the exception of the elevator core only.
- d) Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies generally shall not be permitted.
- e) Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local Streets and/or Laneways, and not on Primary Streets.

- f) Front patios for ground-floor residential units, where appropriate, should be raised to provide for privacy and a transition between the public and private realms.
- g) All buildings downtown should be finished with high quality, enduring materials, such as stone, brick and glass. Glass should be transparent or tinted with a neutral colour. Materials that do not age well, including stucco, vinyl, exterior insulation finishing system (EIFS) and highly reflective glass, shall be strongly discouraged and may be limited through the implementation documents and by-laws.
- h) The massing and articulation of buildings twelve (12) storeys or greater shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline in which the Church of Our Lady retains visual prominence. Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the floorplates of floors above the eighth storey, where permitted, generally shall be a maximum of 1000 square metres.

11.1.7.2.5

The following general policies respecting parking, loading and servicing shall apply to all areas of downtown:

- a) Vehicular entrances to parking and servicing areas generally be on Local Streets, Secondary Streets or Laneways and should be consolidated wherever possible to maximize and accentuate building frontages and front yards and minimize the number of curb cuts. Shared driveways between two properties shall be encouraged.
- b) Loading and service areas generally shall be located in the interior of a development block, at the rear of building, where possible. Enclosed loading and servicing areas shall be encouraged. Where loading and servicing is visible at the rear or side of a building, it shall be screened.
- c) Parking for apartment dwellings, including visitor parking, generally shall be located in underground or above-ground structures or surface parking lots at the rear of the building.
- d) Requirements for on-site parking for institutional, office and retail uses may be waived or reduced, subject to the Downtown Parking Strategy. Where parking for such uses is provided on site, it shall be located in underground or above-ground structures or surface parking lots at the rear of the building. However, new office or institutional buildings, with or without other uses on the ground floor, generally shall include at least one level of underground parking.

- e) Generally no parking shall be permitted between the front of a building and the street to help create pedestrian-oriented streetscapes.

11.1.7.2.6

The following policies shall apply to above-grade parking structures:

- a) Parking structures should generally be accessed by motor vehicles from a Local Street, Secondary Street or Laneway and should be located in the middle of a block where possible, behind other uses fronting the street.
- b) Parking structures on a street shall generally contain active uses on the ground floor subject to technical considerations and the entire façade shall be designed to appear as fenestrated buildings, with a regular articulation of openings and materials that are consistent in type and quality with those of surrounding buildings.
- c) Vehicular entrances to above-grade or underground parking structures on public streets shall be integrated into the design of the building.
- d) Pedestrian entrances to parking structures shall be clearly identified and well lit.

11.1.7.2.7

In the Downtown, the Community Planning Permit System may establish a framework for implementing the maximum building heights of the Official Plan and required facilities, services and matters.

ITEM 5: The purpose of **ITEM 5** is to amend 11.1.7.3.4 c), as written below.

11.1.7.3.4 is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

11.1.7.3 Mixed Use 1 Areas

11.1.7.3.4

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

- a) Retail and service uses, including restaurants and personal service uses, or entertainment uses shall generally be required on the ground floors of all buildings at the street edge.
- b) Notwithstanding subsection 11.1.7.3.4 a), offices are also permitted on the ground floors of these properties; however, such uses shall be encouraged to

locate in other locations Downtown to ensure Downtown's main streets maintain a strong retail character. The Zoning By-law may restrict the size of such new uses and/or their width along the street to ensure they do not detract significantly from the intended commercial function of the street.

- c) Buildings shall contribute to a continuous street wall that has a minimum height of 3 storeys, with infrequent and minimal gaps between buildings.
- d) The width of retail stores and the frequency of entrances shall contribute to a continuously active public realm and give the street wall a visual rhythm. The width of stores and restaurants may be limited through the Zoning By-law to ensure a rhythm of commercial entrances and avoid long distances between commercial entrances.
- e) Ground floor heights will generally be a minimum of approximately 4.5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors. Generally, a large proportion of the street-facing ground floor wall of a new mixed-use building shall be glazed.

PROPOSED AMENDMENT

11.1.7.3 Mixed Use 1 Areas

11.1.7.3.4

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

- a) Retail and service uses, including restaurants and personal service uses, or entertainment uses shall generally be required on the ground floors of all buildings at the street edge.
- b) Notwithstanding subsection 11.1.7.3.4 a), offices are also permitted on the ground floors of these properties; however, such uses shall be encouraged to locate in other locations Downtown to ensure Downtown's main streets maintain a strong retail character. The Zoning By-law may restrict the size of such new uses and/or their width along the street to ensure they do not detract significantly from the intended commercial function of the street.
- c) Buildings should generally contribute to a continuous street wall that has a minimum height of 3 storeys, with infrequent and minimal gaps between buildings.
- d) The width of retail stores and the frequency of entrances shall contribute to a continuously active public realm and give the street wall a visual rhythm. The width of stores and restaurants may be limited through the Zoning By-law to

ensure a rhythm of commercial entrances and avoid long distances between commercial entrances.

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

ITEM 6: The purpose of **ITEM 6** is to amend 11.1.7.3.6, as written below.

11.1.7.3.6 is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

11.1.7.3 Mixed Use 1 Areas

11.1.7.3.6

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



PROPOSED AMENDMENT

11.1.7.3 Mixed Use 1 Areas

11.1.7.3.6

To respect the historic character of Downtown and ensure a human-scale pedestrian realm, buildings taller than 4 storeys in Mixed Use 1 areas shall generally have a

stepback between the second and sixth storeys respecting existing stepbacks or rooflines of adjacent properties, except on Gordon Street and Wellington Street, where the stepback may be located above the sixth storey.

ITEM 7: The purpose of **ITEM 7** is to amend 11.1.7.8.3 b), as written below.

11.1.7.8.3 is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

11.1.7.8 Residential 2 Areas

11.1.7.8.3

In addition to the general policies of Section 11.1 7.2 of the Downtown Secondary Plan, the following built form policies shall apply to development in Residential 2 areas:

- a) Buildings shall be massed to minimize as much as is practical the extent and duration of shadows on parks, adjacent residential uses, other public open space, private amenity space and retail streets in the spring, summer and fall.
- b) Where buildings greater than 6 storeys are permitted, the portion of a building above the sixth storey shall be substantially stepped back, generally greater than 3 metres from the edge of the building fronting a public street or park.
- c) All buildings should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.
- d) Apartment buildings shall generally be limited in length, generally to not more than 60 metres long, and blocks of townhouses shall generally not be more than 40 metres long.
- e) Where apartment buildings are greater than 4 storeys in Residential 2 Areas they shall generally incorporate 1-2 storey grade-related units (e.g. townhouses).

PROPOSED AMENDMENT

11.1.7.8 Residential 2 Areas

11.1.7.8.3

In addition to the general policies of Section 11.1 7.2 of the Downtown Secondary Plan, the following built form policies shall apply to development in Residential 2 areas:

- a) Buildings shall be massed to minimize as much as is practical the extent and duration of shadows on parks, adjacent residential uses, other public open space, private amenity space and retail streets in the spring, summer and fall.

- b) Where buildings greater than 6 storeys are permitted, they shall generally have a stepback above the sixth storey, respecting existing stepbacks or rooflines of adjacent properties.
- c) All buildings should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.
- d) Apartment buildings shall generally be limited in length, generally to not more than 60 metres long, and blocks of townhouses shall generally not be more than 40 metres long.
- e) Where apartment buildings are greater than 4 storeys in Residential 2 Areas they shall generally incorporate 1-2 storey grade-related units (e.g. townhouses).

ITEM 8: The purpose of **ITEM 8** is to amend 11.1.7.11.11 to revise policies, as written below.

11.1.7.11.11 is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

11.1.7.11 Special Policies Applicable to St. Patrick’s Ward Portion of the Planning Area

11.1.7.11.11

The Zoning By-law based on the Urban Design Master Plan shall set out the maximum gross floor space index (FSI) for the 64 Duke/92 Ferguson properties of up to 1.2 FSI. The calculation of gross FSI shall include lands to be dedicated for public uses but does not include the built heritage resource if retained or structured parking. The City may consider allowing individual parcels of development within the site to vary from the FSI minimum and maximum, provided the applicant demonstrates to the City’s satisfaction that the maximum and minimum gross FSI on the entirety of the 64 Duke/92 Ferguson site will be achieved.

PROPOSED AMENDMENT

11.1.7.11 Special Policies Applicable to St. Patrick’s Ward Portion of the Planning Area

11.1.7.11.11

The Zoning By-law based on the Urban Design Master Plan may set out a maximum gross floor space index (FSI) for the 64 Duke/92 Ferguson properties. The calculation of gross FSI shall include lands to be dedicated for public uses but does not include the built heritage resource if retained or structured parking. The City may consider allowing individual parcels of development within the site to vary from the FSI minimum and

maximum, provided the applicant demonstrates to the City's satisfaction that the maximum and minimum gross FSI on the entirety of the 64 Duke/92 Ferguson site will be achieved.

ITEM 9: The purpose of **ITEM 9** is to amend 11.1.8.4.1 to revise policies, as written below.

11.1.8.4.1 is hereby amended as follows:

EXISTING POLICY TO BE AMENDED

11.1.8.4 Urban Design Master Plans

11.1.8.4.1

Where required in accordance with the policies of the Downtown Secondary Plan, the Urban Design Master Plan shall through text and diagrams provide a basis for reviewing and approving zoning by-law amendments and site plan applications and shall address the relevant policies of the Downtown Secondary Plan and the following additional items:

- a) location of public and/or private streets and laneways;
- b) location, size and configuration of parkland/open space on the site;
- c) location, uses and massing of buildings and their relationship to adjacent streets and open spaces;
- d) built form transitions to the surrounding community;
- e) shadow impacts;
- f) physical and visual connections to the immediate surroundings and broader downtown area;
- g) conceptual streetscape designs for internal streets and adjacent public streets to be improved;
- h) heritage attributes to be rehabilitated, conserved and retained in the proposed development;
- i) locations for heritage interpretation and/or public art;
- j) general location and lay-out of parking;
- k) provision of affordable housing; and
- l) environmental features and elements that support the Community Energy Plan and the sustainability policies of the Official Plan.

PROPOSED AMENDMENT

11.1.8.4 Urban Design Master Plans

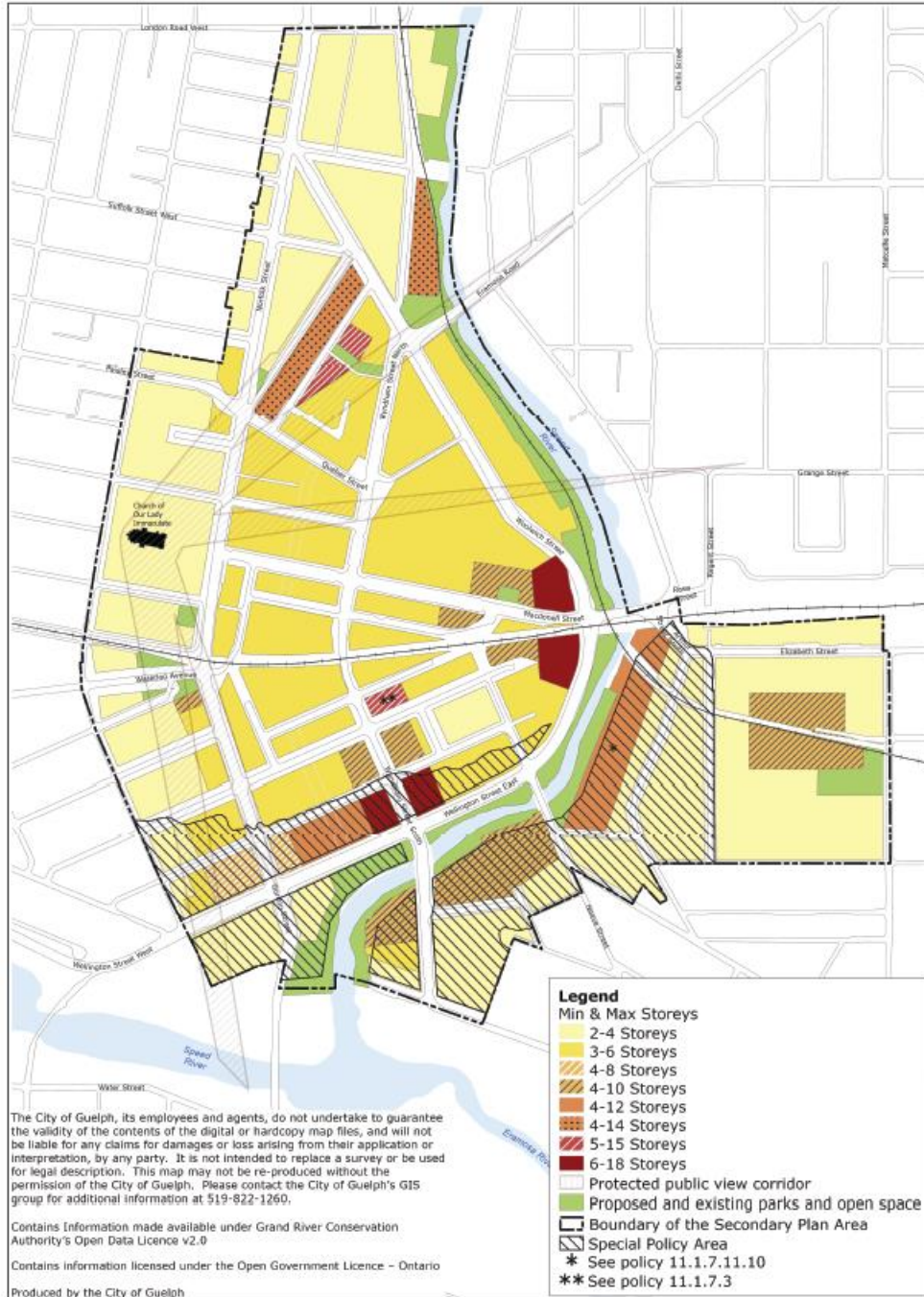
11.1.8.4.1

Where required in accordance with the policies and/or schedules of the Downtown Secondary Plan, the Urban Design Master Plan shall through text and diagrams provide a basis for reviewing and approving zoning by-law amendments and site plan applications and shall address the relevant policies of the Downtown Secondary Plan and the following additional items:

- a) location of public and/or private streets and laneways;
- b) location, size and configuration of parkland/open space on the site;
- c) location, uses and massing of buildings and their relationship to adjacent streets and open spaces;
- d) built form transitions to the surrounding community;
- e) shadow impacts;
- f) physical and visual connections to the immediate surroundings and broader downtown area;
- g) conceptual streetscape designs for internal streets and adjacent public streets to be improved;
- h) heritage attributes to be rehabilitated, conserved and retained in the proposed development;
- i) locations for heritage interpretation and/or public art;
- j) general location and lay-out of parking;
- k) provision of affordable housing; and
- l) environmental features and elements that support the Community Energy Plan and the sustainability policies of the Official Plan.

ITEM 10: The purpose of **ITEM 10** is to replace Schedule D Downtown Secondary Plan Maximum and Minimum Building Heights in accordance with Figure 1 and Figure 2 below.

Figure 1: Existing Schedule D: Downtown Secondary Plan Maximum & Minimum Building Heights (Official Plan Consolidation February 2024)

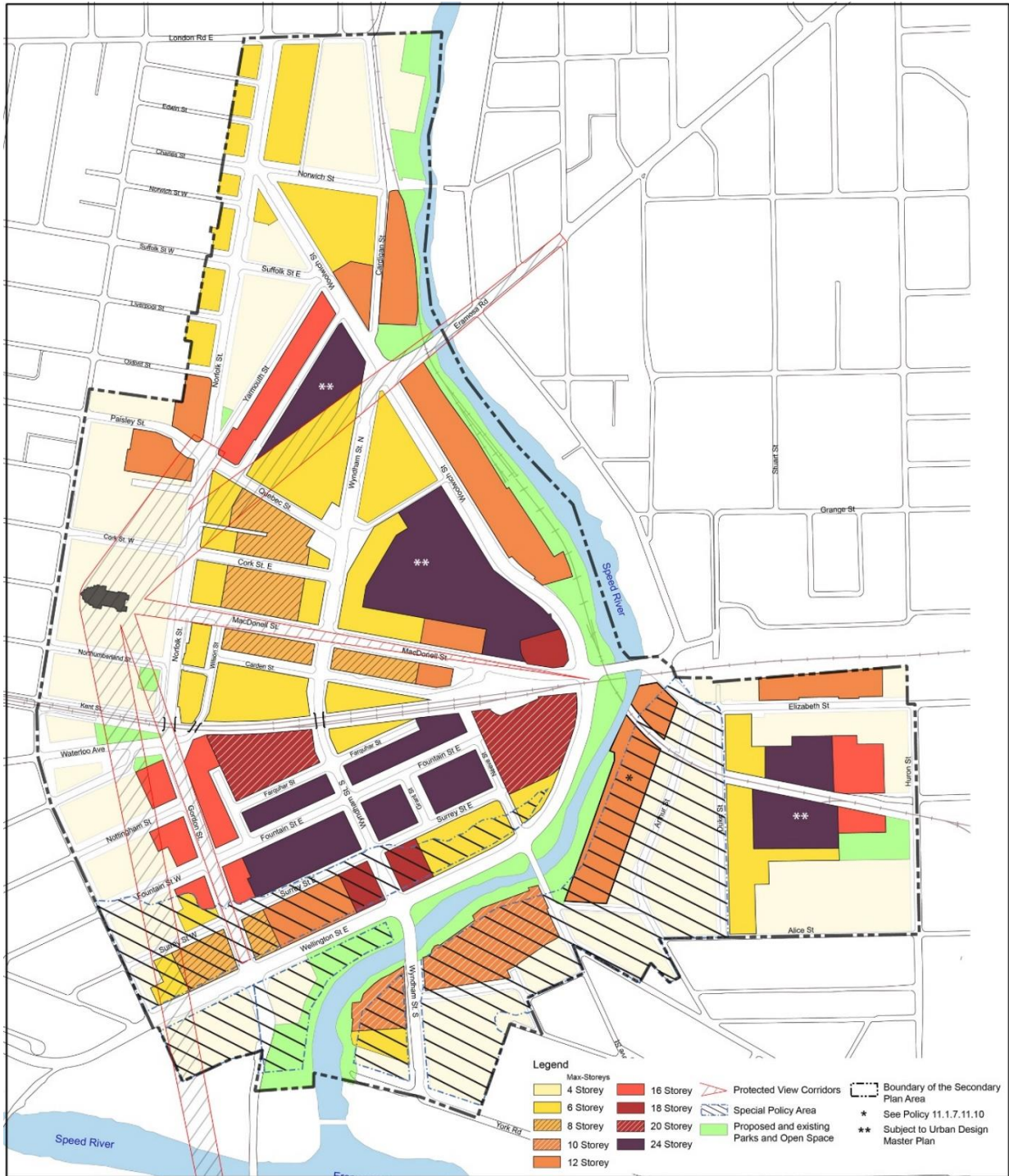


CITY OF GUELPH
OFFICIAL PLAN
SCHEDULE D:
DOWNTOWN SECONDARY PLAN
MAXIMUM & MINIMUM BUILDING HEIGHTS

Making a Difference

Projection: UTM 17N NAD83
 Produced by the City of Guelph
 National Standard
 February 2024

Figure 2: Proposed Schedule D: Downtown Secondary Plan Maximum Building Heights



0 25 50 100 150 200 250 300 350 m

Produced by the City of Guelph
Planning and Building Services - Development Planning
March 2025

**City of Guelph
Official Plan
Schedule 'D':
Downtown Secondary Plan
Maximum Building Heights**

