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Coming up at 6:30, this month's planning meeting. Here's what's on the agenda:



City Council Preview – What's on the Agenda for the February 14 Meeti...

Happy Valentine's Day, it's a planning meeting! If you have a love for zoning, than this will be a holiday worth remembering as city council tackles a couple of decision reports, a sign...

<https://guelphpolitico.ca/2023/02/03/city-council-preview-whats-on-the-agenda-for-the-f...>

Mayor Guthrie calls the meeting to order, but we have regrets tonight from Cllr Allt.

No Disclosure of Pecuniary Interest and General Nature Thereof for this planning meeting.

Two items on the consent agenda: The co-housing development on Speedvale West, and the addition of a car wash at the Shell station on Speedvale East.

2.1 145 Speedvale Ave West - Decision Report for Zoning By-law Amendment, 2023-21

Correspondence:

Dixie and Wiebe Kroezen

Recommendation:

1. That the application by AJ Lakatos Planning Consultant Limited on behalf of the owner, 145 Guelph Inc. on the property municipally known as 145 Speedvale Avenue West and legally described as Lots 127 and 128, Registered Plan 532, City of Guelph, for approval of a Zoning By-law Amendment to change the zoning from the current "Specialized Convenience Commercial" (C.1-17) Zone to a new "Specialized Neighbourhood Shopping Centre" (NC-?) Zone, to permit the redevelopment of the existing vehicle gas bar and convenience store and to add an automatic car wash as a permitted use, be approved in accordance with Attachment-3 of Report 2023-21 dated February 14, 2023.
2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 145 Speedvale Avenue West.

2.2 Decision Report 205-213 Speedvale Ave E Proposed OPA and ZBA Files OZS18-011 and OZS22-003, 2023-34

Correspondence:

Ron and Annette Graydon

Recommendation:

1. That the application by Black, Shoemaker, Robinson and Donaldson Limited on behalf of the owner, Beryl Isobel Beard and Michael Fortin, on lands municipally known as 205-213 Speedvale Avenue East and legally described as Part of Lots 30 and 31, Registered Plan 221, City of Guelph, for approval of an Official Plan Amendment to add a site-specific policy to the "Low Density Residential" land use designation to permit a maximum net density of 45 units per hectare and a maximum building height of four storeys, be approved in accordance with Attachment-3 of Report 2023-34 dated February 14, 2023.
2. That the application by Black, Shoemaker, Robinson and Donaldson Limited on behalf of the owner, Beryl Isobel Beard and Michael Fortin, on lands municipally known as 205-213 Speedvale Avenue East and legally described as Part of Lots 30 and 31, Registered Plan 221, City of Guelph, for approval of a Zoning By-law Amendment to change the zoning from the current "Residential Single Detached" (R.1B) Zone to a new "Specialized Infill Apartment Zone" (R.4D-?) Zone, to permit the development of a three and a half storey, 21-unit apartment building, and the conversion of the existing single detached dwelling located at 213 Speedvale Avenue East into a three-unit building be approved in accordance with Attachment-4 of Report 2023-34 dated February 14, 2023.
3. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 205-213 Speedvale Avenue East.

On the co-housing project, Cllr Caron commends and compliments the owners for their efforts in helping the city reach it's climate change goals with energy efficiency measures.

Caron/O'Rourke move the two consent items and they're passed unanimously.

Sign Bylaw Variances for 43 Woodlawn Road West - the Walmart Smart Centre - has been withdrawn so on to the main event!

Public Meeting Report 58 Wellington St E Proposed Official Plan and Zoning By-law Amendments File OZS23-001 , 2023-30



Katie Nasswetter, Senior Development Planner, presents this plan for the corner of Wyndham and Wellington, the site of an old gas station. Nasswetter notes that there's an error in the report, these plans were received in Jan. 2023 (not 2022).

This project is five storeys more than what's typically allowed in the Downtown Secondary Plan and two storey shorter than the proposed Skyline tower just a block up the hill. There are 250 residential units, 3 commercial/residential units and 714 sq m of retail commercial space.

According to Nasswetter, the property owner has been in touch with the Grand River Conservation Authority to address concerns about the flood zone.

The list of variances requested for this project:

Proposed specialized regulations for the D.1-?? Zone:

- To permit a Dwelling unit as a permitted Active Use along the Wyndham Street South Street Line, where residential uses are not permitted on the main floor of a building in the Active Frontage Area.
- To remove the requirement for Active Entrances along Wyndham Street South to be at or within 0.2 metres above or below Finished Grade.
- To permit a minimum number of 3 Active Entrances to the first storey along Wyndham Street South where 5 Active Entrances are currently required.
- To permit a maximum floorplate of 1,210 square metres for the 7th and 8th storey of a mixed-use building where 1,200 square metres is currently allowed.
- To permit a maximum floorplate ratio of 2.5:1 for any storey above the 8th floor where 1.5:1 is currently allowed.
- To permit a maximum building height of 23-storeys where 18-storeys is currently permitted.
- To permit a Dwelling Unit on the main floor of a mixed-use building with a minimum setback of 0 metres where 3 metres is currently required.
- To permit a minimum setback of 2.4 metres from the Wellington Street East Street line where 10 metres is currently required.
- To permit a minimum stepback of 3 metres for all portions of a mixed-use building above the 5th storey, where the 3 metre stepbacks are currently required above the 4th storey.
- To permit a minimum number of 0.8 spaces per unit plus the 0.05 visitor parking for Dwelling Units within a mixed-use building where 1.0 spaces per unit plus the 0.05 visitor parking is currently required.
- To permit no off-street parking for non-residential where 1 parking space per 100 square metres is currently required for Retail and Service Uses.

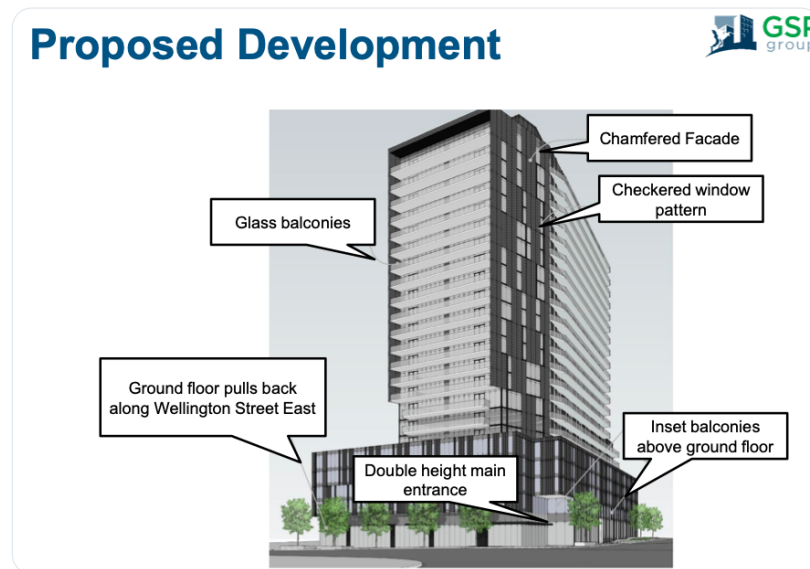
Remember, this is the statutory public meeting for this development, meaning that no final decisions will be made. Council will only vote to accept the report as received.

Nasswetter says that staff will be evaluating this development on conformity with the Official Plan/Downtown 2ndary plan, Provincial priorities, servicing, and any comments received here today.

As usual, we start we move on to the delegates before questions. Hugh Handy, the planner from GSP Group is the first at the mic.

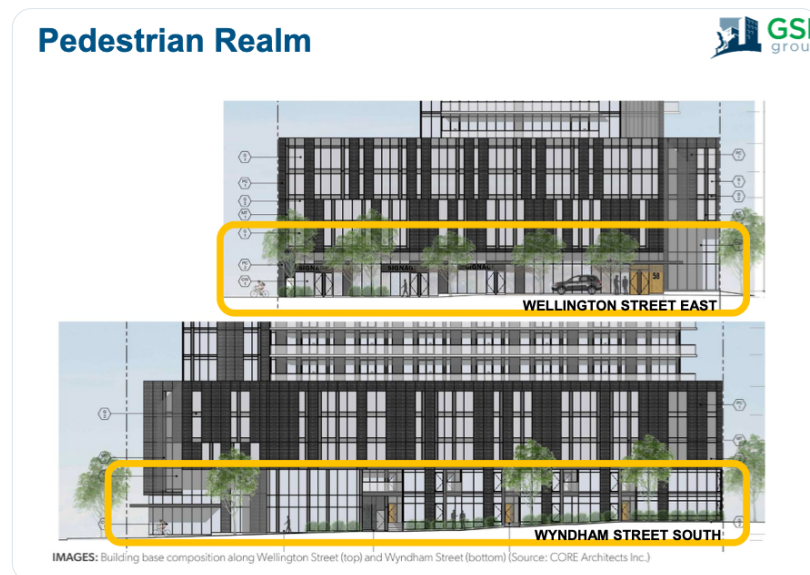
Handy says that this is the start of the process being the public meeting. He says it's an important site, but its constrained by a hot water table, which is why the building has been designed the way it is.

Handy says this is a prominent entrance to the downtown and Fusion Homes wants to create a building that will be a landmark.



There are 224 parking spaces - includes 13 shared visitor parking spaces for retail/commercial/residential uses. The residential parking rate is 0.8 parking spaces per unit plus 0.05 visitor parking spaces per unit.

Where's the parking? It's inside, in the pedestal of the building.



Handy says the notion is to have retail along the front on Wellington, and residential at the side on Wyndham. That second part is flexible though, because it could also be residential if there's demand.

Space breakdown:

- **Residential Dwelling Units (250)**
 - 1-Bedroom 74 units (29.5%)
 - 1-Bedroom + Den 81 units (32.5%)
 - 2-Bedroom 59 units (23.5%)
 - 2-Bedroom + Den 36 units (14.5%)
- **Commercial/Residential Units (3)**
 - 480 m² / 5,140 ft²
- **Commercial Units (3)**
 - 714 m² / 7,683 ft²

This is interesting, especially the highlighted part:

- Transportation Demand Management ("TDM") has been integrated into the proposed development:
 - Bicycle parking provided within secured indoor bicycle room
 - Pedestrian and cycling connections to existing network
 - Reduced parking supply
 - Shared parking between residential and retail/commercial uses
 - [Real-time bus schedules on screens within the lobby](#)

Cllr Goller asks if the project is the market definition of "affordability." Handy says yes.

Goller asks if that means 80 per cent of market price. Handy says no, this is market priced. (aka: not affordable by any definition.)

Goller notes that the City has in the past approved additional height on condition of some benefit to the city. Handy says they're just bringing forth a building that they think is going to meet the needs of the city.

Ryan Scott from Fusion says this is a challenging time trying to add supply downtown with affordability, but there are some known unknowns to the project around costing and construction, so there might be some wiggle room.

Scott adds that that by maximising this site with efficiency through added height is a kind of affordability.

Goller says on parking that these units might only be bought by families with two working people who each drive. Is there proof that anyone buying these units can get by with one car?

Scott says that they're constantly reviewing market demand, and there seems to be less of a need and desire for parking, especially with nearby connections to a transit terminal.

Goller asks for some of that background info before the project comes back for approval.

Cllr Caton asks about accessibility of commercial spaces and if the apartments will be accessible. Handy says there have been discussions with Fusion about accommodating the needs of different end users. There's a grade thanks to Wyndham, and there will be interior connects.

Cllr Gibson asks if these are for sale, not rentals. Scott says that's correct.

Gibson asks about how this building will look compared to other tall buildings in the area. Handy says they can do some modelling but it will line up with 16-storey Skydev building up Wyndham.

Gibson asks if they shaved one storey would they get to parking minimums? Handy does some back of the napkin math and it's two storeys less to meet parking mins.

Cllr Caron says she's glad to hear Handy said that this was a "gateway building." Asks if the bump out is public land and if there's really room for trees as shown in renders. Handy says it's private space and landscapers were consulted in the designs.

Caron asks if there'll be anything below grade. Scott says they looked at the feasibility to go underground, and are continuing to look, but there would have to be permanent "de-watering" to go underground and that's a no-go.

Scott adds that if they could, they would love to go underground with parking.

Caron asks why can't they build to 18-storeys. Scott says they've looked at 18 storeys many times, and Fusion has struggled to make it viable. They've also looked at making it higher than 23 and brought it down after convos with staff.

Caron asks about renewable energy aspects. Scott says they're exploring what is viable with consultants.

Cllr O'Rourke asks if the flood modelling is based on new or old data. Handy says it's new and they've been looking at the impact of climate events with the GRCA.

O'Rourke asks about the amount of bike parking. Handy says 234 spaces, so about one per unit.

O'Rourke asks about car share space? Scott says that will be a takeaway.

Cllr Billings asks if the parking is first come/first served, and if you don't need a space, will you get a discount. Handy says the spaces are unbundled, so if you don't need a space, you won't pay for one.

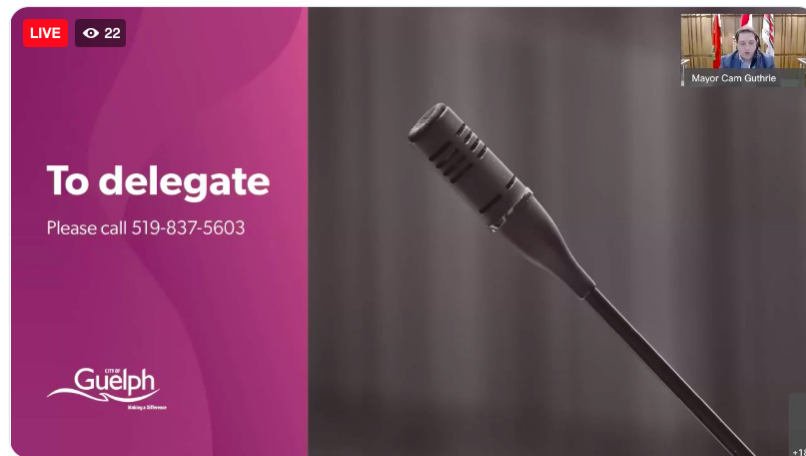
Next delegate is Jack Anderson, who lives in a nearby condo with his wife. He says the size of the building does not fit the area at all. The closest building similar in size is down the street at 14 storeys.

Scott Frederick is the next delegate and via phone. He's speaking on behalf of the Ward Residents Association. The WRA is concerned about parking, height, traffic and affordability.

Here's the link to their presentation: <https://pub-guelph.escrimemeetings.com/filestream.ashx?DocumentId=33856>

Last delegate is Kaya Miller, who wants to speak to the need for affordable housing. She likes the building, but these are luxury condos and "by no means" affordable housing.

Anyone else have something to say about this project? Call in.



So there's one caller and one person in the gallery that want to speak to this application.

First is in the gallery with Alicia Johnson, who lives on Wyndham South. She notes that all those people in the building are going to be getting deliveries, which means trucks parked at the front door on Wellington.

On the phone it's Hugh Whiteley, who notes that there are particular issues about dealing with a flood plain in the zoning bylaw and council should make sure this project meets all the requirements.

So back to council for questions.

Guthrie asks for a motion to receive. It's moved by Gibson and Caton.

Caron requests a report about the cumulative impact of this height on the area as other projects come forward. Also asks about looking at secondary entrance for deliveries and service vehicles.

Caron adds that there's a lot of concerns about 23 storeys, understandably so, so she will be interested in seeing what comes back to council.

Goller asks if any other buildings that required de-watering to allow underground parking. GM of Planning Krista Walkey said there are buildings in the core that do have underground parking, doesn't know details about de-watering as part of those builds.

Goller asks if this and the Skydev approval, re-opens the 2ndary plan by going 50% over height restrictions. Walkey says they do keep an eye on the number of applications because it does impact infrastructure. DT revitalisation study currently underway too.

Goller asks if council can make a developer hand over a portion of a development for affordable housing. Walkey says not at the moment, but staff will be looking that as part of refit of affordable strategy. Also, latest OP has not yet been approved by ONgov.

Goller says his constituents have significant concern about this project, and six storeys is the "ideal zone" for sustainability on this site.

Goller also appeal to the developers to give over a portion of the project to affordability, and that it would be nice to see all projects reserve some portion of their development for affordable units.

O'Rourke asks if the height will meet the required angular plain. Nasswetter says there may not be the same requirements for these types of buildings when built in the core.

O'Rourke says she's concerned about the profile of the building, and it might be a bit bulkier than what might be build on site. (The length of 64m and when a building is over 10 storeys, OP calls for max 60 m length.)

Cllr Downer says ditto to many of the concerns already heard, and adds her concern about the 2.5 m setback vs normal 10 m. Pedestrian experience might be compromised, and there might not be the soil structure for supporting trees or vegetation.

Cllr Klassen asks about increasing safety at the intersection. Walkey says this intersection will have a red light camera, and will hopefully slow people down. It's not the top 10 (right now) in terms of injury either.

Gibson says there's an expectation that we're developing downtown, and council seems to struggle with projects that increase density in suburban areas, so we should want to intensify DT (even tho he has some issues with this project).

Gibson says until there's a robust secondary market in Guelph, there's nothing that we can do to have an impact on the market and create broad selection. We're having enough problems keeping up with growth.

Guthrie says that he's happy to hear the developer say that this is early in the process, and thanks them for listening to the residents. Also encourages developer to set the standard since this is an entrance to downtown. It'll all be built up eventually.

Guthrie says that he's hearing the opposite of his colleagues: Build this. The demand has "graduated high school" but City policies are "still in kindergarten". This is in reference to Caron saying that the DT 2ndary plan is still young and in its kindergarten phase.

Motion received unanimously.

Downer moves the bylaws, but Caron asks to pull 5.2 and 5.3.

Caron says that she doesn't want to affirm these because it's an OLT ruling. This is the ruling that allows the Skydev project at Fountain Street to proceed at a smaller height. Council refused the project, but they have to affirm the OLT decision and approve the rezoning.

<p>*5.1 By-law Number (2023) - 20763</p> <p>A By-law to provide for an interim tax levy and to provide for the payment of taxes.</p>	<p>*5.5 By-law Number (2023)-20775</p> <p>A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects lands municipally known as 205-213 Speedvale Avenue East, and legally described as Part of Lots 30 and 31, Registered Plan 221, City of Guelph (File No. OZS18-011).</p>
<p>*5.2 By-law Number (2023) - 20772</p> <p>A by-law to amend the Official Plan for the City of Guelph as it affects the property municipally known as 70 Fountain Street East and legally described as all of Lots 19 & 20, Registered Plan 8, City of Guelph (File No. OZS19-015).</p>	<p>*5.6 By-law Number (2023)-20776</p> <p>A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects property municipally known as 145 Speedvale Avenue West and legally described as Lots 127 and 128, Registered Plan 532, City of Guelph (File No. OZS21-013).</p>
<p>*5.3 By-law Number (2023) - 20773</p> <p>A By-law to amend By-law Number (1995) 14864, as amended, known as the Zoning By-law for the City of Guelph as it affects the property municipally known as 70 Fountain Street East and legally described as all of Lots 19 & 20, Registered Plan 8, City of Guelph (File No. OZS19-015).</p>	<p>*5.7 By-law Number (2022) - 20777</p> <p>A by-law to confirm the proceedings of a meeting of Guelph City Council held February 14, 2023.</p>
<p>*5.4 By-law Number (2023)-20774</p> <p>A by-law to amend the Official Plan for the City of Guelph as it affects lands municipally known as 205-213 Speedvale Avenue East and legally described as Part of Lots 30 and 31, Registered Plan 221, City of Guelph (OZS22-003).</p>	

Goller asks what would happen if they didn't approve the decision. Walkey says that likely requires an in-camera legal opinion.

Goller suggests deferring the vote till council gets legal advice.

Guthrie says there would be a major legal issue for what's essentially an administrative formality. "We did our job as a council when we said now and a higher authority overruled that. [...] There's nothing more that can be done here."

Motion 5.2 and 5.3 pass 10-2 (Caron and Klassen against)

Rest of the bylaws pass unanimously.

Caron clarifies that when she said the 2ndary plan is at kindergarten stage that wasn't a comment on quality of the plan but that it was literally 5 years old.

That's a wrap for this Valentine's Day edition.



[@threadreaderapp](#), unroll please!

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