THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2018)-20326

A By-law to repeal By-law Number (2012)-19381 and to repeal By-law Number (2013)-19679, and to adopt Amendment No. 43 to the Official Plan for the City of Guelph concerning the Downtown Secondary Plan which provides policies for Downtown Guelph as amended through the Ontario Municipal Board appeal. (OMB file#120723)

WHEREAS the City adopted Amendment 43 (OPA 43) to the City of Guelph Official Plan pursuant to section 17 of the Planning Act, R.S.O. 1990, c.P.13, constituting the Downtown Secondary Plan, on May 28, 2012;

AND WHEREAS the adoption of OPA 43 was subsequently appealed to the Ontario Municipal Board on June 20, 2012;

AND WHEREAS the Ontario Municipal Board issued Order PL120723 on June 21, 2013 to amend the Official Plan pursuant to section 17(50) of the Planning Act, R.S.O. 1990, c.P.13 which brought the Downtown Secondary Plan (OPA 43) into effect as of May 28, 2012 with the exception of site specific appeals;

AND WHEREAS the Ontario Municipal Board issued Orders PL120723 on November 6, 2013, and November 27, 2015 to amend the Official Plan pursuant to section 17(50) of the Planning Act, R.S.O. 1990, c.P.13 approving site specific modifications to the Downtown Secondary Plan and bringing OPA 43 into full force and effect;

NOW THEREFORE THAT THE FOLLOWING BE ENACTED:

1. By-law (2012)-19381 is hereby repealed
2. By-law (2013)-19679 is hereby repealed
3. Official Plan Amendment No. 43 to the Official Plan for the City of Guelph consisting of the text and mapping contained within Schedule 'A' attached to and forming part of this By-law is hereby adopted as approved by the Ontario Municipal Board. The Ontario Municipal Board Orders are attached hereto.

IN FORCE AND EFFECT BY THE ONTARIO MUNICIPAL BOARD ORDERS PL121057 ON THE 21ST DAY OF JUNE, 2013, THE 6TH DAY OF NOVEMBER, 2013 AND THE 15TH DAY OF NOVEMBER, 2015.

SCHEDULE A

ATTACHMENT 1: Official Plan Amendment No. 43

AMENDMENT NUMBER 43 TO THE OFFICIAL PLAN FOR THE CORPORATION OF THE CITY OF GUELPH:

DOWNTOWN SECONDAY PLAN AMENDMENT

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The Preamble provides an explanation of the amendment including the purpose, background, location, basis and summary of the policies and public participation, but does not form part of this amendment.

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PART A - THE PREAMBLE

TITLE AND COMPONENTS

This document is entitled 'Envision Guelph Downtown: Downtown Secondary Plan Amendment' and will be referred to as 'Amendment 43'. Part A – 'The Preamble' provides an explanation of the amendment including the purpose, location, background, summary of the policies and public participation, but does not form part of this amendment. Part B – 'The Amendment' forms Amendment 43 to the Official Plan of the City of Guelph and contains a comprehensive expression of the new, deleted and amended policy as illustrated through various font types in the text (e.g. struck-out indicates existing policy to be deleted and bold text indicates new/modified policy to be added), revised Official Plan Schedules 1, 1A, 2, 8, 9A, 9B, & 9C and new Schedules A, B, C, and D.

PURPOSE

The purpose of this Amendment is to replace the current land use and Central Business District policies with new policies that apply to the Downtown Urban Growth Centre.

Specifically, Amendment 43:

- Incorporates the Downtown Secondary Plan policies into the Official Plan by replacing, defining, and updating the existing 'Central Business District' (Downtown) policies, establishing a new Secondary Plan section, and amending other existing land use policies within the Urban Growth Centre area of the Official Plan; and
- Revises existing Schedules and adds additional Schedules to incorporate the new policies within the Downtown Secondary Plan Area.

BACKGROUND

a) Existing Official Plan, OPA 39 and OPA 42

Official Plan Amendment 43 amends the existing 2001 Official Plan, as amended. The City's Official Plan states that preparation of a Downtown Secondary Plan for the Central Business District "has been identified as having a high priority for completion of a Secondary Plan" (Section 9.5.5). Furthermore the existing policy structure for the historic downtown has not been comprehensively updated for over 25 years.

Official Plan Amendment (OPA) 43 also updates the policies of the Downtown to reflect the recently approved OPA 39 regarding growth management and urban structure. OPA 39, which was adopted in June 2009, brought the City's Official Plan into conformity with the Province's Places to Grow Act and Growth Plan for the Great Golden Horseshoe. Specifically, OPA 39 updated the overall population and employment targets for the city to 2031, established a 'built boundary' and updated other elements of the Official Plan. Built boundary areas for focused intensification were established including 'Intensification Corridors', 'Community Mixed Use Nodes' and the Downtown Urban Growth Centre. OPA 39 also generally defined the limits of the Downtown Urban Growth Centre, including a portion of the St. Patrick's Ward Community, and confirms the density target of 150 people and jobs per hectare. It states that the specific boundaries and detailed policies for the UGC will be developed

through a Downtown Secondary Plan. OPA 39 was approved by the Provincial Government on November 20, 2009 and is in full force.

In addition, in July 2010, OPA 42 was adopted by Council for the purpose of creating a Natural Heritage System that establishes a sustainable greenspace network throughout the City. The Provincial decision to approve OPA 42 on February 22, 2011 has been appealed to the Ontario Municipal Board. Therefore, while the Natural Heritage System policies have been incorporated into the Secondary Plan, the Secondary Plan may need to be modified subject to the outcome of the Ontario Municipal Board hearing regarding OPA 42.

b) Related Background Documents

The preparation of the Downtown Secondary Plan has also taken into consideration a number of relevant studies and projects including:

- Downtown "Places to Grow" Charette 2007 -- this two-day Charette was used to explore capacity and opportunities of the new planning legislation on Downtown -- part of the Local Growth Management Strategy process. It created an 'early vision' of how intensification and re-investment could reshape the downtown for the 21st Century.

- Market Place Strategic Urban Design Plan (May 2008) -- The intent of the Guelph Market Place Strategic Urban Design Plan (2008) was to provide objectives, a physical framework and urban design guidelines for the design of three major public projects in Downtown Guelph: a signature civic square in front of the new City Hall and Provincial Courts, an accessible, safe, attractive and efficient multi-modal transit station on Carden Street, and a mixed-use parking structure on Wilson Street. The boundaries of the study precinct are Macdonell Street to the north, Fountain Street and Farquar Street to the south, Norfolk Street and Gordon Street to the west, and Woolwich Street to the east. The Plan recognizes that these public investments have the potential to transform the heart of Downtown and set the stage for other public and private investments. It sets out specific design guidelines for the three major projects and identifies other significant opportunities.

- Urban Design Action Plan-- The Urban Design Action Plan (UDAP) was adopted by Council on May 4, 2009. The Plan highlights the importance of urban design in all matters related to the planning and development of the city and sets out a course of action aimed at achieving good urban design on a broad and consistent basis. It also establishes general urban design objectives for strategic areas of the city expected to undergo the most change in the coming decades. It provides a framework for where and how Guelph should physically evolve, recommends policies to guide growth and change, and identifies actions toward a strong culture of urban design throughout the city. The UDAP focuses on the Downtown, four community nodes, intensification corridors, new communities, employment areas, the University of Guelph campus, neighbourhood infill and natural heritage.

c) Downtown Secondary Plan Study

In 2009, a planning team headed by Urban Strategies was retained by the City to undertake the Downtown Secondary Plan Study. Public consultation was undertaken in Winter/Spring 2010, including stakeholder consultation in the form of focused workshop on key topics. In addition, a public Open House was held in March 2010 followed by a number of public meetings focusing on the St. Patrick Ward area of the study area.

After the completion of the first stage of public consultation a Downtown Directions Document was prepared and released in August 2010. This document summarized key draft directions that provided a basis for a Secondary Plan for Downtown Guelph. It described the long-term vision and principles for downtown, illustrated the structuring elements of the plan, and outlined proposed policies and guidelines. It concluded with a set of key initiatives intended to guide implementation of the plan. In addition to transportation and the public realm, this document included directions regarding land use and built form for all areas of Guelph's "Urban Growth Centre", as defined in the Official Plan.

Based on the feedback and comments received on the Downtown Directions Document, Urban Strategies prepared a Downtown Secondary Plan Study and Proposed Secondary Plan which was released at the end of March 2011.

This document was comprised of three parts:

• Part A set the planning context for the Secondary Plan. It described the process that led to the plan and provided an overview of existing policy documents and physical conditions to which the Secondary Plan responds.

• Part B described and illustrated the long-term vision for Downtown Guelph that provides the basis for the Secondary Plan. The illustrations of the vision showed the potential for positive change in Downtown and what new places might look and feel like.

• Part C constituted a draft Secondary Plan. It began with the overarching objective and general principles that underpin the Plan. The bulk of Part C described the intended structural framework for Downtown Guelph, in terms of public transit, streets, open spaces and land use, and contained policies regarding all aspects of development. Part C concluded with a description of the actions and tools required to implement the Plan.

The document was circulated to stakeholders and released to the public for comment between April and the end of June. A public open house was also held on June 15, 2011 to review the document.

Draft Downtown Secondary Plan Official Plan Amendment

Following the public input on the Secondary Plan Study, staff prepared the Draft Downtown Secondary Plan Official Plan Amendment. The amendment was based on the Secondary Plan Study, public comments, stakeholder input and staff review. The existing Official Plan was also reviewed in order to integrate the Secondary Plan into the Official Plan.

The draft Official Plan Amendment was released on October 13, 2011.

At the November 7, 2011 Statutory Public Meeting, Council heard delegations as well as received written submissions. Staff reviewed submitted comments and written submissions and made revisions where appropriate. Staff also made changes to the draft Official Plan Amendment in order to ensure co-ordination with the city-wide Official Plan Amendment update (OPA 48). In general, text changes to the general Official Plan text (i.e. ensuring consistent terminology) will be made through OPA 48. A special meeting before Council was held to consider staff's recommendation for adoption on April 30, 2012.

LOCATION

The lands subject to this Amendment 43 are shown on Figure 1 below:

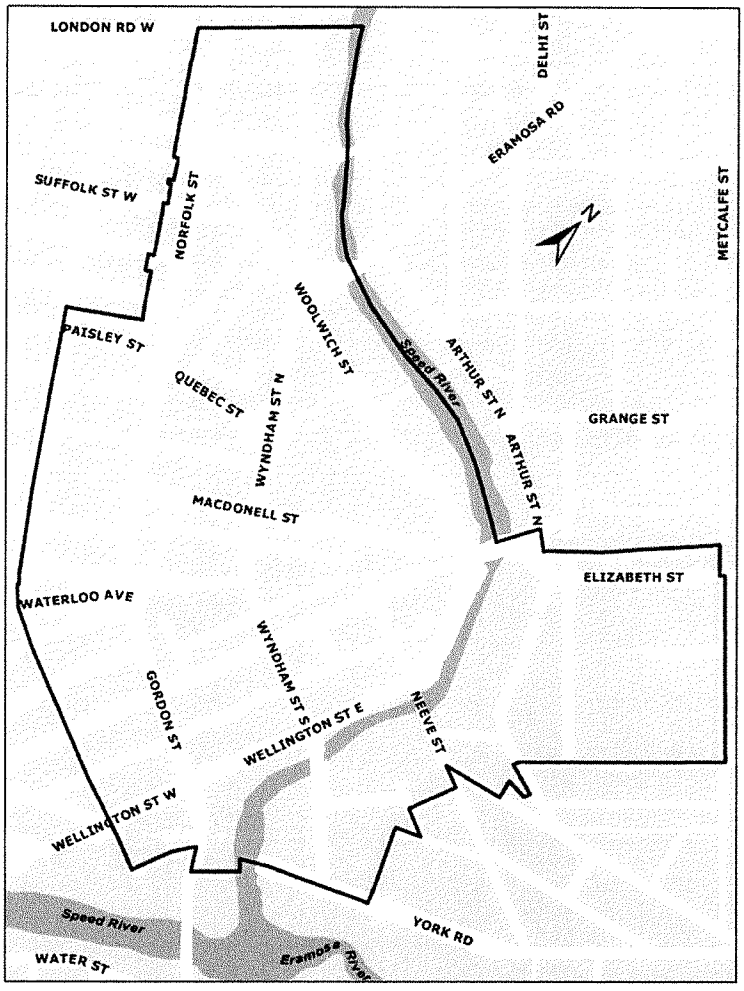


Figure 1

BASIS OF THE AMENDMENT

Amendment 43 updates the existing 2001 Official Plan and sets out Secondary Plan policies for the Urban Growth Centre. It addresses the necessary changes to ensure that the City's policies and mapping relating to Downtown Urban Growth Centre, conform with the intent of Growth Plan for the Greater Golden Horseshoe, and is consistent with matters of provincial interest.

The Amendment conforms to the policies of the City's Official Plan including Official Plan Amendment 39 which identifies the Downtown as a focus for intensification.

The basis for the policy and mapping amendments come from the Downtown Guelph Secondary Plan Study and Proposed Secondary Plan along with a number of policy documents and initiatives as summarized in the Background Section and consideration of public stakeholder input.

SUMMARY OF CHANGES TO THE OFFICAL PLAN

The following is a summary of OPA 43:

Downtown Secondary Plan Policies

The primary focus of Amendment 43 is to replace the existing Central Business District policies and other land uses policies with new Downtown Urban Growth Centre policies and adds a new Chapter entitled Secondary Plans (Chapter 11) with a new section entitled 'Downtown Secondary Plan' inserted. This new chapter includes the policies that replace the current Central Business District policies as well as the other land use policies within the urban growth centre. The new policies include land use, built form, mobility, economic development, public realm, and energy policies. It begins with the overarching objective and general principles that underpin the Plan. The Secondary Plan describes the intended structural framework for Downtown Guelph, in terms of public transit, streets, open spaces and land use, and contains policies regarding all aspects of development. Finally, it concludes with a description of the actions and tools required to implement the plan.

Schedules

New schedules have been included as part of the Downtown Secondary Plan regarding mobility network, public realm, land use and height parameters. A number of changes are made to the existing schedules to recognize the completion and integration of the Downtown Secondary Plan.

PUBLIC PARTICIPATION

The development of the Official Plan Amendment has involved significant community stakeholder engagement that included public meetings, stakeholder meetings, open houses and workshops.

Background Studies

As outlined in the background section of the Official Plan Amendment, numerous studies and initiatives have been completed with public input in support of the preparation of Official Plan Amendment No. 43.

Amendment 43 Public Engagement

In February/March 2010, the key directions for Amendment 43 were discussed at a public open house, as well as a number of focused consultation sessions with agencies, interest groups, and the development community. Through the Spring a number of other public open houses and meetings were completed. In August 2010 a Draft Directions was released for public comment. A public open house was held. Additional public consultation with members of the community and other stakeholders were completed over the Fall and Winter.

The Downtown Secondary Plan Study and Proposed Secondary Plan was available for public review in April 2011 and a public open house was held on June 15, at City Hall. The purpose of the open house was to provide the public with an opportunity to review the draft policies, proposed Schedules and related background material, and to ask questions of Planning staff in order to obtain an understanding of the Draft Plan.

A draft Official Plan Amendment was released on October 13, 2011. Council held a statutory public meeting in accordance with the *Planning Act* on November 7, 2011 to hear public input and comments regarding the draft Official Plan Amendment. Approximately 20 members of the public and stakeholder representatives were present. Subsequently, staff met with individual stakeholders to discuss comments and concerns. A staff recommendation regarding Council adoption was made at a special meeting before Council on April 30, 2012.

PART B - THE AMENDMENT

Format of the Amendment

This section (Part B) of Amendment 43 sets out additions and changes to the text and mapping in the Official Plan. Sections of the Official Plan that are being added or changed are referred to as "ITEMs" in the following description. Entire sections to be deleted are described, however, the text is not shown in strike-out. Entire sections to be added are described and the new text is shown in regular font type (i.e. as it would appear in the Official Plan with titles appearing in **bold**). Text to be amended is illustrated by various font types (e.g. ~~struck-out~~ is to be deleted and **bold** text is to be added). Unchanged text has been included for context and does not constitute part of Amendment 43. *Italicized* font indicates defined terms.

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 43 should be read in conjunction with the current Official Plan (November 2006 Consolidation as amended by the OPAs that have come into force since November 2006).

Details of the Amendment

ITEM 1: The purpose of 'ITEM 1' is to delete the existing Section 7.3, entitled '*Central Business District (Downtown)*' and replace it with the policies of the Downtown Secondary Plan.

Section 7.3 of the Official Plan entitled, 'Central Business District (Downtown)' is hereby deleted and replaced with the following:

7.3 Downtown

In addition to the general policies of this plan, Downtown is subject to the policies of Section 11.1

ITEM 2: The purpose of 'ITEM 2' is to add a new Section 11 entitled '*Secondary Plans*' and to add new policies of the Downtown Secondary Plan.

The Official Plan is hereby amended by adding a new Section 11 entitled, '*Secondary Plans*' with the following added as Section 11.1:

11.0 Secondary Plans

11.1 Downtown Guelph Secondary Plan

11.1 Downtown Guelph

Secondary Plan

11.1.1 >

INTRODUCTION

This Secondary Plan constitutes a part of the City of Guelph *Official Plan* and as such is intended to guide and regulate development of the city's Downtown, as identified in the attached Schedules. Users of this plan should refer to the comprehensive *Official Plan* for general city-wide policies applicable to the Downtown.

11.1.2 >

VISION, PRINCIPLES AND OBJECTIVES

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.

11.1.2.2 PRINCIPLES

The following core principles flow from the vision for the Downtown and provide the foundation for the Secondary Plan. They serve as a touchstone against which future initiatives and proposals for Downtown will be considered. The principles translate the vision into general objectives and specific targets of the plan, articulating what is important and providing guidance to discussions that will shape the future of the area. Since the principles are inter-related and mutually reinforcing, targets that support more than one principle have been repeated.

Principle 1. Celebrate What We've Got

Downtown Guelph has many assets, not the least of which is its rich inventory of historic buildings, many constructed of limestone. These buildings, and the streets and open spaces they frame, give Downtown a unique and attractive character. Downtown also overlaps with historic neighbourhoods whose qualities should be protected.

Objectives

As Downtown grows and evolves, it will be important to:

a) Conserve significant heritage structures;
b) Encourage the sensitive restoration, rehabilitation and/or re-use of historically or architecturally significant buildings;
c) Maintain the character of distinct heritage areas within Downtown;
d) Interpret the cultural heritage of Downtown in the design of buildings and public spaces;
e) Strategically locate and articulate tall buildings to minimize impacts on historic areas and preserve important *public views*;
f) Ensure new *development* is *compatible* with buildings and neighbourhoods that have heritage value;
g) Improve historic public open spaces and streets, including St. George's Square and MacDonell Street and create new spaces for gathering and recreation.

Targets

i) Increase the number of cultural heritage resources designated under the *Ontario Heritage Act*.
ii) Increase the number of rehabilitated, restored and reused heritage buildings.

Principle 2. Set the Scene for Living Well Downtown

More people living in Downtown will be critical to adding and maintaining economic vitality and creating a vibrant place to live. Along with a variety of housing options in and around the historic core, Downtown will attract more residents by offering diverse employment opportunities, unique shopping, excellent entertainment, arts and culture and important amenities like an easy-to-use public transit system and recreation options.

Objectives

To create a vibrant and diverse Downtown neighbourhood that benefits existing and future residents and businesses in and around Downtown, it will be important to:

a) Accommodate a significant share of Guelph's population growth to 2031;
b) Balance Downtown's employment uses with compact residential *development* and live/work opportunities;
c) Ensure Downtown contains a diversity of housing types, sizes and tenures and affordable housing;
d) Ensure new *development* includes or is supported by commercial amenities and community services for existing and future residents;
e) Ensure existing and future residents are adequately served by parkland and recreational facilities within walking distance.

Targets

i) Achieve a minimum Downtown residential population of approximately 8,500 people by 2031.
ii) Through population and employment growth, reach a minimum density of 150 people and jobs per hectare by 2031.
iii) Meet or exceed the City-wide target for affordable housing.
iv) Maintain a minimum ratio of one hectare of parkland and other public open spaces for every 1,000 residents living Downtown.

Principle 3. A Creative Place for Business

Ensuring the continued economic vitality of Downtown is fundamental to its success. Downtown is the city's centre for major office uses, unique shops and restaurants and an increasing number of creative businesses. While Downtown will continue to compete with other areas of the city for jobs, its special character, mix of uses and accessibility position it to attract a diversity of enterprises that thrive in urban settings.

Objectives

To grow and strengthen the Downtown economy, it will be important to:

a) Accommodate a significant share of Guelph's employment growth to 2031;
b) Reinforce and expand the role of Downtown as a retail, dining and entertainment destination;
c) Reinforce and expand the role of Downtown as a tourist destination;
d) Create a setting that reinforces Downtown as a high density major office-related employment centre that attracts provincially, nationally or internationally significant employment uses;
e) Encourage small and mid-size businesses to locate in Downtown's historic commercial buildings;
f) Accommodate commercial businesses that support the food sector of Guelph's economy and the agri-innovation cluster.

Targets

i) Increase the number of office jobs Downtown and increase the number of all jobs to a minimum of approximately 7,500 by 2031.
ii) Through population and employment growth, reach a minimum density of 150 people and jobs per hectare by 2031.
iii) Increase each year, at a rate greater than the city's population growth, the number of Guelph residents visiting Downtown to shop, dine and attend cultural events.

Principle 4. We Come Together Here

Many of the jobs Downtown and much of its vibrancy depend on its role as a civic and cultural hub. Being the accessible heart of Guelph and the surrounding area, Downtown is the natural place for City Hall, the County's Administrative Centre, courthouses, school board offices and a full range of social services, as well as educational institutions.

Objectives

As Downtown accommodates more housing and businesses, it will be important to:

a) Ensure Downtown remains a focus for investment in institutional and region-wide public services;
b) Maintain Downtown as the centre of governance and services by the County of Wellington and City of Guelph, and a hub for Provincial judiciary and other services;
c) Encourage non-governmental organizations that provide social services to locate in Downtown;
d) Establish post-secondary educational facilities and programs Downtown;
e) Accommodate a range of cultural facilities and spaces, and encourage cultural events and activities;
f) Promote Downtown as a cultural destination.

Targets

i) Increase the number of institutional jobs and institutions Downtown, including at the City, County, Provincial and Federal levels.
ii) Increase the number of cultural events that occur Downtown.
iii) Increase each year, at a rate greater than the City's population growth, the number of persons visiting Downtown to shop, dine and experience cultural events.

Principle 5. Reconnect with the River

The Speed River is a vital community-wide asset. The riverfront will play a key role in supporting long-term residential *development*, attracting tourists and commerce, accommodating cultural and recreational activities, and generally maintaining a high quality of life in Downtown and the larger city.

Objectives

To enhance the river's presence and role, it will be important to:

a) Ensure new *development* along the river corridor addresses the river;
b) Create new urban public parks and open spaces along the river;
c) Improve streetscapes leading to the river for pedestrians and cyclists;
d) Establish new linear pedestrian connections to the river's edge from the core of Downtown and St. Patrick's Ward.

Targets

i) Establish a continuous riverfront trail and public open space system, interrupted only by streets, between Royal City Park and Goldie's Mill Park.
ii) Build new pedestrian bridges over the river linking St. Patrick's Ward to Downtown.
iii) Increase the amount of parkland in Downtown and maintain a minimum ratio of one hectare of parkland and other public open spaces for every 1,000 residents living Downtown.

Principle 6. Make it Easy to Move Around

In successful downtowns, there are many ways to arrive and move around. Streets serve multiple functions. Public transit plays a critical role in supporting high density employment and residential uses. Although multiple modes will be facilitated, movement within Downtown will focus on walking to ensure the creation of an attractive, high-quality urban environment.

Objectives

To create a transportation system that works for all urban modes of travel, it will be important to:

a) Design streets to safely and comfortably accommodate pedestrians, cyclists, transit vehicles, loading and private vehicles, using standards appropriate to Downtown's planned urban context;
b) Accommodate and support a major transit station and a high level of local and regional public transit service;
c) Create an environment that encourages walking everywhere Downtown;
d) Provide facilities within both the *public realm* and private developments that encourage cycling;
e) Discourage fast-moving vehicular traffic Downtown;
f) Provide public on-street and off-street parking facilities throughout Downtown to support commercial, institutional and employment uses;
g) Minimize and mitigate traffic impacts on existing residential neighbourhoods within and surrounding Downtown.

Targets

i) Increase the proportion of people traveling within, to and from Downtown by public transit, bicycle and foot.
ii) Establish a continuous riverfront recreation trail and public open space system, interrupted only by streets, between Royal City Park and Goldie's Mill Park.
iii) Build new pedestrian bridges over the river linking St. Patrick's Ward to Downtown.
iv) Establish pedestrian mews to break up larger blocks and reinforce the walkability of Downtown.

Principle 7. Embody Guelph's Green Ambitions

Guelph is proud of its commitment to sustainability and recognizes the economic benefits of a 'green city'. Downtown provides an opportunity to embody that commitment with green developments and other initiatives that promote sustainability.

Objectives

As Downtown redevelops, improves and grows, it will be important to:

a) Promote energy-efficient buildings, re-use of existing buildings and low impact development;
b) Encourage and support the development of *district energy* systems;
c) Promote green roofs and sustainable landscaping practices;
d) Promote water conservation, the re-use of stormwater and the reduction of stormwater run-off;
e) Encourage the remediation and *redevelopment* of contaminated lands;
f) Increase the amount of green space and the number of trees Downtown;
g) Efficiently use existing municipal *infrastructure*.

Targets

i) Reduce the extent of brownfield land Downtown.

ii) Increase energy efficiency overall Downtown and reduce energy consumption per capita by Downtown residents and per square metre by Downtown businesses.
iii) Decrease overall stormwater running off impermeable surfaces into sewers and increase water infiltration and recycling.
iv) Reduce the amount of energy consumed from transportation in Downtown.

Principle 8. Build Beautifully

The legacy of urban planning and architecture in Downtown includes many stellar examples of design excellence. To build upon the legacy without diminishing it and in the process enhance the quality of life in Downtown, requires an ongoing commitment to design excellence on the part of the City, property owners and developers.

Objectives

As Downtown continues to develop, it will be important to:

a) Ensure new buildings respect and complement the architecture and materials of surrounding historically significant buildings through policies, standards, guidelines and other means;
b) Ensure Downtown's streets, parks, squares and other public spaces are designed and maintained to the highest standards as attractive and high quality urban environments through policies, standards, guidelines and other means;
c) Integrate public art into the design of buildings, streetscapes and open spaces;
d) Promote the development of inspiring, meaningful and memorable places that reinforce Guelph as a historic, beautiful and innovative city.

Targets

i) Increase the number of cultural heritage resources designated under the *Ontario Heritage Act*.
ii) Increase the number of public art projects in Downtown.
iii) Enhance the sense of pride among Guelph citizens for the character and beauty of Downtown.
iv) Increase the number of national or international design competitions held for buildings and open spaces in Downtown.
v) Enhance the recognition Guelph receives for design excellence through awards and national profiles.

11.1.3 >
ECONOMIC DEVELOPMENT

This section contains policies intended to foster economic development Downtown and recognizes that economic vitality is paramount to the success of Downtown. Downtown will continue its significant role in the economic development of the City and the overall positioning of Guelph as a place for investment. Downtown will also be the preferred location for jobs that depend on proximity to urban services and sectors which tend to attract employees who prefer living in a downtown urban setting. Examples include major office *developments*, the information and communication technology sector and post-secondary educational institutions. Residential *development* in Downtown will also support and attract this type of employment. Downtown's role as a unique tourist destination will be strengthened, attracting nearby residents as well as visitors. It will also capitalize on the city's close relationship to food through an expanded and enhanced farmers market along with other culinary and restaurant uses.

Objectives
In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the general intent of the policies below is to:

a) Target Downtown as the preferred location for major office uses, key knowledge-based sectors such as the information and communication technology sector and post-secondary institutions.
b) Support strategic and collaborative economic development partnerships in the local community.
c) Encourage a supportive business environment by fostering learning and innovation within Downtown.
d) Attract more Guelph citizens and tourists to Downtown and make Downtown the centerpiece of the City.
e) Pursue projects that are economic priorities for the Downtown and contribute to the renewal of the City.

11.1.3.1 General Policies

11.1.3.1.1
In addition to population growth, job growth and physical improvements, the City shall recognize through its decision making that increased economic vitality is a critical measure of Downtown's success.

11.1.3.1.2
Major offices shall be primarily directed to locate within Downtown.

11.1.3.1.3
The City will promote Downtown as a focal point for tourism at a City-wide, regional and national level.

11.1.3.1.4
Major cultural facilities, tourist-oriented attractions and supportive uses such as hotels shall be encouraged to locate within Downtown.

11.1.3.1.5
The City will promote Downtown as a unique food and culture destination and model for sustainable development as a means to attract business investments.

11.1.3.1.6
The City will continue to work to locate one or more post-secondary education facility Downtown. The City shall also work to facilitate the establishment of other educational institutions Downtown.

11.1.3.2 Downtown Investment

11.1.3.2.1
The City will, through economic development initiatives, promote Downtown as a focal point for private and public investment, as well as tourism.

11.1.3.2.2
The City will continue to invest in *infrastructure* Downtown that supports the viability and success of Downtown.

11.1.3.2.3
A City land banking program may be established for buying, selling or leasing property to meet public policy objectives or to assist private sector *development* under community improvement provisions of the *Planning Act*.

11.1.3.2.4
The City will continue to implement incentive programs to achieve economic vitality through such measures as Community Improvement Plans.

11.1.3.2.5
The City will continue to review its regulating tools and processes and identify opportunities to promote, facilitate and support the economic vitality of Downtown, consistent with the policies and objectives of the Downtown Secondary Plan.

11.1.3.3 The Farmers' Market

11.1.3.3.1
The Farmers' Market is a long-standing cultural, tourist and commercial anchor destination in Downtown. The current Market facility is a City-owned structure on Gordon Street that is at capacity during the summer season. Growing the capacity and partnership connections of the Farmers' Market in Downtown will support the economic development objectives of the Downtown Secondary Plan. The City will initiate a Farmers' Market Expansion and Relocation Strategy that considers growth, organizational capacity and partnerships, and alternative locations in Downtown.

11.1.3.4 The Armoury

11.1.3.4.1
Should the current Department of National Defense use of the Armoury be relocated, the building and site could be converted to other attractive uses for residents, businesses and visitors. The building may be suitable for any one or a combination of the following: an educational institution, a cultural or community facility, a year-round public market, a business incubator or a military museum. The remainder of the site could expand new uses in the building or accommodate additional uses to establish a unique cultural destination. Residential and/or commercial *development* at the rear of the site could be used to help finance public uses. With these opportunities in mind, the City shall pursue further discussions with the Federal Government on the future of the Armoury. At the appropriate time the City shall undertake a feasibility study that considers relocation options for the current uses and the costs and benefits of converting the property to the uses identified above, or other appropriate uses as may be determined through the feasibility study.

11.1.3.5 The Baker Street Property

11.1.3.5.1
The development of the Baker Street Property, as identified on Schedule C, will be a model for mixed-use projects with uses such as a new central library, public open space and public parking, along with new private sector residential and commercial uses. An Urban Design Plan Master Plan for these lands shall be required in accordance with 11.1.7.3.9 of the Downtown Secondary Plan.

11.1.4 >

MOBILITY

This section contains policies regarding Downtown's street network, public transit, the trail and bicycle network, and parking. Additional policies regarding the design of streetscapes can be found in Section 11.1.5, along with other policies regarding the *public realm*.

Like all successful downtowns, Guelph's Downtown needs to accommodate different modes of travel—public transit, driving, cycling and walking being the most common. Above all, Downtown should be walkable because it is life on the streets that attracts new businesses and residents and supports commercial and civic activities. Given its relatively compact size, walking distances Downtown are relatively short—nearly all points within Downtown are less than a 15-minute walk from City Hall and Guelph Central Station. The planned population and employment growth Downtown will significantly increase the demands on the pedestrian network. Workers, residents and visitors should be able to easily access Downtown by transit and car, but once they have arrived they should be encouraged to walk to their destinations.

Schedule A illustrates the planned Mobility Network for Downtown. The policies below describe the various elements and shall guide improvements to the mobility network.

Objectives
In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the intent of the policies below is to:

a) Achieve a network of streets, transit facilities, trails and other *infrastructure* that supports multiple modes of travel to and within Downtown as well as existing and planned land uses.
b) Promote the use of public transit, both within the city and to other regions.
c) Ensure Guelph Central Station is easily accessed by transit vehicles, cyclists and pedestrians from all main directions.
d) Encourage walking or cycling for trips within Downtown.
e) Ensure Downtown is highly accessible to people of all ages and all abilities.
f) Provide route options for those traveling to and through Downtown by car, truck or bicycle.
g) Provide parking to meet the needs of Downtown businesses, residents and visitors.
h) Ensure planned mobility improvements are coordinated with *development*.

11.1.4.1 General Policies

11.1.4.1.1
Urban standards that emphasize the efficient use of land and *infrastructure* and support a pedestrian-oriented environment and high-quality urban design shall be applied to the engineering and design of transportation *infrastructure* in Downtown. Urban standards shall be applied in the update of the Downtown Public Realm Plan and Private Realm Manual.

11.1.4.1.2
In the design of public right of ways, the City will balance the provision of a safe, functional and attractive pedestrian-oriented environment with an acceptable level of vehicular traffic. The City is prepared to accept a level of service which reflects the constraints of the right-of-ways Downtown, in return for a more pedestrian-oriented environment and achievement of urban design objectives along its roads. To achieve this environment, the City may use a variety of techniques, depending on the function of the road, including alternative engineering standards. Similarly, in the design of its right of ways, the City will also balance the need for, where appropriate, bicycle facilities, loading facilities, transit priority measures, on-street parking and other infrastructure needs, including street trees. These issues will be considered in a holistic manner to create a final design which is sensitive to the urban context of Downtown and the street classification.

11.1.4.1.3
The City shall amend the Downtown Public Realm Plan and Guelph Trails Master Plan to conform to this Plan as it applies to the established street hierarchy.

11.1.4.1.4
Transportation demand management (TDM) will be critical to achieving a transportation system Downtown that provides and promotes attractive alternatives to the automobile. The City shall work with transit providers, developers and businesses Downtown to develop and implement TDM measures that promote the use of transit, walking, cycling and carpooling. The City may require large-scale *development* or businesses to complete a TDM plan. TDM plans will describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking and promote transit use, cycling, car sharing and/or carpooling. The City may permit reduced parking standards for *developments* which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate.

11.1.4.1.5
The City acknowledges the importance of the railways that traverse Downtown for the movement of people and goods and shall work with the operators of the railways to ensure land uses adjacent to the rail corridors are compatible through strategies such as appropriate buffering in the design of *development*.

11.1.4.1.6
On Primary or Downtown Main Streets where blocks do not have secondary access from a Laneway, Secondary Street or Local Street, the City may address loading within the design of the right of way, for example, by creating designated loading areas.

11.1.4.2 Street Network

11.1.4.2.1
Schedule A identifies the different types of streets and other right of ways included in the planned Mobility Network for Downtown. Additions and improvements to public streets in the network shall be guided by the following policies and Table 1. In some locations, additional right-of-way widths may be required to achieve on-street parking. Reductions in the number of travel lanes shall not require an *Official Plan* amendment but will require an Environmental Assessment.

11.1.4.2.2
Primary Streets are major roads that provide access to and through Downtown for pedestrians, transit bicycles

and auto vehicles. They include Gordon Street, Norfolk Street, Wellington Street, Woolwich Street, Eramosa Road, MacDonell Street east of Wellington Street, Wyndham Street south of Wellington Street, York Road, Elizabeth Street, Paisley Street and Waterloo Avenue. The following characteristics shall generally apply to Primary Streets:

a) All primary streets should have sidewalks with a minimum width of generally two metres on both sides of the street. Encroachments that reduce the usability of this area generally shall not be permitted;
b) Primary Streets will generally have two travel lanes available, with the exception of the following which will generally have four lanes: Eramosa Road, MacDonell Street east of Wellington Street/Wyndham Street, Gordon Street between Waterloo Avenue and Wellington Street, and Wellington Street west of Wyndham Street;
c) Primary Streets shall generally accommodate dedicated bicycle lanes, with the exception of sections of road where cyclists have the option of using an off-street path;
d) On Primary Streets, parking may be permitted in the curb lanes during off-peak hours, where traffic and transit volumes allow.

11.1.4.2.3
Downtown Main Streets are the main commercial streets within Downtown—Wyndham Street north of Wellington Street, MacDonell Street west of Wellington Street and Quebec Street. While accommodating cars, trucks and bicycles, Downtown Main Streets should be considered "pedestrian and transit priority streets" and have the following characteristics:

a) The zones for pedestrians on these streets should be a minimum of six metres wide on both sides, where possible, except Quebec Street which will be approximately three and a half metres;
b) On-street parking should be permitted on Downtown Main Streets north of Carden Street to support local business and provide a buffer between pedestrians and moving traffic;
c) Dedicated bike facilities should be accommodated on MacDonell Street and Wyndham Street where necessary based on the function of the roadway.

11.1.4.2.4
Secondary Streets are key streets providing access to and through Downtown. They include London Road, Suffolk Street, Fountain Street east of Gordon Street and Neeve Street south of Wellington Street. Generally Secondary Streets should accommodate two travel lanes, on-street parking and sidewalks with a minimum width of two metres.

11.1.4.2.5
Existing and potential new future Local Streets are intended to provide access to *development* and facilitate circulation by all modes Downtown. They generally will accommodate two travel lanes and parking on one or both sides. All Local Streets should have sidewalks on both sides and be designed such that cyclists can safely share the road with vehicles.

11.1.4.2.6
Existing and potential future Laneways are narrow right of ways intended to permit access and loading generally from the rear or side. In addition to the future Laneways indentified in Schedule A, other public or private Laneways may be permitted and shall be encouraged where practical and appropriate for the proposed

development they are intended to serve. Although Laneways generally will not include sidewalks, they should be designed to be shared by drivers, cyclists and pedestrians.

Table 1: Public Street Classifications and Characteristics

Street Type	Primary Street	Downtown Main Street	Secondary Street	Local Street	Laneway
Street Names	Gordon, Norfolk, Wellington, Woolwich, Eramosa, Elizabeth, York, Waterloo, Paisley, MacDonell (east of Wellington), Wyndham (south of Wellington)	Wyndham (north of Wellington), Quebec, MacDonell (west of Wellington)	Neeve, Fountain, Suffolk	All others	n/a
Right of way width[1]	24m – 30 m	20m – 30m	18m+	17-21m	7-12m
Planned Setbacks	Vary (0-5m)	0	Vary (0-5m)	Vary (0-6m)	1-2m
Travel Lanes	2-4	2	2	2	1-2
Transit Priority Street	Yes	Yes	No	No	No
Parking	Yes, except on Wellington, between Gordon and Wyndham; may be restricted in peak hours	Yes – both sides	Yes – both sides	Yes – min. one side	No
Pedestrian Realm	Min. 2m sidewalk except in accordance with policy 11.5.1.5	Min. 6m – Wyndham & MacDonell; Min. 4m – Quebec	Min. 2m sidewalk	1.5-2m sidewalks	Shared roadway
Dedicated Bicycle Facilities	Yes	Wyndham and MacDonell	No	No	No

[1] Right-of-way widenings and intersection improvements will be dedicated in accordance with Chapter 5 of the *Official Plan*.

11.1.4.2.7
The new potential streets, laneways and active transportation links shown in Schedule A are conceptual; their location and alignment may be modified without amendment to the Downtown Secondary Plan, provided the general intent of the plan is satisfied. Modifications may also be further addressed through the completion of an Urban Design Master Plan where applicable. The purpose is to create a street network with urban block sizes that support the use of active transportation. As identified in Schedule A, the following potential new Local Streets and/or Active Transportation Links are planned Downtown.

a) The direct and logical connection of Fountain Street to Wellington Street by way of a Local Street or by way of an active transportation link.
b) One or more streets to access future *development* and the riverfront on the Wood's property on Arthur Street.
c) One or more streets between Duke Street and Huron Street to access future development on existing industrial lands and generally improve circulation in the St. Patrick's Ward community.
d) A mid-block street linking Wyndham Street to Baker Street, to be built in conjunction with *redevelopment* on adjacent sites, including the proposed Downtown Main Library.
e) An extension of Freshfield Street to Wilson Street, to be built following the eventual relocation of the Farmers' Market and *redevelopment* at the rear of the Armoury Building, to improve north-south connectivity Downtown, particularly for pedestrians. This street may be designed for pedestrians and cyclists only by way of an active transportation link.

11.1.4.2.8
Active Transportation Links are meant to provide connections that are designed for pedestrians, cyclists and other forms of active transportation only. They are meant to generally improve pedestrian and cyclist circulation Downtown.

11.1.4.2.9
In addition to streets, laneways and active transportation links, the Mobility Network includes mid-block key pedestrian connections as shown on Schedule A. They are intended to be implemented over time to generally improve pedestrian circulation Downtown. They may be designed as a public mews designed for the comfort and safety of pedestrians. See Section 11.1.5.2.15 for further policies regarding mid-block pedestrian connections.

11.1.4.2.10
To further improve the pedestrian realm south of the rail corridor, the City shall seek to reduce and minimize the number of driveways on Gordon Street, Wellington Street and Wyndham Street south of Farquhar Street as redevelopment occurs. Access to new development shall be encouraged to be located on Secondary Streets and Local Streets.

11.1.4.2.11
In addition to securing the right of ways in accordance with the requirements of Table 1, the City may require additional lands at intersections to provide for turning lanes and other special treatments, where warranted. Such additional right of way requirements shall be kept to the minimum and shall be determined at the time of the design of the road facilities and will become part of the required right-of-way.

11.1.4.2.12
The provision of public local roads through redevelopment is encouraged; however, the City may permit the provision of private local roads in limited circumstances where the principles, objectives and polices of this plan can be achieved. Where permitted, private roads shall be publicly accessible.

11.1.4.2.13
The intersection of MacDonell Street /Woolwich Street/Wellington Street/Elizabeth Street/Arthur Street is an important anchor to the historic Downtown and a gateway to St. Patrick's Ward. It is also important to the pedestrian, cyclist, transit and vehicle mobility networks. Significant density is planned in the immediate vicinity. To further improve the pedestrian realm and reduce conflicts between modes, the City will, through the updating of the Public Realm Manual, address improvements to the intersection that reduce potential conflicts between modes and achieve a more comfortable pedestrian realm through the update to the Public Realm Manual. Alternatively, in conjunction with development in the immediate vicinity, the City may require the completion of a study that addresses these objectives as part of a development application prior to their approval.

11.1.4.3 Public Transit

11.1.4.3.1
The Transit Terminal, named Guelph Central Station, will establish a single central transit hub and play a critical role in implementing the City's Transit Growth Strategy. The City shall continue to work with VIA, Metrolinx, inter-city transit providers and other stakeholders to ensure all planned transit functions of Guelph Central Station are accommodated and coordinated in an efficient manner that supports the broad objective to create an attractive and transit-oriented Downtown. The City shall also continue to work with Downtown property owners, employers and residents to capitalize on Guelph Central Station and monitor any impacts it may have on its immediate surroundings.

11.1.4.3.2
The Major Transit Station identified on Schedule A is intended to accommodate the components of the Transit Terminal, including but not limited to the historic VIA train station, bus stops, passenger waiting and transfer areas, train platforms, a passenger pick-up and drop-off area, pedestrian bridge/tunnel(s) and parking facilities for cars and bicycles. Carden Street and Farquhar Street, east of Wyndham Street, will have important roles in supporting the functions of Guelph Central Station. Carden Street should be designed to accommodate high volumes of bus traffic, while Farquhar Street should be designed to accommodate high volumes of vehicular traffic; both streets should accommodate high volumes of pedestrian traffic to and around the station.

11.1.4.3.3
A connection linking Neeve Street to Farquhar Street may be required to facilitate vehicular and pedestrian circulation associated with Guelph Central Station.

11.1.4.3.4
The City may implement transit priority measures on Primary Streets, Downtown Main Streets and in the immediate vicinity of the Major Transit Station, such as signal priority and queue jumping lanes.

11.1.4.4 Trail and Bicycle Network

11.1.4.4.1
All streets Downtown shall be designed for the safety, comfort and convenience of cyclists.

11.1.4.4.2
Schedule A identifies the streets intended to accommodate on-street bicycle facilities. Proposed bicycle lanes are intended to be built as existing streets are improved and generally shall have a minimum width of 1.5 metres.

11.1.4.4.3
Bicycle parking facilities shall be provided at all major public destinations Downtown, including Guelph Central Station, City Hall, the existing and proposed main library, parks, schools, cultural facilities, other public institutions and retail streets. A sheltered bicycle lock-up facility should be provided within Guelph Central Station.

11.1.4.4.4
All office and apartment buildings shall include secure, indoor private bicycle parking and storage facilities. The *Zoning By-law* shall establish minimum requirements for bicycle parking. *Major office developments* shall be encouraged to include change rooms, showers and lockers for bicycle commuters.

11.1.4.4.5
It is the City's objective to provide a continuous active transportation trail interrupted only by streets, along the west side of the river's edge between Royal City Park and Goldie's Mill Park, and on the east side of the river, south of the Guelph Junction Railway. To this end, the City shall acquire land for such purposes through the dedication of parkland at the time of *development*, public *easements* or other methods of acquisition including outright purchase. In addition or alternatively, the City may incorporate portions of the trail within street right of ways.

11.1.4.4.6
The City shall work with the Guelph Junction Railway and landowners to provide a continuous active transportation trail interrupted only by streets between the Speed River and Huron Street.

11.1.4.5 Parking

11.1.4.5.1
Downtown shall continue to be served by a range of parking facilities, including but not limited to above-ground and below-ground parking structures, small public and private surface parking lots, and on-street parking. The City shall continue to play an active role in the supply of off-street parking in the Downtown. As lands are redeveloped and the Downtown population increases, the City shall continue to acquire, operate and pursue development of public parking facilities in the general locations identified in Schedule A and potentially in other locations.

11.1.4.5.2
As a priority, the City shall develop a public parking structure on the Wilson Street lot.

11.1.4.5.3
The City may reduce or exempt any requirement for private off-street parking for *development* in Downtown provided there is adequate alternative parking. A development agreement, cash-in-lieu of parking or other financial contribution policy, may be required where a *development* proposal is granted an exemption or is permitted to reduce the parking requirement in accordance with the policies of Chapter 5 of the *Official Plan*.

11.1.4.5.4
The City, in consultation with Downtown business owners and other stakeholders, shall prepare a Downtown Parking Strategy that considers at a minimum:

a) an assessment of the current supply of parking and opportunities to improve the distribution of parking;
b) the existing and projected future demand for parking Downtown for commercial, employment, institutional and entertainment uses, in the context of economic development objectives;
c) existing and future opportunities for shared parking that maximizes the use of facilities;
d) a cash-in-lieu of parking policy for new commercial *development* that reduces the requirement for on-site parking and supports the development of shared public parking facilities;
e) an assessment of on-street parking policies, including angled parking;
f) appropriate minimum and maximum parking standards including the provision of required parking off-site;
g) a long-term strategy to ensure an adequate supply of public parking across Downtown and which is aligned with economic development initiatives; and,
h) parking management solutions, demand side solutions and optimization of existing parking stock .

11.1.5 >

THE PUBLIC REALM, COMMUNITY FACILITIES AND HERITAGE

Downtown's public realm is fundamental to the attractiveness and livability of the core and indeed the entire city. Downtown's many beautiful buildings should be matched by beautiful public spaces. The policies in this section focus on key streets as places targeted for improvements that will support Downtown land uses, functional needs and the overall aesthetics of Downtown.

Trees, landscaping and green space generally are essential beautifying elements that contribute to a high quality of life by creating settings for recreation, culture, gatherings and passive enjoyment. They also play an important environmental role. Downtown needs additional urban parkland and better access to the river. This will complement its existing two major squares and other more intimate open spaces. A diverse network of existing and new open spaces linked by enhanced streetscapes will create a more cohesive and attractive Downtown, providing new opportunities to experience the river, dine outdoors and enjoy special events and Downtown activity.

Events at the River Run Centre and the Sleeman Centre draw many visitors to Downtown, but there are opportunities to expand the core's cultural infrastructure. The proposed main library will be a major new destination. As Downtown's population grows, other community facilities will be needed to meet the needs for meeting and recreation space.

Downtown's historically and architecturally significant buildings, as well as its other cultural heritage elements, are something to conserve and celebrate. As Downtown evolves it will be important to ensure that significant cultural buildings are protected, maintained and sensitively repurposed.

Schedule B illustrates the Public Realm Plan for Downtown. The policies below provide direction for improving the *public realm*.

Objectives
In addition to supporting the Principles, Objectives and Targets in Section11.1. 2, the intent of the policies below is to:

a) Ensure existing and future Downtown residents have access to parkland and community facilities that meet their recreational needs.
b) Improve physical and visual access to the river's edge for all Downtown users.
c) Establish appropriate and new settings for civic gatherings and cultural events.
d) Increase opportunities for informal gatherings Downtown and the enjoyment of leisure activities.
e) Protect cultural heritage resources through the use of the *Ontario Heritage Act* and other planning tools.

11.1.5.1 Streetscapes

11.1.5.1.1
Generally, all streets Downtown shall have sidewalks and street trees on both sides and lighting appropriate for pedestrians, cyclists and drivers.

11.1.5.1.2
The City shall review and where appropriate revise its Downtown Public Realm Plan to ensure it is consistent with the principles, objectives and policies of the Downtown Secondary Plan. In updating the Streetscape Manual within the Public Realm Plan, the following shall be addressed:

a) Coordinated street furnishings, which include benches, bike racks, bollards, bus shelters, newspaper vending machines, waste bins, banners and special lighting;
b) Appropriate areas on Wyndham Street and MacDonell Street for outdoor patios, pedestrian movement and furnishings;
c) Street and pedestrian-scale lighting;
d) The design and construction standards for paving that is durable, urban and sustainable;
e) Accessibility requirements;
f) Street trees, including standards for street tree planting that help ensure their long term survival;
g) The location of electrical and telecommunication cabling and above ground utility *infrastructure* so that their location and design contributes to an attractive *public realm*;
h) The installation of public art within streetscapes; and,
i) Appropriate cross-sections for key Downtown Streets which integrate and reflect the policies of this plan and the Downtown Parking Strategy.

11.1.5.1.3
The primary streetscapes identified in Schedule B include the main entry roads into Downtown. As such they should have a character that reflects the desired qualities of Downtown and reinforces physical connections between Downtown and surrounding neighbourhoods. Primary streetscapes should be lined with consistently spaced trees that help to frame the street and views to Downtown and generally beautify the approaches to Downtown. The pedestrian zones should be generous and be comprised of high quality, durable materials. Crosswalks or entire intersections should have distinct paving, different in texture and colour from the roadway, to add interest to the streetscape and signal to drivers and cyclists the likely presence of pedestrians.

11.1.5.1.4
MacDonell Street and Wyndham Street north of the CN railway tracks shall be priorities for streetscape improvements. Both streets shall be redesigned and rebuilt to enhance the pedestrian realm and generally beautify these signature main streets with landscaping. The streets' boulevards should have space to accommodate restaurant patios, a clear area for pedestrians, trees and potentially planters, and street furnishings. In the context of a Downtown Parking Strategy, the replacement of angled parking on MacDonell Street with parallel parking may be considered to allow for wider boulevards and bicycle lanes. Travel lanes should be designed for high volumes of bus traffic and reserved areas for single-unit delivery trucks should be considered. Street trees generally should be planted 6-8 metres apart on centre depending on the species used.

11.1.5.1.5
As properties south of the CN railway tracks are proposed for *redevelopment*, it will be appropriate to redesign the streetscape of Wellington Street, and plan for its reconstruction, to support the mix of residential and commercial uses planned and create a pedestrian-oriented environment. Since Wellington Street west of Wyndham Street will continue to be a busy road, the pedestrian zone between future *development* on the north side and the roadway in this area should be in the range of 10 metres to provide a buffer between pedestrians and vehicular traffic and accommodate restaurant patios. The pedestrian zone could be achieved partly in the right of way and partly through building setbacks. A double row of trees should be considered to provide further comfort to pedestrians and beautify the street. Off-peak parking in the curb lane should be considered.

11.1.5.1.6
To ensure above-ground utilities do not visually detract from a cohesive streetscape or become physical barriers within the right of way, utilities such as hydro and telecommunications equipment shall, where feasible, be located within the rear yard, in areas which are not visible from the streetscape, or within buildings. Where it is not feasible, utility providers shall consider innovative methods of containing utility services on or within streetscape feature such as street lights and transit shelters when determining appropriate locations of above-ground utilities in order to reduce visual impacts and physical barriers. Underground utilities are encouraged.

11.1.5.2 Parks, Urban Squares and Pedestrian Mews

11.1.5.2.1
The locations, sizes and configurations of future parks and urban squares identified in Schedule B, and the alignments of trails, are conceptual and may be modified without amendment to this plan, provided the general intent of the plan is satisfied. Similarly, the locations for potential civic, cultural or community uses are notional and not prescriptive. Schedule B also shows certain private and institutional lands that are currently generally accessible to the public and form an important component of Downtown's public realm however it is acknowledged that public access is at discretion of the landowners. The City will encourage, where appropriate, pedestrian links and open space to be maintained.

11.1.5.2.2
In addition to the open spaces identified on Schedule B, other parks and urban squares may be developed Downtown without amendment to this Plan.

11.1.5.2.3
Given their location Downtown, the mix of uses surrounding them and the intense use they are expected to experience, new parks and urban squares should be designed as community and cultural hubs, serving multiple purposes and accommodating programmed and non-programmed activities.

11.1.5.2.4
A new riverfront park is planned south of Wellington Street between Gordon Street and Wyndham Street South on lands currently occupied by commercial plazas, subject to the policies of Section 11.1.7.10 of the Downtown Secondary Plan as designated on Schedule C – Downtown Secondary Plan Land Use Plan.

11.1.5.2.5
A new riverfront open space is planned on the 5 Arthur Street property, to be built in conjunction with redevelopment of adjacent lands, subject to the policies in Section 11.1.7.10 of the Downtown Secondary Plan.

11.1.5.2.6
The City, in consultation with the Grand River Conservation Authority and residents, shall prepare a Downtown Riverfront Open Space Master Plan to guide short-term and long-term improvements within the Speed River and Eramosa River corridor through Downtown. The Master Plan shall include a holistic program for the riverfront open space system and detailed policies and guidelines to guide improvements that balance the potential flooding hazard, environmental functions, cultural uses and recreational activities envisaged for the riverfront. Specifically, it shall address the creation of a trail through the corridor designed for both utilitarian and recreational active transportation uses.

11.1.5.2.7
A new neighbourhood park is planned on Huron Street, to be developed in conjunction with *redevelopment* of the adjacent industrial lands, subject to the policies of Section 11.1.7.10 of the Downtown Secondary Plan.

11.1.5.2.8
Notwithstanding the policies of Section 11.1.7.9 of the Downtown Secondary Plan, buildings for the purposes of community, cultural or complementary ancillary commercial uses may be permitted in a park provided such uses do not interfere with or have negative impacts on the primary functions and character of the open space.

11.1.5.2.9
Parkland will generally be dedicated or acquired in accordance with the provisions of the *Official Plan*.

11.1.5.2.10
The relocation of the city's transit hub from St. George's Square creates the opportunity to re-imagine and redesign the square as a central gathering space that serves many purposes. The City, in consultation with the Downtown business community, including the Downtown Guelph Business Association, and the public, shall prepare a master plan for the square that considers:

a) how the square can be improved to accommodate both day-to-day functions, including sitting, walking, dining, casual meeting, vehicular movement and special events that use portions of the square or its entirety;
b) programming of uses/activities within and around the square to improve economic vitality;
c) appropriate materials for the square that emphasize quality, durability and sustainability; and
d) a phased implementation strategy that includes short-term improvements.

11.1.5.2.11
The City will consider developing a new urban square in conjunction with the proposed main library. This square, physically and visually connected to the library, shall contain shade trees, other landscaping, seating areas and public art, and may be the subject of a design competition.

11.1.5.2.12
A crescent-shaped open space is planned on the west side of Norfolk Street, straddling Paisley Street, as originally envisioned in the Galt Plan. Each half of the open space shall be designed and built in conjunction with *redevelopment* of the affected properties.

11.1.5.2.13
In the event the Armoury site is adapted for other uses, a *public realm* plan shall be prepared for the site that includes, an urban square at the rear of the historic building as part of *redevelopment*.

11.1.5.2.14
All parks and urban squares shall be designed to high standards and built with high quality materials.

11.1.5.2.15
Through the *development* process, the City shall establish the mid-block pedestrian mews conceptually identified on Schedule B to enhance pedestrian connectivity Downtown and to function as generous linear pedestrian-oriented spaces for passive enjoyment. Generally, they shall have a minimum width of 9 metres and may comprise public and/or private land but shall be publicly accessible. Methods for securing and developing pedestrian mews shall be determined when sites are developed or redeveloped.

11.1.5.3 Civic, Cultural and Community Facilities

11.1.5.3.1
The civic government functions of the City of Guelph, County of Wellington, Provincial and Federal Government offices shall be encouraged to retain their present prominence within Downtown. Other civic agencies and boards shall also be encouraged to remain in or relocate to Downtown. City-wide recreation, tourism and culture facilities should continue to be located Downtown such as the Sleeman Centre, Guelph Civic Museum, River Run Centre, Main Library and Central Farmers' Market.

11.1.5.3.2
The City shall work with cultural and community organizations to establish new cultural facilities and programs Downtown. The City shall also work with the business community, including the Downtown Guelph Business Association, and cultural groups to increase the number of festivals and other events intended to attract large numbers of visitors Downtown through the development of a Downtown Programming Strategy. At a minimum, the programming strategy should address how St. George's Square and Market Square will be programmed to ensure that both public spaces are well-used active spaces. The strategy should also address key public venues such as the River Run Centre, the Sleeman Centre and private facilities, such as the Guelph Youth Music Centre and places of worship.

11.1.5.3.3
As residential growth occurs Downtown, the City shall assess the need for community meeting and recreation space. If the City determines a new community centre is required to serve Downtown population, it shall identify a suitable site or building and initiate a development plan. Alternatively, the City may seek to secure community meeting or recreation space within a private *development*.

11.1.5.3.4
The City shall consider providing temporary or permanent community meeting and/or recreational space in the proposed main library.

11.1.5.3.5
Upon completion of the new main library, the City may consider short-term community, cultural or educational

uses for the existing library building on Norfolk Street but ultimately shall prepare and implement a *redevelopment* plan for the site.

11.1.5.3.6
The City shall encourage the two existing schools Downtown to remain open and maintained. In the event either of them closes or is relocated, the City may seek to acquire all or part of the property for new public uses.

11.1.5.4 Cultural Heritage Resources

11.1.5.4.1
Downtown Guelph's cultural heritage resources are key assets that are important from cultural, tourism and economic development perspectives. The City shall evaluate *development* and building applications that involve cultural heritage resources in accordance with the policies of the *Official Plan*.

11.1.5.4.2
As part of the Implementation Strategy for the Downtown Secondary Plan, the City, in collaboration with Heritage Guelph, will undertake a Heritage Conservation Analysis for the historic Downtown core generally west of the Speed River which will:

a) identify additional properties for individual designation pursuant to the provisions of Part IV of the *Ontario Heritage Act*, with a priority placed on cultural heritage resources on key historic streets in the historic Downtown core. These areas may include but not be limited to Wyndham Street, MacDonell Street and Quebec Street;
b) identify heritage character areas within the Downtown Secondary Plan area that have the potential to be Heritage Conservation District(s) pursuant to the provisions of Part V of the *Ontario Heritage Act*. Examples of such areas may include but are not limited to Douglas Street and Neeve Street, north of the river.

11.1.5.4.3
The City shall also investigate the potential for a Heritage Conservation District pursuant to the provisions of Part V the *Ontario Heritage Act* in St. Patrick's Ward, which would include portions of the Downtown Secondary Plan area.

11.1.5.4.4
The City may also take additional steps to conserve the cultural heritage resources within the Secondary Plan area, including:

a) integration of Cultural Heritage Landscape features into the public realm or other public facilities where feasible and appropriate;
b) implement, where appropriate, standards through the *Zoning By-law* that further support the conservation of the heritage character of Downtown as outlined in the Downtown Private Realm Improvements Manual, including identified public views, built form provisions, materials etc.;
c) in addition to the policies of 11.1.7.4.4, implement standards through the *Zoning By-law* that protect the existing heritage character of Woolwich Street/Norfolk Street/Norwich Street and surrounding area; and

d) the use of interpretative plaques and displays.

11.1.5.5 Public Art

11.1.5.5.1
Public art will be an important element of Downtown's *public realm*, adding beauty and interest to streetscapes as well as parks, other open spaces and buildings. The integration of public art in significant private *developments* shall be encouraged. Significant public projects, including but not limited to streetscape improvements, transit facilities, new public buildings and new open spaces, shall include or provide for a public art element. Public art should be developed in accordance with the City's Public Art Policy.

11.1.5.5.2
The City shall establish clear wayfinding and visual signage towards and through Downtown. Signage shall be chosen that is simple, clear and legible.

11.1.5.5.3
The City shall prepare a Downtown Public Art Strategy that:

a) identifies appropriate locations downtown for public art installations;
b) identifies streetscape elements, such as paving, and street furnishings, that should incorporate public art;
c) establishes policies and guidelines for public art contributions from developers of private lands; and
d) considers grants or other incentives to encourage public art projects by local artists.

11.1.5.6 Police and Emergency Services

11.1.5.6.1
The City shall ensure that as downtown grows and evolves it will continue to be served by police and emergency service facilities and personnel appropriate for the safety and security needs of downtown residents, workers, businesses and visitors.

11.1.6 >
ENERGY, WATER AND THE NATURAL ENVIRONMENT

Development in Downtown Guelph will help to achieve the city's goals for environmental sustainability by being compact and by encouraging walking and transit use. Further, residential and commercial buildings are major contributors to greenhouse gas emissions, so it is important that individual *developments* and servicing *infrastructure* promote energy efficiency as well as water conservation. There are also features of the natural environment that future *development* needs to respect and protect. Development must also be designed to reduce the impact of natural hazards. One of those features is the Speed River where *development* will be directed outside the *floodway* areas while permitting *development* within the Special Policy Area. In other portions of the Downtown, development near the Speed River is subject to the Two Zone flood plain policies. This section contains policies regarding these key facets of the environment.

Objectives
In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the intent of the policies below is to:

a) Efficiently use existing *municipal services*, municipal facilities and utilities to support growth downtown.
b) Maximize opportunities for renewable and alternative energy generation and delivery systems such as *district energy*.
c) Promote site planning, architecture, landscape architecture and stormwater management that demonstrates best practices in environmental design.
d) Increase the amount of *urban forest tree canopy cover* Downtown.
e) Ensure the risks to human health and safety from flooding downtown are minimized.
f) Promote *development* that mitigates and adapts to climate change.
g) Protect habitat of threatened and endangered species.
h) Promote the clean-up of brownfields Downtown.

11.1.6.1 General Policies

11.1.6.1.1
Developers and owners of all new and existing buildings shall be encouraged to determine and label building energy performance in accordance with standards as may be adopted by the City.

11.1.6.1.2
The Downtown shall contribute to the City's overall *Urban Forestry* targets, while recognizing its current and planned built form, by planting street trees, using methods that help ensure their long term health, and by planting and maintaining trees within City parks and open spaces.

11.1.6.1.3
Development Downtown shall contribute to the City's overall waste diversion targets and align with the Solid Waste Management Master Plan through such measure as developing a street-side recycling program, and other programs to promote waste reduction and diversion.

11.1.6.2 Energy

11.1.6.2.1
All new *development* downtown shall have regard for the goals and strategies of the City's Community Energy Plan.

11.1.6.2.2
The City shall work with Guelph Hydro and landowners to develop *district energy* systems, combining heat and power, for large-scale *developments* or areas within downtown, where the feasibility of such facilities has been demonstrated. Should the City and Guelph Hydro identify parts of Downtown as potential *district energy* areas, new *development* shall be district energy ready subject to the City establishing District Energy Ready Guidelines.

11.1.6.2.3
Where a *district energy* system has been established or is planned, new City-owned buildings shall use the system and private *development* will be encouraged to connect to it.

11.1.6.2.4
The generation and use of on-site *renewable energy* systems shall be encouraged.

11.1.6.2.5
Development shall be designed to maximize opportunities for solar gain while respecting the built form policies of the Downtown Secondary Plan.

11.1.6.3 Water, Wastewater and Stormwater

11.1.6.3.1
The processing and approval of *development* applications shall be contingent on the availability of water and wastewater capacity.

11.1.6.3.2
Low Impact Development (LID) measures intended to minimize stormwater run-off and recharge groundwater systems, including rainwater harvesting and reuse systems, bio-swales or water features, infiltration measures, permeable paving materials and green roofs, shall be encouraged.

11.1.6.3.3
The City will explore opportunities to integrate end-of-pipe stormwater management storage and treatment facilities, including constructed wetlands/ponds, and LID measures into the public realm areas such as open space, amenity areas and right of ways, where feasible and appropriate.

11.1.6.3.4
All new buildings shall be encouraged to install rainwater harvesting and recirculation/reuse systems for outdoor irrigation and outdoor water uses.

11.1.6.4 Flood Plain and Natural Heritage System

11.1.6.4.1
As identified on Schedule C, a portion of Downtown is located within the regulatory *flood plain* of the Speed River and Eramosa River. Land uses within the regulatory *flood plain* are subject to the provisions of the Floodplain policies of the *Official Plan*.

11.1.6.4.2
As identified on Schedule C, a portion of Downtown is within the Natural Heritage System and is subject to the Significant Natural Area policies of the *Official Plan*. On lands adjacent to the Speed and Eramosa Rivers where a minimum buffer has not been established, an Environmental Impact Statement (EIS) shall be required in accordance with the *Official Plan*. In addition the EIS shall recognize and respond to the urban context of downtown Guelph, specifically:

a) Where applicable, the Special Policy Area or Two Zone *flood plain* polices;
b) Existing *development* (including cultural heritage features); and
c) The principles of the Downtown Secondary Plan to create a riverfront that will accommodate cultural and recreational activities and contribute to a high quality *public realm* within Downtown.

11.1.6.5 Species at Risk

11.1.6.5.1
The Significant Habitat for Provincially Endangered and Threatened Species policies of the *Official Plan* apply Downtown.

11.1.6.6 Potentially Contaminated Properties

11.1.6.6.1
The Potentially Contaminated Property policies of the *Official Plan* apply Downtown. The *Urban Growth Centre* area is included in the Brownfield Redevelopment Community Improvement Plan.

11.1.7 >

LAND USE AND BUILT FORM

In addition to streets and open spaces, underlying the long-term vision for Downtown Guelph is a framework of land uses. Downtown Guelph should contain a range of uses, including office, retail, institutional, entertainment and residential. In the core of downtown, most blocks will have a mix of uses. On key streets, buildings must be mixed-use, with active commercial uses on the ground floor and other uses on upper floors. To ensure there is a balance between employment and residential uses, some sites will be reserved for commercial or institutional uses. While there are strategic opportunities on former industrial lands for residential and mixed-use *intensification* that supports vibrancy in the Downtown, such *intensification* will be planned to be *compatible* with existing neighbourhoods. New built form will reflect Downtown's urbanity and reflect the principles of adaptability, permanence, and simple beauty. Precedent photos are included in Appendix A to provide illustrative examples.

Objectives
In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the intent of the policies below is to:

a) Promote design excellence.
b) Encourage a wide range of land uses and built forms.
c) Capitalize on and support existing and planned transit services by concentrating higher density uses, including office uses in *compatible* locations, within a short walking distance of Guelph Central Station.
d) Promote the development of diverse neighbourhoods in Downtown with a variety of housing choices, including units suitable for families and affordable housing.
e) Reinforce Wyndham Street north of Wellington Street, MacDonell Street west of Wellington Street and Quebec Street as Downtown's main commercial streets while encouraging retail establishments and restaurants in other areas as well.
f) Ensure the built form of *development* contributes to attractive streetscapes and open spaces and supports an inviting, comfortable and active *public realm*.
g) Ensure new *development* respects the character of downtown's historic fabric and the quality of life in surrounding neighbourhoods.

11.1.7.1 General Land Use Policies

11.1.7.1.1
Schedule C delineates the land use designations Downtown. Minor changes to the boundaries of land use designations may be permitted subject to the Interpretation policies of the *Official Plan*.

11.1.7.1.2
The following uses are not consistent with the objective of a walkable, transit-supportive Downtown and shall not be permitted:

- Vehicle sales;
- New vehicle related uses, including vehicle service stations; and
- Low density employment uses such as logistics or warehousing and other employment uses not compatible with other uses planned for Downtown.

11.1.7.1.3
Drive-through facilities shall be discouraged from locating Downtown, since they are inconsistent with the long-term vision for Downtown, specifically the objectives to increase pedestrian activity, increase public transit use and reduce and minimize driveways accessed from Primary and Main Streets. The *Zoning By-law* shall ensure applications for drive-through establishments conform to the policies of the Downtown Secondary Plan, including all built form policies.

11.1.7.1.4
Notwithstanding any of the policies of the Downtown Secondary Plan, previously approved and existing uses Downtown which do not conform to the policies of this Secondary Plan shall be permitted, subject to the Legal Non-Conforming Uses policies of the *Official Plan*. The redevelopment of legal non-conforming uses to uses that are consistent with the vision, principles and objectives of the Downtown Secondary Plan, shall be encouraged.

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 neighbourhoods 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.

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. The *Zoning By-law* shall more precisely define the protected views and shall be amended, where appropriate, to reflect the location and scope of the views 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.

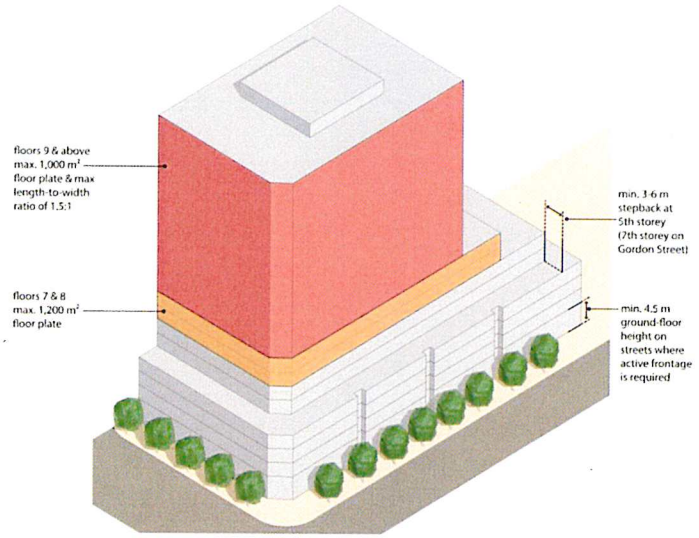
d) Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies generally shall not be permitted.

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.

Land Use Designations

11.1.7.3 Mixed Use 1 Areas

11.1.7.3.1
Mixed Use 1 areas, as identified on Schedule C, are intended to accommodate a broad range of uses in a mix of highly compact *development* forms. *Development* within this designation shall contribute to the creation of a strong urban character and a high-quality, pedestrian-oriented environment. Active uses that enliven the street are encouraged to locate on the ground floor of buildings and, as per Policy 11.1.7.3.4, shall be required on key streets.

11.1.7.3.2
The following uses may be permitted:

a) retail and service uses, including restaurants and personal service uses;
b) multiple unit residential buildings, including apartments and townhouse dwellings;
c) *live/work* uses;
d) offices including medically related uses;
e) entertainment and commercial recreation uses;
f) community services and facilities;
g) cultural, educational and institutional uses;
h) public parking;
i) hotels;
j) parks, including urban squares; and,
k) other employment uses that meet the intent of the principles, objectives and policies of the Downtown Secondary Plan and which are *compatible* with surrounding uses in regard to impacts such as noise, odour, loading, dust and vibration.

11.1.7.3.3
The minimum floor space index (FSI) in Mixed Use 1 areas shall generally be 1.5, except:
a) on properties fronting Elizabeth Street, where the minimum FSI shall generally be 1.0;
b) within the lands designated Mixed Use 1 at 84-96 Gordon Street, where the minimum FSI shall be 0.75.

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.

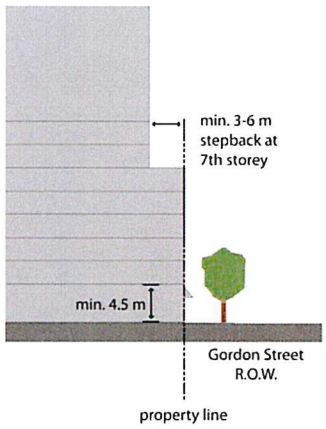
c) Buildings shall contribute to a continuous street wall that has a minimum height of 3 storeys, with infrequent and minimal gaps between buildings.

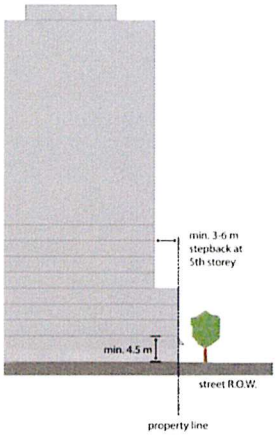
d) The width of retail stores and the frequency of entrances shall contribute to a continuously active *public realm* and give the street wall a visual rhythm. The width of stores and restaurants may be limited through the *Zoning By-law* to ensure a rhythm of commercial entrances and avoid long distances 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.

11.1.7.3.5
Generally buildings in Mixed Use 1 areas shall be built close to the front property line to help frame and animate adjacent streets. The *Zoning By-law* shall establish maximum setbacks on streets where active frontages are required. On all other streets minimum and maximum setbacks shall be established. The *Zoning By-law* may include limited exceptions to the build-to lines and maximum setbacks while ensuring that a consistent streetwall is extended, maintained or established.

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.





11.1.7.3.7
All buildings shall reflect their urban context and 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.

11.1.7.3.8
Generally, entrances to non-residential uses shall be flush with the sidewalk, for ease of access and to maintain a strong relationship to the street.

11.1.7.3.9
As identified on Schedule C, there are areas containing multiple properties west of the Speed River that represent significant opportunities for coordinated and integrated *redevelopment*: the Baker Street Property and the Wellington Street /Neeve Street Area. Each of these sites shall be developed based on comprehensive master plans for the site. Therefore, in addition to any other submissions required as part of a complete planning application for either of these two sites or any portion thereof, a detailed Urban Design Master Plan shall be prepared for the site by the applicant to the satisfaction of the City and in consultation with the community. The Urban Design Master Plan will be prepared in accordance with the policies of 11.1.8.5.

11.1.7.4 Mixed Use 2 Areas

11.1.7.4.1
Mixed Use 2 areas, as identified on Schedule C, are those areas of downtown that were historically mostly residential with a mixture of housing styles but have evolved to accommodate a range of uses, many in partially or fully converted houses. Therefore the predominant character of this area is of low-rise buildings that are residential in character, with landscaped front yards, and small-scale, visually unobtrusive commercial signage. In addition, many of the existing buildings and properties in these areas are of Cultural Heritage Value or interest and contribute to Downtown's unique identity. As land uses evolve, the predominant character of Mixed Use 2 areas should be maintained.

11.1.7.4.2
The following uses may be permitted in Mixed Use 2 areas:

a) small-scale retail uses and *convenience commercial*;
b) personal service uses;
c) detached, semi-detached and duplex dwellings, townhouses and multiple unit apartment buildings;
d) *live/work* uses;
e) offices, including medically related uses;
f) community services and facilities;
g) cultural, educational and institutional uses;
h) small-scale hotels; and
i) parks, including urban squares.

11.1.7.4.3
The minimum floor space index (FSI) in Mixed Use 2 areas shall generally be 0.6.

11.1.7.4.4
To maintain the general character of Mixed Use 2 areas, *development* shall adhere to the following:

a) *Development* shall be *compatible* with the character of the surrounding area and respect the character of neighbouring buildings in terms of their scale, materials, articulation, landscaping and relationship to the street.
b) Building setbacks along the street shall be generally consistent with those of neighbouring buildings within the Mixed Use 2 area.
c) Parking and servicing areas shall generally be located at the rear or side of buildings. Parking shall generally not be permitted between the front of a building and the street.

11.1.7.5 Institutional or Office Areas

11.1.7.5.1
Institutional or Office areas include those properties in the heart of Downtown occupied by significant civic, cultural and other public institutions or an office building. They also include properties close to Guelph Central Station where a concentration of major office and institutional uses would optimize use of the terminal.

11.1.7.5.2
Generally the following primary uses may be permitted in Institutional or Office areas:

a) offices including medically related uses;
b) entertainment and commercial recreation uses;
c) community services and facilities;
d) cultural, educational, civic and institutional uses;
e) hotels;
f) parks, including urban squares; and,
g) other employment uses that meet the intent of the principles, objectives and policies of the Downtown Secondary Plan and which are *compatible* with surrounding uses in regard to impacts such as noise, odour, loading, dust and vibration.

11.1.7.5.3
In addition to the primary uses above, the following uses may also be permitted where they are secondary to the main institutional or office use on the site:

a) retail and service uses, including restaurants and personal service uses; and
b) public parking.

11.1.7.5.4
Institutional or Office areas downtown are occupied by buildings that are expected to remain for the life of the Downtown Secondary Plan, with the exception of the areas between Farquhar Street and Fountain Street, where there is greater potential for *redevelopment* and a desire for improved conditions on Wyndham Street. Additions or alterations to existing institutional and office uses shall be permitted, provided they do not significantly change the function or form of the use and have regard for the land use and built form policies that apply to adjacent land use areas. New *development* in the Institutional or Office Area south of Farquhar Street shall be subject to the density and built form policies applicable to Mixed Use 1 Areas, specifically Policies 11.1.7.3.4-11.1.7.3.8.

11.1.7.6 Major Transit Station

11.1.7.6.1
The Major Transit Station is intended to accommodate the various components of Guelph Central Station, in accordance with the policies of Section 11.1.4.3 of the Downtown Secondary Plan. In addition, ancillary uses shall also be permitted, including but not limited to retail establishments, restaurants, cafes and professional offices.

11.1.7.7 Residential 1 Areas

11.1.7.7.1
Residential 1 areas include portions of broader residential neighbourhoods that extend into Downtown. They are mostly occupied by low-rise forms of housing, including detached and semi-detached houses, townhouses and apartment buildings. The intent is to generally maintain the character of these areas.

11.1.7.7.2
Notwithstanding Schedule D, the *Zoning By-law* may establish maximum building heights less than the maximum shown on Schedule D of 3 storeys in Residential 1 Areas to ensure new *development* is *compatible* with the surrounding neighbourhood.

11.1.7.7.3
The policies of the *Official Plan*, applicable to General Residential shall apply to Residential 1 areas.

11.1.7.7.4
In addition to the General Residential policies, it is the intent of the Downtown Secondary Plan that the existing properties containing small-scale employment uses in the area east of the Speed River may continue and be recognized through the *Zoning By-law*, where impacts, such as noise, odour, loading, dust and vibration, on surrounding residential uses are minimal.

11.1.7.7.5
In addition to the General Residential policies, a free-standing office shall be permitted on the property known municipally as 5 Ontario Street.

11.1.7.7.6
Within the Residential 1 designation at 72 York Road, the minimum *net density* of *development* shall comply with the Medium Density Residential designation of the *Official Plan*.

11.1.7.8 Residential 2 Areas

11.1.7.8.1
Residential 2 areas are those areas within Downtown where, based on the location, size and configuration of properties, high density forms of housing are appropriate. The following uses may be permitted:

a) multiple unit residential buildings, including apartments and townhouse dwellings;
b) *convenience commercial* uses with a gross floor area not greater than 500 square metres;
c) artisan studios;

d) small-scale offices with a gross floor area not greater than 500 square metres including medically related uses;
e) *live/work* uses;
f) community services and facilities; and
g) parks, including urban squares.

11.1.7.8.2
The minimum floor space index (FSI) in Residential 2 areas shall generally be 1.0.

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).

11.1.7.9 Open Space and Parks

11.1.7.9.1
Open Space and Parks shall be developed in accordance with the policies of Section 11.1.5.2 of the Downtown Secondary Plan. The following uses may be permitted:

a) public and private recreational uses and facilities;
b) parks;
c) conservation lands;
d) complementary uses, including cultural facilities.

11.1.7.9.2
Lands intended for open space and parks along the Speed River shall be subject to the policies of Section 11.1.6.4 and 11.1.7.10 where applicable of the Downtown Secondary Plan and the Natural Heritage System policies of the *Official Plan*.

11.1.7.9.3
a) The lands designated Open Space and Parks at 84-96 Gordon Street shall be dedicated at no cost to the City and shall be dedicated in a condition suitable for parkland development in accordance with the standards of the City. This parkland dedication satisfies all City requirements for parkland dedication for the lands designated Mixed Use 1 on the subject property; and,

b) For greater certainty, due to existing development on this site the minimum buffer from the river required for any future development of the portion of the property designated as 'Mixed Use 1' shall be established in accordance with policies 6A.1.1.6, 6A.1.1.11 and 6A2.1.2 of the *Official Plan.* Appropriate setbacks for development of the 'Mixed Use 1' lands will be determined through future planning applications as applicable.

11.1.7.10 Future Park Policy Areas

11.1.7.10.1
The Future Park Policy Areas conceptually identified on Schedules B and C are significantly-sized lands that the City intends to bring into the public park system during the planning horizon of the Downtown Secondary Plan while allowing legally existing uses to continue in the interim.

11.1.7.10.2
The Open Space and Parks Policies of Section 11.1.7.9 of the Downtown Secondary Plan shall apply to the Future Park Policy Area.

11.1.7.10.3 Future Park Policy Area A
Future Park Policy Area A will be brought into public ownership and built in conjunction with *redevelopment* of adjacent lands.

11.1.7.10.4 Future Park Policy Area B
The Future Park Policy Area B will be brought into public ownership and built in conjunction with r*edevelopment* of adjacent lands. The park shall include a continuous river's edge path /urban river walk for pedestrians and cyclists. The park should maintain heritage features and/or interpretation, high-quality landscaping, sitting areas and other amenities for surrounding residents.

11.1.7.10.5 Future Park Policy Area C
A key component of meeting the future parkland needs of a growing Downtown population as well as providing significant City-wide benefit is the planned acquisition by the City of commercial properties located along the Speed River east of Gordon Street and south of Wellington Street as identified as Future Park Policy Area C and the conversion of these properties to parkland in the long term. The creation of a new public park on the south side of Wellington Street will open up the riverfront, and, with passive and some active recreation uses, provide a playground for residents of Downtown and the city as a whole. The park will also extend and complement Royal City Park, advancing a linked open space system which will extend to York Road Park, John Galt Park and beyond. Furthermore, it will complete an important active transportation trail along the Speed and Eramosa River Corridors. Since the population in the Downtown is planned to significantly increase by 2031, more parkland will be needed to provide the green space and recreational amenities residents and Downtown employees need for a high quality of life. The park will become a signature place that fundamentally changes the experiences of arriving, living and visiting Downtown. Future Park Policy Area C shall be subject to the following specific policies:

a) **Parkland Development**

i) It is intended that parkland development will be in progress or completed by 2031. This timeframe is based on the projected growth rates for Downtown and the resultant need for additional parkland during the Plan period. Actual growth rates will be monitored and should there be significant long term variance from projected rates, the timing of parkland development may be reviewed through a future Official Plan review. Prior to development

of the new riverfront park, the City should prepare design guidelines and park development strategy in consultation with Downtown residents and business owners and shall consider a design competition for the park.

b) Timing of Land Acquisition

i) Based on the goal of maintaining a minimum parkland supply of one hectare for every 1,000 residents Downtown and the planned Downtown growth rates, it is anticipated that the park will be needed during the latter half of the Plan period to this end, the City will be prepared to acquire any or all of the lands in 2022.

ii) The City may also consider land acquisition opportunities that may arise prior to 2022.

c) Funding Strategy

i) The City will implement funding strategies to support the acquisition of these lands in accordance with the timeframe set out in subsection b).

d) Land Acquisition Principles

i) As set out in subsection c) the City will implement a funding strategy so that after funding becomes available in 2022 the City will be prepared to acquire any or all of the lands where property owners are interested in selling on a willing-seller basis.

ii) Market value for the lands shall not be based on the parkland designation, but shall be negotiated based on the framework provided in the Expropriations Act.

iii) The City will monitor acquisition of land under this policy to determine if the objectives of the policy are being met, and the need for land acquisition by other means shall be regularly monitored after 2022 and as park development in 2031 approaches.

e) Existing Commercial Uses

i) The Future Park Policy Area C designation in the Downtown Secondary Plan area also recognizes that the lands are currently used for commercial uses. In addition to the uses permitted by the Parks and Open Space policies of 11.1.7.9.1 of the Downtown Secondary Plan, this designation permits and recognizes the existing commercial plazas and associated uses, including restaurants and offices, and will permit these uses to continue and similar uses (including uses under existing, extended or new leases, or similar arrangements) to occur until such time as part or all of the lands are acquired by the City and required for the purposes of parkland development.

ii) Physical aesthetic improvements, minor expansions and similar commercial uses to those to that exist at the time of Secondary Plan adoption may be considered in accordance with other applicable policies of the Downtown Secondary Plan.

iii) Major expansions and the addition of significant new uses are not permitted.

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

11.1.7.11.1

The area east of the Speed River includes a portion of the St. Patrick's Ward community ("The Ward") containing a mix of land uses including existing and former industrial lands. The Ward's unique, diverse and eclectic qualities result from its origin as a neighbourhood where places of employment and working-class

houses existed side-by-side. The Ward is characterized by a mix of small lots, modest homes and historic industrial buildings, interspersed with neighbourhood-scale commercial and institutional buildings. Although the viability of neighborhood-scale shopping has declined recently, its legacy remains in both the architecture and memories of residents. In addition, its fine-grained pattern of narrow streets, angled streets, trails and laneways contribute to its walkability. Existing and former industrial sites are planned for *redevelopment* to both support growth objectives for Downtown and enhance The Ward as a neighbourhood. As land uses evolve, the character of The Ward's existing residential areas should be maintained.

11.1.7.11.2
As *redevelopment* adds more *compatible* uses and housing diversity to the neighbourhood, it should bring new public spaces, new connections for pedestrians, cyclists and vehicles, and other amenities. In considering *development* proposals in The Ward, the City shall have regard for the following overarching objectives for the community:

a) relocate remaining heavy industrial uses;
b) identify, conserve and re-use cultural heritage resources;
c) clean-up contaminated sites;
d) provide transitions to the general character of the low-rise areas of the community;
e) ensure the use and form of *development* is *compatible* with its existing and planned surroundings;
f) increase the quantity and quality of parkland and other public open spaces;
g) improve connections through the neighbourhood, to the Downtown core, to the riverfront and along the riverfront for pedestrians and cyclists;
h) minimize and mitigate traffic impacts from new *developments*; and
i) ensure the community contains a mix of housing types, sizes and forms to accommodate households of all sizes and incomes.

11.1.7.11.3
As identified in Schedule C, there are two large sites within The Ward neighborhood that represent significant opportunities for *redevelopment*: the 5 Arthur Street property and the properties at 64 Duke Street and 92 Ferguson Street. Each of these sites shall be developed based on comprehensive Urban Design Master Plans. Therefore, in addition to any other submissions required as part of a complete planning application, prior to the rezoning and/or site plan approval of either of these two sites or any portion thereof, an Urban Design Master Plan shall be prepared for the site by the applicant to the satisfaction of the City and in consultation with The Ward community as set out in Section 11.1.8.5.

11.1.7.11.4
In addition to the provision of Section 11.1.8.5, the Urban Design Master Plan for the 5 Arthur Street property and subsequent *development* applications shall respond to the following principles:

a) River's Edge Open Space – Create a substantial, functional and continuous public open space generally along the side of the river well connected to surrounding streets. The open space along the river may be composed of elements such as urban squares while providing for a continuous multi-use trail. It should encourage use by the public for a variety of appropriate uses. To this end, it should be configured to accommodate a range of park amenities and provide a sense of safety and comfort.

b) Network of Connections – Establish a fine-grained network of publicly accessible open spaces and routes through the site, provide connections to the river, and allow for efficient pedestrian, bicycle and vehicular circulation. The plan should also create connections to the surrounding trails and open space system including anticipating a future pedestrian bridge adjacent to the Guelph Junction Railway bridge and another bridge across the river, generally aligned with a crossing of Wellington Street and connected to Arthur Street.

c) Heritage Conservation and Interpretation – Reflect and respect the historic context of the neighbourhood. Conserve the historic stone building and other heritage resources on the site. Respect and complement the neighbourhood's heritage in the new built form. Interpret and respond to the previous industrial uses, for example, through public art or other interpretive elements.

d) Public Views – Provide views through the site toward the river corridor and maintain key *public views*, including the view south along Arthur Street toward the Mill Lofts building. Take advantage of other desirable views, for example, views of the CN train bridge.

e) Sensitive Built Form – New buildings should be massed and spaced to avoid a wall effect along the river and maintain sky views from public streets and open spaces as well as neighbouring properties. Buildings should vary in character, provide appropriate building breaks and articulation, step down to be compatible with existing nearby buildings and provide transition to the existing neighbourhood. Buildings should minimize shadow impacts on neighbouring properties.

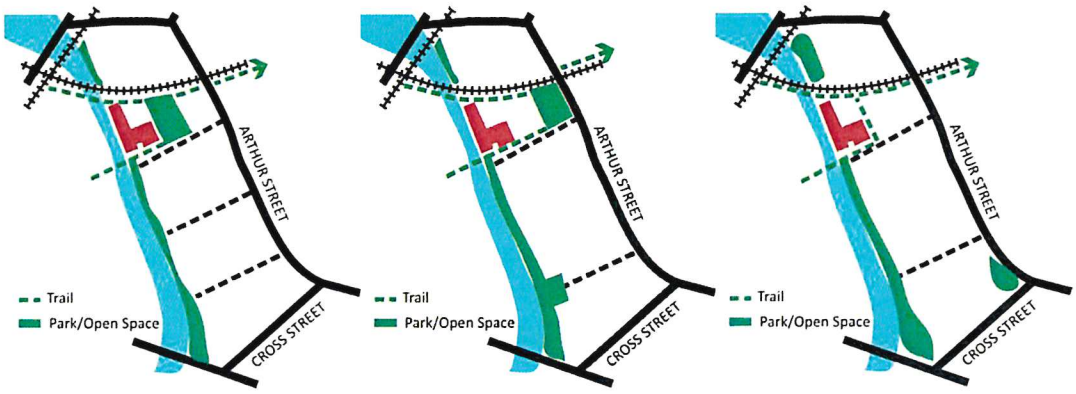
f) Pedestrian-Friendly Edges – Residential buildings should support the animation of surrounding streets and publicly-accessible open space by, for example, providing grade-related relationships where feasible such as many front doors and porches along public streets. Above-grade parking should be screened or concealed within the residential development. Surface parking should be limited and strategically located to minimize its visual impact. Waste, recycling and loading areas should also be internal to the site.

g) Environmental Sustainability – *Development* should incorporate green energy strategies and other sustainable design features. The river corridor's ecological health should be enhanced while also balancing the need for recreational uses and heritage conservation along the river's edge.

h) Housing Mix – *Development* should include a mix of unit types varying in size and affordability.

11.1.7.11.5

In addition to the provision of Section 11.1.8.5, the Urban Design Master Plan for the 5 Arthur Street property shall consider the arrangements of parks, open spaces, trails and publicly accessible routes. Three potential configurations are conceptually illustrated below however the actual configuration of the site's *public realm* elements, such as trails, urban squares and other open spaces may differ from these options and may be refined further as the site proceeds though the *development* approvals process. However, in addition to the trail proposed adjacent to the railway tracks, a minimum of two publicly accessible east-west connections will be provided between Arthur Street and the river at a dimension that ensures appropriate pedestrian comfort along the connections.



11.1.7.11.6
The general built form and land use policies of the Downtown Secondary Plan shall apply the 5 Arthur Street and 64 Duke Street and 92 Ferguson Street properties. In addition, the distance between the facing walls of portions of buildings greater than 6 storeys, shall be a minimum of approximately 25 metres.

11.1.7.11.7
The *Zoning By-law* based on the Urban Design Master Plan shall establish a maximum gross floor space index (FSI) for the 5 Arthur Street property of up to 2.0 FSI . The calculation of gross FSI shall include lands to be dedicated for public uses but shall not include structured parking or the historic stone building to be retained including minor additions. 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 5 Arthur Street property will be achieved. In addition, density bonusing may be considered in accordance with section 11.1.8.4 of the Downtown Secondary Plan.

11.1.7.11.8
Notwithstanding policy 11.1.7.3.2 of the Downtown Secondary Plan, the following uses shall not be permitted in the Mixed Use 1 areas identified on the 5 Arthur Street property:

- entertainment and large-scale commercial recreation uses; and
- hotels.

11.1.7.11.9
Commercial uses on the 5 Arthur Street property south of the existing historic stone building shall generally be small in scale and oriented to the surrounding community.

11.1.7.11.10
Schedule D shows two height categories for the 5 Arthur Street property: 2-4 storeys along Arthur Street and 4-12 storeys along the river. Unlike other sites in the Downtown, the 12-storey limit along the river is a general limit. The City acknowledges the need for some flexibility regarding maximum building heights on the site to allow for further detailed analysis and refinement through the Urban Design Master Plan. The intent of the Urban Design Master Plan, in addition to satisfying other policies of the Secondary Plan, will be to identify appropriate building heights that ensure built form *compatibility* with the surrounding neighbhouhood, minimize and mitigate adverse shadow and view impacts, and contribute to an inviting and comfortable public realm within and adjacent to the site. Flexibility regarding height limits is intended to allow the maximum permitted

density on the site to be achieved in a built form that responds appropriately to the conditions of the site and its surroundings while ensuring consistency with the other policies of this Plan and specifically the principles of Policy 11.1.7.11.4. Where it has been demonstrated through the Urban Design Master Plan to the City's satisfaction that the principles in Policy 11.1.7.11.4 have been met, limited additional height above 12 storeys may be permitted on appropriate portions of the site provided there is a variety of building heights along the river, on the site. Such exceptions for height will be implemented in the *Zoning By-law* and shall not require an amendment to the Secondary Plan nor shall they be subject to the bonusing.

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. In addition, height and density bonusing may be considered in accordance with section 11.1.8.4 of the Downtown Secondary Plan.

11.1.7.11.12
The 64 Duke Street property contains a built heritage resource, formerly the Partridge Rubber Company factory that faces Huron Street. This *Built Heritage Resource* is a 3-storey concrete, steel and brick factory that was built before 1916. Its location adjacent to the new park will provide an opportunity for the factory to become a prominent landmark. *Redevelopment* of this element of the property is strongly encouraged to retain and adaptively re-use this resource or significant portions of the resource subject to the Cultural Heritage Policies of the *Official Plan*. Prior to *redevelopment* the City may review and assess the cultural heritage value or interest of this building in accordance with the *Ontario Heritage Act*.

11.1.7.12 Significant Natural Area

11.1.7.12.1
Lands designated Significant Natural Area as identified on Schedule C, are subject to the Natural Heritage System policies of the *Official Plan* and the policies of Section 11.1.6.4 of the Downtown Secondary Plan.

11.1.8 > INTERPRETATION AND IMPLEMENTATION

11.1.8.1 General Policies

11.1.8.1.1
Lands within the Downtown Secondary Plan area shall be subject to the interpretation and implementation policies of the *Official Plan* and the following specific policies.

11.1.8.1.2
The implementation of this Secondary Plan will require a variety of tools and many actions on the part of the City, private landowners, institutions, downtown businesses and others. This section describes important tools and strategies to be used by the City in addition to the tools and strategies identified in the *Official Plan*. It also identifies projects and partnerships intended to implement key elements of the plan and, in the process, encourage private *development* and reinvestment downtown. Many of the strategies build upon previous initiatives and current investments by the City.

11.1.8.1.3
Where the policies of this Secondary Plan conflict with those in the *Official Plan*, the policies of the Downtown Secondary Plan shall prevail.

11.1.8.1.4
The built form policies of the Downtown Secondary Plan, and in particular those that apply to mid-rise and taller buildings, respond sensitively to the unique and historic fabric of Downtown Guelph and the surrounding neighbourhoods. Their primary intent is to ensure compatibility among buildings of different types and forms, the minimization and mitigation of adverse shadow and view impacts, and the creation and maintenance of an inviting and comfortable public realm. Nevertheless, the City recognizes the need to be somewhat flexible and allow for well-designed buildings that respond appropriately to the conditions of their site and its surroundings and are consistent with the principles of this Plan. Where "generally" is used to qualify a built form policy found in Section 11.1.7 of this Plan, it is the intent that the policy requirement shall be met except where an applicant has demonstrated to the City's satisfaction that site-specific conditions warrant considerations of alternatives, and that the proposed alternative built form parameters meet the general intent of the policy. Such exceptions shall not require an amendment to this Secondary Plan.

11.1.8.2 Design Review

11.1.8.2.1
The City may establish a design review committee, comprised of professionals with expertise in urban design, architecture, engineering, landscape architecture and/or environmental design, or other advisory process, such as an architectural or urban design peer review process at the applicant's expense, to assist in the review of

significant *development* proposals and capital projects in Downtown and elsewhere in the City. In reviewing significant downtown projects, such a committee or process shall be guided by the policies of the Downtown Secondary Plan and shall consider the urban, architectural, engineering, landscape and environmental design aspects of the proposal.

11.1.8.3 Community Improvement

11.1.8.3.1
Downtown is subject to the Downtown Guelph Community Improvement Plan (DGCIP). Periodically, the City shall review the DGCIP and consider additional tools and programs intended to assist in implementing this Secondary Plan. The City may consider additional incentives for downtown *development*, including tax increment equivalency grants, a heritage property tax relief program, total or partial exemptions from development charges, application fee rebates, and grants for building *conversions*, including second-storey residential *conversions*, structural improvements or energy efficiency improvements.

11.1.8.3.2
The Urban Growth Centre area is included in the Brownfield Redevelopment Community Improvement Plan which supports environmental remediation of existing contaminated sites.

11.1.8.4 Height and Density Bonusing

11.1.8.4.1
For the areas with maximum height limits of 8 storeys, 10 storeys or 12 storeys as identified on Schedule D, the City may in a by-law permit a maximum of two (2) additional storeys of height above the identified maximum and/or additional density (i.e. FSI) where such development provides public benefits beyond what would otherwise be required by the Downtown Secondary Plan in accordance with the Planning Act, and provided the proposed increase:

a) is consistent with the principles, objectives and policies of the Downtown Secondary Plan;
b) is compatible with the surrounding area;
c) provides community benefits consistent with the Downtown Secondary Plan above and beyond those that would otherwise be provided under the provisions of the Planning Act, Development Charges Act, or other statute; and
d) provides community benefits consistent with the Downtown Secondary Plan that bear a reasonable planning relationship to the increase in height and/or density including, at a minimum, having a geographic relationship to the development and addressing the planning issues associated with the development.

11.1.8.4.2
Subject to 11.1.8.4.1, priority community benefits considered appropriate for the application of increased height and density in Downtown may include, but are not limited to:

a) Contributions to riverfront parkland acquisition and development;
b) The provision of public art;
c) The provision of public parking;

d) The provision of housing that is affordable to *low and moderate income households*, *special needs housing* or *social housing;*
e) The adaptive re-use of cultural heritage resources within the Heritage Register;
f) The provision of buildings that incorporate sustainable design features; and
g) The provision of energy and/or water conservation measures that support the objectives of the Community Energy Plan.

11.1.8.4.3
Increases to height and/or density shall only be considered where the proposed development can be accommodated by existing or improved infrastructure. Planning studies may be required to address infrastructure capacity for the proposed development and any impacts on the surrounding area.

11.1.8.4.4
A by-law passed under Section 34 of the Planning Act is required to permit increases in height and/or density. The by-law shall set out the approved height and/or density and shall describe the community benefits which are being exchanged for the increases in height and/or density. The landowner may be required to enter into an agreement with the City that addresses the provision of community benefits. The agreement may be registered against the land to which it applies.

11.1.8.5 Urban Design Master Plans

11.1.8.5.1
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*.

11.1.8.5.2
Zoning by-law amendment and site plan applications, or any phases thereof, for properties subject to an Urban Design Master Plan shall demonstrate to the City's satisfaction that the proposed *development* is generally consistent with the applicable Urban Design Master Plan and will contribute to meeting the principles, objectives and applicable policies of the Downtown Secondary Plan. Urban Design Master Plans may be

amended through future phases of development, provided the relevant policies of the Downtown Secondary Plan continue to be satisfied.

11.1.8.6 Special Studies and Future Initiatives

This Secondary Plan identifies a series of more detailed studies and strategic documents that will need to be developed to implement specific initiatives and generally support the policies of the Secondary Plan and may result in the need to revise and amend the Secondary Plan, as appropriate.

11.1.8.6.1
The City and Guelph Hydro will complete the District Energy Feasibility Study for downtown to identify opportunities and strategies for implementing effective *district energy* systems.

11.1.8.6.2
The City, in consultation with downtown landowners, businesses and residents, will complete a Heritage Conservation Analysis for the historic core of Downtown as described in Policy 11.1.5.4.2. The City shall also investigate the potential to designate Heritage Conservation District(s).

11.1.8.6.3
The City in conjunction with Heritage Guelph and in consultation with area businesses, including the Downtown Guelph Business Association and residents, may complete a Heritage Conservation District Study for the St. Patrick's Ward as described in Policy 11.1.5.4.3.

11.1.8.6.4
The City, in consultation with downtown businesses, will prepare a Downtown Parking Strategy, as described in Policy 11.1.4.5.4 of the Downtown Secondary Plan.

11.1.8.6.5
The City, in consultation with the Downtown business community, including the Downtown Guelph Business Association and city residents, will prepare a master plan for St. George's Square, as described in Policy 11.1.5.2.10 to guide short-term and long-term improvements to the square and its immediate surroundings.

11.1.8.6.6
As described in Policy 11.1.5.2.6, the City, in consultation with the Grand River Conservation Authority and residents, will prepare a Downtown Riverfront Open Space Master Plan to guide short-term and long-term improvements within the Speed River and Eramosa River corridors through downtown.

11.1.8.6.7
The City, in consultation with the city's arts community and residents, will prepare a Downtown Public Art Strategy, as described in Policy 11.1.5.5.3.

11.1.8.6.8
As described in Policy 11.1.3.3, the City will initiate a Farmers' Market Expansion and Relocation Strategy within Downtown.

11.1.8.6.9
As described in Policy 11.1.5.3.2, the City will work with the Downtown business community, including the Downtown Guelph Business Association, and cultural groups on a Downtown Programming Strategy intended to increase the number of cultural and other special events in Downtown.

11.1.8.6.10
As described in Policy 11.1.3.4, the City may undertake a feasibility study regarding the Armoury site.

11.1.8.6.11
The City will update the Downtown Public Realm Plan, as described in Policy 11.1.5.1.2, and the Downtown Private Realm Improvements Manual.

11.1.8.7 Priority Capital Projects

11.1.8.7.1
The capital projects identified below are vital elements of the plan for Downtown. Each of them will have a significant and positive impact on the *public realm*, helping to attract more visitors Downtown and, more importantly, encouraging residential and commercial *development*. In preparing and updating its Capital Plan and Budget, the City shall consider including and/or advancing the following projects:

a) New Downtown Main Library, Public Parking and Public Square
b) Parking Structure Investments: Wilson Street
c) Upper Wyndham Street Reconstruction
d) MacDonell Street Reconstruction
e) St. George's Square Reconstruction
f) Development of a new Riverfront Park

The above list may be refined and updated as part of the Downtown Implementation Strategy without amendment to the Downtown Secondary Plan.

11.1.8.8 Partnerships

11.1.8.8.1
There are many opportunities for the City to work with private landowners, developers, institutions, the Downtown business community, including the Downtown Guelph Business Association, and other groups to implement key elements of the Secondary Plan. The following are strategic partnership initiatives the City should actively pursue:

a) *Redevelopment* of the Baker Street Parking Lot for Residential Uses and Public Parking;
b) *Redevelopment* of the Fountain Street Parking Lot for Residential and/or Institutional Uses and Public Parking;
c) Armoury Relocation/Re-use Feasibility Study and Acquisition Strategy, in cooperation with the Department of National Defense;
d) Development of a Facility for a University or College Faculty or Department;
e) Development of a Business Incubator, in partnership with organizations such as the Guelph Regional Innovation Centre and the Guelph Chamber of Commerce;

f) New Annual/Seasonal Festivals or Special Events, in partnership with the Downtown business community, including the Downtown Guelph Business Association, and local cultural organizations; and

g) Downtown Marketing & Tourism Strategy, Materials and Activities, in partnership with the Downtown business community, including the Downtown Guelph Business Association.

11.1.8.9 Downtown Guelph Implementation Strategy

11.1.8.9.1
The City will prepare and periodically update a Downtown Implementation Strategy to coordinate and activate the implementation of this Secondary Plan, specifically components of the plan related to public *infrastructure*, facilities and programs, and/or which otherwise require some degree of City investment to implement. It will link community and economic development in phased action-oriented plans for priority areas that use existing assets and capitalize on emerging trends. The Downtown Implementation Strategy shall generally be reviewed and updated a minimum of every five years.

11.1.8.10 Finance

11.1.8.10.1
The implementation of the policies of the Downtown Secondary Plan will be subject to the capital budget and financial policies and procedures approved by City Council, as well as the availability of funding from other levels of government. Furthermore, some services are provided to the City by other levels of government.

11.1.8.11 Definitions

In addition to definitions of the *Official Plan*, the following definitions are applicable in the Downtown Secondary Plan:

Compatibility/compatible means:
Development or *redevelopment* which may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.

District Energy means:
A system that ties together distributed thermal energy generation and users through a local supply loop.

Public Realm means:
Public spaces such as public streets and rights of way, urban squares, parks, community trails, and open spaces.

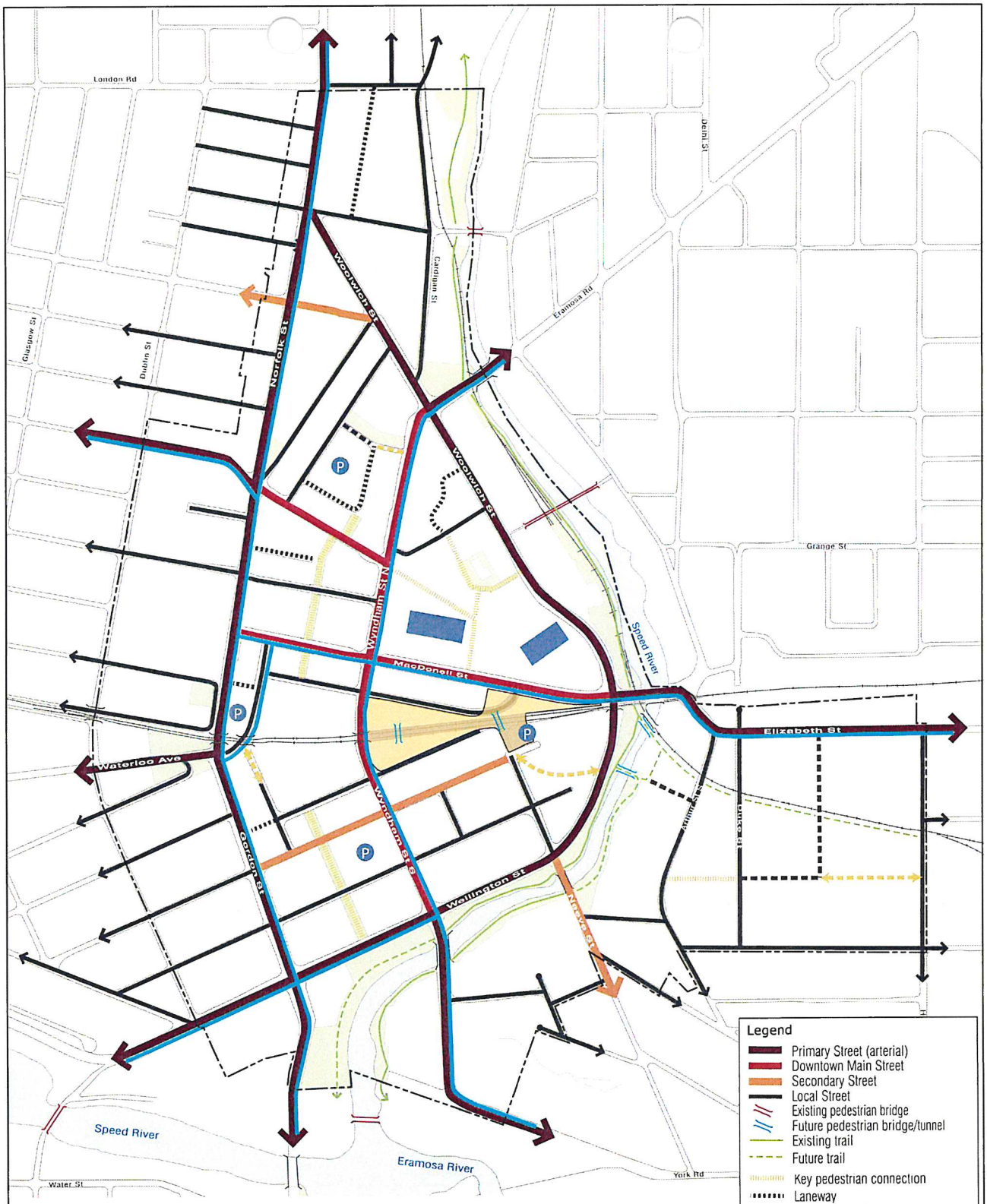
Public View means:
A view toward important public and historic buildings, natural heritage and open space features, landmarks, and skylines when viewed from the public realm.

Redevelopment means:
The creation of new units, uses or lots on previously developed land in existing communities, including brownfield and greyfield sites.

In spite of the above definition, for the lands within the *Special Policy Area* Flood Plain of this Plan, *redevelopment* shall include an addition which is larger than 50% of the total ground floor area of the original or existing building or structure.

11.1.9 >
SCHEDULES

Schedule A	Mobility Plan
Schedule B	Public Realm
Schedule C	Land Use Plan
Schedule D	Minimum and Maximum Building Heights
Appendix A	Built Form Precedents



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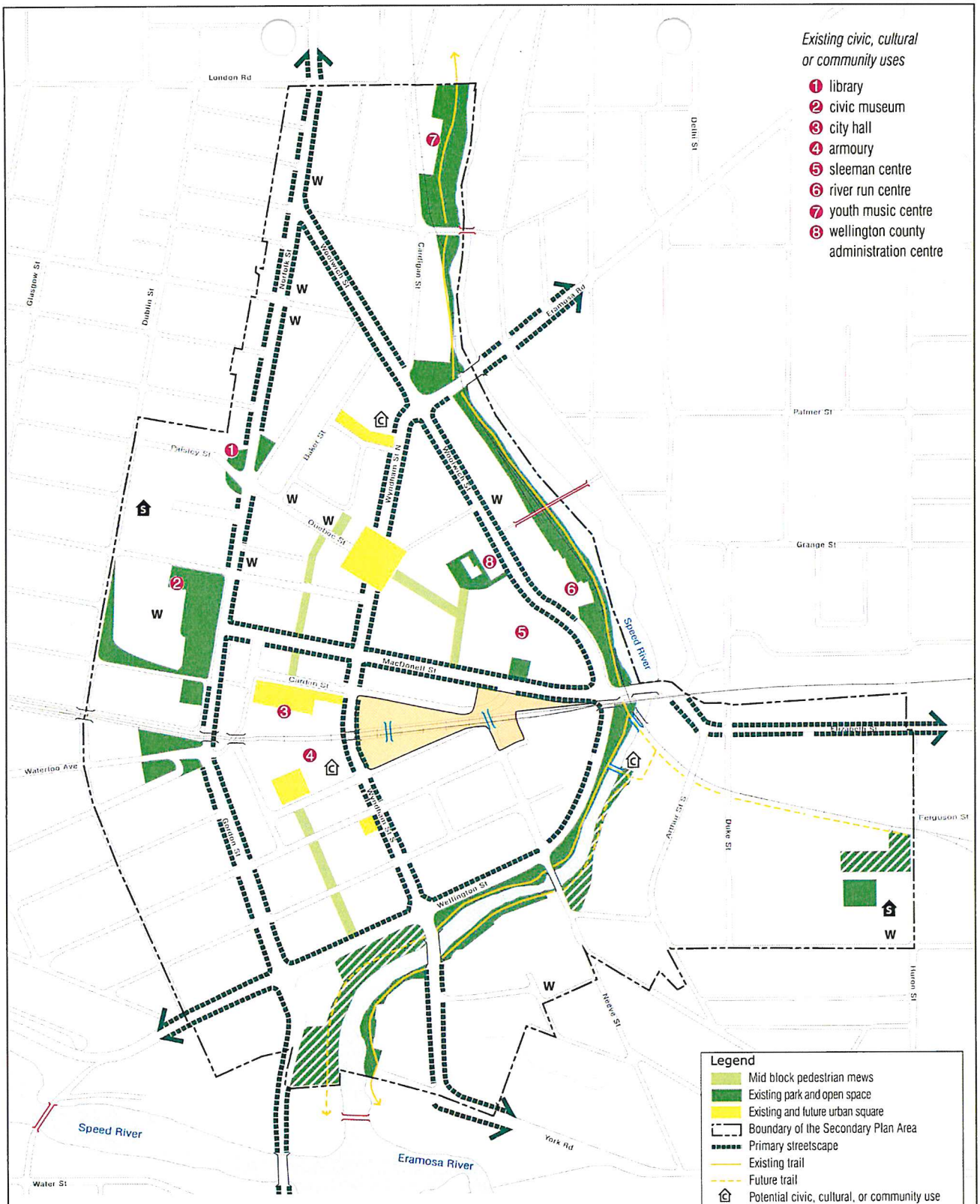
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Planning Services
July 2014

CITY OF GUELPH OFFICIAL PLAN

SCHEDULE A: DOWNTOWN SECONDARY PLAN MOBILITY PLAN

CITY OF Guelph
Making a Difference



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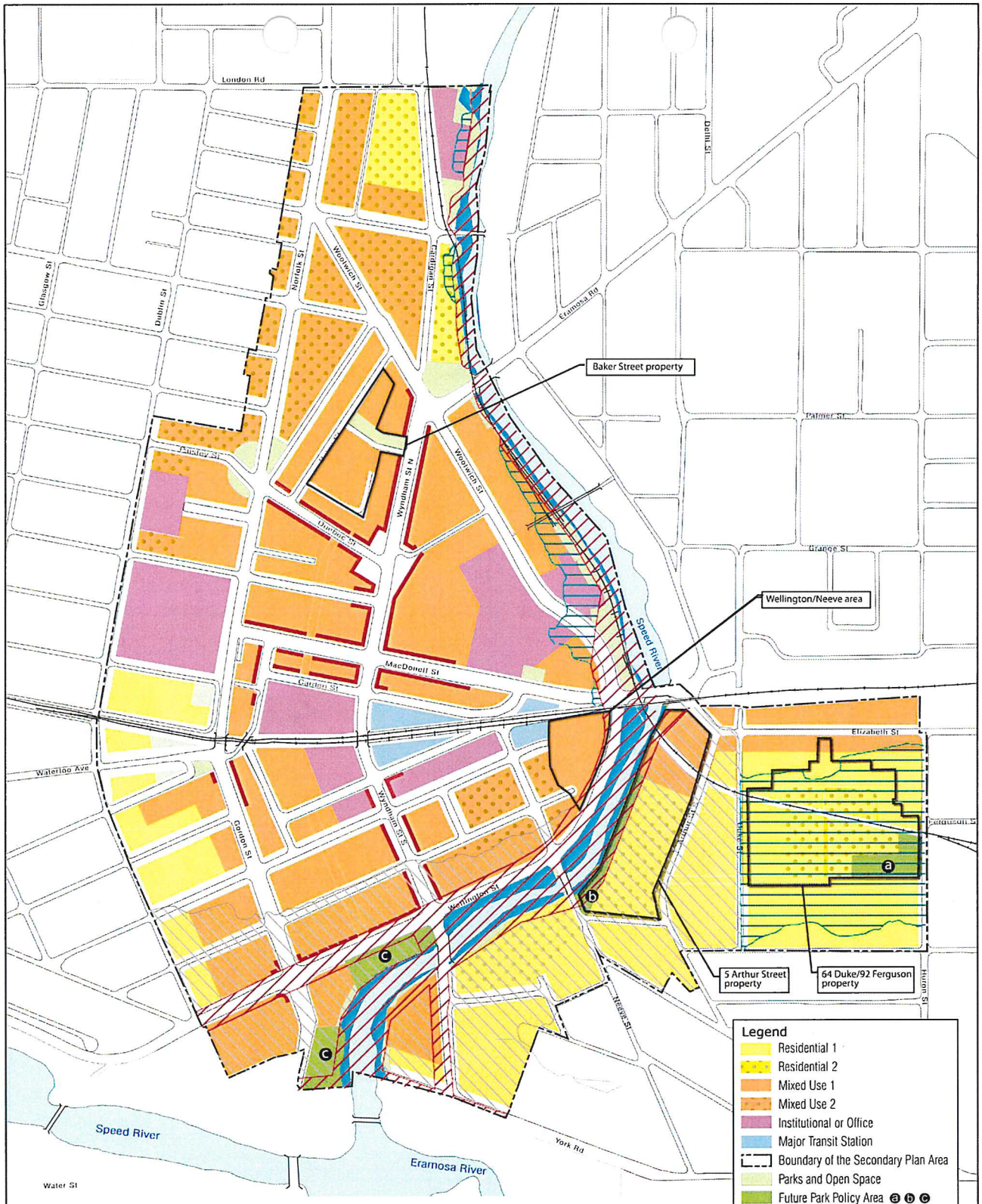
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Planning Services
July 2014

CITY OF GUELPH
OFFICIAL PLAN
SCHEDULE B: DOWNTOWN SECONDARY PLAN PUBLIC REALM

CITY OF Guelph
Making a Difference



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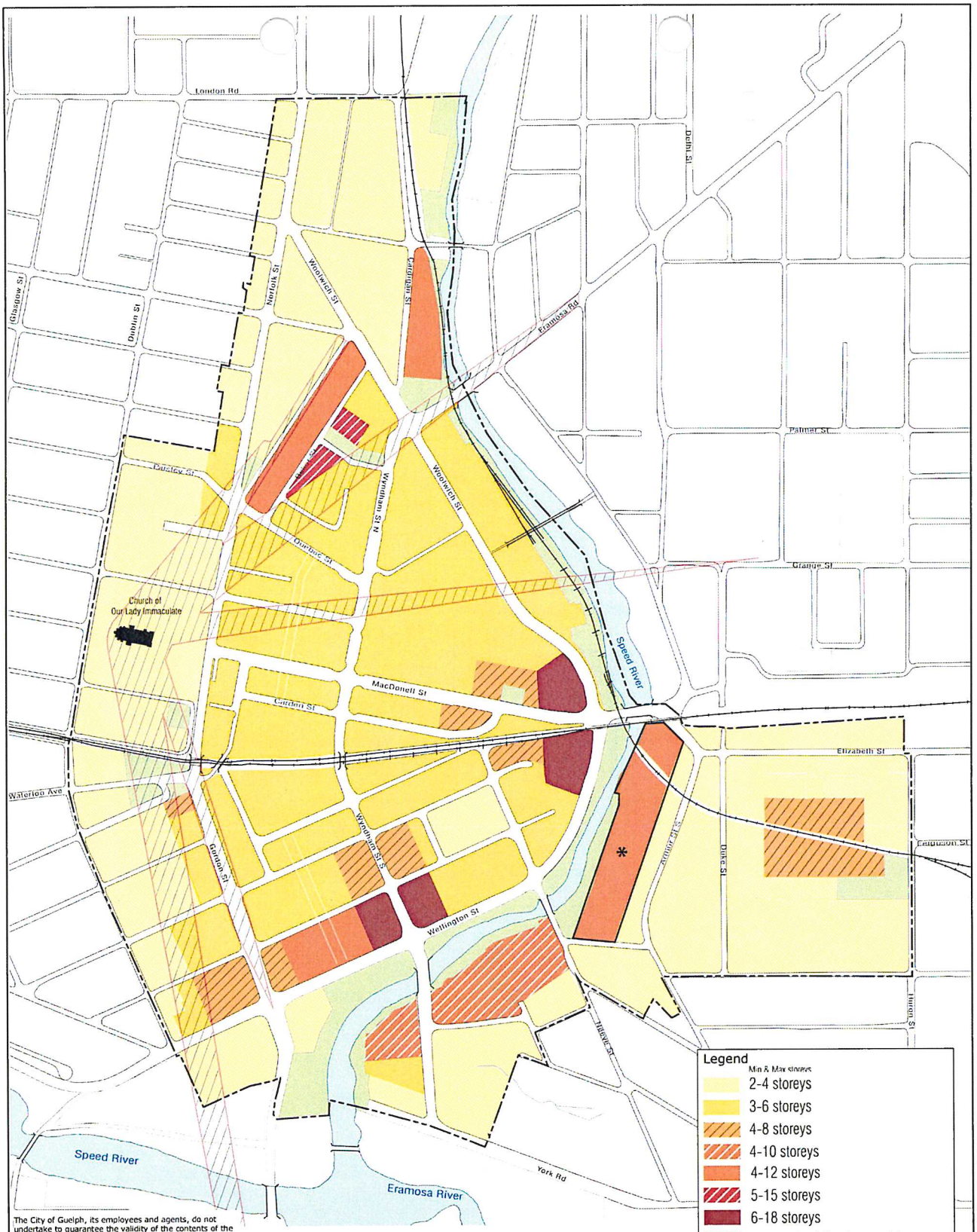
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Produced by the City of Guelph
Planning Services
July 2014

CITY OF GUELPH
OFFICIAL PLAN
SCHEDULE C:
DOWNTOWN SECONDARY PLAN
LAND USE PLAN

CITY OF Guelph
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July 2014

CITY OF GUELPH OFFICIAL PLAN

SCHEDULE D: DOWNTOWN SECONDARY PLAN MINIMUM & MAXIMUM BUILDING HEIGHTS

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Making a Difference

Appendix A: Built-Form Precedents





High-quality cotemporary materials with architectural articulations of facades



Mixed-use buildings with main entrance on a street





Ground-floor residential units that support the animation of adjacent streets



Taller buildings with narrow floorplates that contribute to a varied skyline



Appropriate urban transition between built form and trails



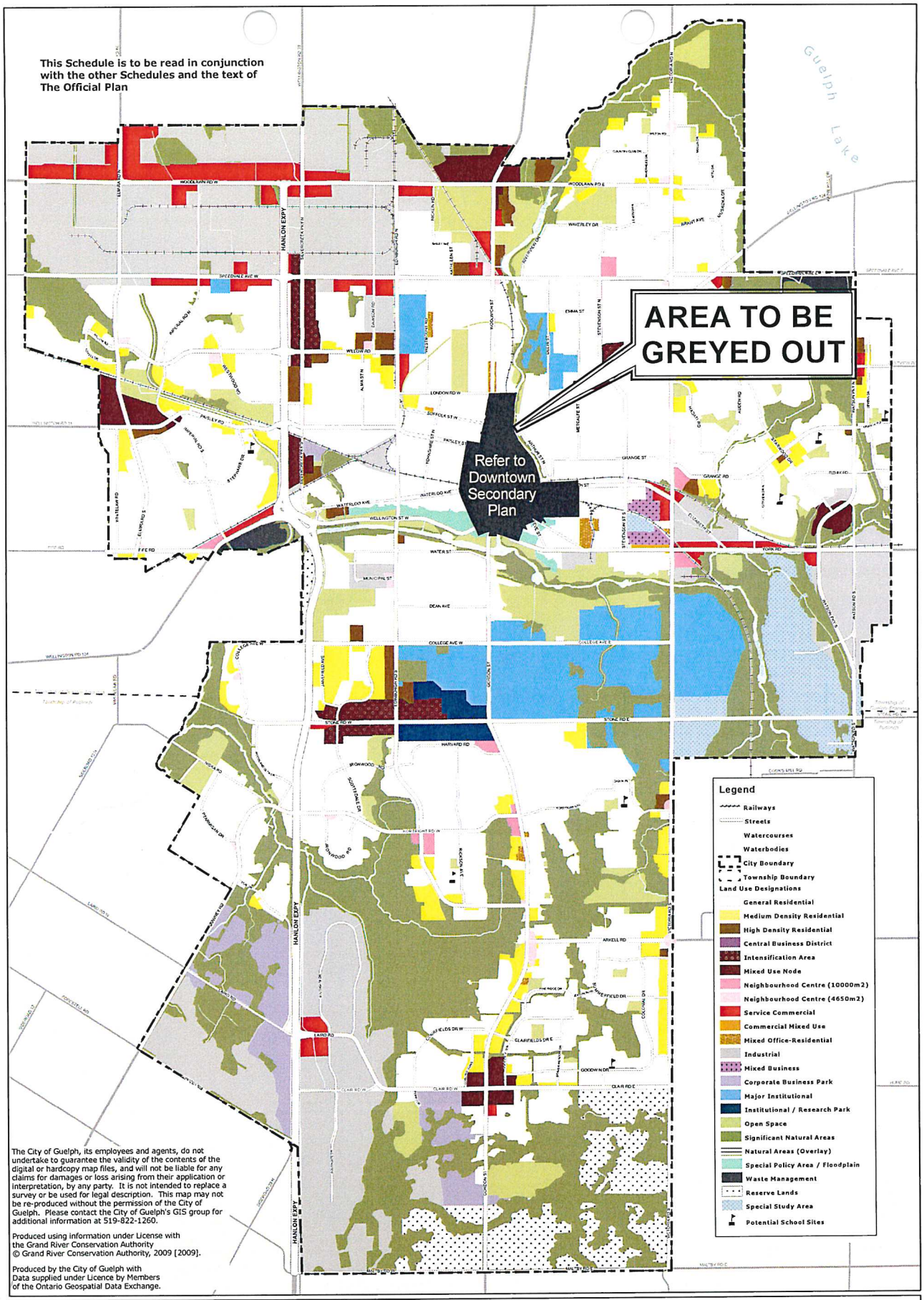
Sensitive infill development within an historic context



Low Impact Development measures integrated into an urban context

Item 3: The purpose of ITEM '3' is to reflect and refer to the completion of the Downtown Secondary Plan.

Official Plan Schedule 1, entitled 'Land Use Plan' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the attached Schedule 1:



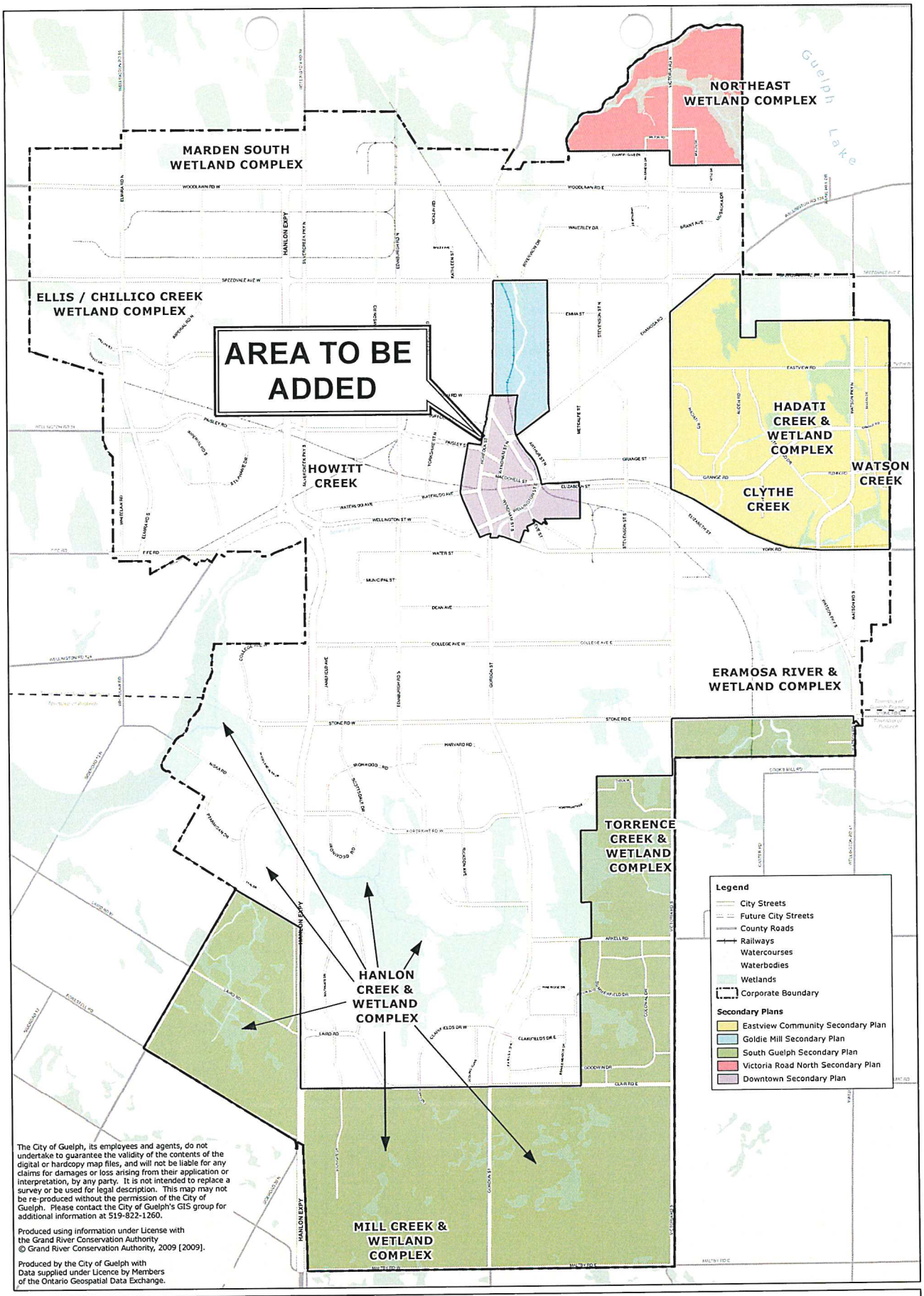
CITY OF GUELPH OFFICIAL PLAN

SCHEDULE 1: LAND USE PLAN

CITY OF Guelph
Making a Difference

Item 4: The purpose of ITEM '4' is to add the boundary of the Downtown Secondary Plan and revise the Goldie Mill Secondary Plan boundary to exclude the Downtown Secondary Plan Area on Schedule 1A (Secondary Plan & Water Features).

Official Plan Schedule 1A, entitled 'Secondary Plan & Water Features' is hereby amended by adding the lands subject to the Downtown Secondary Plan as depicted on the following mapping:



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1 0.5 0 1 KM

Projection: NAD83 UTM Zone 17
Produced by the City of Guelph
Planning & Building, Engineering and Environment, Planning Services
August 2011

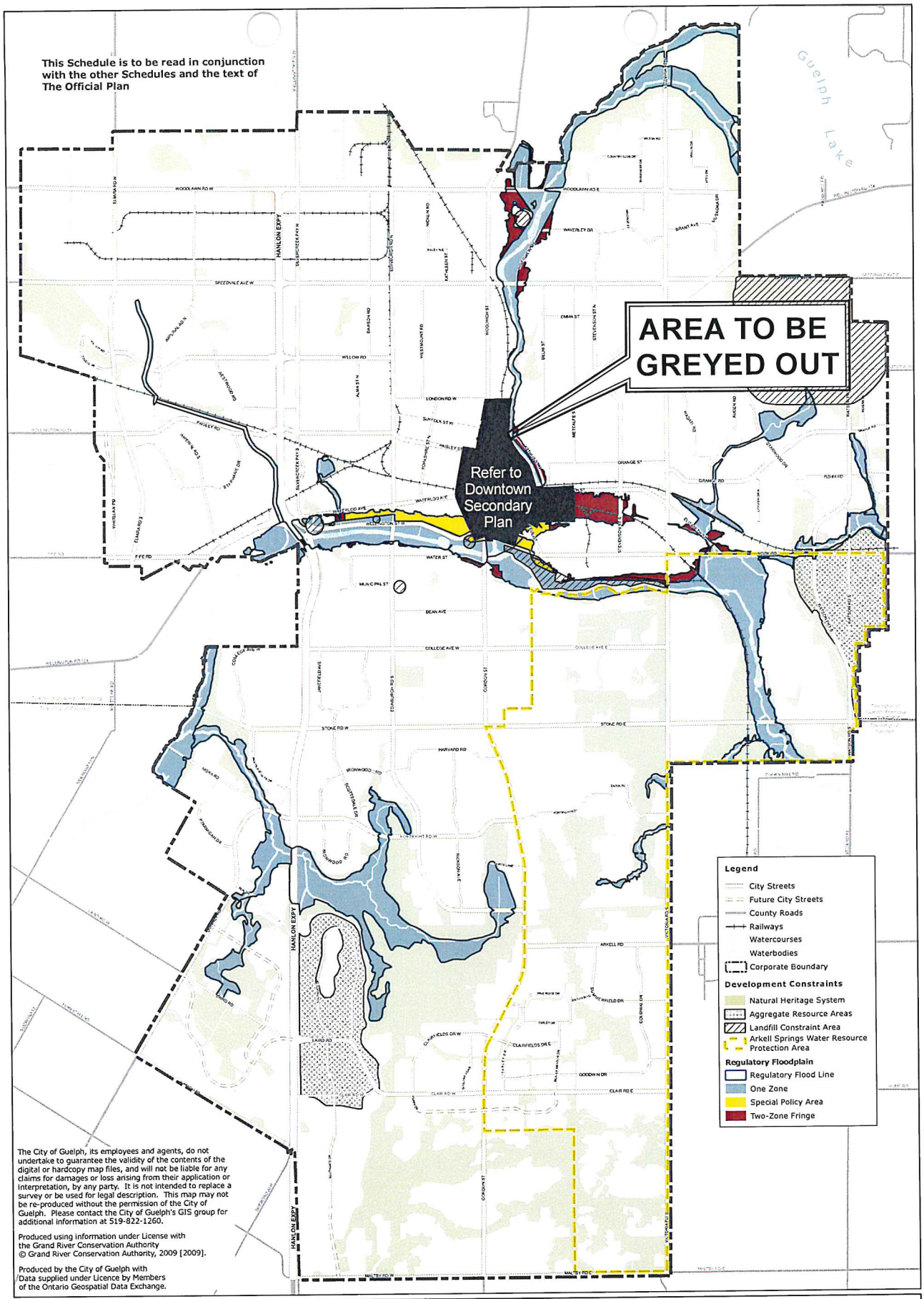
CITY OF GUELPH OFFICIAL PLAN

SCHEDULE 1A: SECONDARY PLANS & WATER FEATURES

CITY OF Guelph
Making a Difference

Item 5: The purpose of ITEM '5' is to reflect and refer to the completion of the Downtown Secondary Plan on Schedule 2 (Natural Heritage Features and Development Constraints).

Official Plan Schedule 2, entitled 'Natural Heritage Features and Development Constraints' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:



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Projection: UTM 17N NAD83
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Community Design and Development Services, Planning Services
August 2011

CITY OF GUELPH OFFICIAL PLAN

SCHEDULE 2: DEVELOPMENT CONSTRAINTS

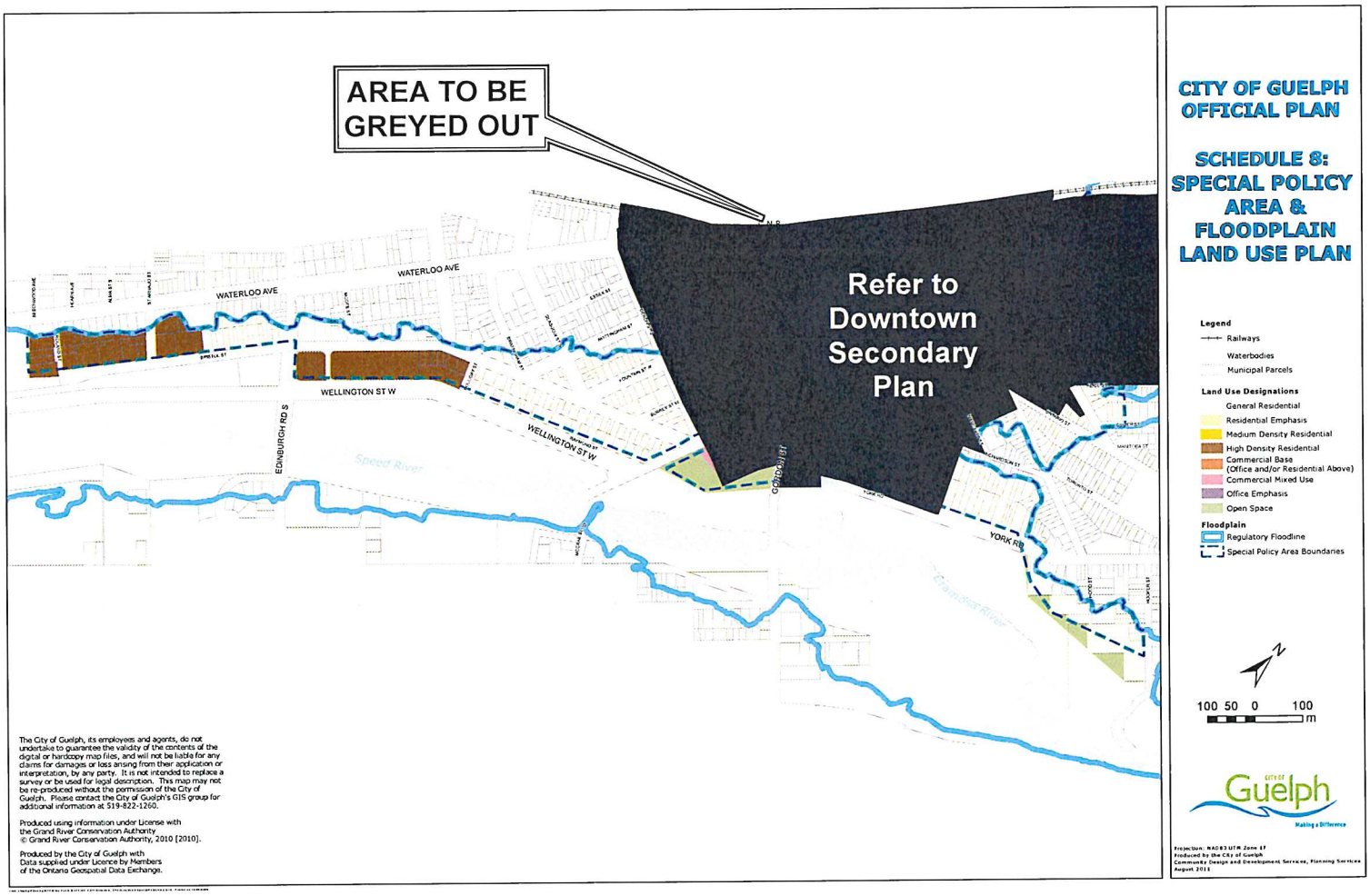
CITY OF Guelph
Making a Difference

Item 6: The purpose of ITEM '6' is to delete the existing land use polices within the C.B.D which have been replaced with the policies of the Downtown Secondary Plan.

Official Plan Schedule 6, entitled 'Guelph C.B.D – Concept Plan' is hereby deleted in its entirety.

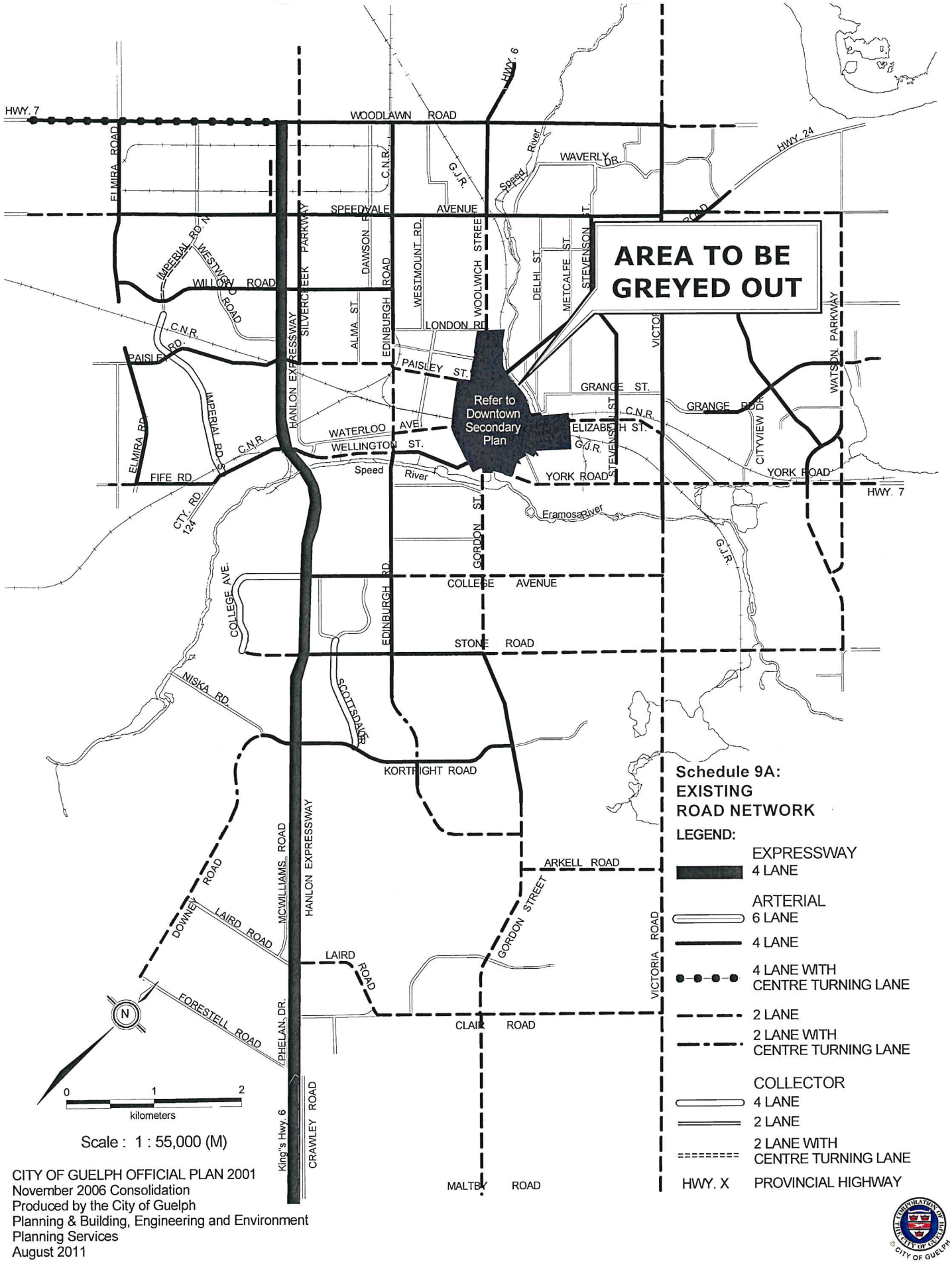
Item 7: The purpose of ITEM '7' is to revise Schedule 8 (Special Policy Area/ Flood Plain Land Use Plan) to reflect the Downtown Secondary Plan completion.

Official Plan Schedule 8, entitled 'Special Policy Area/Flood Plain Land Use Plan' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:


AREA TO BE GREYED OUT
Refer to Downtown Secondary Plan
WATERLOO AVE
WELLINGTON ST W
EDINBURGH RD S
GORDON ST
YORK RD
Speed River
Eramosa River
CITY OF GUELPH OFFICIAL PLAN
SCHEDULE 8: SPECIAL POLICY AREA & FLOODPLAIN LAND USE PLAN
Legend
Railways
Waterbodies
Municipal Parcels
Land Use Designations
General Residential
Residential Emphasis
Medium Density Residential
High Density Residential
Commercial Base (Office and/or Residential Above)
Commercial Mixed Use
Office Emphasis
Open Space
Floodplain
Regulatory Floodline
Special Policy Area Boundaries
100 50 0 100
m
Guelph
Making a Difference
Projection: NAD83 UTM Zone 17
Produced by the City of Guelph
Community Design and Development Services, Planning Services
August 2011
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Item 8: The purpose of ITEM '8' is to revise Schedule 9A (Existing Road Network) to reflect the Downtown Secondary Plan completion.

Official Plan Schedule 9A, entitled 'Existing Road Network' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:

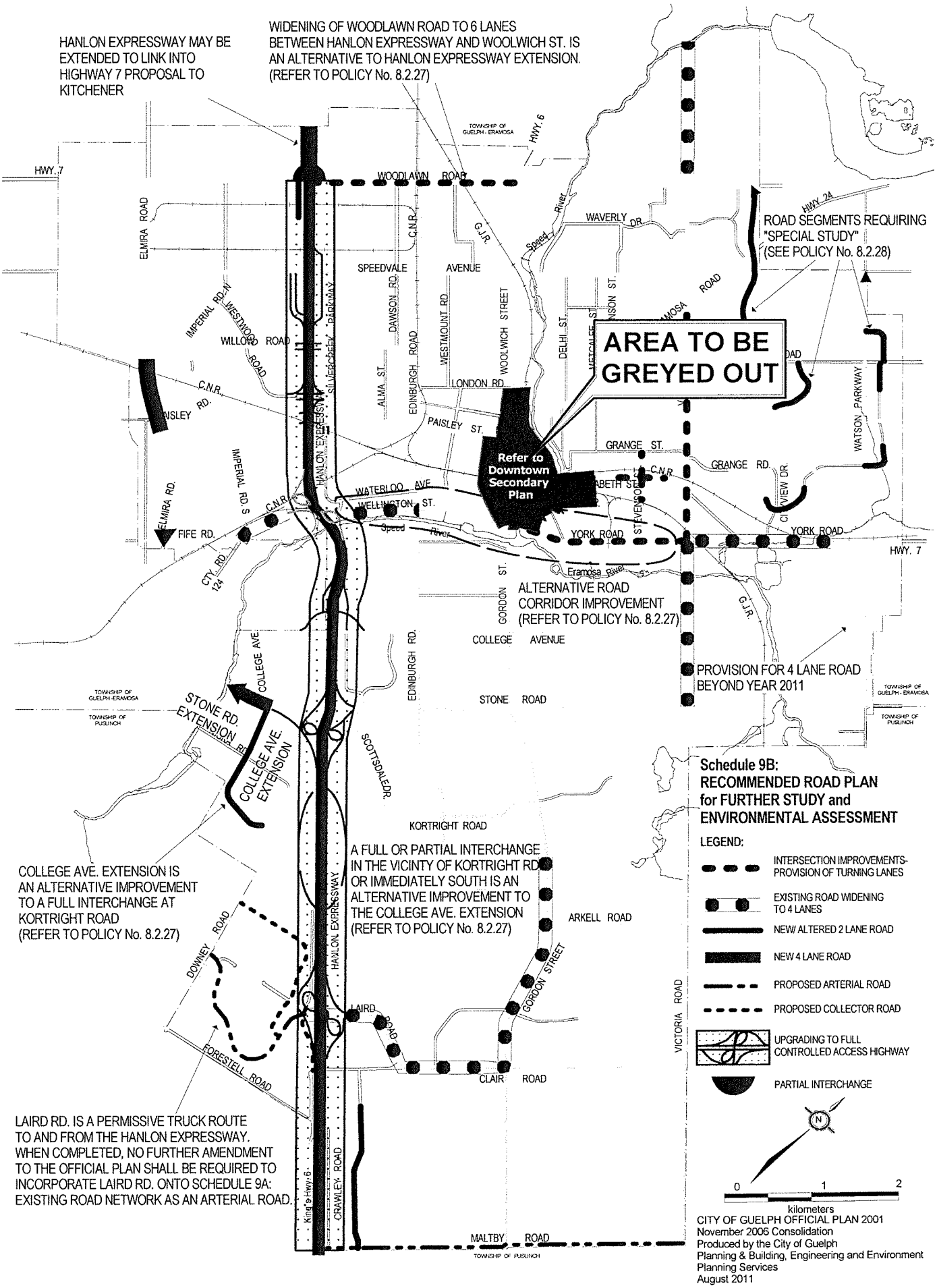


CITY OF GUELPH OFFICIAL PLAN 2001
November 2006 Consolidation
Produced by the City of Guelph
Planning & Building, Engineering and Environment
Planning Services
August 2011

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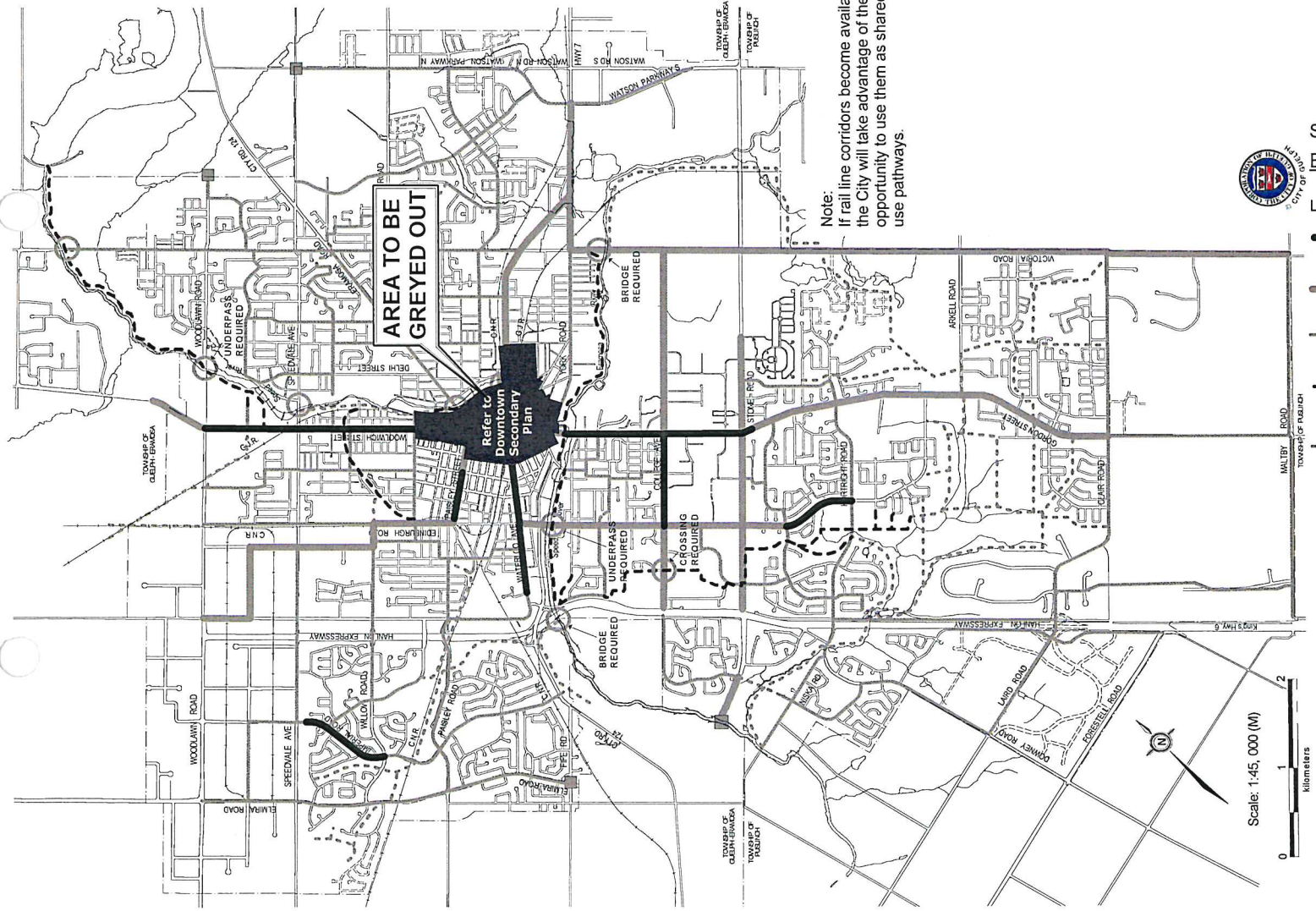
Item 9: The purpose of ITEM '9' is to revise Schedule 9B (Recommended Road Plan for Further Study and Environmental Assessment) to reflect the Downtown Secondary Plan completion.

Official Plan Schedule 9B, entitled 'Recommended Road Plan for Further Study and Environmental Assessment' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:


HANLON EXPRESSWAY MAY BE EXTENDED TO LINK INTO HIGHWAY 7 PROPOSAL TO KITCHENER
WIDENING OF WOODLAWN ROAD TO 6 LANES BETWEEN HANLON EXPRESSWAY AND WOOLWICH ST. IS AN ALTERNATIVE TO HANLON EXPRESSWAY EXTENSION. (REFER TO POLICY No. 8.2.27)
ROAD SEGMENTS REQUIRING "SPECIAL STUDY" (SEE POLICY No. 8.2.28)
AREA TO BE GREYED OUT
Refer to Downtown Secondary Plan
ALTERNATIVE ROAD CORRIDOR IMPROVEMENT (REFER TO POLICY No. 8.2.27)
PROVISION FOR 4 LANE ROAD BEYOND YEAR 2011
A FULL OR PARTIAL INTERCHANGE IN THE VICINITY OF KORTRIGHT RD OR IMMEDIATELY SOUTH IS AN ALTERNATIVE IMPROVEMENT TO THE COLLEGE AVE. EXTENSION (REFER TO POLICY No. 8.2.27)
COLLEGE AVE. EXTENSION IS AN ALTERNATIVE IMPROVEMENT TO A FULL INTERCHANGE AT KORTRIGHT ROAD (REFER TO POLICY No. 8.2.27)
LAIRD RD. IS A PERMISSIVE TRUCK ROUTE TO AND FROM THE HANLON EXPRESSWAY. WHEN COMPLETED, NO FURTHER AMENDMENT TO THE OFFICIAL PLAN SHALL BE REQUIRED TO INCORPORATE LAIRD RD. ONTO SCHEDULE 9A: EXISTING ROAD NETWORK AS AN ARTERIAL ROAD.
HWY. 7
WOODLAWN ROAD
ELMIRA ROAD
SPEEDVALE AVENUE
WILLOW ROAD
IMPERIAL RD. WESTMOUNT ROAD
DAWSON RD.
WESTMOUNT RD.
WOOLWICH STREET
ALMA ST.
EDINBURGH ROAD
LONDON RD.
PAISLEY ST.
C.N.R.
G.J.R.
Speed River
WAVERLY DR.
HWY. 24
WATSON PARKWAY
GRANGE ST.
GRANGE RD.
WATERLOO AVE.
WELLINGTON ST.
FIFE RD.
CTY. RD. 124
YORK ROAD
Eramosa River
GORDON ST.
COLLEGE AVENUE
STONE ROAD
EDINBURGH RD.
COLLEGE AVE.
STONE RD. EXTENSION
COLLEGE AVE. EXTENSION
SCOTTSDALE DR.
KORTRIGHT ROAD
ARKELL ROAD
GORDON STREET
LAIRD ROAD
CLAIR ROAD
DOWNEY ROAD
FORESTELL ROAD
HANLON EXPRESSWAY
CRAWLEY ROAD
King's Hwy. 6
MALTBY ROAD
VICTORIA ROAD
TOWNSHIP OF GUELPH-ERAMOSA
TOWNSHIP OF PUSLINCH
Schedule 9B: RECOMMENDED ROAD PLAN for FURTHER STUDY and ENVIRONMENTAL ASSESSMENT
LEGEND:
INTERSECTION IMPROVEMENTS-PROVISION OF TURNING LANES
EXISTING ROAD WIDENING TO 4 LANES
NEW/ ALTERED 2 LANE ROAD
NEW 4 LANE ROAD
PROPOSED ARTERIAL ROAD
PROPOSED COLLECTOR ROAD
UPGRADING TO FULL CONTROLLED ACCESS HIGHWAY
PARTIAL INTERCHANGE
N
0
1
2
kilometers
CITY OF GUELPH OFFICIAL PLAN 2001
November 2006 Consolidation
Produced by the City of Guelph
Planning & Building, Engineering and Environment
Planning Services
August 2011

Item 10: The purpose of ITEM '10' is to revise Schedule 9C (Bicycle Network Plan) to reflect the Downtown Secondary Plan completion.

Official Plan Schedule 9C, entitled 'Bicycle Network Plan' is hereby amended by "greying out" the lands subject to the Downtown Secondary Plan as depicted on the following mapping:


AREA TO BE GREYED OUT
Refer to Downtown Secondary Plan
Note:
If rail line corridors become available the City will take advantage of the opportunity to use them as shared use pathways.
SCHEDULE 9C:
BICYCLE NETWORK PLAN
LEGEND:
EXISTING ON-ROAD BIKE LANES
PROPOSED ON-ROAD BIKE LANES
PROPOSED ON-ROAD BIKE ROUTE
EXISTING OFF-ROAD SHARED USE PATH
PROPOSED OFF-ROAD SHARED USE PATH
EXISTING SPECIAL FACILITIES FOR BICYCLE NETWORK
PROPOSED SPECIAL FACILITIES FOR BICYCLE NETWORK
Scale: 1:45, 000 (M)
0
1
2
kilometers
CITY OF GUELPH OFFICIAL PLAN 2001
November 2006 Consolidation
Produced by the City of Guelph
Planning & Building, Engineering and Environment
Planning Services
August 2011

ATTACHMENT 1

ISSUE DATE:

June 21, 2013

PL120723

Ontario
Ontario Municipal Board
Commission des affaires municipales de l'Ontario

IN THE MATTER OF subsection 17(24) of the *Planning Act,* R.S.O. 1990, c. P.13, as amended

Appellant:	Medhat Abdelmalak
Appellant:	Ayerswood Development Corp.
Appellant:	G.E. Nash Limited, and others
Subject:	Proposed Official Plan Amendment No.43
Municipality:	City of Guelph
OMB Case No.:	PL120723
OMB File No.:	PL120723

APPEARANCES:

Parties	**Counsel**
City of Guelph	S. Smith and D. Mast
G. E. Nash Limited	C. Shedden
Kyung R. Kim	R. Aburto as agent for J. S. Doherty
Hugh Whiteley	Self-represented

DECISION DELIVERED BY SUSAN de AVELLAR SCHILLER AND ORDER OF THE BOARD

[1] This was the third pre-hearing conference to deal with Official Plan Amendment No. 43 ("OPA 43") to the City of Guelph ("City") Official Plan.

[2] The following parties did not appear: Medhat Abdelmalak, Suzy Rouman and Ayerswood Development Corp. ("Ayerswood").

[3] The Board had previously agreed to hear the Ayerswood matter in a separate hearing segment. The remaining parties were grouped for a second hearing segment known as the riverfront matters.

CITY MOTION

[4] At the first pre-hearing in January, 2013, the City brought a motion to declare certain parts of OPA 43 under appeal, a declaration that all other remaining portions of OPA 43 are not the subject of appeals and, with the time for filing appeals having expired, a declaration that the remaining policies are in force. On consent, the Board adjourned this motion to provide a further opportunity for the parties to engage in discussions to narrow or settle matters in dispute.

[5] As a result of those further discussions and scoping of appeals, including the withdrawal of one appeal in its entirety, the City has brought forward an amended motion identifying the policies under appeal and seeking the same relief set out in its January motion for those parts of OPA 43 not under appeal. No response was filed by any party and no party objected at this pre-hearing to the amended notice of motion and relief sought by the City.

[6] At the first pre-hearing, Kyung Kim was assisted by a consultant who subsequently withdrew as her agent. The Board was later advised that Ms. Kim had retained a licensed paralegal on May 29, 2013 to represent her in these proceedings. That advice was, in turn, replaced by correspondence of June 10, 2013 to advise that John S. Doherty was now counsel of record for Ms. Kim in these proceedings. At this third pre-hearing, Mr. Arbuto appeared for Ms. Kim as the agent for Mr. Doherty.

[7] Following this late retainer, discussions ensued between counsel for the City and counsel for Ms. Kim. As a result of those discussions, the City has agreed to amend further its motion with regard to the policies identified as still being under appeal. Two additional policies were added to the list of those under appeal. No objections to the additions were raised by any party.

[8] The amended relief sought by the City is granted. Appeals before the Board in these proceedings relate only to the following parts of OPA 43 and no other parts of OPA 43 are under appeal:

1. Provisions under appeal related to the Proposed Riverfront Park:

    i. 11.1.2.2 - Target (iv) of Principle 2, Target (iii) of Principle 5, Target (ii) of Principle 6

ii. 11.1.4.4.5 - Trail and Bicycle Network

iii. 11.1.5.2.4 - Parks, Urban Squares and Pedestrian Mews

iv. 11.1.5.2.6 - Parks, Urban Squares and Pedestrian Mews

v. 11.1.5.2.8 - Parks, Urban Squares and Pedestrian Mews

vi. 11.1.7.9 - Open Space and Parks

vii. 11.1.7.10 and 11.1.5.2.1 - as these two policies relate to those lands described as 'Future Park Policy Area C' in Policy 11.1.7.10.5 of the City of Guelph's Official Plan Amendment #43

viii. 11.1.8.6.6

ix. 11.1.8.7.1 (f) - Priority Capital Projects

x. 11.1.7.12 - Significant Natural Area

xi. Schedules A. B.C. and D - as they relate to those lands described as 'Future Park Policy Area C' in Policy 11.1.7.10.5 of the City of Guelph's Official Plan Amendment #43

2. Provisions under appeal in the site specific appeal by Ayerswood and only as they relate to 45 Yarmouth Street:

i. 11.1.4.2.9 - Street Network

ii. 11.1.5.2.15 - Parks, Urban Squares and Pedestrian Mews

iii. 11.1.7.2.3 - General Built form and Site Development Policies

iv. 11.1.7.3.6 - Mixed Use 1 Areas

v. Schedule A - designation of part of 45 Yarmouth Street as a "key pedestrian connection"

vi. Schedule B - designation of part of 45 Yarmouth Street as a "Mid-block pedestrian mews"

vii. Schedule D - unidentified crossing of 45 Yarmouth Street

PROCEDURAL ORDER AND ISSUE LIST

[9] The issue list has been the subject of extensive discussion between the parties and with the Board at the second pre-hearing. One of the matters dealt with the question of when the Board should hear submissions on the applicability of the Nepean principle.

[10] The City has suggested that submissions be dealt with at the outset of the hearing as Phase 1, with a decision to issue prior to the remainder of the hearing of the merits. G. E. Nash Limited ("Nash") objects to the phasing and would prefer submissions on the applicability of the Nepean principle to occur as part of closing submissions. The three parties with an interest in this aspect of the draft procedural order are Nash, Ms. Kim and the City.

[11] Nash has asked that the procedural order not be finalized at this pre-hearing to provide some additional time for these three parties to discuss the matter further and attempt to reach agreement on the question of whether the hearing should be phased or whether submissions on the applicability of the principle should occur in closing argument.

[12] Counsel for Ms. Kim indicated that Ms. Kim wished to amend the issue list that had already been discussed with the Board and on which the Board had already provided direction. As a result of the late retainer, Counsel for Ms. Kim wished to adjourn the discussion of amendment to the issue list to a later date.

[13] The Board then reviewed the matters that Ms. Kim wished to amend. Given the substantial amount of time that had already been devoted to the preparation of an appropriate issue list, the Board denied the request as it might relate to any issue except issue 3 dealing with the Growth Plan for the Greater Golden Horseshoe ("GGH") and the Provincial Policy Statement ("PPS").

[14] For the issue dealing with the GGH, Ms. Kim wished to add reference to Urban Growth Centres. For the issue dealing with the PPS, Ms. Kim wished to add s. 1.4 on housing and s. 1.7.1 on long-term economic prosperity.

[15] The parties associated with issue 3 are Hugh Whiteley, Nash, Ms. Kim and the City and these are the parties to be involved in the discussion of changes to issue 3. Ms. Kim is directed to narrow and specify the elements within these three additions that she intends to address.

[16] The Board was advised that Mr. Whiteley would be unavailable for discussions later than early July. The Board suggested that these four parties should make every effort to refine and agree on the items to be included in issue 3 regarding the GGH and the PPS as soon as possible to enable Mr. Whitely to be involved.

[17] The City is to co-ordinate and file with the Board a final procedural order and issue list for the riverfront matters with the Board not later than Wednesday, July 10, 2013 in accordance with the foregoing directions of the Board.

ORDER

[18] The Board orders that:

1. A final procedural order and issue list is to be filed with the Board in accordance with paragraphs 10 through 16 above;

2. The only parts of Official Plan Amendment No. 43 that remain under appeal are those identified in paragraph 8 above and no other parts of Official Plan Amendment No. 43 are under appeal;

3. The time for filing appeals under s. 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, having lapsed, those parts of Official Plan Amendment No. 43 not now under appeal are now in full force and effect.

"Susan de Avellar Schiller"

SUSAN de AVELLAR SCHILLER
VICE CHAIR

ATTACHMENT 2

ISSUE DATE:

November 06, 2013

PL120723

Ontario

Ontario Municipal Board
Commission des affaires municipales de l'Ontario

IN THE MATTER OF subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Medhat (Mike) Abdelmalak
Appellant:	Ayerswood Development Corp.
Appellant:	G.E. Nash Limited
Appellant:	Kyung Kim; and others
Subject:	Proposed Official Plan Amendment No. APA #43
Municipality:	City of Guelph
OMB Case No.:	PL120723
OMB File No.:	PL120723

APPEARANCES:

Parties	**Counsel**
Ayerswood Development Corp. City of Guelph	Alan Patton
City of Guelph	Darrell Mast

MEMORANDUM OF ORAL DECISION DELIVERED BY J. de P. SEABORN ON OCTOBER 31, 2013 AND ORDER OF THE BOARD

[1] The matter before the Board is resolved. Ayerswood Development Corporation ("Ayerswood") appealed proposed Official Plan Amendment No. 43 ("OPA 43") as it relates to its property at 45 Yarmouth Street in the City of Guelph ("City"). Minutes of Settlement ("Minutes") have been executed (Exhibit 2) by the City and Ayerswood. Counsel request that the terms of the Minutes be implemented through an Order of the Board.

[2] In support of the Order sought an affidavit (Exhibit 1) sworn by Richard Zelinka, a land use planner qualified to provide opinion evidence, was filed with the Board. Mr.

Zelinka explains in his evidence that the adopted OPA 43 shows key pedestrian connections on Schedules A, B and D as well as mid-block mews and related geographic depictions applying to the Ayerswood property. Amended schedules have been agreed upon between the parties and it is the opinion of Mr. Zelinka, which I adopt and rely upon, that the amendment to OPA 43 constitutes good planning, has regard for the provincial interest, conforms to all provincial plans and is consistent with the Provincial Policy Statement. The removal of the certain connections in the land use schedules (Schedules A, B and D) does not affect appropriate pedestrian circulation in this area of downtown Guelph.

ORDER

[3] The decision of the Board is to allow the appeal in part and amend Schedules A, B and D of OPA 43 in accordance with Attachment 1. The remainder of the Ayerswood appeal is withdrawn as set out in the Minutes.

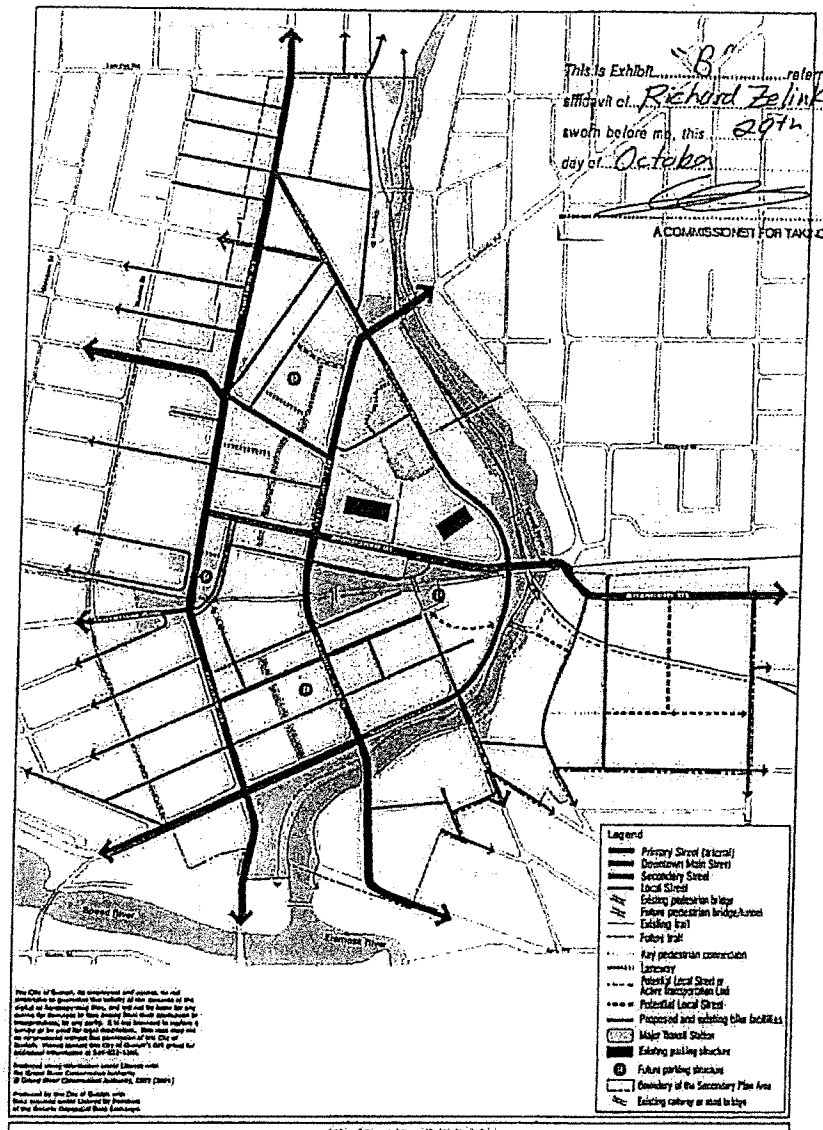
"J. de P. Seaborn"

J. de P. SEABORN
VICE CHAIR

ATTACHMENT 1

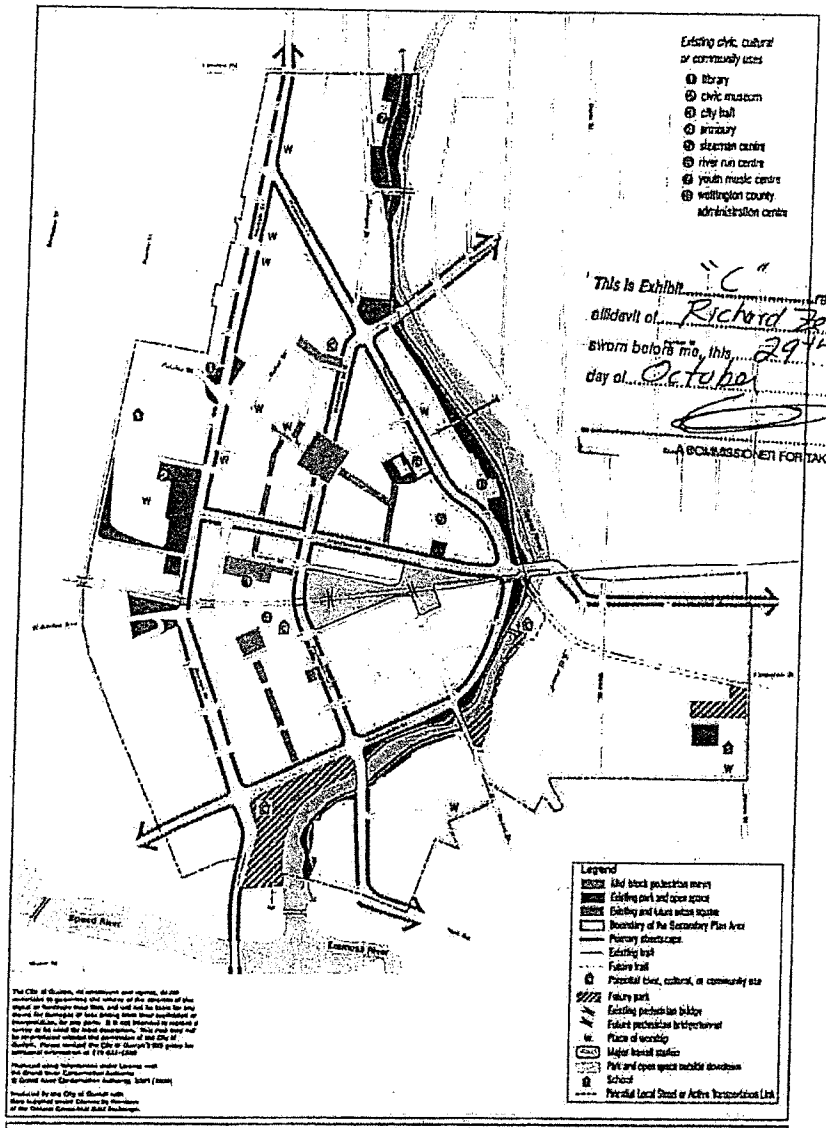
This is Exhibit "B" referred to in the affidavit of Richard Zelinka sworn before me, this 29th day of October, 13

A COMMISSIONER FOR TAKING AFFIDAVITS



CITY OF GUELPH
OFFICIAL PLAN
SCHEDULE A:
DOWNTOWN SECONDARY PLAN
MOBILITY PLAN

City of Guelph

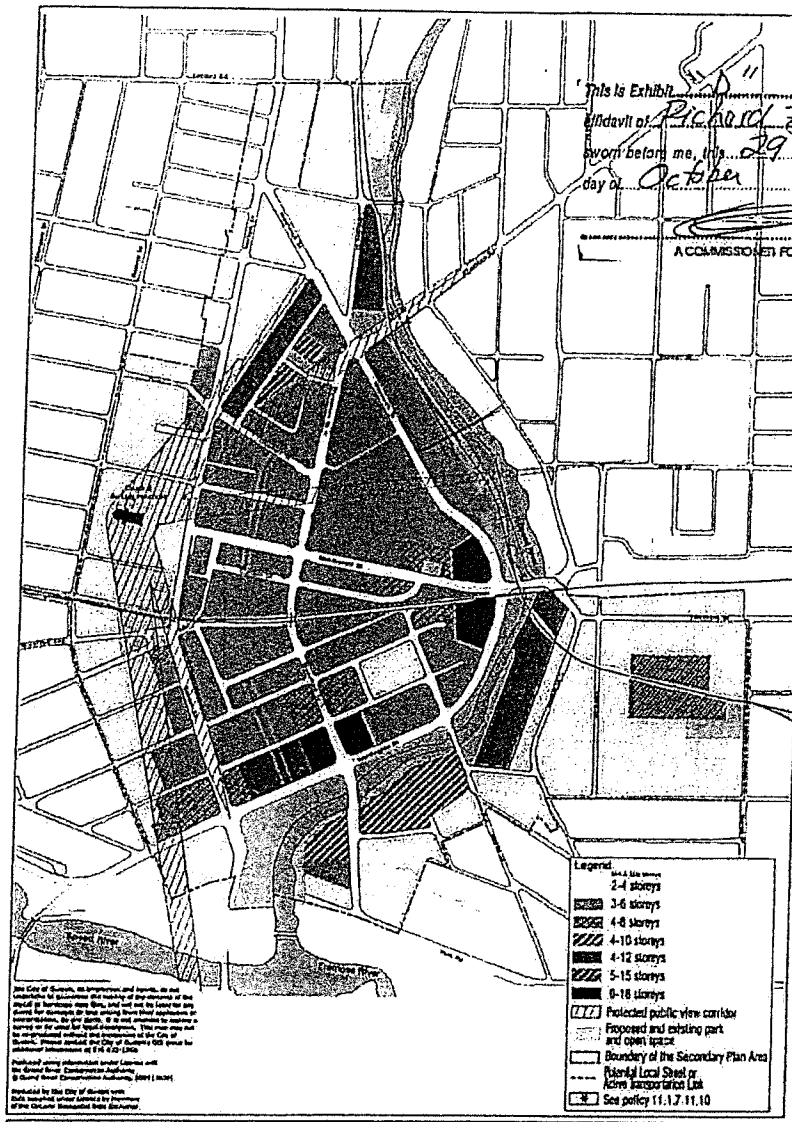


This is Exhibit "C" referred to in the affidavit of Richard Zelinka sworn before me, this 29th day of October, 2013.

A COMMISSIONER FOR TAKING AFFIDAVITS

This is Exhibit "D" referred to in the affidavit of Richard Zelinka sworn before me, this 29th day of October 2013.

A COMMISSIONER FOR TAKING AFFIDAVITS



CITY OF GUELPH
OFFICIAL PLAN

200 100 0 200 m

SCHEDULE D:
DOWNTOWN SECONDARY PLAN
MINIMUM & MAXIMUM BUILDING HEIGHTS

Guelph

ATTACHMENT 3

Ontario Municipal Board
Commission des affaires municipales
de l'Ontario

Ontario

ISSUE DATE: November 27, 2015 **CASE NO(S).:** PL120723

PROCEEDING COMMENCED UNDER subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Medhat (Mike) Abdelmalak
Appellant:	Ayerswood Development Corp.
Appellant:	G.E. Nash Limited; and others
Subject:	Proposed Official Plan Amendment No. OPA #43
Municipality:	City of Guelph
OMB Case No.:	PL120723
OMB File No.:	PL120723
OMB Case Name:	Abdelmalak v. Guelph (City)

Heard: November 10, 2015 by telephone conference call

APPEARANCES:

Parties	**Counsel**
City of Guelph	D. Mast
Kyung R. Kim	J. Doherty
Dr. Hugh Whiteley	Self-represented

MEMORANDUM OF ORAL DECISION DELIVERED BY M.C. DENHEZ ON NOVEMBER 10, 2015 AND ORDER OF THE BOARD

[1] This decision pertains to the settlement of one of the appeals to Official Plan Amendment No. 43 ("OPA 43") of the City of Guelph ("City").

[2] In 2012, City Council adopted OPA 43, to amend its Official Plan, in the form of a Secondary Plan for its downtown. There were several appeals to the Ontario Municipal Board (the "Board"), by Kyung R. Kim, Dr. Hugh Whiteley, G. E. Nash Limited, Medhat Abdelmalak, Suzy Rouman, Ayerswood Development Corp., and Guelph Animal Hospital Professional Corporation.

[3] Negotiations ensued. Guelph Animal Hospital Professional Corporation withdrew its appeal. The Board was advised that the parties are making progress in other appeals.

[4] One appeal was by Ms. Kim. It dealt with the fate of a commercial plaza which she owns at 84-96 Gordon Street (the "subject property").

[5] OPA 43 would redesignate the subject property as "Future Park Policy Area C", to improve connectivity with the City's park system along the banks of the Speed River. In other words, over the "middle to long term", the commercial plaza (and most commercial uses on the property) would have been slated to disappear. The exception was that OPA 43 also made provision for a restaurant to be located in this new parkland.

[6] Negotiations led to a reorganized scenario. The City and Ms. Kim agreed that the idea of a restaurant in the new parkland would be dropped; but part of the subject property closest to the street (and farthest from the river) would remain capable of redevelopment, under the designation of Mixed Use.

[7] The City and Ms. Kim then entered into Minutes of Settlement accordingly. They recommended the above terms to the Board. In support, they filed affidavits from both the City's planner, David de Groot, and Ms. Kim's planner, William Green.

[8] The other parties to the appeals had no objection.

[9] The Board has carefully considered all the evidence, notably the professional opinion of the two planners. It was their expert opinion that, subject to the revisions as agreed; the relevant provisions of OPA 43 (as modified) met all statutory criteria, and represented good planning.

[10] On review, the Board finds no grounds to disagree with that undisputed opinion.

ORDER

[11] The Board therefore orders as follows:

1. The appeal of OPA 43 by Kyung R. Kim is allowed in part, in order to give effect to the modifications set out below.

2. OPA 43 is amended by modifying Schedule C – Land Use Plan, Schedule A – Mobility Plan, Schedule B – Public Realm and Schedule D – Minimum and Maximum Building Heights, in accordance with Appendices 3, 4, 5 and 6 of the Minutes of Settlement, found in Exhibit 3 of the Affidavit of David de Groot, dated November 4, 2015.

3. The following policies of OPA 43 are modified in accordance with Appendix 7 of the Amendment to Minutes of Settlement, found in Exhibit 3 of the Affidavit of David de Groot, dated November 4, 2015:

   (i) 11.1.5.2.4

   (ii) 11.1.7.3.3

   (iii) 11.1.7.9

   (iv) 11.1.7.10

4. The Board notes that the parties have agreed that the portion of the subject property (84-96 Gordon Street) that is designated "Open Space and Parks"

shall be dedicated to the City, at no cost to the City, when the Owner submits a comprehensive re-development proposal, as defined in paragraph 2 of the Minutes of Settlement found in Exhibit 3 of the Affidavit of David de Groot, dated November 4, 2015.

"M.C. Denhez"

M.C DENHEZ
MEMBER

If there is an attachment referred to in this document,
please visit www.elto.gov.on.ca to view the attachment in PDF format.