

Special City Council Meeting Agenda



Wednesday, December 11, 2019 – 6:00 p.m.
Meeting Room C, Guelph City Hall, 1 Carden Street

Please turn off or place on non-audible all electronic devices during the meeting.

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Open Meeting

Disclosure of Pecuniary Interest and General Nature Thereof

Special Council Workshop – Transportation Master Plan and Comprehensive Zoning Bylaw Review

1. Transportation Master Plan

Presentation:

Jennifer Juste, Manager, Transportation Planning
Shawn Doyle, Dillon Consulting Services
Rebecca Sutherns, Sage Solutions Inc.

Agenda:

- Welcome
- Setting the Stage
- Complete Streets Challenge Exercise
- Deciding How to Decide
- Close

2. Comprehensive Zoning Bylaw Review

Council Memo – Comprehensive Zoning Bylaw Review: Discussion Paper Council Workshop

Presentation:

Abby Watts, Project Manager, Comprehensive Zoning Bylaw Review
Natalie Goss, Senior Policy Planner

Agenda:

- Welcome, purpose and format of workshop
- Community engagement, what we've heard
- Council discussion topics
 - Small residential units
 - Driveway widths
 - Parking ratios for multi-unit residential buildings
 - Structures in floodways
- General comments from Council
- Next steps

Adjournment

The background features a network of white lines connecting various transportation icons: a bicycle, a motorcycle, a person walking, a car, a train, and a bus. The overall color palette is dark blue and purple with a teal accent.

The future of **transportation** in Guelph

**Transportation
Master Plan**

A graphic consisting of several overlapping, curved arrows in various colors (pink, orange, yellow, blue, green) pointing towards the right side of the page.

Transportation Master Plan



Welcome + Introductions

Part 1

Transportation Master Plan



Welcome!

Objectives

- To provide an update to Council on the Transportation Master Plan
- To prepare Council for decision-making for the TMP that is aligned with existing policies and decisions.
- Explore the concept of “Complete Streets”



Introductions

- Project Team: City Staff
- Facilitator: Sage Solutions Ltd.
- Consulting Team: Dillon Consulting

Transportation Master Plan



Housekeeping

Washrooms

Emergency Exits

Ground Rules

Transportation Master Plan



Agenda

Part 1: Welcome

Part 2: Setting the Stage

Part 3: Complete Streets Challenge Exercise

Part 4: Deciding How to Decide

Part 5: Close

Transportation Master Plan



Setting the Stage

Part 2



Transportation Master Plan (TMP) Updates

- Reflects changes to existing policies (Official Plan, new Community Plan, new Strategic Plan)
- Update our traffic projections for the next 20 years with population and job growth forecasts
- Look at the role of new and emerging technologies



TMP Current Status

- We are concluding our public engagement for existing conditions: what's working well, what challenges do we have, and what ideas does our community have to fix it.
- We are completing background policy research on best practices for transportation planning
- We are formulating our problem statement to inform the next step: developing and evaluating alternatives.



Policy Framework

These plans and strategies inform and influence each other. They are founded on significant community research and engagement. They are responsive to Provincial legislation and can support Council decision making.

Provincial Policy and Legislation



Transportation Master Plan



Introducing the Concept of Complete Streets

Transportation Master Plan



Source: London National Park City (<https://twitter.com/LondonNPC/status/1188370204864200704?s=20>)

Transportation Master Plan



Definition

Complete Streets are for everyone.

Complete Streets are streets that are designed to be safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities.



Complete Streets Objectives

- **Safety**
- **Sustainability**
- **Encourage walking, cycling and transit**
- **Still accommodates cars**
- **Fiscally responsible**
- **Future-ready**

Complete Streets make the best use of transportation corridors to serve all modes safely in a manner that encourages use of sustainable transportation.

Transportation Master Plan



Complete Streets Examples



Transportation Master Plan



Saint-Jean-Baptiste Boulevard, Montreal



Before

Transportation Master Plan



Saint-Jean-Baptiste Boulevard, Montreal

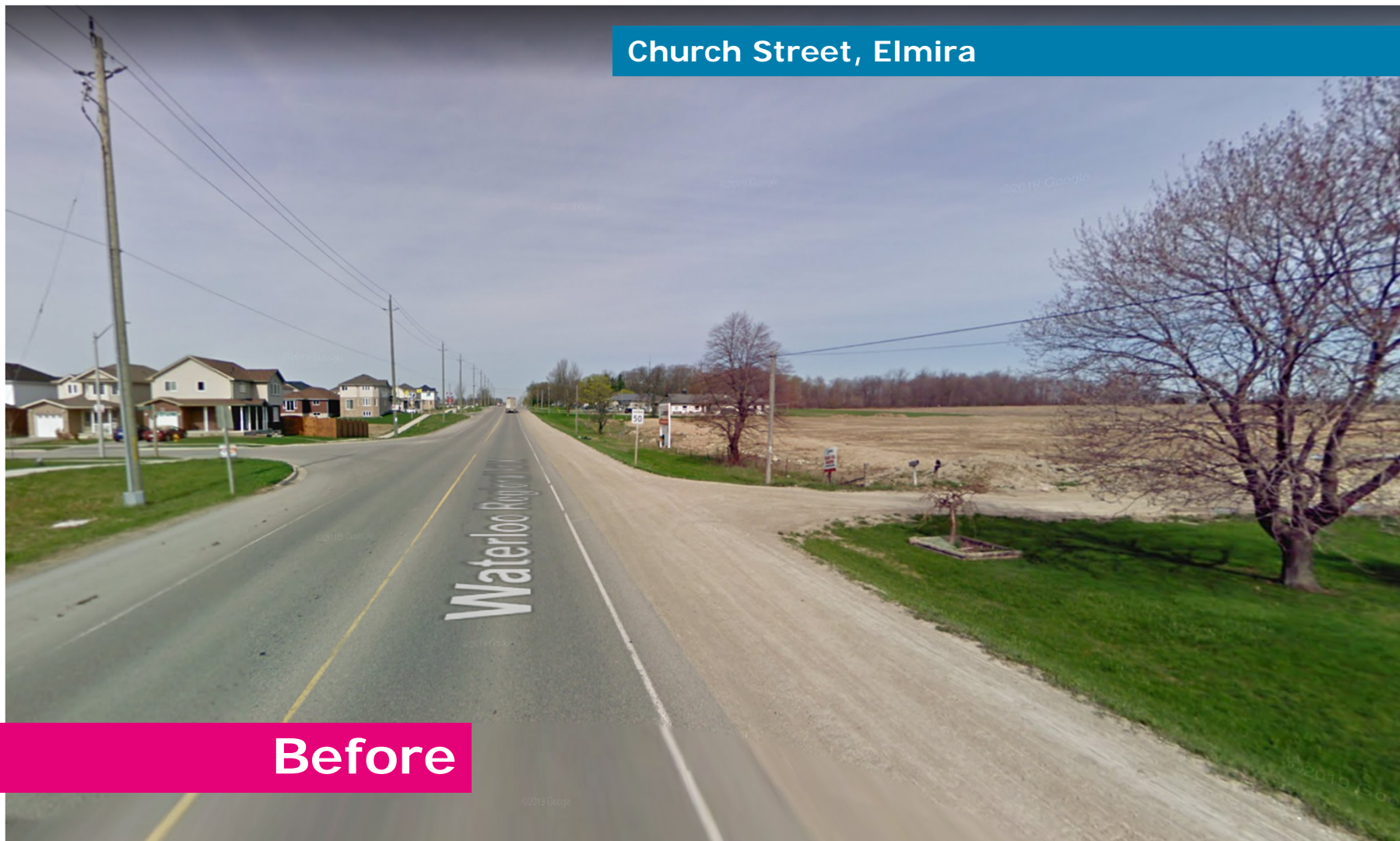


After

Transportation Master Plan



Church Street, Elmira

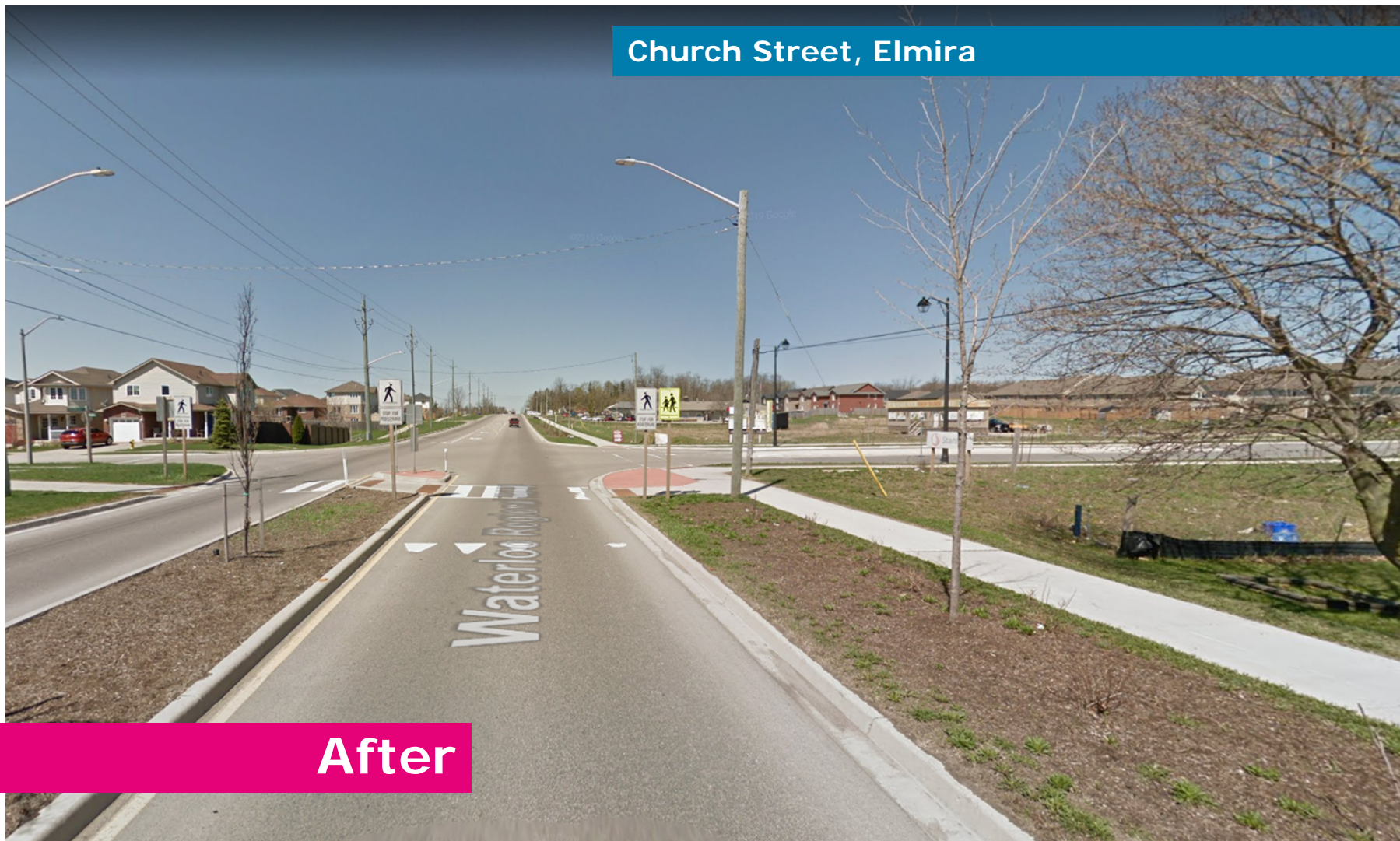


Before

Transportation Master Plan



Church Street, Elmira



After

Transportation Master Plan



5th Street, Courtenay, BC



Before

Transportation Master Plan



5th Street, Courtenay, BC



After

Transportation Master Plan



Complete Intersections

King and Erb, Waterloo (planned)



Transportation Master Plan



Burrard Street Intersection, Vancouver, BC



Before

Transportation Master Plan



Burrard Street Intersection, Vancouver, BC



After

Transportation Master Plan



Main Street, Ottawa



Before

Transportation Master Plan



Main Street, Ottawa



After

Transportation Master Plan



Dynes Road, Ottawa

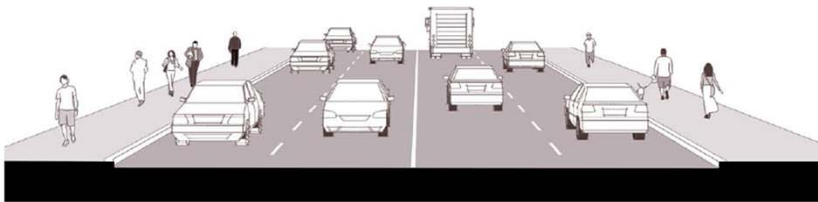
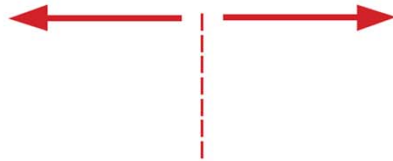


Transportation Master Plan



A New Direction

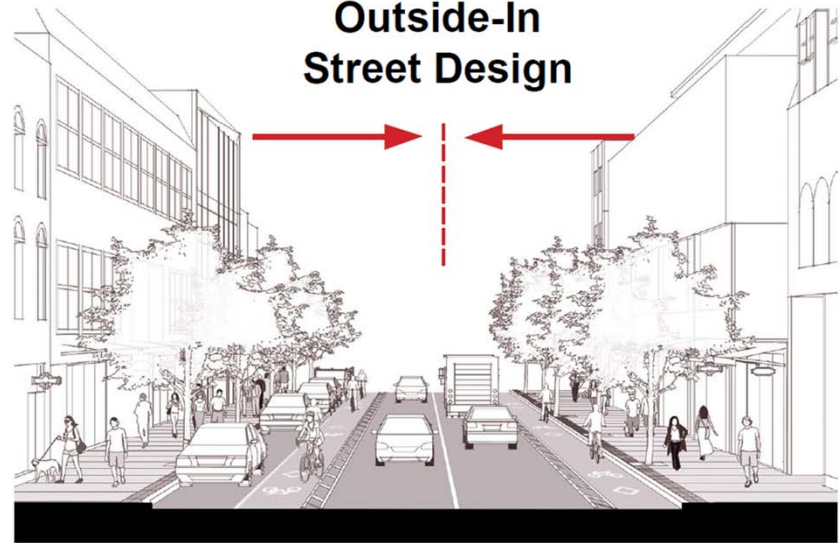
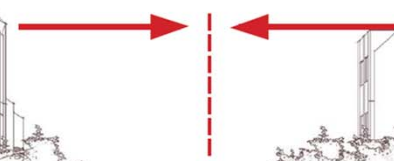
**Centre Line Out
Street Design**



Focus of Traditional Approaches:

Auto Mobility
Automobile Safety

**Outside-In
Street Design**



Complete Street Approach:

Multi-modal Mobility + Access
Public Health & Safety
Economic Development
Environmental Quality
Livability / Quality of Life
Equity

Source: City of Brampton



The Challenge of Complete Streets

- Balancing needs of all modes
- Balancing multiple aspects of performance
- Other needs

All within constrained right-of-ways

Transportation Master Plan



Q&A (5 mins)

Transportation Master Plan



Complete Streets Challenge

Part 3
(20 mins)

Transportation Master Plan



Transportation Master Plan



Complete Streets Exercise Debrief (15 mins)

Transportation Master Plan



Deciding How to Decide

Part 4

Transportation Master Plan



**Facilitated Discussion: Deciding
how to Decide
(20 mins)**

Transportation Master Plan



Next Steps and Close

Part 5

Transportation Master Plan



Thank you for your
contributions!

Council Memo



Date December 11, 2019
To City Council
From Abby Watts, Project Manager – Comprehensive Zoning Bylaw Review
Natalie Goss, Senior Policy Planner
Service Area Infrastructure, Development and Enterprise Services
Department Planning & Building Services
**Subject Comprehensive Zoning Bylaw Review:
Discussion Paper Council Workshop**

Background

Planning staff presented the Comprehensive Zoning Bylaw Review Discussion Paper and the Guelph Parking Standards Review Discussion Paper to Committee of the Whole (COW) on October 7, 2019 in order to release the Discussion Papers for community engagement.

The purpose of this workshop is to provide Council with background information related to specific topics and gather Council feedback. Feedback received at the workshop will provide input into Phase 3 of the project, when we will be writing the Bylaw.

Topics to be discussed at the workshop were identified by Council at COW. The topics that will be discussed are general in nature and do not deal with any site specific properties or issues. Topics include:

1. Small residential units
2. Driveway widths
3. Parking ratios for multi-unit residential buildings
4. Structures in floodways

1. Small residential units

What is it?

Small residential units, sometimes referred to as 'tiny homes,' in the context of the Comprehensive Zoning Bylaw Review (CZBR) refers to additional residential units, or accessory dwelling units. This includes accessory apartments and coach houses.

The Zoning Bylaw also allows for small single detached dwellings on a lot as there are no minimum size requirements in the Bylaw (for primary or accessory units). A small detached dwelling would need to meet the requirements of the Ontario Building Code and meet the minimum lot size requirements for that zone.

The CZBR does not contemplate 'tiny homes' that are mobile and not connected to municipal services. This would include trailers and mobile homes.

Our approach

The proposed direction for the Zoning Bylaw and the recent amendments to the Planning Act through Bill 108 (More Homes, More Choices Act, 2019) will allow small residential units in more buildings, including single detached dwellings, semi-detached dwellings, and townhouse dwellings as well as in separate detached buildings on a lot. Additional rules are proposed for the size of the unit, access from a street and building setbacks. The CZBR outlines the following recommendation:

Preliminary Recommendation: To comply with recent amendments to the Planning Act, the new zoning bylaw will include an accessory dwelling unit as a permitted use in all zones that permit a single detached, semi-detached, and townhouse dwelling. Additionally, an accessory dwelling unit will be permitted in both the building that has the single detached, semi-detached, or townhouse dwelling (e.g. basement suite) and will also be permitted in a separate detached building on a lot. The maximum number of residential units permitted where an accessory dwelling unit is permitted will be three units. Staff also recommends that a series of rules for accessory dwelling units including:

- For all accessory dwelling units, there be a maximum floor area between 40 and 45 percent of the total residential floor area provided and a minimum parking regulation of not more than one parking space per accessory dwelling unit be provided and that parking in tandem be permitted (this maximum parking rate is to comply with Planning Act rules)
- For accessory dwelling units located in a separate detached building, there be direct access from the street to the building, and
- For accessory dwelling units located in a separate detached building, there be a maximum floor area and setbacks from rear and side property lines.

In addition, it is recommended that Single, Semi-Detached, and Townhouse Dwellings with accessory apartments be required to provide one parking space for the primary residence and one parking space for each accessory dwelling, consistent with the direction of Bill 108. Parking spaces can be provided in tandem in single wide driveways.

What does this mean?

This means that more small residential units will be permitted within different buildings throughout the city. Additionally, changes to parking requirements that require one parking space per unit, will provide more properties the opportunity to create an additional unit.

Questions to consider

- Do you agree with a maximum size regulation for accessory dwelling units?
- Do you think that accessory dwelling units should be permitted in existing detached structures that may be located closer to property lines?
- Are there other rules you think should be considered?
- What other information do you need to provide feedback on this topic?

2. Driveway widths

What is it?

The Zoning Bylaw establishes maximum driveway widths for residential properties based on the zoning of a property. Each zone has rules for minimum lot frontage (width of property) which corresponds with a maximum driveway width. This means that larger lot single detached zones are permitted to have wider driveways than smaller lots for semi-detached and townhouses.

Our approach

IBI Consulting was retained to review Guelph's current driveway width rules, as well as comparator municipal practices, and provide recommendations for the new Zoning Bylaw.

The purpose of establishing maximum driveway widths is to ensure that adequate space is available for cars in driveways while providing space for front yard/boulevard landscaping including street trees, less impervious/hard surfaced areas to accommodate stormwater drainage, and increased potential for on-street parking (due to a longer curbside for cars to park beside).

Driveway widths are proposed to take a hybrid approach through the new Zoning Bylaw to ensure that the width of a driveway does not exceed 50% of the width of the dwelling and also does not exceed a maximum finite driveway width. See table 1 below for details.

Table 1: Preliminary recommendation

Zone	Existing Maximum Width	Proposed Regulation
R.1A	7.5 metres	50% of width of dwelling or 7.5 metres, whichever is lesser.
R.1B	6.5 metres	50% of width of dwelling or 6.5 metres, whichever is lesser
R.1C	6 metres	50% of width of dwelling or 6 metres, whichever is lesser
R.1D	5 metres	50% of width of dwelling or 5 metres, whichever is lesser.
R.2	3.5 metres	50% of width of dwelling or 3.5 metres, whichever is lesser.
R.3	50% of front yard or width of garage	No change proposed (consistent with the City of Guelph's Built Form Guidelines for Townhouses and Mid-Rise Buildings).

What does this mean?

This means that rules around residential driveway widths will remain similar to what the existing Bylaw allows, and in some cases will reduce the permitted width. There will be more flexibility provided based on the size of individual properties with the use of a percentage rather than a defined size based on the property's zoning. Adding a rule that ties the maximum driveway width to the width of the dwelling will ensure that there is space on the lot and on the street to accommodate other things. Rules for driveways widths will make sure that properties:

- Provide an area for parking vehicles on a lot (all zones will be able to accommodate two parking spaces or more)
- Provide an area for front yard landscaping and street trees
- Contribute to an attractive neighbourhood
- Reduce hard/impervious coverage and improve stormwater management
- Ability to provide on-street parking
- Ability to promote transit and active transportation, and reduce vehicle dependence

Questions to consider

- Do you consider the preliminary recommendation a balanced approach, taking into consideration all needs of a neighbourhood?
- Do you think that maximum driveway width should be based on a percentage of building width or percentage of lot width?
- Is it important to embed our urban design policies into rules that will create the change we want to see in our city?
- What other information do you need to provide feedback on this topic?

3. Parking ratios for multi-unit residential

What is it?

Multi-unit residential buildings include apartment buildings, and cluster, stacked and back-to-back townhouses. These uses typically have shared parking lots that accommodate the required parking.

IBI Consulting was retained by the City to review Guelph's current parking standards and provide recommendations for the new Zoning Bylaw. In order to provide recommendations, IBI undertook the following work:

- A review of existing parking, loading, and driveway standards as set out in the City of Guelph's Zoning By-law, and a review of the current land use planning policy framework as it relates to parking and loading;
- An Off-Street Parking Demand review, which included parking utilization surveys of 20 sites throughout the City for office, medical office, multi-unit residential, and commercial uses; and,
- An inter-jurisdictional review of five comparable municipalities who have recently undergone reviews of their respective Zoning By-laws, updates to their municipal parking requirements / standards, and a preliminary review of best practices.

Our approach

It is generally recommended that the minimum amount of parking required be reduced for all land uses throughout the city. It is also recommended that the City move to geographic-based parking requirements.

Geographic-based parking recognizes that parking needs can vary considerably throughout a community and that the regulations and requirements that apply to parking should reflect the specific needs and policy directions of different areas.

Preliminary recommendations would establish city-wide standards for parking and reduced minimum amounts of parking for Mixed Use Areas, which include Intensification Corridors, Mixed Use Corridors and Community Mixed Use Centres. This is similar to the downtown which currently has different parking requirements than the rest of the city.

The preliminary recommendation is to also establish maximum parking rates within Mixed Use Areas outside of the downtown that are supported by transit and active transportation infrastructure.

Table 2: Preliminary recommendation- Recommended parking rates for cluster, stacked, and back-to-back townhouses

Existing Rate: Minimum	Existing Downtown Rate: Minimum (no change proposed)	Recommended Rate Mixed Use Areas/Corridors: Minimum	Recommended Rate Other Areas: Minimum (excluding Downtown)
1.2 spaces per unit (includes visitor parking)	1 space per unit, plus 0.05 visitor parking spaces per unit (for developments over 20 units)	1 space per unit, plus 0.2 visitor parking spaces per unit	1 space per unit, plus 0.2 visitor parking spaces per unit

No change for the parking rate is proposed for cluster, stacked and back-to-back townhouses. The only proposed change is to clarify the visitor parking requirement.

For each of these townhouse dwelling types within Mixed Use Areas/Corridors, it is recommended that a maximum parking rate of 2 spaces per unit be established.

Table 3: Preliminary recommendation- Recommended parking rates for apartments

Existing Rate: Minimum	Existing Downtown Rate: Minimum (no change proposed)	Recommended Rates Mixed Use Areas/ Corridors: Minimum	Recommended Rates Other Areas: Minimum (excluding Downtown)
1.5 space per unit for the first 20 units and 1.25 space per unit thereafter	1 space per unit plus 0.05 per unit for visitor parking (for developments over 20 units)	1 space per unit, plus 0.1 space per unit for visitor parking	If development contains less than 20 units: 1 space per unit, plus 0.25 additional spaces per unit for visitor parking. If development contains 20 units or greater: 1 space per unit, plus 0.15 additional space per unit for visitor parking.

The recommended parking rates for apartment buildings are proposed to be slightly reduced. The proposed visitor rate is separated from the per unit rate to clarify the visitor parking requirement.

A reduced requirement for apartment buildings within Mixed Use Areas/Corridors is recommended to recognize these areas a transit supportive.

It is also recommended that a maximum parking rate of 1.5 spaces per unit (inclusive of visitor parking) be established for the City’s Mixed Use Areas / Corridors.

What does this mean?

Reduced parking ratios will modernize our Bylaw for our urban environment. Reduced parking ratios will ensure that an oversupply of parking is not provided and encourage other modes of transportation such as transit and active transportation. This could result in less traffic in our busy areas. With less parking required new developments will be more sustainable. For example, less parking and asphalt will allow more water infiltration. New development will be better able to meet other Bylaw requirements such as common amenity area, landscaped open space and urban design requirements without having to compromise these amenity spaces for more parking. Parking is expensive and underground parking is even more expensive. With less parking required, developers can put more money towards others costs such as landscaped areas, other buildings and urban design. This could also assist in making housing more affordable. This reduction is

supported by observed parking demand from the off-street parking survey as well as other sources listed above, and it is therefore not anticipated to impact existing on-street parking availability.

Questions to consider

- Do you think that parking rates should generally be reduced for multi-unit residential buildings based on the background information provided in the discussion paper?
- Do you think that maximum parking rates should be included for Mixed Use Areas/Corridors?
- Is it important that we embed our active transportation policies into rules that will create the change we want to see in our city?
- What other information do you need to provide feedback on this topic?

4. Structures in Floodways

What is it?

Floodplains are lands associated with the city's watercourses and waterbodies, such as the Speed River and the Eramosa River. Schedule 3 of the Official Plan shows the location of the floodplain within the city. Floodplains are either one zone, which includes only a floodway, two zone, which includes a floodway and a flood fringe, or special policy area floodplain, which is a provincially identified area of floodplain that has a special set of rules. Floodplain, floodway and flood fringe are defined as:

Floodplain means the area, usually low lands, adjoining a watercourse, which has been, or may be subject to flooding hazards. The regulatory flood line delimits the boundaries of the floodplain.

Floodway means a portion of the floodplain where development and site alteration would cause a danger to public health or safety or property damage.

Flood fringe means the outer portion of the floodplain between the floodway and the limit of the floodplain.

Development is not permitted within a floodway. The Official Plan directs that floodways be zoned in an appropriate hazard category to ensure public health and safety. The Official Plan permits development and redevelopment in the flood fringe of a two zone floodplain and in the special policy area floodplain if it meets specific flood proofing requirements. The Official Plan states that the zoning bylaw will outline specific permitted uses and building rules for special policy area lands.

Our approach

The Official Plan does not permit buildings or structures in the floodway portion of the floodplain areas. This Official Plan policy is consistent with provincial policies and Grand River Conservation Authority rules. A review of other zoning bylaws show that despite certain uses being permitted within floodway areas, for example recreation uses, generally structures associated with those uses are not permitted outright. To clarify that structures are not permitted "as of right" within floodway areas, it is recommended that the definition of structure be updated to match requirements in the Ontario Building Code. In addition to not conforming to

Provincial Policy, relaxing existing regulations could expose the City to risk and liability and this would have to be assessed further.

What does this mean?

This means that the existing regulations that do not permit structures, as defined by the Bylaw, within the floodway zone would continue to not be permitted as of right.

Proposed construction within the floodway would be assessed on an individual basis to determine if it meets the definition of "structure" and whether it could be permitted under existing policy and regulation.

Questions to consider

- Based on the Official Plan policies, provincial policies, and Grand River Conservation Authority rules, it is recommended that structures, not including flood control structures, continue to not be permitted within the floodway areas in Guelph. Do you agree with this recommendation? If not, under what circumstances would you consider structures within the floodway appropriate and what level of risk should the City be willing to accept?
- Should the definition of structure be updated to add clarity to the Bylaw and align with the Ontario Building Code definition of a structure?
- What other information do you need to provide feedback on this topic?

Approved By

Melissa Aldunate, MCIP, RPP

Manager, Policy Planning and Urban Design



Approved By

Todd Salter MCIP, RPP

General Manager, Planning and Building Services

Infrastructure, Development and Enterprise Services

519-822-1260 extension 2395

todd.salter@guelph.ca



Recommended By

Kealy Dedman, P. Eng., MPA

Deputy Chief Administrative Officer

Infrastructure, Development and Enterprise Services

519 822 1260, extension 2248

kealy.dedman@guelph.ca

Meeting subject: Council Workshop – Comprehensive Zoning Bylaw Review, Discussion Paper

Date: December 11, 2019

Location: City Hall Meeting Room C

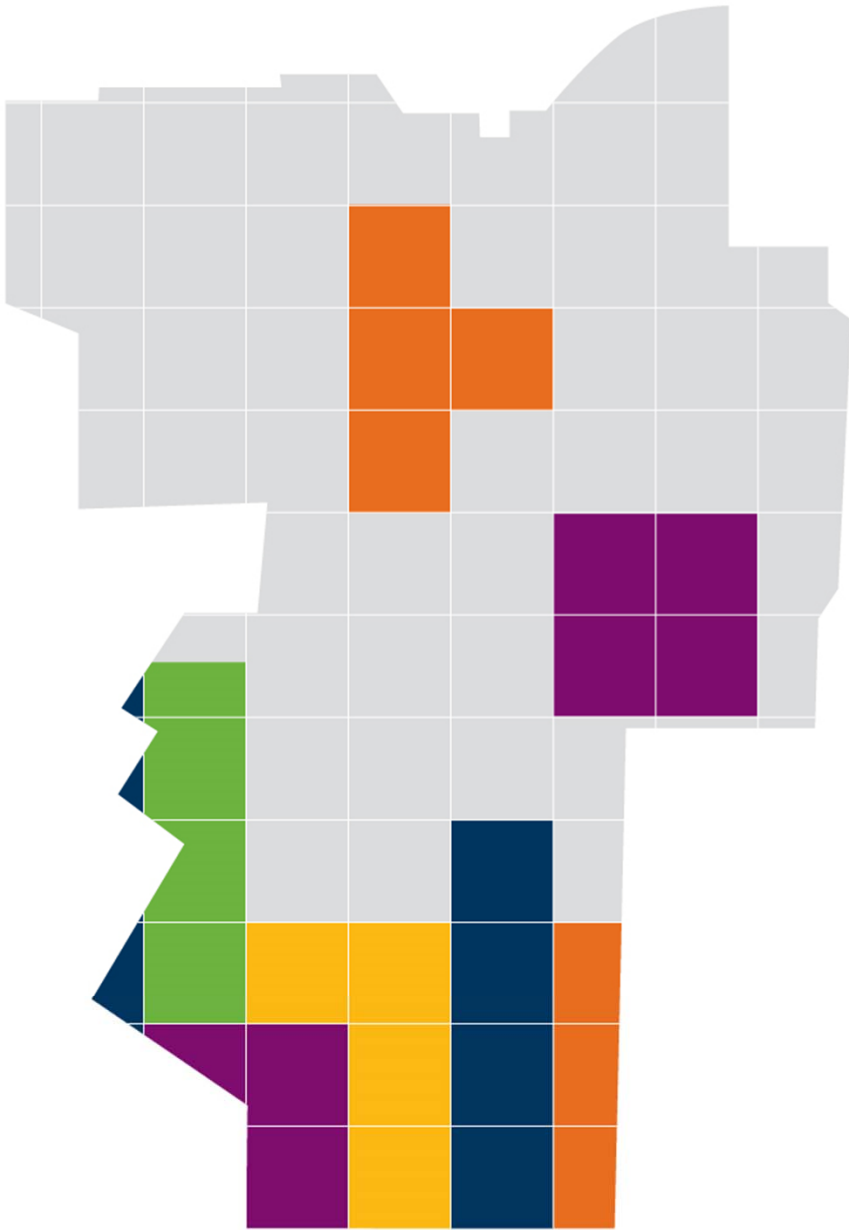
Time: 6:00-9:00 pm

Chair: Mayor Guthrie

Meeting Agenda

1. Welcome, purpose and format of workshop (5 minutes)
 - Overview of 'clicker exercise'
2. Community engagement, what we've heard (10 minutes)
3. Council discussion topics
 - a. Small residential units (7 minutes)
 - What is it?
 - Preliminary staff recommendation
 - Council- pulse check
 - Review feedback and brief discussion (5 minutes)
 - b. Driveway widths (7 minutes)
 - What is it?
 - Preliminary staff recommendation
 - Council- pulse check
 - Review feedback and brief discussion (5 minutes)
 - c. Parking ratios for multi-unit residential buildings (7 minutes)
 - What is it?
 - Preliminary staff recommendation
 - Council- pulse check
 - Review feedback and brief discussion (5 minutes)
 - d. Structures in floodways (7 minutes)

- What is it?
 - Preliminary staff recommendation
 - Council- pulse check
 - Review feedback and brief discussion (5 minutes)
4. General comments from Council (15 minutes)
 5. Next Steps (5 minutes)



Comprehensive Zoning Bylaw Review

Putting Guelph's vision
into place.

Council Workshop
December 11, 2019



Agenda

- Purpose and format of workshop
- Community engagement, what we've heard
- Council discussion topics
 - Small residential units
 - Driveway widths
 - Parking ratios for multi-unit residential buildings
 - Structures in floodways
- General comments from Council
- Next Steps



Purpose and Format of Workshop

- Purpose = **Council Feedback**
- Workshop will include:
 - Background information
 - Interactive live polling
 - Review of results and discussion



Community engagement: What we've heard so far



Small Residential Units

- Includes accessory apartments, coach houses and garden suites
- These units are accessory to the main dwelling
- Does not include mobile homes or trailers and dwelling units that are not connected to municipal services

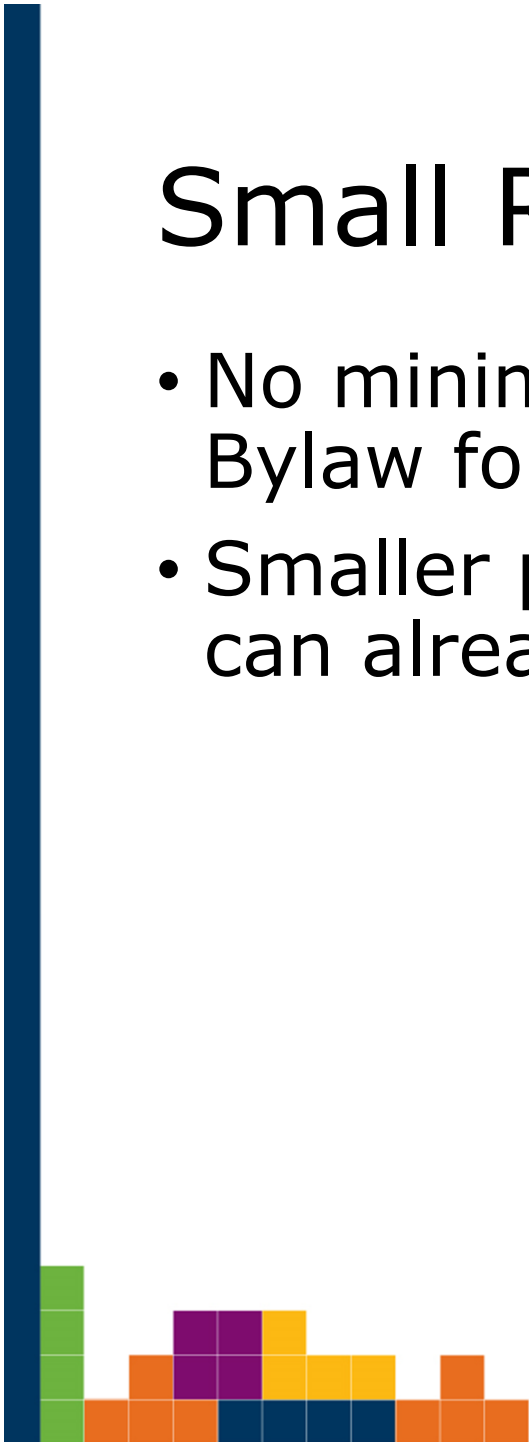


Secondary unit, size and location



Small Residential Units

- No minimum unit size in the Zoning Bylaw for primary dwelling unit
- Smaller permanent houses of any form can already be considered



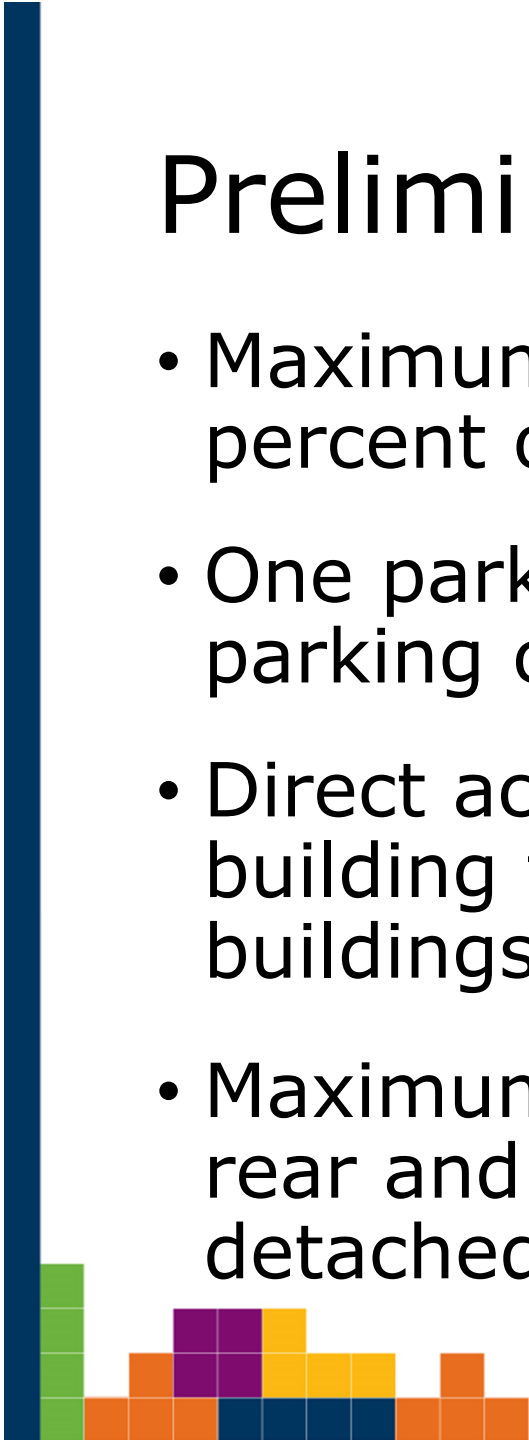
Preliminary Recommendation (accessory dwelling units)

- Permitted in zones that permit single detached, semi-detached, and townhouse dwellings
- Permitted in both the primary building and in a separate detached building on a lot
- Maximum three residential units on a lot, two of which are accessory units



Preliminary Recommendation

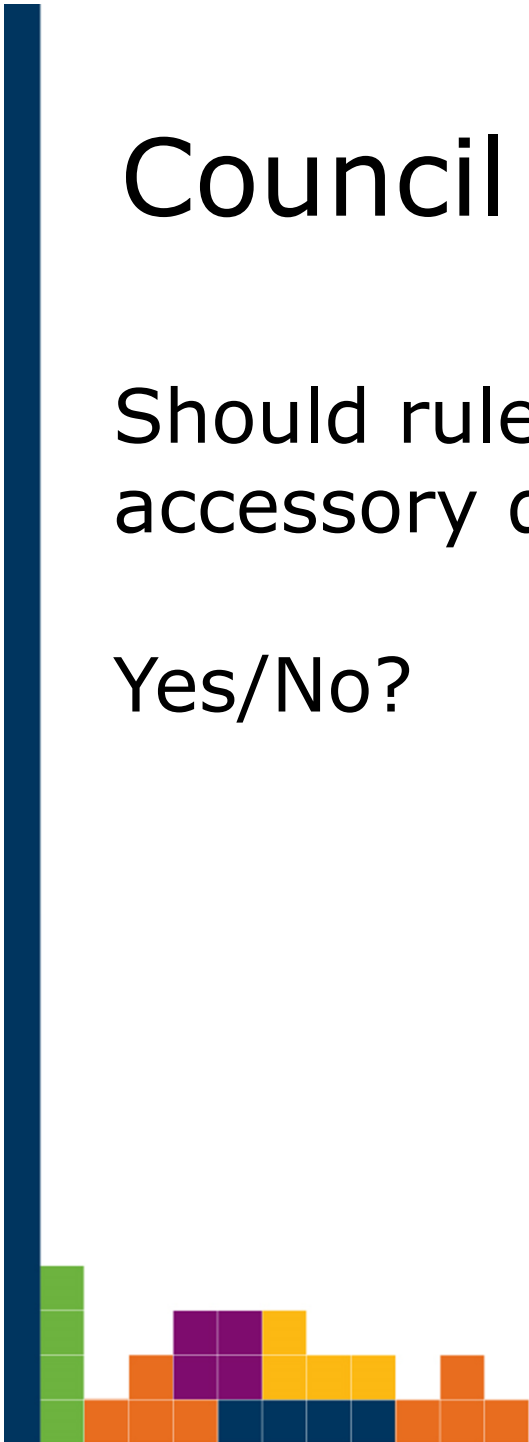
- Maximum floor area between 40 and 45 percent of the total floor area
- One parking space per dwelling unit and parking can be arranged in tandem
- Direct access from the street to the building for units in detached, accessory buildings
- Maximum floor area and setbacks from rear and side property lines for units in detached, accessory buildings



Council Pulse Check

Should rules exist that limit the size of an accessory dwelling unit?

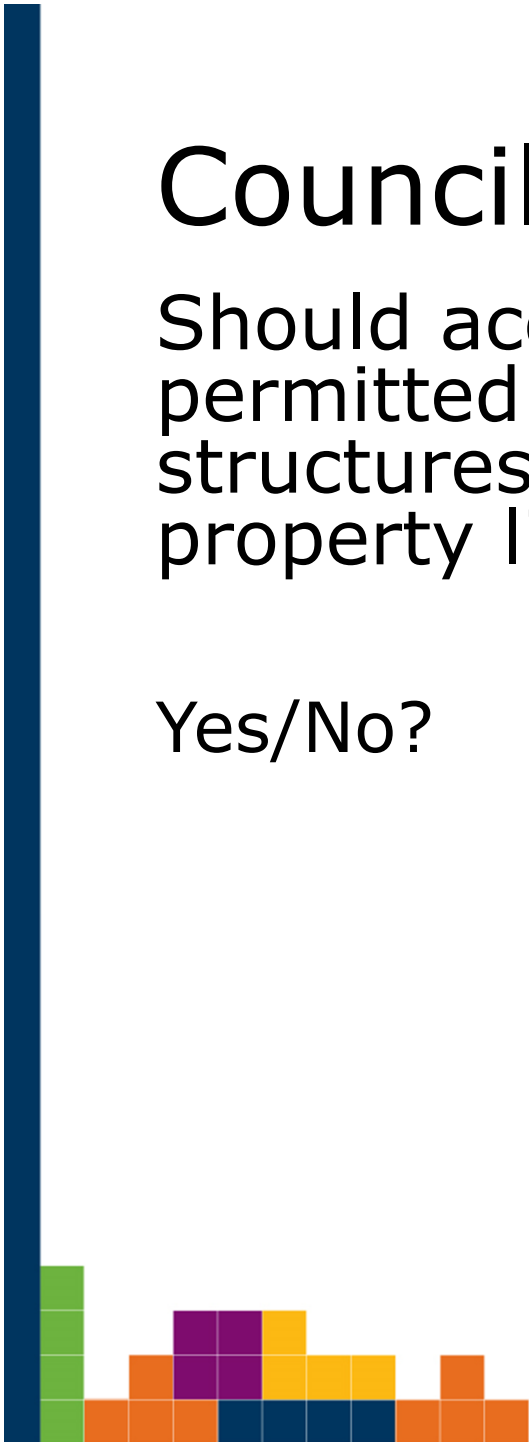
Yes/No?



Council Pulse Check

Should accessory dwelling units be permitted in existing detached accessory structures that may be located closer to property lines?

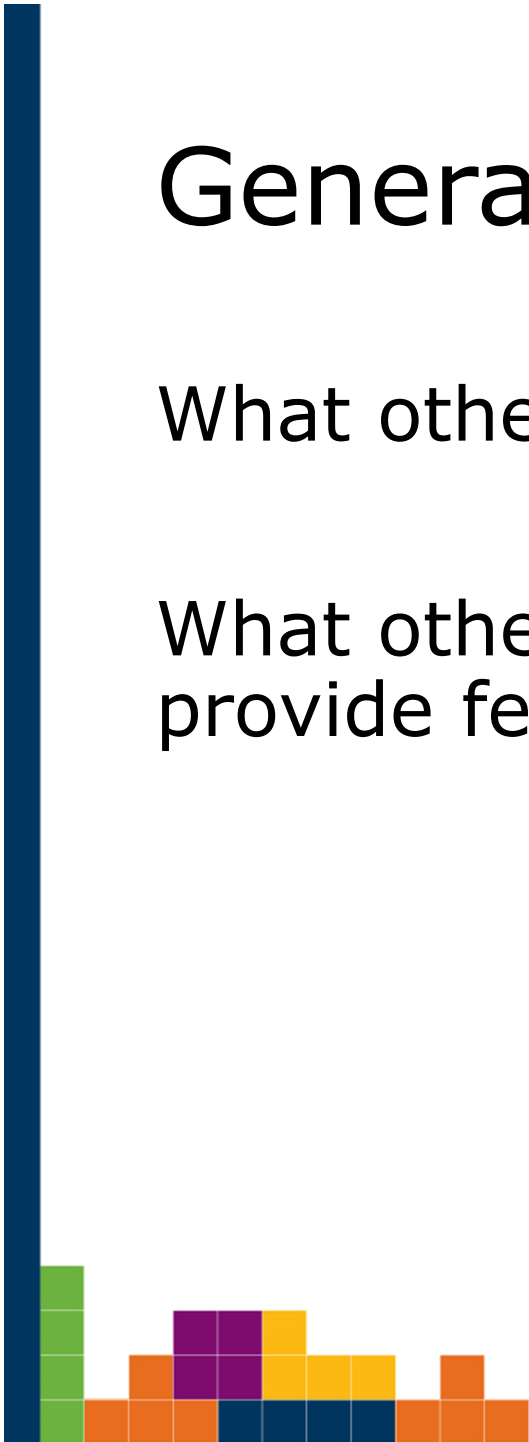
Yes/No?



General Discussion

What other rules should be considered?

What other information do you need to provide feedback on this topic?



Driveway widths

Currently maximum driveway widths for residential properties are based on the zoning of a property

Purpose =

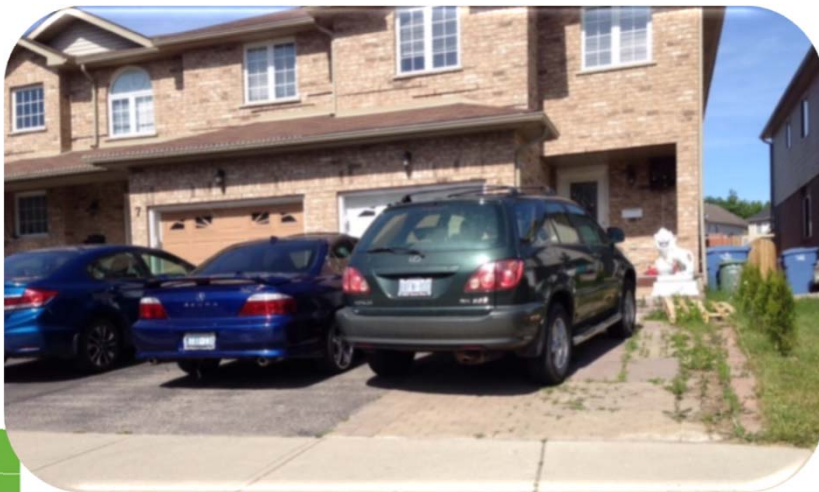
- Accommodate parking
- Provide area for front yard landscaping and street trees
- Create attractive neighbourhoods
- Reduce hard/impervious coverage and improve stormwater management
- Ability to provide on-street parking
- Promote sustainable transportation



What we are seeing in Guelph:

Wider driveways →

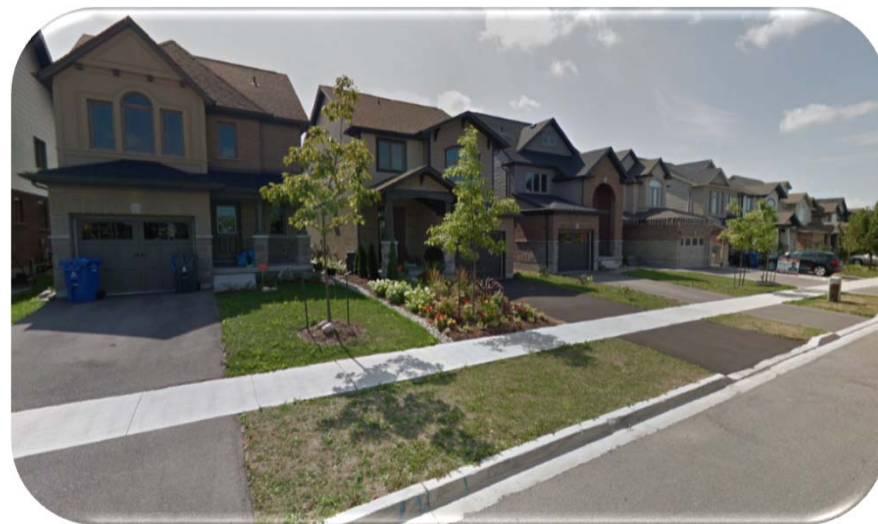
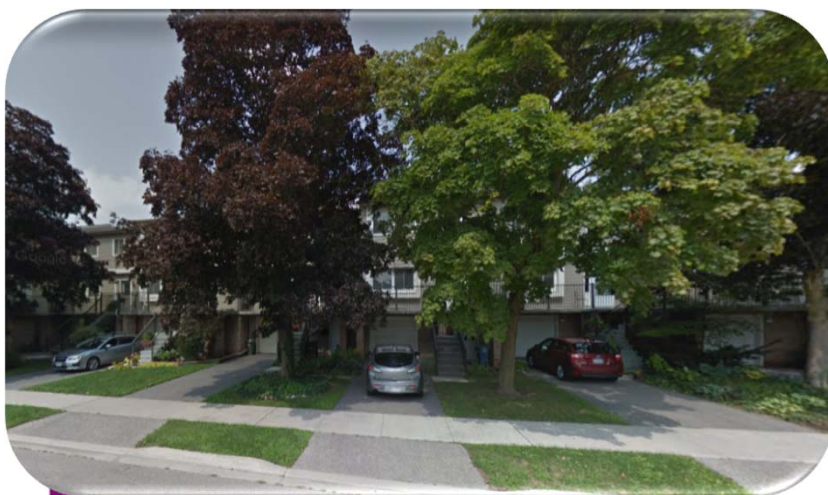
- Less green space
- Fewer trees
- Front yards dominated by cars



What we also see in Guelph:

Balanced approach →

- Area for cars
- Greenspace/ trees
- Attractive streets



Council Pulse Check

Rank your priorities:

(1=most important and 6=least important)

1. Front yard landscaping

4. Provision of on-street parking

2. Wider driveways

5. Attractive neighbourhoods

3. Improved stormwater management

6. Promote sustainable transportation



Preliminary Recommendation

Zone	Proposed Regulation
R.1A	50% of width of dwelling or 7.5 metres, whichever is lesser.
R.1B	50% of width of dwelling or 6.5 metres, whichever is lesser
R.1C	50% of width of dwelling or 6 metres, whichever is lesser
R.1D	50% of width of dwelling or 5 metres, whichever is lesser.
R.2	50% of width of dwelling or 3.5 metres, whichever is lesser.
R.3	50% of front yard or width of garage

Council Pulse Check

1



2



3



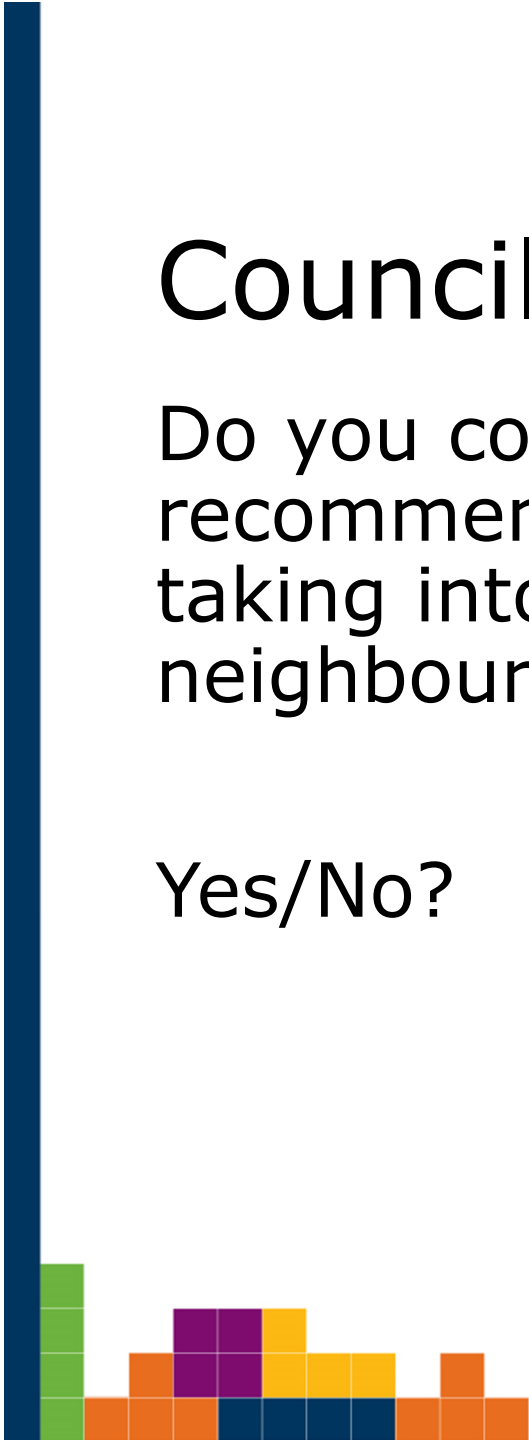
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Council Pulse Check

Do you consider the preliminary recommendation a balanced approach, taking into consideration all needs of a neighbourhood?

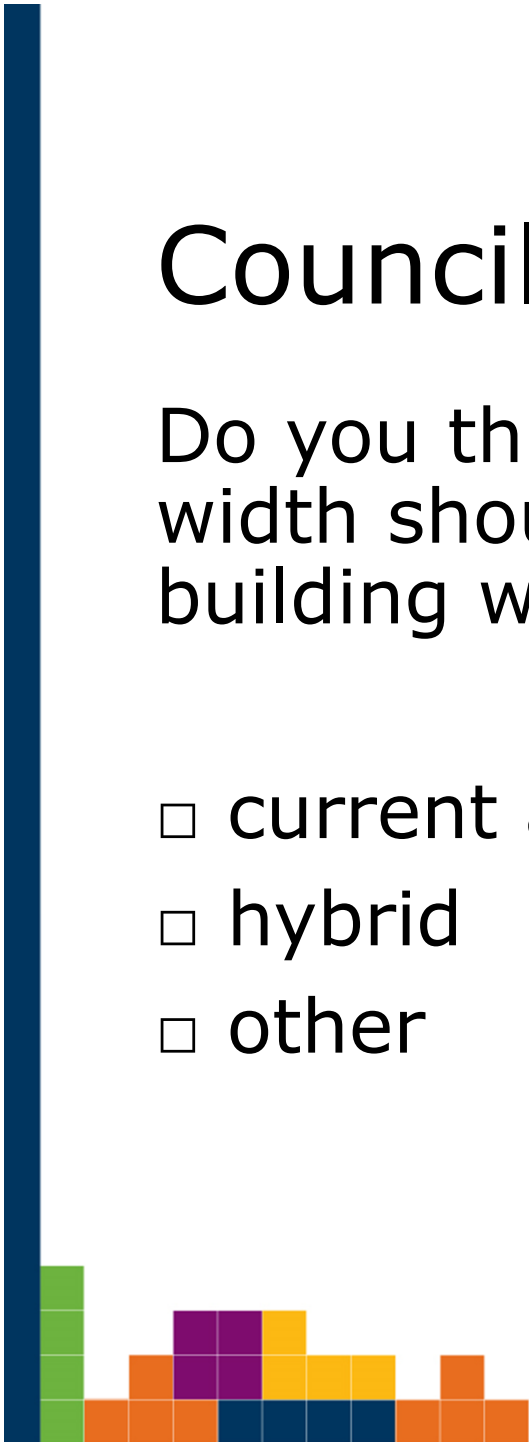
Yes/No?



Council Pulse Check

Do you think that maximum driveway width should be based on a percentage of building width or percentage of lot width?

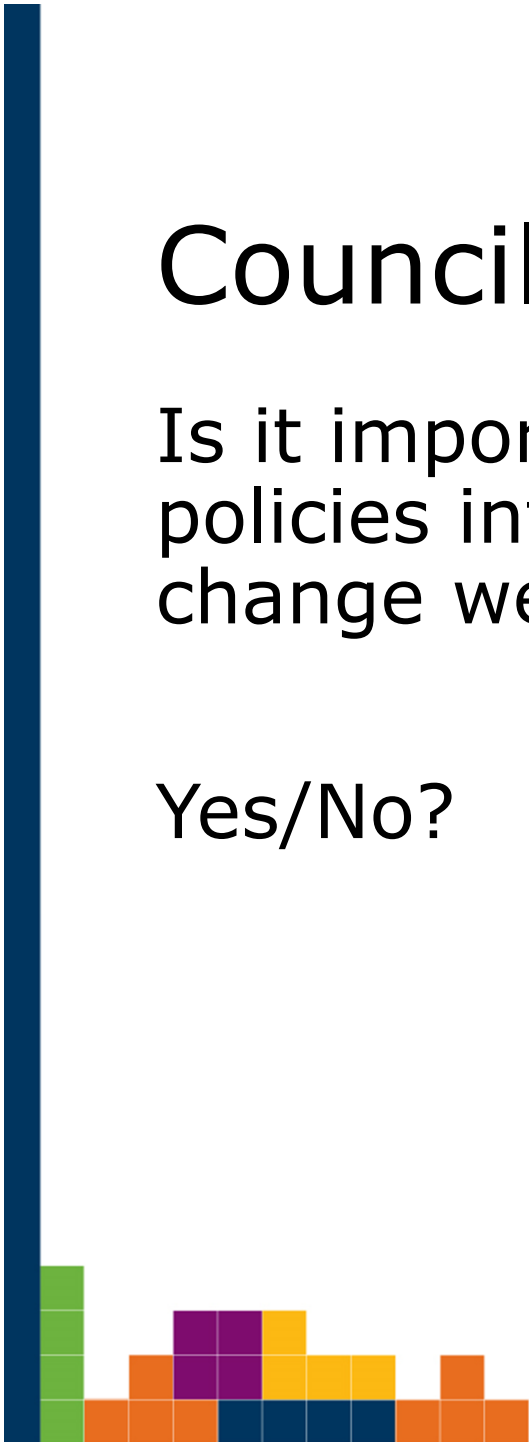
- current approach
- hybrid
- other



Council Pulse Check

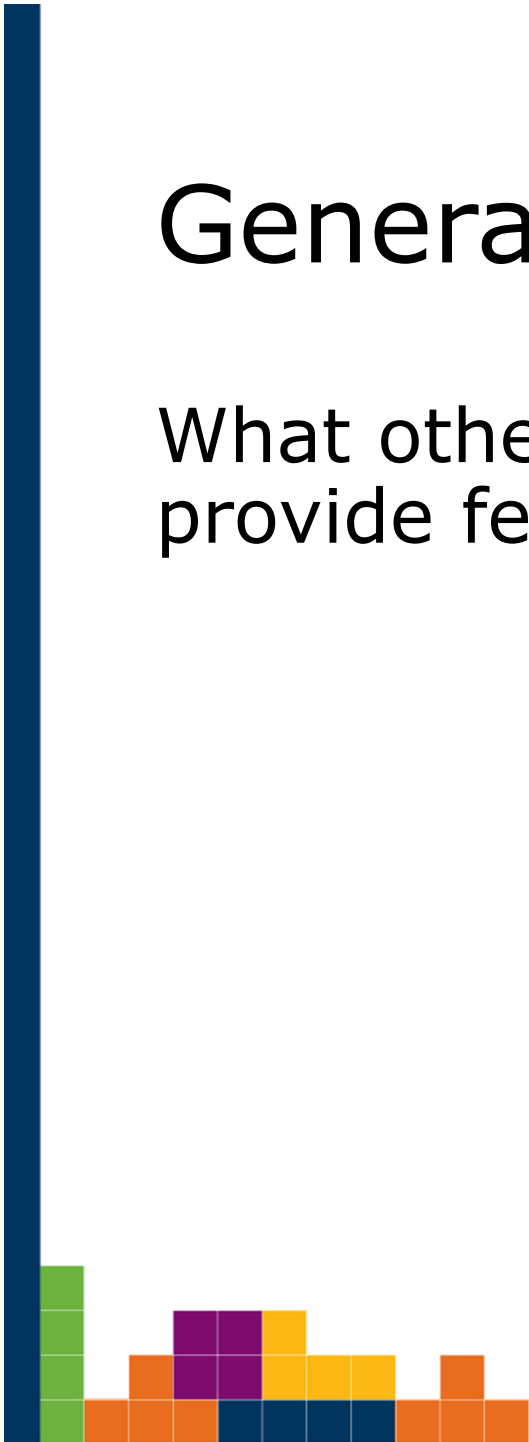
Is it important to embed our urban design policies into rules that will create the change we want to see in our city?

Yes/No?



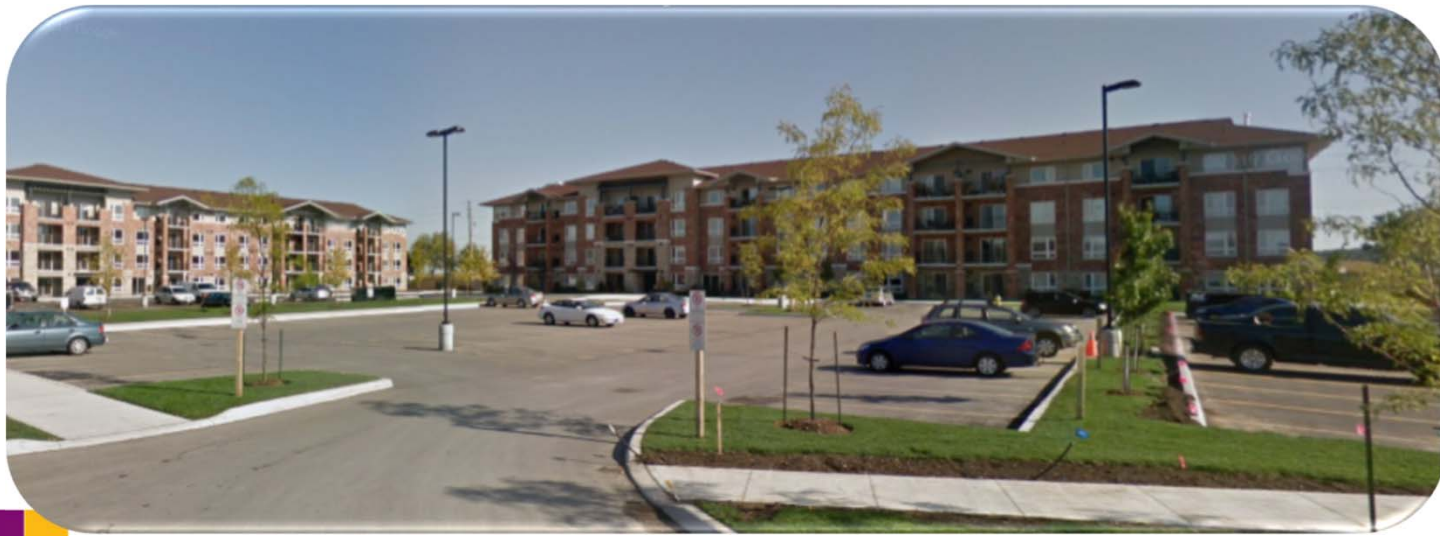
General Discussion

What other information do you need to provide feedback on this topic?



Parking ratios for multi-unit residential dwellings

- Include apartment buildings, and cluster, stacked and back-to-back townhouses
- These structure types have shared parking lots that accommodate required parking



Preliminary Recommendation

Parking rates for cluster, stacked, and back-to-back townhouses

Existing Downtown Rate: Minimum (no change proposed)	Mixed Use Areas/Corridors: Minimum	Other Areas Minimum (excluding Downtown)
1 space per unit, plus 0.05 visitor parking spaces per dwelling unit (for developments over 20 units)	1 space per unit, plus 0.2 visitor parking spaces per dwelling unit	1 space per unit, plus 0.2 visitor parking spaces per dwelling unit



Preliminary Recommendation

Parking rates for apartments

Existing Downtown Rate: Minimum (no change proposed)	Mixed Use Areas/ Corridors: Minimum	Other Areas: Minimum (excluding Downtown)
1 space per unit plus 0.05 for visitor parking	1 space per unit, plus 0.1 space per unit for visitor parking	If development contains less than 20 units: 1 space per unit, plus 0.25 additional spaces per unit for visitor parking. If development contains 20 units or greater: 1 space per unit, plus 0.15 additional space per unit for visitor parking.

Council Pulse Check

Do you think that parking rates should generally be reduced for apartment buildings based on the background information provided in the discussion paper?

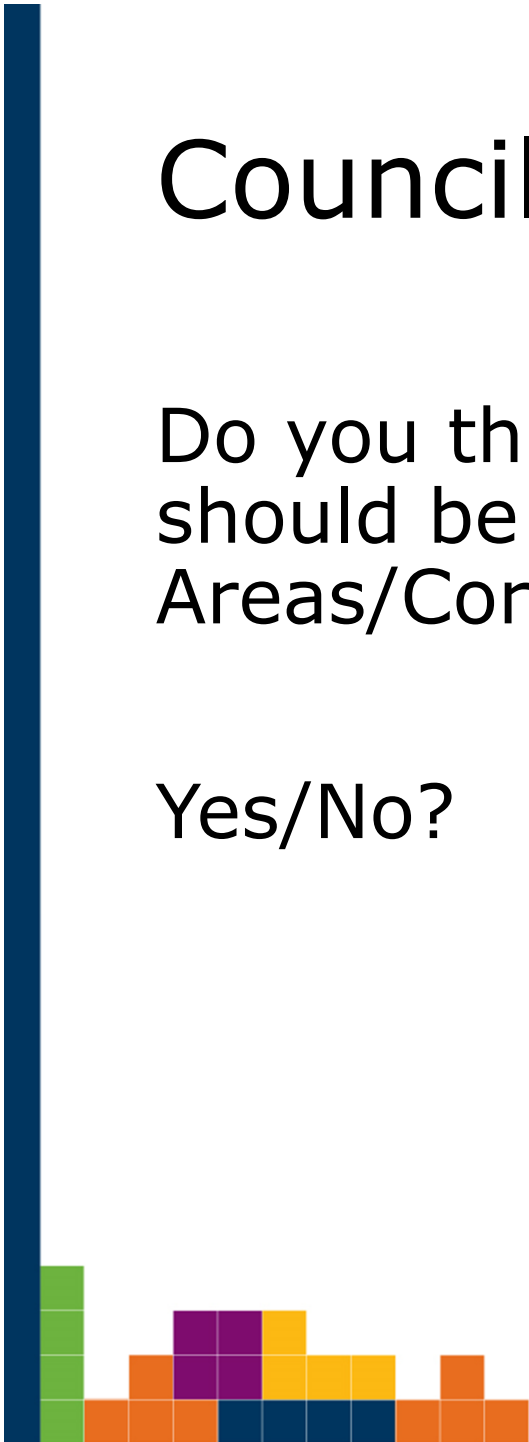
Yes/No?



Council Pulse Check

Do you think that maximum parking rates should be included for Mixed Use Areas/Corridors?

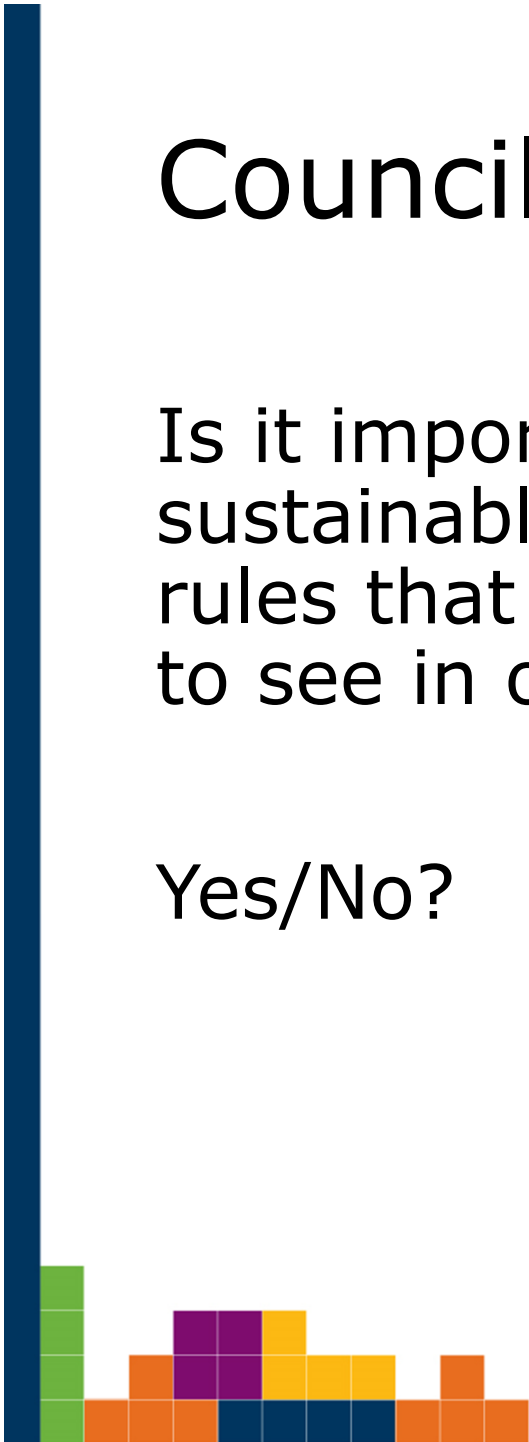
Yes/No?



Council Pulse Check

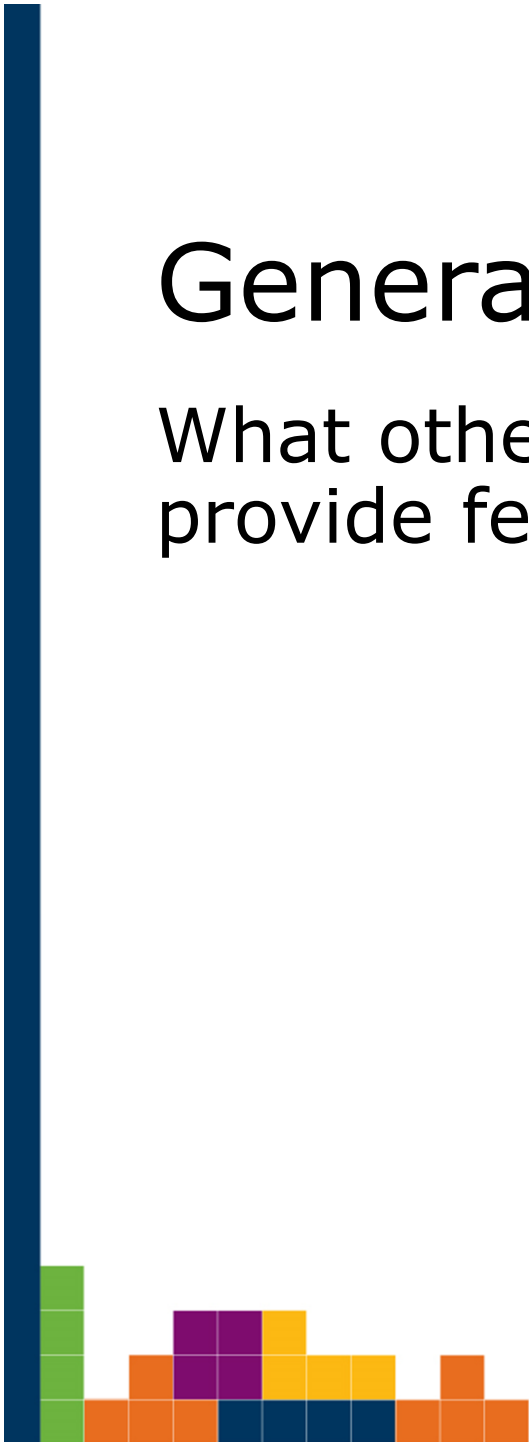
Is it important that we embed our sustainable transportation policies into rules that will create the change we want to see in our city?

Yes/No?



General Discussion

What other information do you need to provide feedback on this topic?

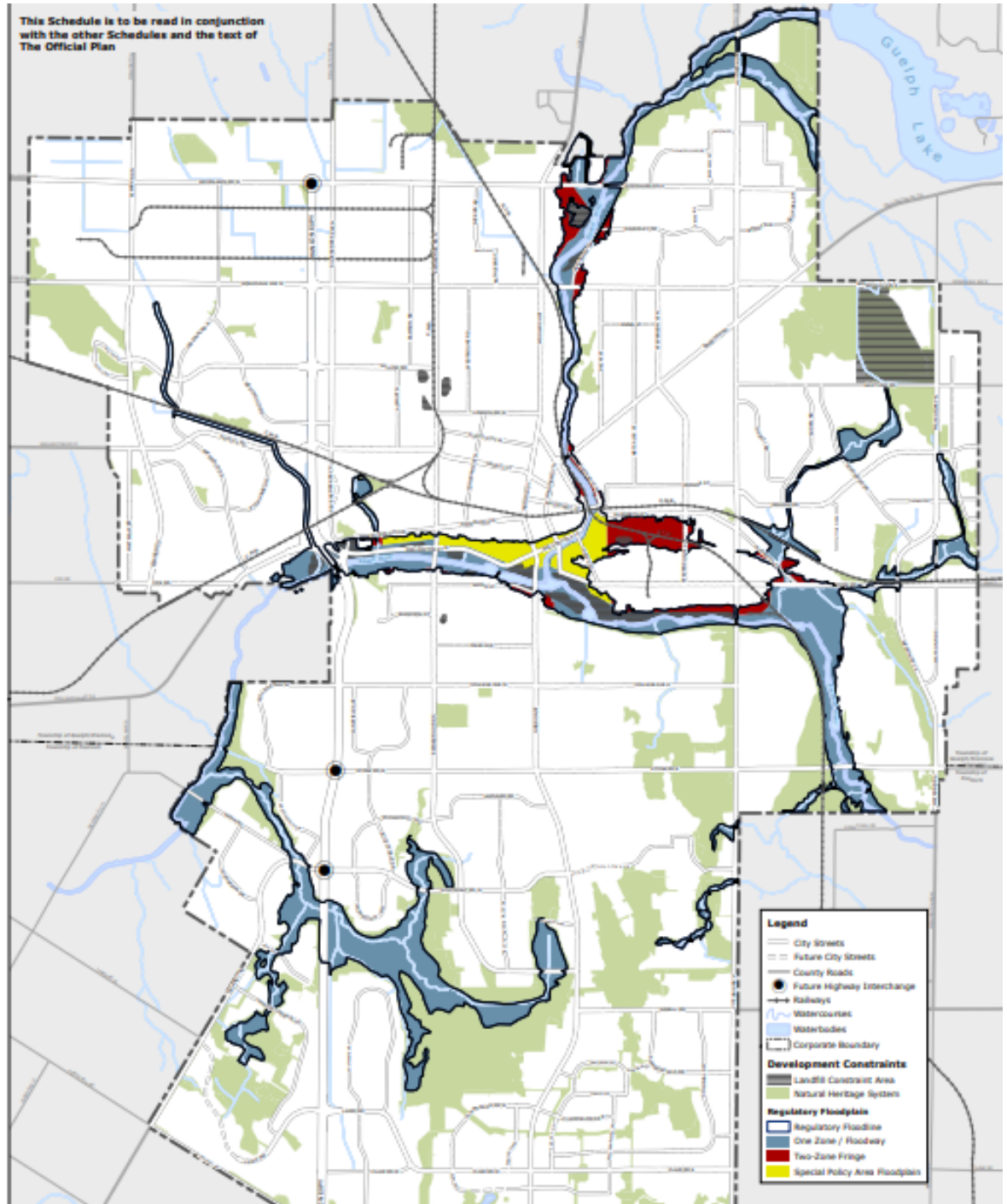


Structures in floodways

- Floodplains are lands associated with the city's watercourses and waterbodies, such as the Speed River and the Eramosa River
- Floodplains are either:
 - one zone → only a floodway
 - two zone → a floodway and a flood fringe
 - special policy area → provincially identified area of floodplain that has a special set of rules



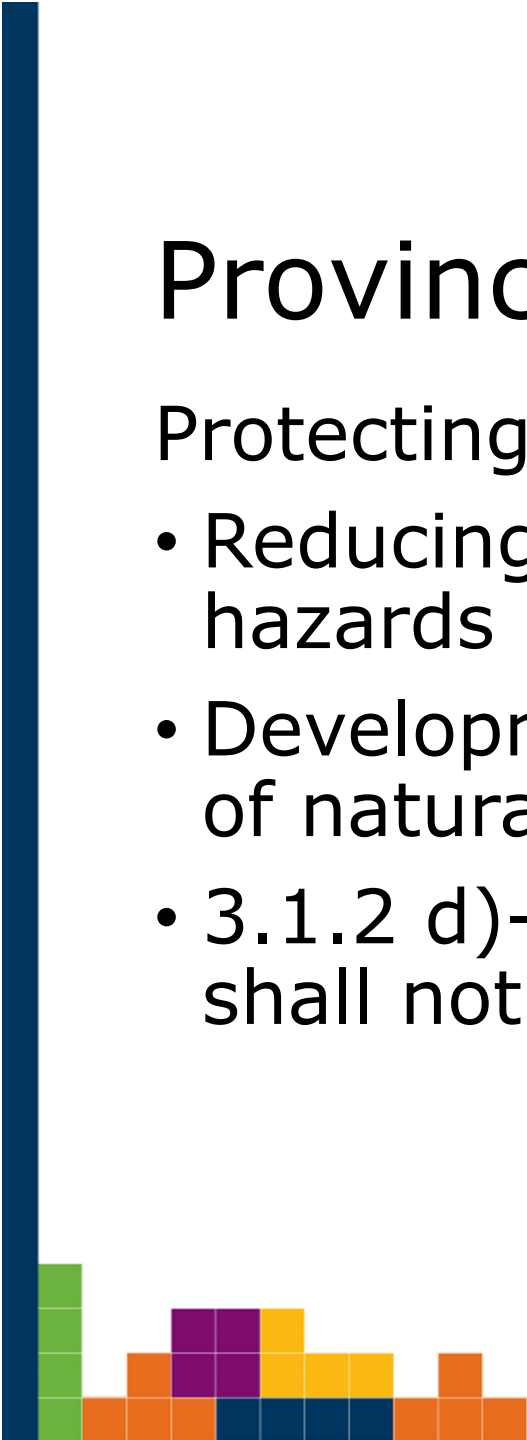
Schedule 3: Official Plan



Provincial Policy Statement

Protecting Public Health and Safety:

- Reducing potential risk from natural hazards
- Development directed away from areas of natural hazards
- 3.1.2 d)- Development and site alteration shall not be permitted within a floodway



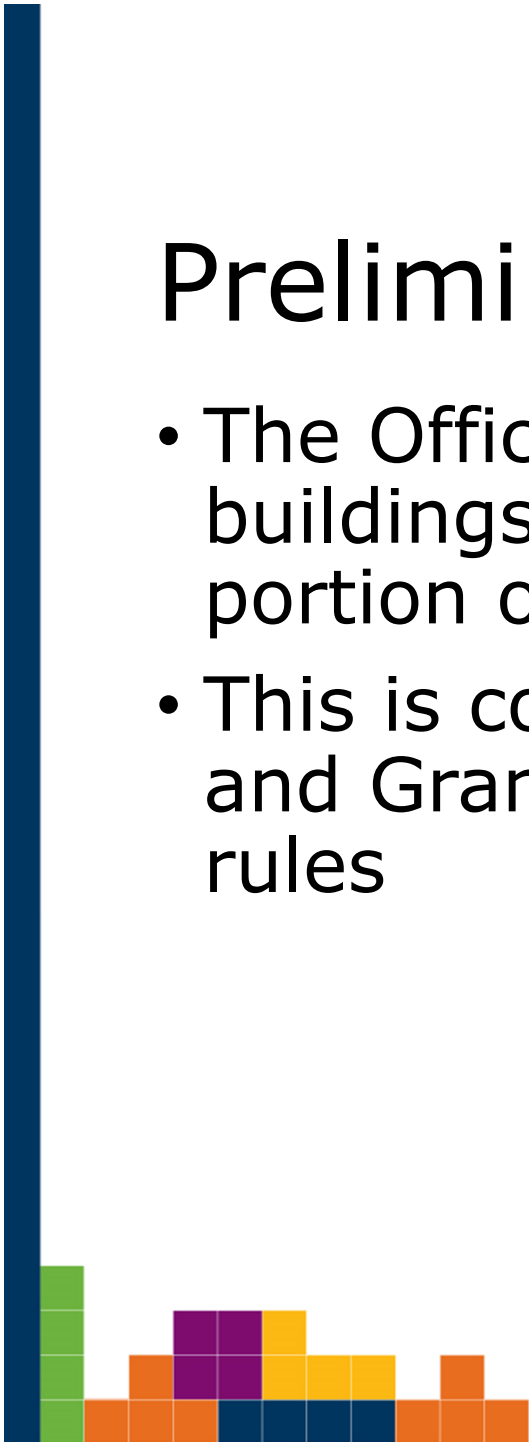
Grand River Conservation Authority

- Permission required to develop in river or stream valleys, wetlands, shorelines or hazardous lands
- Ontario rule 150-06 allowed GRCA to regulate development within watercourses
- GRCA policy outlines permitted and prohibited uses within floodplain areas



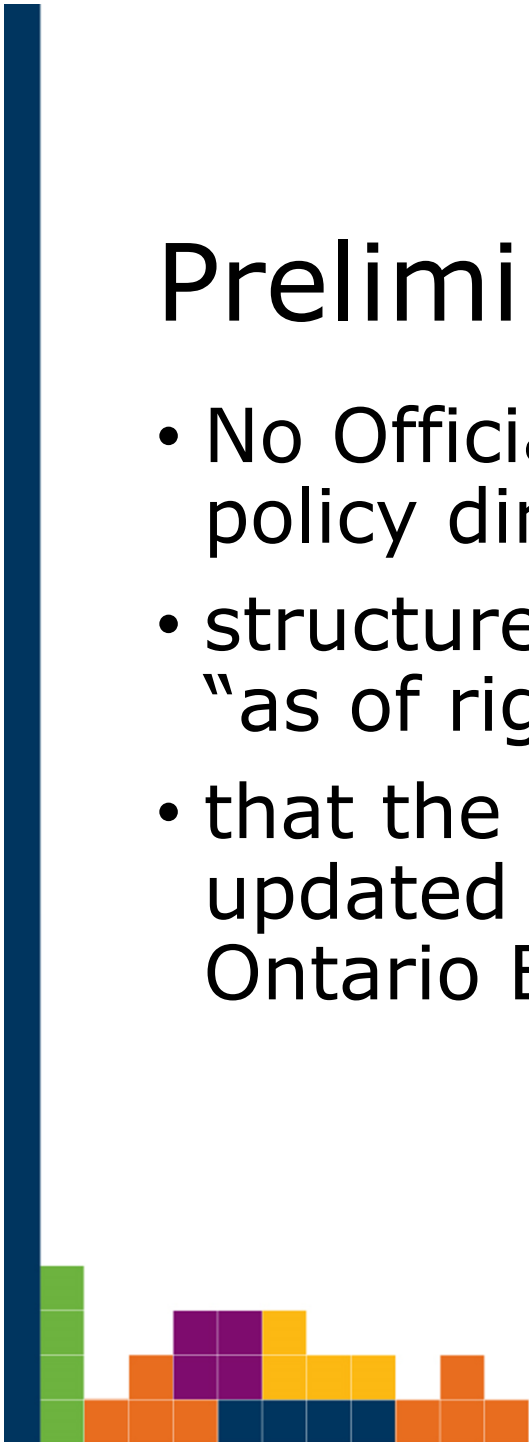
Preliminary Recommendation

- The Official Plan does not permit buildings or structures in the floodway portion of the floodplain areas
- This is consistent with provincial policies and Grand River Conservation Authority rules



Preliminary Recommendation

- No Official Plan Amendment to change policy direction
- structures continue to not be permitted “as of right” within floodway areas
- that the definition of structure be updated to match definition in the Ontario Building Code



Council Pulse Check

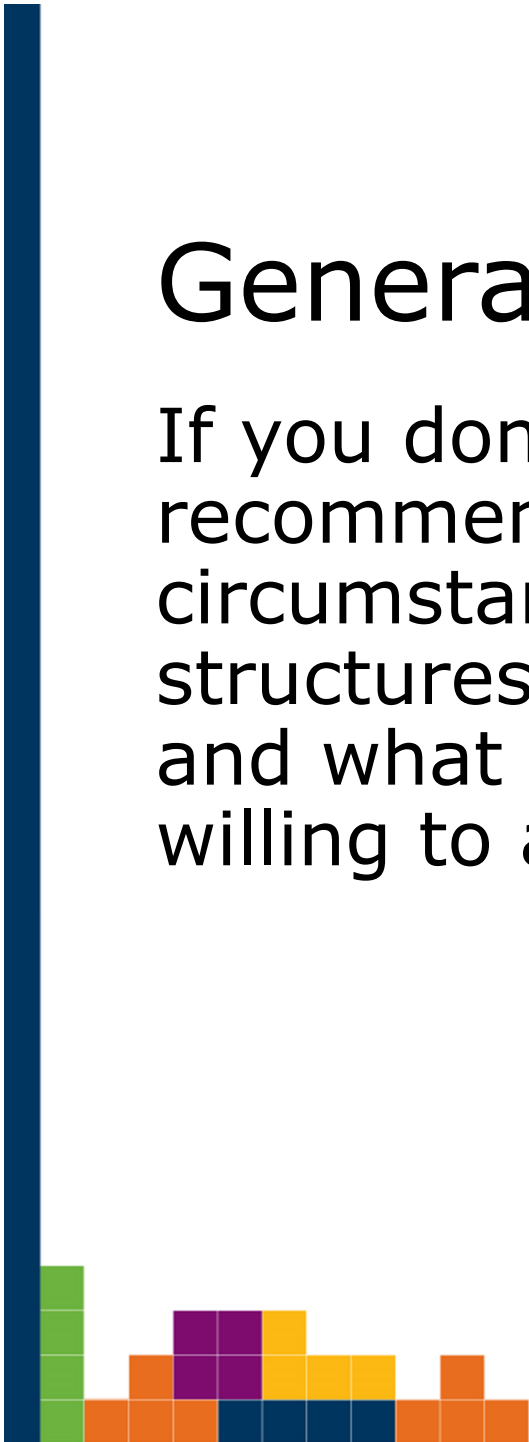
Based on the Official Plan policies, provincial policies, and Grand River Conservation Authority rules, it is recommended the structures, not including flood control structures, continue to not be permitted within the floodway areas in Guelph. Do you agree with this recommendation?

Yes/No?



General Discussion

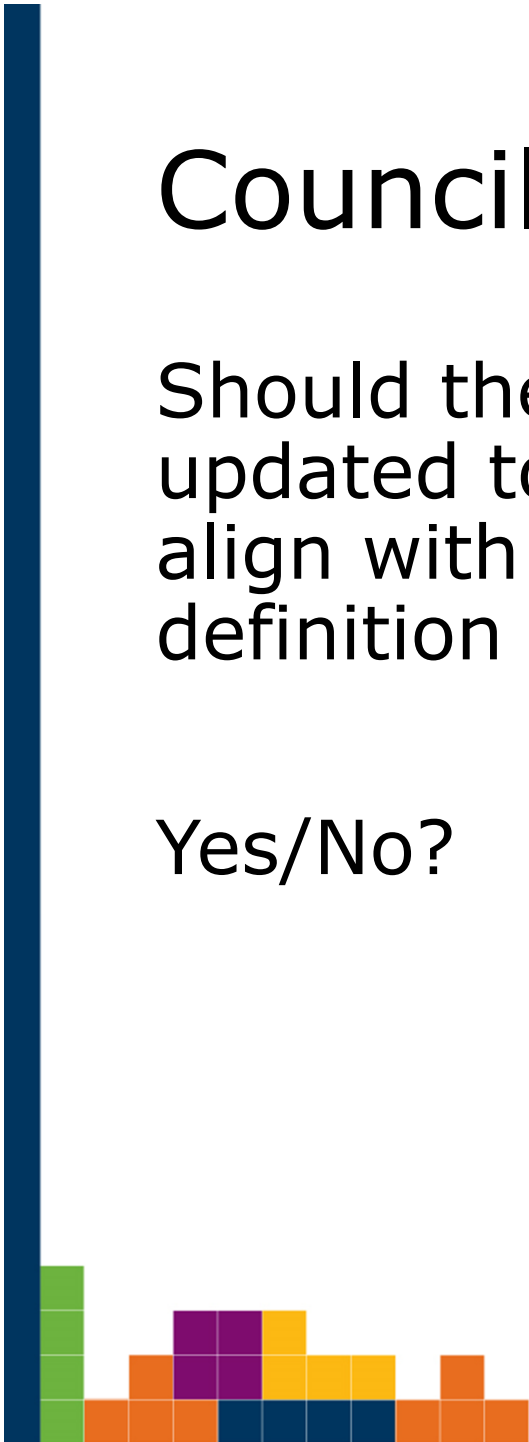
If you don't agree with this recommendation, under what circumstances would you consider structures within the floodway appropriate and what level of risk should the City be willing to accept?



Council Pulse Check

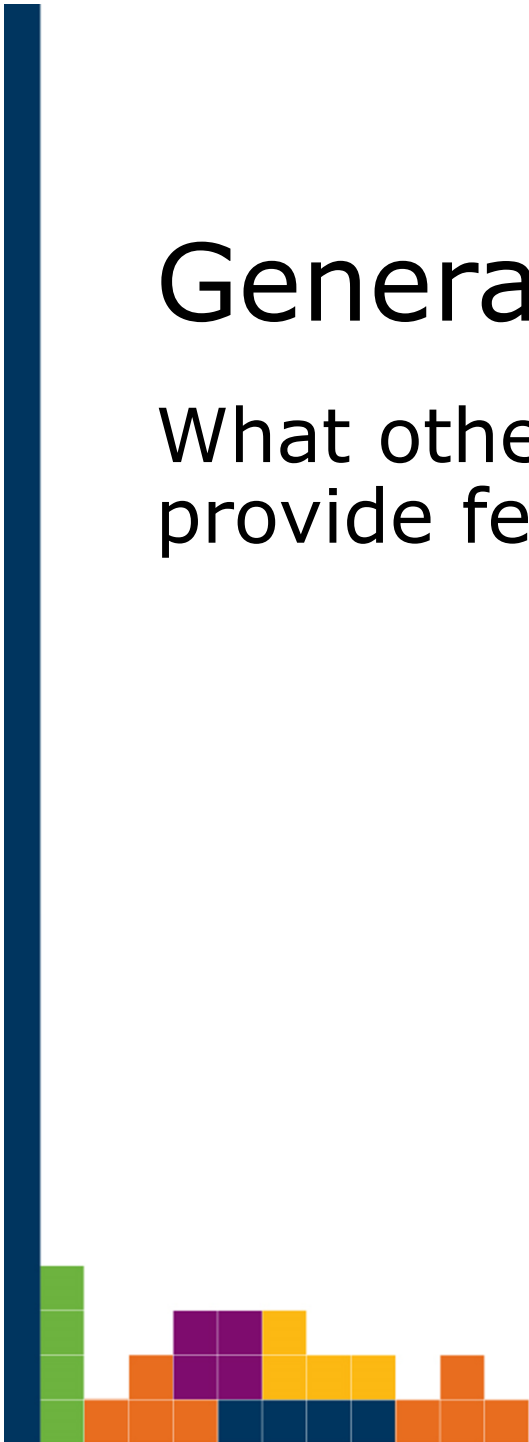
Should the definition of structure be updated to add clarity to the Bylaw and align with the Ontario Building Code definition of a structure?

Yes/No?

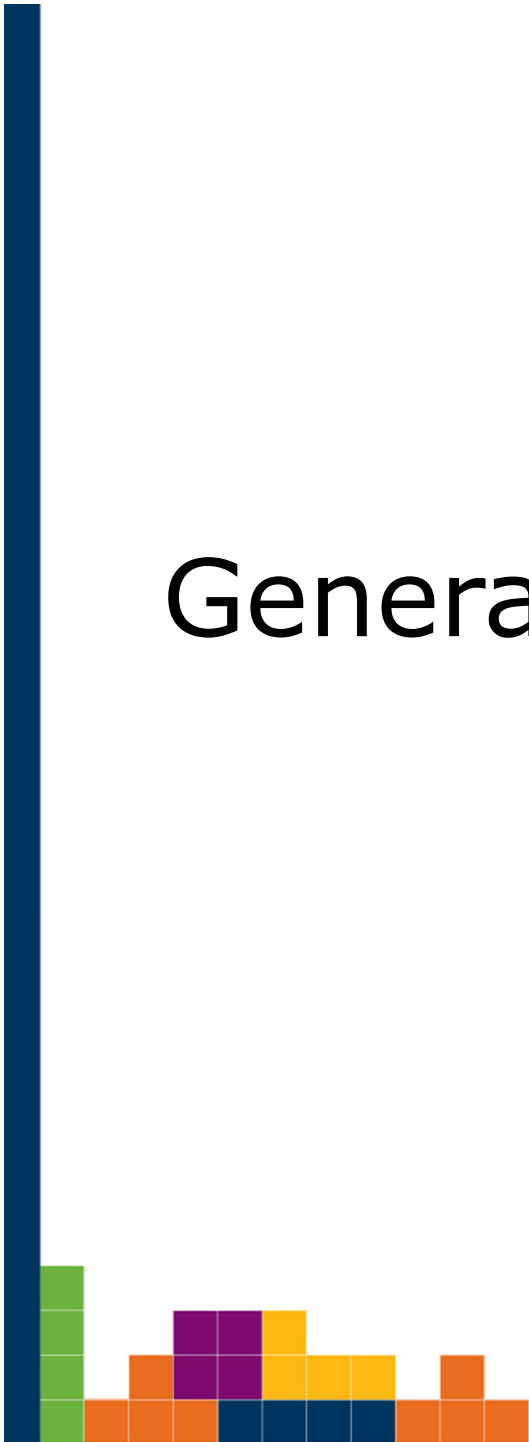


General Discussion

What other information do you need to provide feedback on this topic?



General comments/discussion



What's next?

