

Attachment 3 – Summary of Input and Responses since the Public Meeting

February 3, 2025 – Letter: A planning firm, on behalf of the owner at 26-40 Carden Street and 2-39 MacDonell Street, noted that a development application has been submitted and that 14 storeys would be appropriate for this site.

Response: This request was considered as part of the comprehensive review process, balancing intensification goals with Downtown character, infrastructure capacity, and urban design considerations. Modifications were included in the recommended Schedule D to permit a maximum height of 8 storeys.

February 6, 2025 – Letter: A letter from Windmill Developments for the Baker District development noted that since receiving approval in December 2023 for two 15-storey mixed-use towers, they are exploring the possibility of increasing the height and density on this site. They requested that additional height be considered for this site.

Response: This request was considered as part of the comprehensive review process, balancing intensification goals with Downtown character, infrastructure capacity, and urban design considerations. Modifications were included in the recommended Schedule D to increase the maximum permitted height.

February 6, 2025 – Letter: A letter from Fusion Homes noted concerns that the maximum permitted heights did not respond to industry feedback to make development more viable. They requested that additional height be considered.

Response: This request was considered as part of the comprehensive review process, balancing intensification goals with Downtown character, infrastructure capacity, and urban design considerations. Modifications were included in the recommended Schedule D to increase the maximum permitted height in several areas of Downtown.

February 6, 2025 – Letter: A planning firm, on behalf of the property at 36-50 Wellington Street East, noted a height permissions of 4-35 storeys would be appropriate for the area south of the Metrolinx rail corridor, with heights of 4-20 storeys along Gordon Street.

Response: These comments were considered by the project team during the development of the recommended OPA. They were evaluated against our planning framework, including compatibility with surrounding properties, impacts on the downtown built form, infrastructure capacity, and alignment with our Official Plan objectives. Modifications were included for the area south of the Metrolinx rail corridor in the recommended Schedule D.

February 6, 2025 – Letter: A planning firm, on behalf of the Wood Plant No. 2 site, requested refinements to the draft Official Plan Amendment to better align with the massing in their development concept.

Response: This request was considered as part of the comprehensive review process, balancing intensification goals with Downtown character, infrastructure capacity, and urban design considerations. Modifications were included in the recommended Schedule D to modify the maximum permitted heights across this property.

February 7, 2025 – Letter: A Resident advocating for height restrictions to remain as they are in the Historic Downtown and if towers are to be built, to keep them out of the core.

Response: This suggestion is generally consistent with the height strategy currently proposed in the recommended OPA (Schedule D) which includes moderate increases in some pockets of the historic core area and taller buildings generally permitted in the peripheral area of Downtown.

February 7, 2025 – Letter: A letter was submitted on behalf of Wellington Catholic District School Board supporting the City's initiative to increase density Downtown and requesting that the Board's concerns related to crane operation and construction management be taken into consideration through future development review processes. The letter also requested that reducing negative shadow impacts on school sites be considered through future development review processes.

Response: These comments are acknowledged and appreciated. Crane operation, construction impacts and shadow impacts are all things that can be considered and reviewed through future development review processes.

February 11, 2025 – Letter: Resident advocating for a maximum of 4-6 storey development based on climate mitigation strategies, as well as ecological & societal climate resilience research. Notes that taller buildings cause negative impacts such as increased energy consumption, watershed impacts and urban heat effects. The resident recommends rejecting increases to downtown heights and to maintain 1-6 storey heights as well as prioritizing degrowth measures, while working to decolonize our current systems through methods like implementing more Indigenous practices.

Response: We appreciate your concerns about the sustainability of higher-density development. While taller buildings do have energy use considerations, modern construction methods and green building standards can help mitigate these impacts. Concentrated development in the Downtown core also helps prevent urban sprawl, which has its own significant environmental impacts including increased transportation emissions and loss of surrounding agricultural and natural lands.

Regarding environmental impacts, Guelph's development approval process includes the sustainable development checklist, which outlines minimum performance measures in regard to air quality, building energy, emissions and resilience, water quality and quantity, ecology and biodiversity, and waste and the circular economy. Higher density in strategic locations like Downtown helps create the compact, walkable communities that support both climate goals and community wellbeing.

February 12, 2025 – Email: Resident noting that there are locations where greater heights are appropriate near Downtown. It is better to incorporate height away from the core to allow natural light into Downtown. A better area to consider would be Southeast of Farquhar.

Response: We appreciate the perspective that areas outside the core, particularly southeast of Farquhar Street, might be more appropriate for taller buildings to preserve natural light in the Downtown core. This suggestion is generally consistent with the height strategy currently proposed in the recommended OPA (Schedule D).

The height study aims to balance intensification goals with maintaining the quality and character of our Downtown, including considerations for access to natural light and pedestrian experience.

February 12, 2025 – Email: Property owner on Edwin Street noting that there is intense demand for parking in the area, which will increase with the development of 290 Woolwich Street. Requests that adequate resident/visitor parking is included for the development proposal at 290 Woolwich. The resident also requests consideration for a height buffer between properties on Woolwich and existing nearby residential streets (e.g., Edwin, Charles, Norwich, Green). Notes that significant height and density on the site will create a harsh contrast that changes the neighbourhood character. Recommends revisiting the section of the Plan on the west side of Woolwich between London and Oxford.

Response: Details related to parking would be reviewed through a future site-specific development application for any future development proposal at 290 Woolwich Street. Through Bill 185 the province has directed that there be no minimum parking required for development within the Downtown, which is a major transit station area.

We recognize the importance of built form transitions to achieve a compatible built form. This comment was considered by the project team during the development of the recommended OPA and the maximum height proposed along the westerly side of Woolwich Street is 6 storeys (reduced from 8 storeys in the previous draft OPA).

February 13, 2025 – Email: Notes from a property owner with several properties in the Secondary Plan Area. Requests include:

- Consider permitting the same height for each property at 11-23 Fountain Street.
- Up to 8 storeys for 66 Duke Street
- Additional height in the southern portion of the triangle for 159 -183 Woolwich Street at Cardigan Street.

Response: These requests were considered by the project team during the development of the recommended OPA. They were evaluated against our planning framework, including compatibility with surrounding properties, impacts on the downtown built form, infrastructure capacity, and alignment with our Official Plan objectives. Modifications were included in the recommended Schedule D.

February 14, 2025 – Letter: A planning firm, on behalf of owner at 159-169 Woolwich Street, noted that significantly more than the 8 storey height increase can be supported along Cardigan Street across from Trafalgar Square/Kimberley Park. The rationale provided for increased height is based on Downtown being a strategic growth area, surrounding conditions, and precedent in Kitchener/Waterloo. Permission for 4-20 storeys is requested.

Response: This request was considered as part of the comprehensive review process, balancing intensification goals with Downtown character, infrastructure capacity, and urban design considerations. Modifications were included in the recommended Schedule D.

February 20, 2025 – Email: Resident noting that there are particular issues for Edwin Street. Cars were towed to facilitate plowing. Streets were plowed 4 times - which resulted in the street narrowing, reducing the typical 17 parking spots to 8. This also made the street too narrow for waste and recycling pickup. Due to excessive snow impacting parking, the empty lot at the end of Edwin should remain 2-4 storeys maximum to avoid more vehicle traffic

Response: We acknowledge the issues you have shared around snow removal, reduced parking availability, and waste collection difficulties during winter conditions.

Your recommendation to limit development on the empty lot at the end of Edwin Street to 2-4 storeys to prevent additional vehicle traffic was noted and considered by staff. Please note that when reviewing development applications, City staff will review technical analysis around transportation and traffic impact, as well as vehicular access and circulation paths. These comments were considered by the project team during the development of the recommended OPA and the maximum height proposed along the westerly side of Woolwich Street is 6 storeys (reduced from 8 storeys in the previous draft OPA).

February 24, 2025 – Email: Resident noting that the proposed 8 storeys is too high to accommodate additional traffic at Edwin Street and 290 Woolwich Street, this is due to the narrow streets.

Response: Thank you for your concern about the proposed 8-storey development at 290 Woolwich Street. We understand that you are concerned about narrow streets like Edwin being unable to accommodate additional traffic.

Development applications undergo traffic impact assessments that consider existing road capacity and projected increases. These comments were considered by the project team during the development of the recommended OPA. The maximum height proposed along the westerly side of Woolwich Street is 6 storeys (reduced from 8 storeys in the previous draft OPA).