



City of Guelph Residential Intensification Analysis

Community Engagement Summary Report

November 2020

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Executive Summary

This report summarizes consultation and engagement completed for the City of Guelph’s Residential Intensification Analysis, as part of [Shaping Guelph: Growth Management Strategy](#).

Project overview

In 2019 the Province of Ontario released *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (APTG)*. APTG manages growth and development throughout the Greater Golden Horseshoe. It sets out population and employment forecasts and density targets that municipalities are required to plan for. Guelph is required to implement APTG by updating their Official Plan by July 2022. This update will happen through Shaping Guelph: Growth Management Strategy. As part of this work the City is required to:

- consider where and how to provide new housing
- consider where to locate new jobs
- determine how much land is needed to accommodate forecast population and employment growth
- develop a strategy to manage growth and the infrastructure needed to support it

APTG requires that Guelph plan for a minimum residential intensification level of 50 per cent within its built-up area. This requires that a minimum of 50 per cent of Guelph’s new housing occur within already developed areas (lands that were in Guelph’s developed urban area in 2006), known as the built-up area, every year. The residential intensification analysis will determine the City’s ability to accommodate new housing in the City’s built-up area.

Community engagement for Shaping Guelph began in early 2020 on the draft vision and principles for growth. This was followed by community engagement on the residential intensification analysis. During this phase, community and stakeholder input was gathered that will be used to inform appropriate locations for new residential units within the city’s built-up area, including the location of strategic growth areas; minimum and maximum building heights and densities throughout the built-up area and within strategic growth areas; and a city-wide housing mix.

Engagement and communication methods

Engagement and communication activities sought feedback from community and stakeholders in the following ways.

Engagement or communication method	Outreach done	Number of participants / people reached	Purpose - promote engagement	Purpose - provide information	Purpose - receive feedback
Online questionnaire	1 MetroQuest questionnaire	741 participants	No	Yes	Yes
Stakeholder roundtable discussion	1 roundtable discussion	8 local organizations	Yes	Yes	Yes
Virtual town hall	1 virtual town hall	21 WebEx participants, 127 Facebook live viewers	No	Yes	No
Have Your Say	1 Have Your Say Page	1600 visits	Yes	Yes	Yes

Engagement or communication method	Outreach done	Number of participants / people reached	Purpose-promote engagement	Purpose - provide information	Purpose - receive feedback
Project webpage	1 Project webpage	345 visitors	Yes	Yes	No
Social media	4 Facebook posts 5 tweets	99 comments/ questions	Yes	Yes	Yes
News paper ads and coverage	2 ads placed, 1 media article	not applicable	Yes	Yes	No
Emails to the project contact list	2	259 recipients	Yes	Yes	No

What we heard – key messages

Locations for new housing

- Participants in both the online questionnaire and the stakeholder roundtable wanted to see more housing added within the built-up area, with limits on development outside of the urban boundary. Some participants shared their preferences that Guelph should stop growth. Key factors to consider included building near existing infrastructure, protecting greenspace, and ensuring school and traffic capacity. Within the Council workshop, Council shared similar concerns as the community and emphasized that reconciling intensification with these concerns would be a key challenge to overcome.

Distribution of new housing

- Adding more housing downtown had the most support across questionnaire respondents and attendees at the stakeholder roundtable, however, participants also noted that balancing growth across nodes and corridors should be considered as a realistic scenario. There was a focus on keeping building heights low where possible. In the Council workshop, Council felt it was important to prioritize mid-rise mixed-use development with access to amenities and services in a way that would help maintain Guelph's character.

Maximum building eights

Nodes

- Participants in the stakeholder roundtable felt that nodes could host greater building heights as they have good access to amenities, however, this was not seen in the online questionnaire responses. Taller building heights were considered to be a compromise that Guelph could implement to conserve greenspace, but there was concern about traffic and a lack of infrastructure to support new housing in the nodes. Council shared that development within Guelph's nodes needs to consider transit access and infrastructure, as well as site context and affordability.

Corridors

- Along corridors, there was a preference for maintaining current building heights. Participants in the online questionnaire and the stakeholder roundtable felt that the on the ground experience in the corridors was important. There were concerns about wind tunnels, shadows, and a closed-in feeling on the street. It was recognized that the corridors have good access to transit. For corridors,

Council emphasized that not all corridors are equal and that context should be considered carefully within each one.

Downtown

- Online questionnaire responses about building heights in the downtown were polarized, with a slight majority of participants preferring the tallest building heights in the downtown, closely followed by a preference of maintaining current building heights. Participants shared that density downtown would encourage activity there, and support businesses. In the stakeholder roundtable, participants were interested in seeing housing located downtown, but also throughout the rest of the built-up area. In the Council workshop, Council identified that there is a greater acceptance for increased building heights than there has been in the past.

Built-up area

- In both the online questionnaire and the stakeholder roundtable, developing in the built-up area was seen as a way to blend density into established areas. Suggestions were made to keep heights the same but allow greater densities. A preference was mentioned for allowing gentle intensification that would not disrupt existing neighbourhoods. Throughout the built-up area, Council felt comfortable with heights of 4 storeys on major roads throughout the built-up area.

Overall feedback

- Overall, maintaining Guelph's cultural heritage and character was very important to participants in the online questionnaire and stakeholder roundtable. There was an emphasis throughout feedback on maintaining and enhancing greenspace, developing alongside amenities and infrastructure, and avoiding sprawl and encouraging density.

Next steps

The feedback from the residential intensification analysis community engagement will be considered as staff and consultants work on the next background studies. Later in 2020 and early in 2021 an employment lands strategy and housing analysis and strategy will be available for community review. These background studies and community feedback will help shape future growth scenario work.

Section 1: Project overview

Project description and objectives

In 2019 the Province of Ontario released [A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(APTG\)](#). APTG manages growth and development throughout the greater golden horseshoe and sets out population and employment forecasts and targets that municipalities are required to plan for.

Guelph is required to implement APTG by updating their Official Plan by July 2022. This update will happen through Shaping Guelph: Growth Management Strategy. As part of this work the City is required to:

- consider where and how to provide new housing
- consider where to locate new jobs
- determine how much land is needed to accommodate population and employment growth
- develop a strategy to manage growth and the infrastructure needed to support it

To bring Guelph's Official Plan into conformity with APTG it is necessary to determine where and how Guelph will grow to 2051, and plan to achieve the built-up area, designated greenfield area, and urban growth centre targets. Several background studies related to the residential aspects of Shaping Guelph are being prepared in 2020 and 2021. These are:

- vision and principles for growth to the horizon of the Growth Plan (draft endorsed by Council in June 2020)
- a Residential Intensification Analysis
- a Housing Analysis and Strategy
- growth scenario planning (based on a land needs assessment)

Residential intensification means adding more housing units to a site. Residential intensification can happen by:

- putting housing on an empty site
- expanding an existing building to add housing units, such as adding another storey to a building
- changing the use of a building to allow for housing units
- adding housing units to a site that already has housing, such as adding an accessory apartment on a site with a single-detached home

APTG requires that Guelph plan for a minimum residential intensification level of 50 per cent. This requires that a minimum of 50 per cent of Guelph's new housing growth occur within already developed areas, known as the built-up area, every year.

Guelph's Official Plan already supports and plans for residential intensification. Shaping Guelph will identify whether any changes are needed to the Official Plan to reflect APTG and whether any changes are needed to reflect how Guelph would like to grow in response to APTG to 2051.

Engagement purpose and objectives

Community engagement for the Shaping Guelph began in early 2020 with discussions to inform a draft vision and principles for growth. In August and September 2020, the project team sought feedback on where and how Guelph should grow over the next 20 to 30 years.

Community and stakeholder feedback is being used to inform appropriate locations for new residential units within the city's built-up area, including the location of strategic growth areas; minimum and maximum building heights and densities throughout the

built-up area and within strategic growth areas; and a city-wide housing mix. Specifically, feedback was sought on:

- appropriate locations for in-fill development and intensification
- an exploration of nodes, corridors and downtown as identified in the Official Plan and whether these still make sense as growth areas
- the identification of potential new growth areas
- how much growth should be accommodated in strategic growth areas, downtown and generally throughout the built-up area
- maximum building heights for different areas within the built-up area

This round of engagement was also used to lay an educational foundation for subsequent engagement, introducing common terminology and the overall engagement program for Shaping Guelph.

This report summarizes the engagement process and feedback received through engagement on residential intensification within the built-up area.

Section 2: Engagement and communication methods

Engagement methods

The engagement methods used to seek feedback from community and stakeholders included the following:

- an online questionnaire hosted on MetroQuest
- a virtual stakeholder roundtable discussion
- a virtual town hall

Each is explained in further detail below.

Online questionnaire

Public feedback was primarily sought through an online questionnaire, hosted on MetroQuest (with a link to the MetroQuest questionnaire embedded on the project's Have Your Say website). The online questionnaire was available from August 26 to September 24, 2020. The online questionnaire focused on:

- education about APTG forecasts, Guelph's Growth Management Strategy and the residential intensification analysis
- where and how Guelph should grow
- balancing growth within the built-up area
- options for maximum building heights in different areas of the built-up area

The questionnaire had a total of 741 respondents. Appendix A shows a summary of the questionnaire results.

Virtual town hall

On September 17, 2020, the City of Guelph held a virtual town hall through WebEx. The town hall began with a presentation, followed by a facilitated question and answer period. The town hall was livestreamed on the City of Guelph's Facebook page, and a copy of the recording was later posted to the project webpage and Have Your Say page. Phone-in options were also provided to allow people to listen in to the town hall. The presentation included:

- an education component for the growth management strategy
- an education component as to what residential intensification is, why it is required, and how the community can help shape the location and type of residential intensification within Guelph's built-up area
- promoting the ongoing opportunities for community engagement
- an opportunity for people to ask questions

Notice for the virtual town hall was provided through the City of Guelph Twitter and Facebook accounts; the Have Your Say webpage; an event post on guelph.ca/events; the project webpage; a public notice shared online and with Council, City Staff and local media, ads in the Guelph Mercury Tribune; and emails to the contact list. A discussion guide was made available online in advance of the virtual town hall to encourage informed participation. Some questions were submitted in advance of the virtual town hall (e.g. on Facebook or Have Your Say). For a summary of the virtual town hall, including the questions that were asked and the responses that were provided, please see Appendix B.

Stakeholder roundtable

On September 17, 2020, the City hosted a virtual roundtable discussion with identified stakeholders to collect feedback to inform the residential intensification analysis. Stakeholders were identified and invited to join the roundtable based on subject matter interest and/or expertise to ensure that the appropriate sectors provide feedback into the analysis. The following organizations were represented at the roundtable:

- Guelph and District Home Builders Association
- Guelph Wellington Development Association
- Guelph Wellington Local Immigration Partnership
- University of Guelph
- Upper Grand District School Board
- Guelph Chamber of Commerce
- Guelph & Wellington Task Force for Poverty Elimination
- City of Guelph Accessibility Advisory Committee

The roundtable included:

- a presentation component
- a facilitated/moderated question and answer discussion

The facilitated question and answer discussion focused on the same topics as the online questionnaire being:

- Appropriate locations for in-fill development and intensification
- An exploration of nodes, corridors and downtown as identified in the Official Plan and whether these still make sense as growth areas
- The identification of potential new growth areas
- How much growth should be accommodated in strategic growth areas, downtown and generally throughout the built-up area
- Maximum building heights for different areas within the built-up area

For a summary of the virtual stakeholder roundtable, please see Appendix C.

Council workshop

On October 19, 2020, at 6 PM a virtual workshop was held to inform Council of public feedback heard throughout the residential intensification analysis and gather input from Council on where and how to grow. Council was presented with the provincial direction provided through A Place to Grow (2019) and Amendment 1, background and context for the residential intensification analysis, and census statistics of growth in Guelph over time. Following the presentation LURA Consulting facilitated a question and answer period and workshop discussion surrounding what was heard through public feedback. This was an opportunity for Council to share their own perspectives on what they have heard from their constituents.

For a summary of the Council workshop, please see Appendix D.

Communication methods

The communications methods used to share information with the community and stakeholders included:

- the City of Guelph’s [Have Your Say Page](#)
- the [project webpage](#)
- the City of Guelph’s social media accounts
- newspaper ads and coverage
- emails to the project contact list

Each is explained in further detail below.

Have Your Say

[Have Your Say](#) serves as the project’s landing page for community engagement. The page serves as a place for members of the public to learn more about the project, access relevant documentation such as discussion guides, and videos of town halls as well as have the opportunity to ask questions of the project team. Have Your Say also directed members of the public to provide their feedback on the process through the MetroQuest questionnaire.

Project webpage

The [project webpage](#) provides more information about Shaping Guelph: Growth Management Strategy. The website provides an overview of Shaping Guelph, including the scope and timeline of the project, and is a repository for all Council reports, background studies, and community engagement materials.

Social media

Social media was used to share information about the project and town hall through the City’s [Facebook page](#) and [Twitter](#) feed. From August 1 to September 28, 2020, there were four Facebook posts, five Tweets, and the video of the virtual town hall was streamed on Facebook Live.

Newspaper coverage

Two newspaper ads for the town hall were placed in the Guelph Mercury Tribune on August 27, 2020, and September 10, 2020, and one public notice was issued to promote the engagement opportunities on August 26, 2020. There was one media article published in Guelph Today on September 11, 2020. The article included spokesperson quotes, key messages and facts that were used from the public notice.

Emails to contact list

The City also sent emails to the project contact list informing them of the town hall and reminding them to complete the MetroQuest questionnaire.

Engagement and reach

The following table summarizes the reach of engagement and communications tactics throughout the engagement period.

Engagement tool	Reach
Online questionnaire	<ul style="list-style-type: none"> • 741 participants
Virtual town hall	<ul style="list-style-type: none"> • 21 participants logged into WebEx • 127 views of the Facebook livestream • 20 views on YouTube
Stakeholder roundtable	<ul style="list-style-type: none"> • 8 representatives of local organizations
Have Your Say	<ul style="list-style-type: none"> • 1600 visits, with: <ul style="list-style-type: none"> ○ 1400 visitors registering as aware ○ 835 registering as informed

Engagement tool	Reach
	<ul style="list-style-type: none"> ○ 91 downloads of the Discussion Guide
Project web page	<ul style="list-style-type: none"> ● 345 unique visits
Social media	<p>Facebook</p> <ul style="list-style-type: none"> ● 4 Facebook posts with: <ul style="list-style-type: none"> ○ 2398 – 13,844 view range ○ 3-83 clickthrough rate ○ 1-44 share range ○ 98 comments/questions asked about the project ● 1 Livestream of the town hall with: <ul style="list-style-type: none"> ○ 127 views ○ 3 comments/questions asked about the project <p>Twitter</p> <ul style="list-style-type: none"> ● 5 Tweets ● 2811-3942 view range ● 11-41 clickthrough rate ● 6-17 retweet range ● 1 comment or question asked about the project
Newspaper coverage	<ul style="list-style-type: none"> ● 2 newspaper ads in the Guelph Mercury Tribune ● 1 article with coverage of the project
Emails to contact list	<ul style="list-style-type: none"> ● 2 emails sent to the contact list comprised of 259 people/organizations

Data analysis

Feedback was gathered through the online questionnaire, the virtual town hall, the stakeholder roundtable, Have Your Say and the City of Guelph’s social media channels. Section 3 provides an overview of the key messages heard through community engagement.

Where responses were received to a quantitative question, results have been quantified. All comments received through engagement efforts have undergone a thematic analysis. This involves summarizing and categorizing qualitative data so that important concepts within the dataset are captured. Once completed, a collection of themes was used to formulate the descriptive text in this report. It is important to note that comments received were wide-ranging, and the appendices to this report provide a fulsome record of all comments received. Appendix A outlines feedback heard through the online questionnaire, Appendix B provides a summary of the virtual town hall (including the questions that were asked and the responses that were provided), Appendix C outlines feedback heard from the stakeholder roundtable, Appendix D outlines feedback heard through the Council workshop, and Appendix E details feedback heard through social media.

Section 3: what we heard

This section provides a high-level summary of the key themes heard throughout community and stakeholder engagement on the residential intensification analysis.

Locations for new housing – key messages

Stakeholder roundtable participants were asked where they thought new housing should be located, and where they thought new housing should not be located. In the online questionnaire, participants were asked to place markers on a map specifying where new housing should be located, or where new housing should not be located. They were asked to specify reasons with each of the markers they placed. Overall, online

questionnaire participants placed more markers for where housing should be directed than for areas where housing should not be directed. Maps of where participants placed markers to add new housing, and where they suggested more housing should not be added are included below.

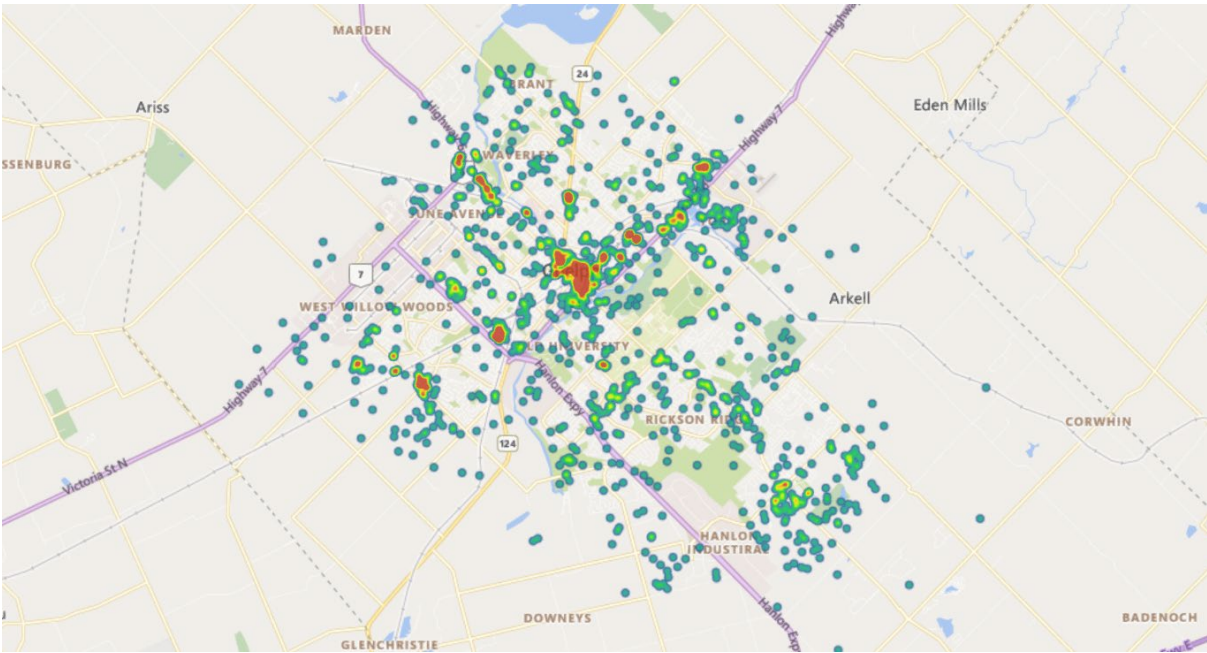


Figure 1. A heat map of total markers added for where new housing should go.

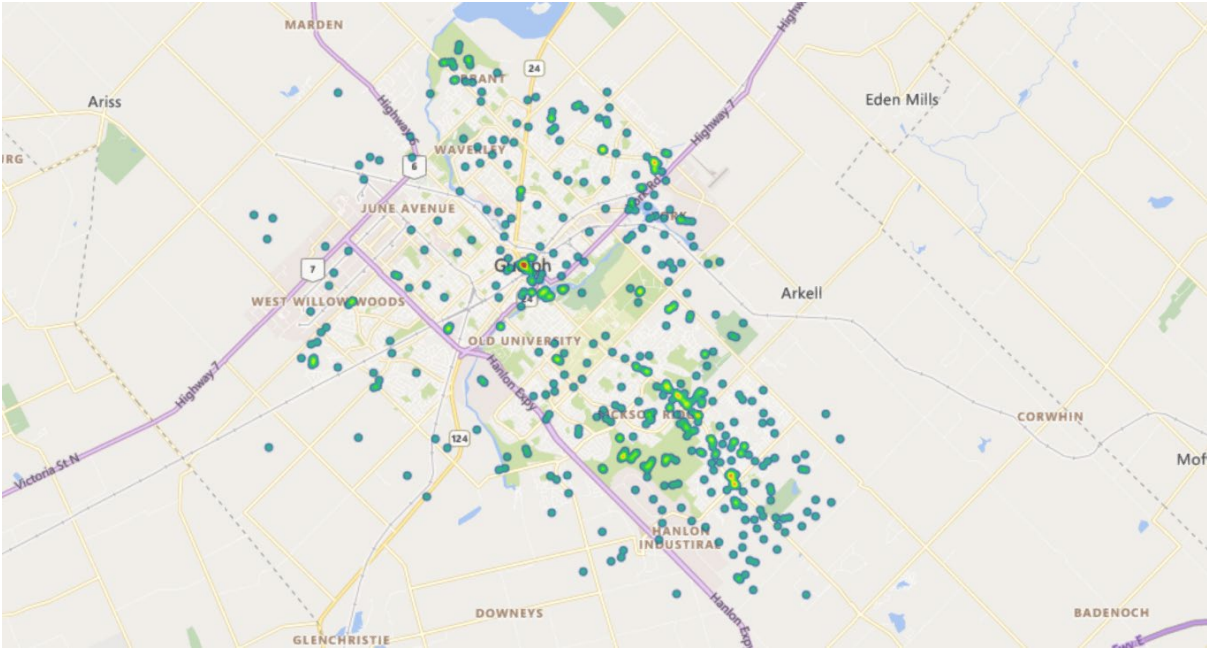


Figure 2. A heat map of total markers added for where new housing should not go.

Participants often shared similar reasons for where housing should be located or where it should not be. Participants felt that it was important to locate housing near greenspace, but not on greenspace, near existing infrastructure, but not in areas where infrastructure was over capacity, as well as in areas with easy access to amenities and employment. Throughout feedback, comments suggested to protect heritage, and noted concerns about traffic and parking issues.

Throughout much of the online questionnaire feedback participants suggested directing housing to the downtown and spread throughout the nodes and corridors. A large number of markers for adding new housing were directed to the downtown and were also somewhat focused around the nodes and corridors. Specific areas included the Woolwich Street and York Road corridors and the Silver Creek Parkway South and Elmira Road South and Paisley Road nodes. For those who identified areas to provide more housing, most responses said a lot of housing could be added to these areas. Key themes that emerged from comments accompanying responses included placing housing near greenspace, protecting heritage, locating housing near existing infrastructure, access to amenities, and employment. Through the online questionnaire, respondents also identified places where new housing should not go, citing instances where density has caused issues such as traffic and overcrowding in schools, including areas near York Road, Gordon Street and the downtown.

In areas where respondents thought there was enough housing already, some of the reasons why included schools being over capacity and traffic issues. Where respondents identified areas that were inappropriate to add new housing, comments identified that imposing on greenspace, adding to traffic problems, and disrupting established neighbourhoods. Key themes that emerged about where new housing should not go included areas with traffic and parking issues, on existing greenspace, in areas with a lack of access to amenities and areas with too much density. There were concerns that growth would contribute to sprawl, and impact Guelph's heritage. A few responses suggested a no-growth approach.

Stakeholders at the roundtable had an in-depth discussion about the need for accessible and affordable housing close to transit and walkable services. Mixed-use areas in nodes and corridors were seen as a way to work towards this goal. Increasing housing through accessory apartments was considered important for people living with extended families, though this was followed by a discussion on how accessory apartments could pose parking issues and so mitigating and managing parking would be something to be mindful of going forward. A focus on the beautification of downtown and blending density into the rest of the community was recommended, with the same idea mentioned for the Gordon Street corridor. Adding housing close to transit and amenities was listed as important, but it was considered equally important to maintain the character that attracts people to the city. Participants thought it was possible to prioritize density with a neighbourhood feel, which could be done through an increase in employment alongside housing to uplift neighbourhoods.

During the Council workshop, Councillors echoed many of the comments from the community, recognizing that reconciling intensification with resident concerns will be a challenge. Council shared they have heard many people in favour of accessory apartments to address access and affordability issues. Council suggested that York Road, Woolwich Street North, Eramosa Road, brownfield sites, the downtown, and some neighbourhoods within the built-up area could be good places to intensify. Council also iterated that it was important to not allow residential intensification to occur at the expense of commercial development, although it could occur alongside it.

Distribution of new housing – key messages

Participants across the online questionnaire and the stakeholder roundtable contributed feedback to where Guelph should grow throughout the built-up area. Overall, the downtown was suggested, followed by spreading housing throughout the nodes and corridors.

In the online questionnaire, respondents were asked to rate three growth scenarios for the future of Guelph (described below) At the stakeholder roundtable participants were shown the three scenarios and asked about their initial reactions to them, if they had any preferences, what elements they liked, and alternative suggestions they had. The question in both the questionnaire and the roundtable was designed to collect feedback on how to balance growth within the built-up area.

Scenario 1 added more housing downtown than other areas throughout the City. It received the highest rating overall from participants. Comments that accompanied responses to scenario 1 focused on keeping most new housing downtown and emphasized a mid-rise mixed-use built form that supported businesses by adding housing to the area. In scenario 1, respondents also shared the importance of preserving the heritage character of the downtown, adding affordable housing, and managing traffic.

Scenario 2 added more housing in nodes and corridors throughout the City. Of the three scenarios, it had the middle rating, and participants shared comments about keeping building heights low, managing congestion in corridors, and keeping housing out of the downtown and the south end. Transit and walkability were seen as important to the success of scenario 2, and a few comments suggested it was a more realistic approach.

Scenario 3 added more housing in neighbourhoods in the built-up area mainly as townhouses and low-rise apartments. It had the lowest rating, and respondents shared comments that it was important to keep building heights low, spread development throughout the city, consider increased traffic, and maintain Guelph’s character.

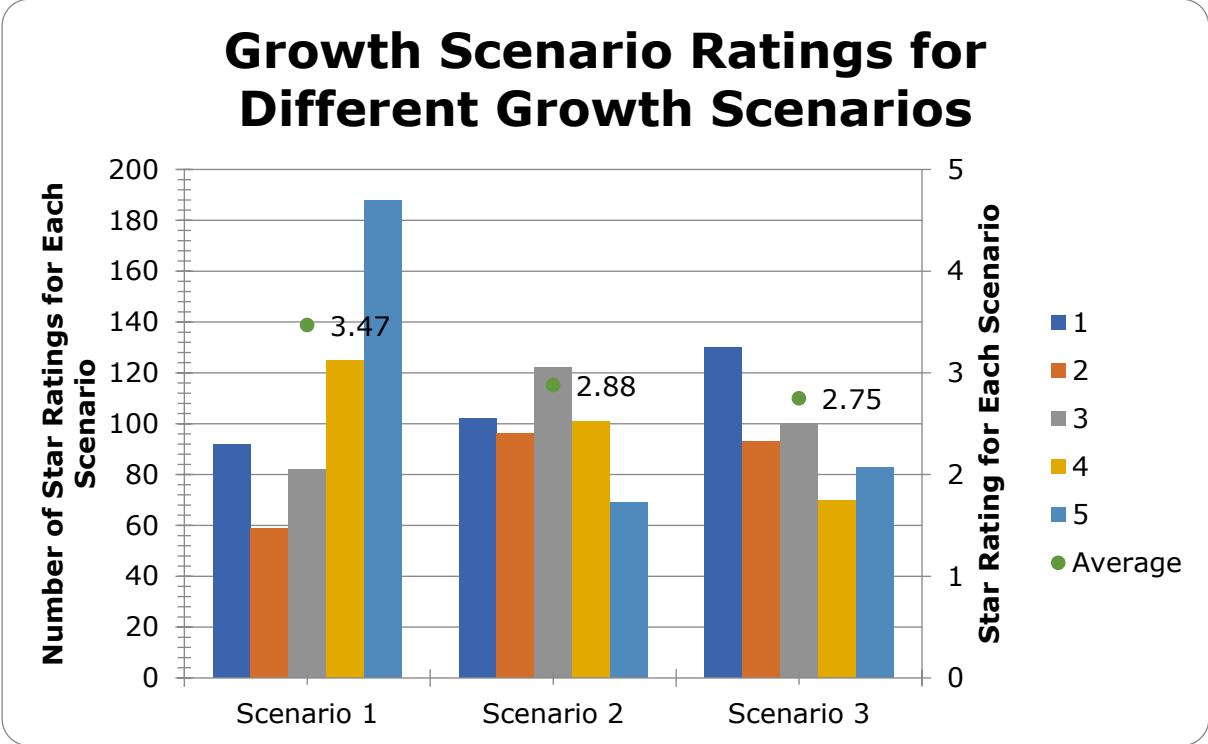


Figure 3. Graph showing the star ratings for 3 different growth scenarios for the future of Guelph.

At the stakeholder roundtable, participants shared that housing should be supported in the downtown, but participants were supportive of spreading an equal distribution of housing and mixed-use development between the downtown and the nodes and corridors to help distribute businesses and services.

In the Council workshop, Councillors felt that prioritizing mixed-use, mid-rise buildings would help to achieve growth targets. Council shared that access to transit, amenities, and services would be a key characteristic for success. Council also emphasized that maintaining the character and feel of Guelph's neighbourhoods while intensifying would be a challenge.

Maximum building heights – key messages

Stakeholders who attended the roundtable and participants in the online questionnaire were asked their preferences for different building height scenarios within the nodes, corridors, downtown, and built-up area. In the questionnaire, participants were asked to rate (out of 5 stars) current heights, taller heights, and tallest height scenarios within the nodes, corridors, downtown and built-up area. In the stakeholder roundtable, participants were asked what their initial reactions were, and if they had any preferences, elements they liked, or alternative suggestions. Feedback received for each section is provided below.

Nodes

Through the online questionnaire, participants rated current heights within the nodes the highest. Some participants shared that they felt there was enough room to grow Guelph within the existing height limits, and that these limits could help maintain Guelph's character. It was important to respondents that good design standards be upheld, and that current heights could encourage a variety of housing types. When it came to taller heights, responses included concern about traffic and a lack of infrastructure to support the new housing. The tallest building heights scenario had a minority of strong supporters. Nodes were seen as a place with existing conveniences and infrastructure to support the tallest building heights, including promoting transit. However, preserving Guelph's character and small-town feel was cited as a reason not to develop in this manner.

In the stakeholder roundtable, participants indicated that building heights can be taller in the nodes especially if the housing provided is affordable and accessible. Participants felt that adding height would depend on the types of units as this would have an impact on available parking. Participants felt it was hard to comment on the differences between 12 or 16 storeys since they did not think it would make a difference in theory. It was noted that townhouse dwelling heights should be 4 storeys tall because buildings of that height are required to have elevators for accessibility reasons.

In the Council workshop, Councillors shared that increasing heights contributes to a viable transit system, however this is a challenge to achieve if the transit infrastructure is not already there. Council shared that it is important to discuss massing, site context and design, in addition to building heights. Council suggested that housing access and affordability are the biggest challenges to overcome.

Corridors

Responses to the online questionnaire also showed a preference for current height limits within corridors. Traffic along the corridors was a concern heard in comments as a reason to keep heights low in these areas. Respondents shared that distributing housing along corridors was a way to increase transit use. It was important for respondents to have buildings that enhanced the on the ground experience. When it came to taller building heights, six storeys were mentioned as the highest participants would like to see. It was important to respondents to grow in a way that retained Guelph's charm and still met the growth mandate. The tallest building height scenario in the corridors was less preferred primarily due to traffic concerns, however, it was seen as a potential way to increase access to housing.

For corridors, the stakeholder roundtable discussed that taller buildings may create wind tunnels and that keeping heights lower here will avoid claustrophobic effects. A preference was noted for the least possible number of storeys, as they had concerns about light, wind tunnels and spaces for people to walk in. Brownfield sites were suggested as good candidates for taller buildings in the corridors and the group agreed that density was okay in these locations as they would be close to transit. Building a sense of community with the neighbourhoods was important to participants.

For corridors, in the Council workshop Council shared that not all corridors are equal, and that context for each specific corridor should be considered carefully, to ensure that new buildings have a good street facing presence.

Downtown

In the online questionnaire responses, the tallest building heights in the downtown was the highest-rated scenario, with current building heights being a fairly closely rated second. With respect to current height limits, there were mixed feelings about whether 18 storeys is too tall or too short. On one hand, participants felt that downtown's street-level experience should remain the same, while on the other, there was recognition that encouraging density downtown would encourage more activity there, enabling a variety of amenities. Participants shared that there should be a focus on employment alongside residential so that fewer people need to drive in the area. There were suggestions for a balanced approach to heritage to enable future growth within the city, and support for maintaining views to the church. Concerns were noted that adding housing downtown would create problems with parking.

Stakeholder roundtable participants noted that downtown is currently a mix of heights, with room for a storey or two added to anything new downtown, depending on the use and being able to meet parking needs. There was some concern that all smaller buildings downtown will be replaced with tall ones, and this was not a desired outcome.

Within the Council workshop, Council shared that there is a greater acceptance for increased heights in the downtown that there has been in the past. Council emphasized that with increase heights there is a need for good urban design, and site-specific consideration.

Built-up area

In the online questionnaire, maintaining current height limits were rated the highest, with recognition that strategically placed density increases could easily blend into established areas. Comments suggested keeping the permitted heights the same but allowing greater densities on the sites. For the taller heights scenario, there was a preference for townhomes as opposed to apartment buildings to ensure they matched the surrounding neighbourhoods' height. The taller scenario was seen as a way to allow gentle intensification that would not disrupt existing neighbourhoods. Tallest building heights were seen as appropriate on major streets, but not within neighbourhoods. Maintaining Guelph's character was also heard through feedback on building heights in the built-up area.

During the stakeholder roundtable, it was expressed that the height limit in the built-up area should be increased to four for accessibility reasons. Another participant shared that allowing accessory apartments would be a good way to add density without additional storeys. It was important for participants to maintain a smaller community sense between neighbourhoods and major roads. There was also recognition that neighbourhoods near the University of Guelph also need consideration, and that student housing should be considered in the process.

In the Council workshop, Councillors shared that up to 6 storeys could be okay in the right area, although they suggested that it may be too much height for the community. Council shared a comfort with a limit of 4 storeys on major roads throughout the built-up area.

General key messages

Guelph's character and heritage

Throughout the feedback, the importance of growth while maintaining Guelph's character was heard. Participants felt strongly that Guelph's sense of place was unique, and people were drawn to the City because of its greenspace, downtown, density, and feel. Participants shared that protecting Guelph's heritage attributes, historical landmarks, neighbourhoods and environmental areas were important to them.

Greenspace

Protecting and enhancing greenspace was important to participants. Greenspace, parkland, farmland, and environmentally sensitive areas were listed as inappropriate places for new housing to be added. Participants felt that these places should be protected. There was also sentiment about adding new housing near existing parkland, so that residents would have access to greenspace. Overall, there was a recognition that Guelph's parks and open space contribute to the City's sense of place and residents' wellbeing.

Traffic and parking

Traffic and parking concerns were heard throughout responses, particularly when asked about intensification of the corridors. The importance of ensuring adequate parking with new developments was heard, with the identification of potential solutions such as encouraging walking and transit use to help alleviate concerns.

Infrastructure and access to amenities

Locating residential intensification close to amenities such as transit, parks, grocery stores, retail and schools (with room to accommodate growth) was heard as important to respondents. Ensuring existing infrastructure can handle additional units was discussed in detail during the stakeholder roundtable.

Sprawl

Limiting sprawl when locating new residential development was considered important. Respondents considered sprawl to be areas on the outer boundary of the city. There were environmental and financial concerns about the cost of sprawl.

Density

There were different perspectives heard on density. In response to where housing should be located, participants felt that higher density was appropriate downtown, close to highways, transit, the train station, and other already developed areas. Participants echoed that low-rise but higher density housing such as townhouses and apartment buildings should be considered. There was concern that developing density near existing neighbourhoods could have a negative impact on property values.

Underused space

Emphasis on adding housing to underutilized space was heard. Places that were considered underutilized included brownfield sites, parking lots, and commercial areas that could be mixed-use developments.

Accessibility and affordable housing

In both the online questionnaire responses and within the stakeholder roundtable, creating accessible and affordable housing was noted as being important.

Section 4: next steps

The feedback from the residential intensification analysis community engagement will be considered as staff and consultants work on the next background studies. Later in 2020 and early in 2021 an employment lands strategy and housing analysis and strategy will be available for community review. These background studies and community feedback will help shape future growth scenario work.

Appendix A – MetroQuest summary

Introduction

The MetroQuest questionnaire was open from August 26, 2020, to September 24, 2020, and had 741 responses. The questionnaire invited participants to share their preferences for future locations and heights of new housing within Guelph’s developed area. The feedback received will help to identify preferred locations to add more housing in the built-up area, understand building height preferences, and understand how much housing to add in different locations in the built-up area.

The first screen asked participants to place markers on a map of Guelph’s built-up area, indicating either where new housing should be accommodated, or where no new housing should be built. The second screen focused on balancing growth for where Guelph should grow and asked participants to rate three growth scenarios. The third screen focused on how Guelph should grow and asked participants to rate different height scenarios in nodes, corridors, the downtown and throughout the built-up area. The final screen asked participants to optionally provide their personal information for demographic purposes and to stay involved with the project.

Results

Results from the MetroQuest questionnaire are presented below, organized by questions asked. Where responses were received to a quantitative question, results have been quantified. All comments received through engagement efforts have undergone a thematic analysis. This involves summarizing and categorizing qualitative data so that important concepts within the dataset are captured. Once completed, a collection of themes was used to formulate the descriptive text in this report.

Locations for new housing – key messages

Participants were asked to provide markers on a map of Guelph’s built-up area for where new housing should be added, and where new housing should not be added. Participants could place as many markers on the map as they wished. From the 741 participants in the questionnaire, a total of 3747 markers were placed on the map.

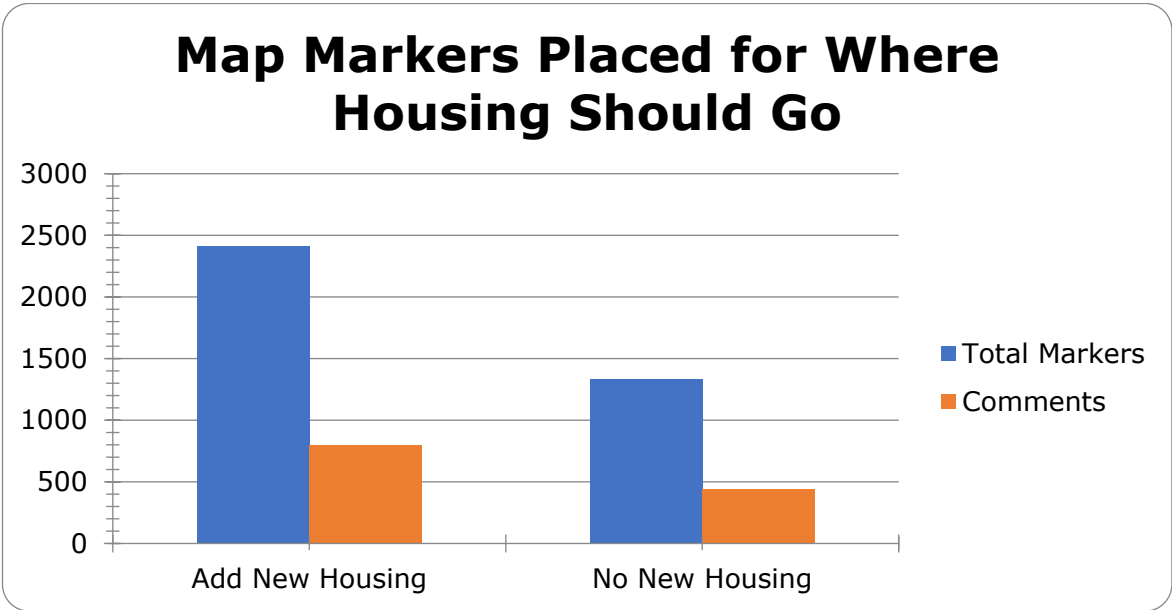


Figure 4. Graph showing total markers placed and the number of comments for where housing should be located in the City of Guelph.

2415 markers suggested locations of where new housing should be and 1332 markers identified areas where no new housing should be located. Many of the markers for where to add new housing were placed within the downtown boundary, with some markers suggesting there was already enough housing in that area. Outside of the downtown, markers suggesting where to add new housing were dispersed throughout the City and were somewhat concentrated within the nodes and corridors. A map of where new housing should be added is included below.

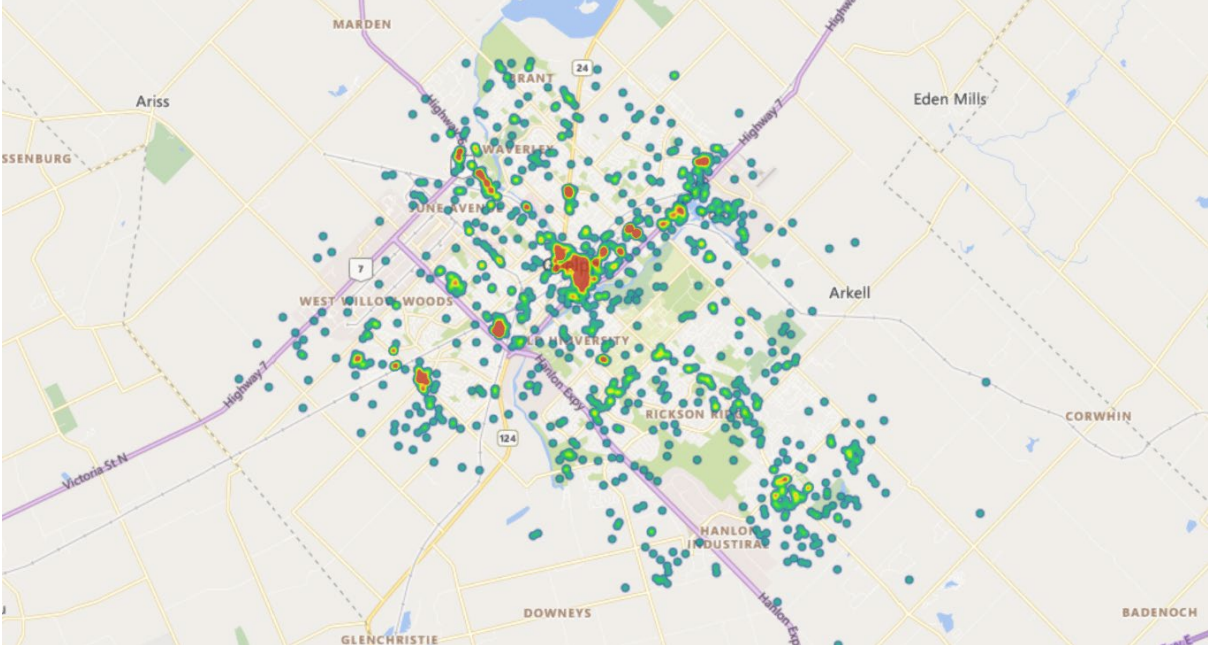


Figure 5. A map showing the locations of markers for where to add new housing in Guelph.

The distribution for where not to add new housing in Guelph had less concentration of markers in distinct locations than where to add housing. There was a higher concentration of markers located downtown, but for the most part locations for where not to add housing were distributed throughout the built-up area and concentrated near greenspaces.

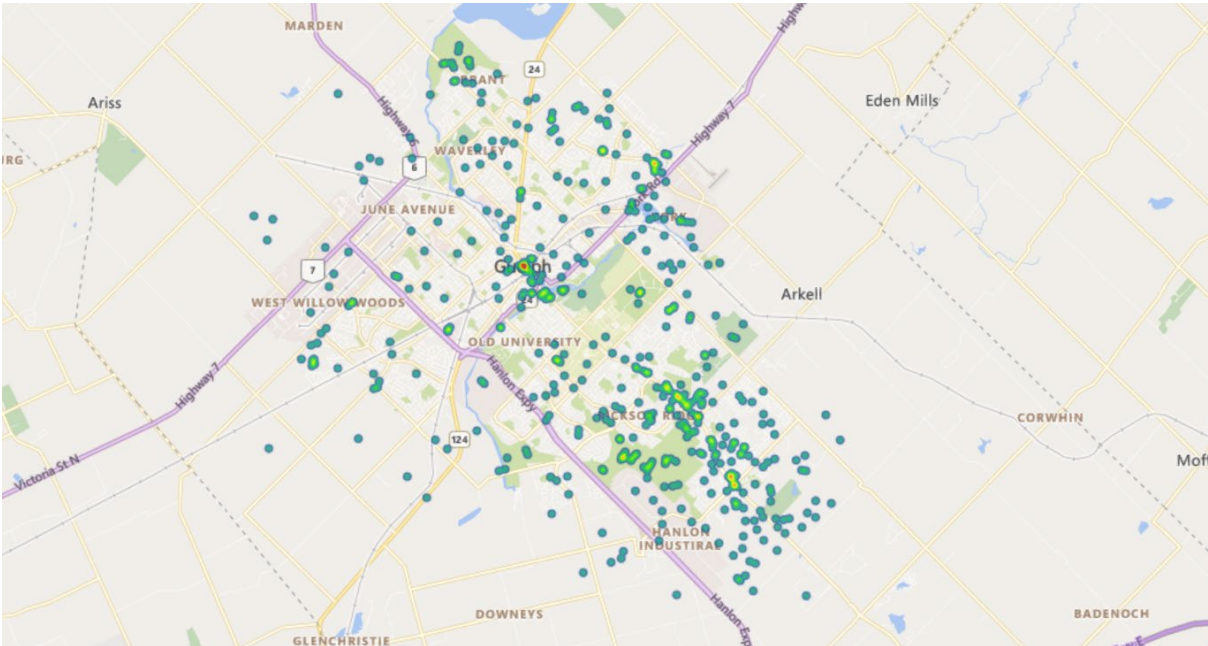


Figure 6. A map showing the locations of markers for where not to add new housing in Guelph.

Specific areas that were mentioned in the comments include:

- Downtown was suggested as an area to add new housing, but also as a place that had enough housing depending on the participant’s chosen marker.
- Several nodes and corridors were mentioned as places to add housing, they included:
 - Strong support for more housing in the following corridors:
 - Woolwich Street
 - York Road
 - Some support for more housing in the following corridors:
 - Stone road West
 - Eramosa Road
 - Silvercreek Parkway North
 - Strong Support for more housing in the following nodes:
 - Silver Creek Parkway South
 - Elmira Road South and Paisley Road
 - Some support for more housing in the following nodes:
 - Starwood Drive and Watson Parkway
 - Woolwich Street and Woodlawn Road
- There was more opposition than support for more housing in the Gordon Street corridor.
- Support or opposition for more housing in the Clair Road and Gordon Street node was fairly balanced.
- The Stone Road corridor had a mix of markers suggesting to add more housing in that location, but also that there was enough housing there.
- Outside of the built-up area, markers placed generally suggested not adding more housing.

For those who suggested adding new housing within the built-up area, the breakdown of their responses is provided below.

Where new housing should go

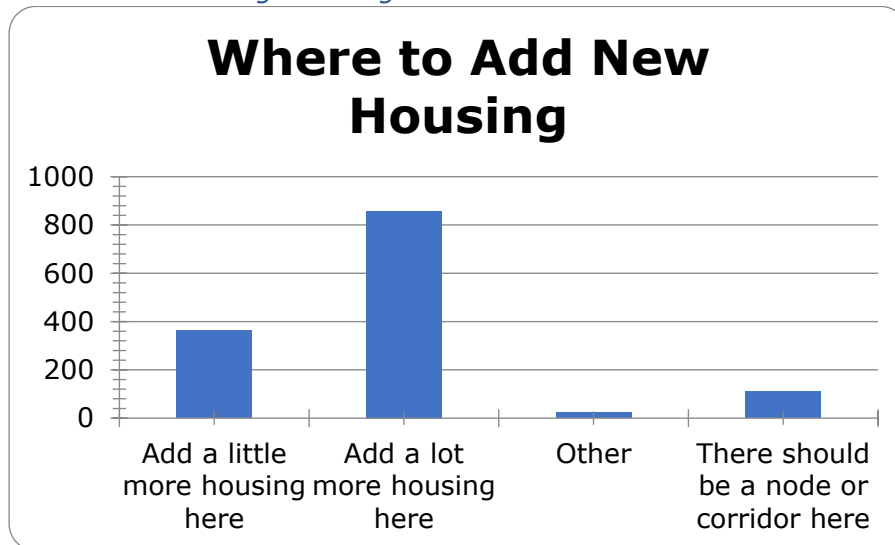


Figure 7. Graph showing results for where to add new housing in Guelph.

Participants were invited to select how much new housing can be added to the areas they suggested and provide comments, although some participants did not choose to do so when they placed their markers. Of the markers where participants selected an amount of housing to be added, 858 suggested that a lot more housing (many units added) could be added across the city. 362 markers were placed with the comment of

adding a little more housing (fewer units added), and 111 markers were placed suggesting that a node or corridor should be located at the place they indicated.

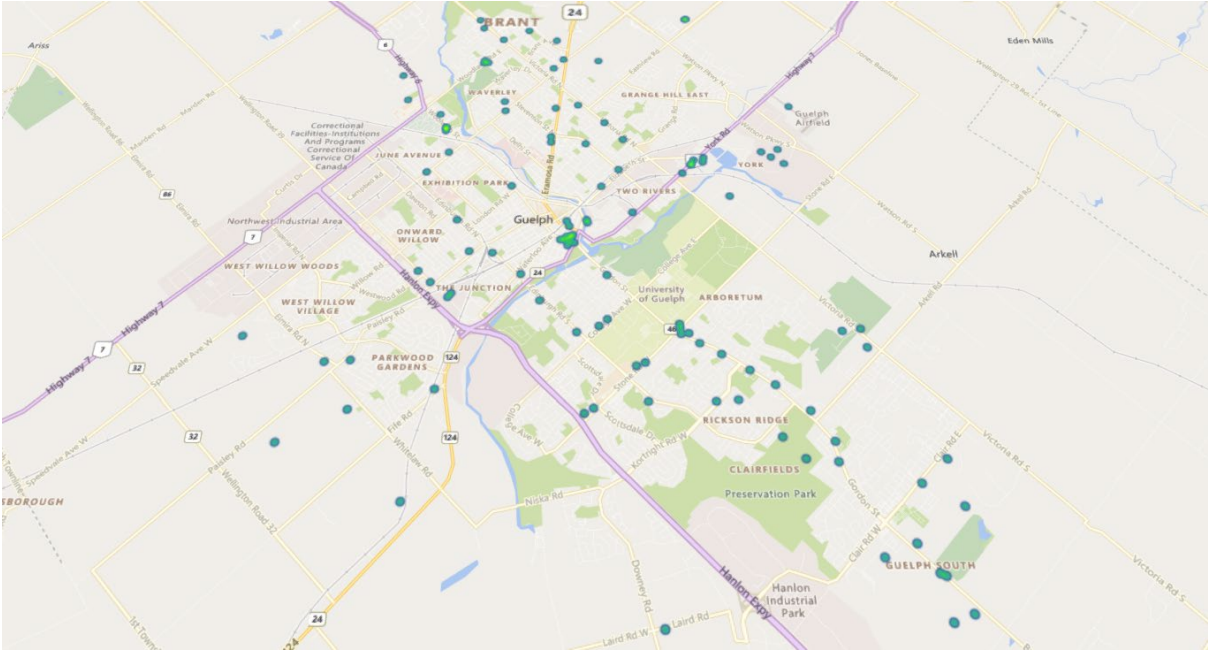


Figure 8. Heat map showing the locations of where participants noted nodes or corridors should be located.

Of the 22 markers that were placed with a comment of 'other', feedback provided included themes such as filling underused spaces like brownfields and parking lots, and locating housing close to amenities such as parks, transit, retail and the downtown. A range of densities was proposed, from single family to high-density housing. Feedback also included creating mixed-use density areas to reduce car dependency. The rationale for suggesting these locations for new housing, as identified from the comments about where to add new housing are outlined below, and verbatim comments received are provided in the Annex.

Greenspace

- Adding housing near available parkland was suggested, so that residents would have access to greenspace. There were also markers suggesting adding new housing to golf courses.

Access to amenities

- Accessing amenities, such as transit, parks, retail, and schools, was an important factor for respondents who suggested locations for new housing. Clair Road was identified in the comments as an area that had good access to amenities.

Mixed-use

- Responses encouraged mixed-use developments, especially in nodes and corridors such as Stone Road corridor and Paisley/Elmira node.

Density

- Higher density in the downtown, close to highways and other already developed areas was iterated by participants.
- Low-rise but higher density housing such as townhouses and apartment buildings was proposed as an option by respondents, especially throughout the built-up area.

- Developing density near transit areas such as the train station was suggested by participants.
- Density was seen as an opportunity for mixed uses and to reduce car dependency.

Infrastructure

- Locating additional housing near existing infrastructure such as water supply and road capacity, and ensuring infrastructure has the capacity to handle the additions was heard from participants.

Affordability

- Comments were received suggesting that building denser housing types would help to alleviate affordable housing issues, especially in areas with access to transit and employment.

Underused space

- Comments that accompanied markers showing where more housing could be accommodated shared that the space was currently underused. Such spaces included brownfield sites, parking lots and commercial areas that could be mixed-use developments.

Nodes and corridors

- Using corridors to add housing was seen as a way to protect the environment and intensify areas in a way that enhances the City.

Where housing should not go

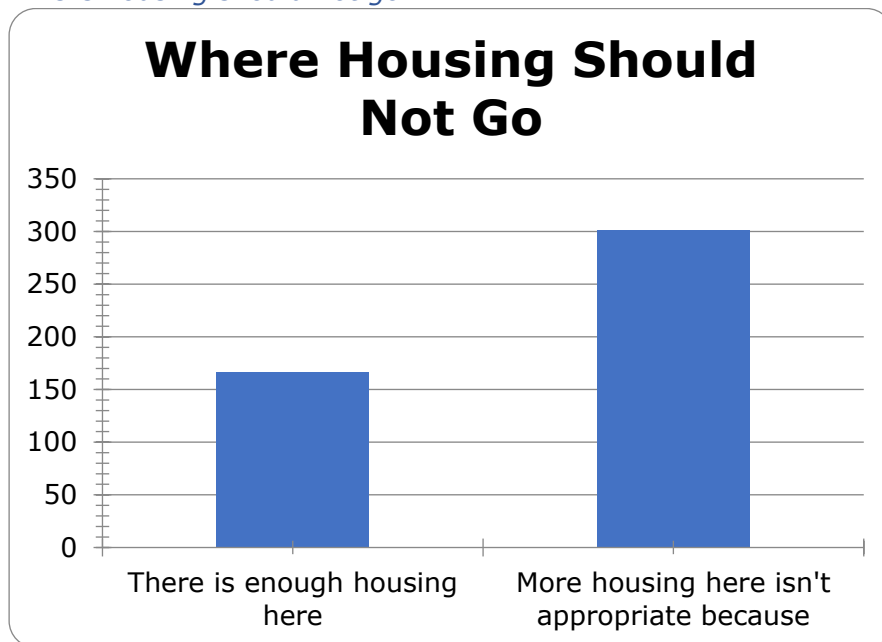


Figure 9. Graph showing results for where not to add new housing in Guelph.

Participants were asked about where new housing should not be located. They were invited to select an option when they placed markers specifying that there is enough housing, or that more housing in that area is not appropriate, although some participants did not select one of the two options when they placed their markers. 167 markers identified areas where there was enough housing already. These key locations for no additional housing included outside of the built-up area, and along Gordon Street. The west end and the downtown were identified by some participants as places not to add new housing, however there was more support for adding more housing in these areas.

Comments suggested that schools were over capacity near Hanlon Road and that traffic and congestion were issues in these neighbourhoods, especially along corridors. For the 301 markers placed on the map to indicate locations where new housing should not be added, respondents shared that greenspace in those locations should be protected. More reasons that accompanied responses about where not to add housing are identified below.

Traffic and parking

- Traffic, parking, and sidewalk crowding concerns were expressed throughout the questionnaire results as a reason not to add more housing in particular areas. Kortright Rd, Gordon St, Stone Rd, Sweeny Dr, Zaduk Pl, Highway 6, Janefield Ave, Watson Rd, Victoria Rd, Landsdown Dr, Wellington Street, York Rd, and the downtown were all identified as areas with high traffic.

Greenspace

- Markers were placed showing that greenspace, existing parkland, farms, and environmentally sensitive areas such as wetlands, protected forests, natural sanctuaries, and conservation areas were inappropriate locations for housing to be added.
- Protecting and enhancing existing parkland was identified throughout, as Guelph's parks and open space contribute to its sense of place and increase people's wellbeing.
- Protecting wildlife corridors and pollinator spaces was important.

Access to amenities

- Locations without good access to amenities (such as transit, parks, retail and schools) were heard as reasons why residential development should not be directed to these areas.

Sprawl

- Comments suggested limiting and reducing sprawl.
- Several identified locations suggested these areas were inappropriate for residential development since participants considered it to be sprawling development. These areas included the outer boundary of the city. Some specific areas included East Guelph and areas close to drinking water.
- Comments suggested it is costly to extend city services and that sprawl has an impact on the current climate crisis.

Density

- Certain areas were considered already quite dense by participants.
- Density was seen as something that would devalue existing residential property values.

Heritage

- A few comments shared that protecting the view to the Basilica of Our Lady was not necessary, however many participants shared that protecting historical landmarks, neighbourhoods and environmental areas was important.

Distribution of new housing – key messages

Participants were asked to rate (out of 5 stars) three different scenarios about where Guelph should grow, to understand how to balance growth throughout the built-up area. Each of the scenarios is described below.

- **Scenario 1** added more housing downtown than other areas. Building heights or densities would increase on some mid-rise buildings downtown. Housing would also be added to other areas of the built-up area.

- **Scenario 2** added more housing in nodes and corridors. Downtown would see more new housing but not as much as in scenario 1. Building heights or densities in nodes and corridors would increase to add more housing.
- **Scenario 3** added more housing in neighbourhoods in the built-up area (purple on the map) mainly as townhouses and low-rise apartments. Some housing would be added to nodes, corridors, and downtown.

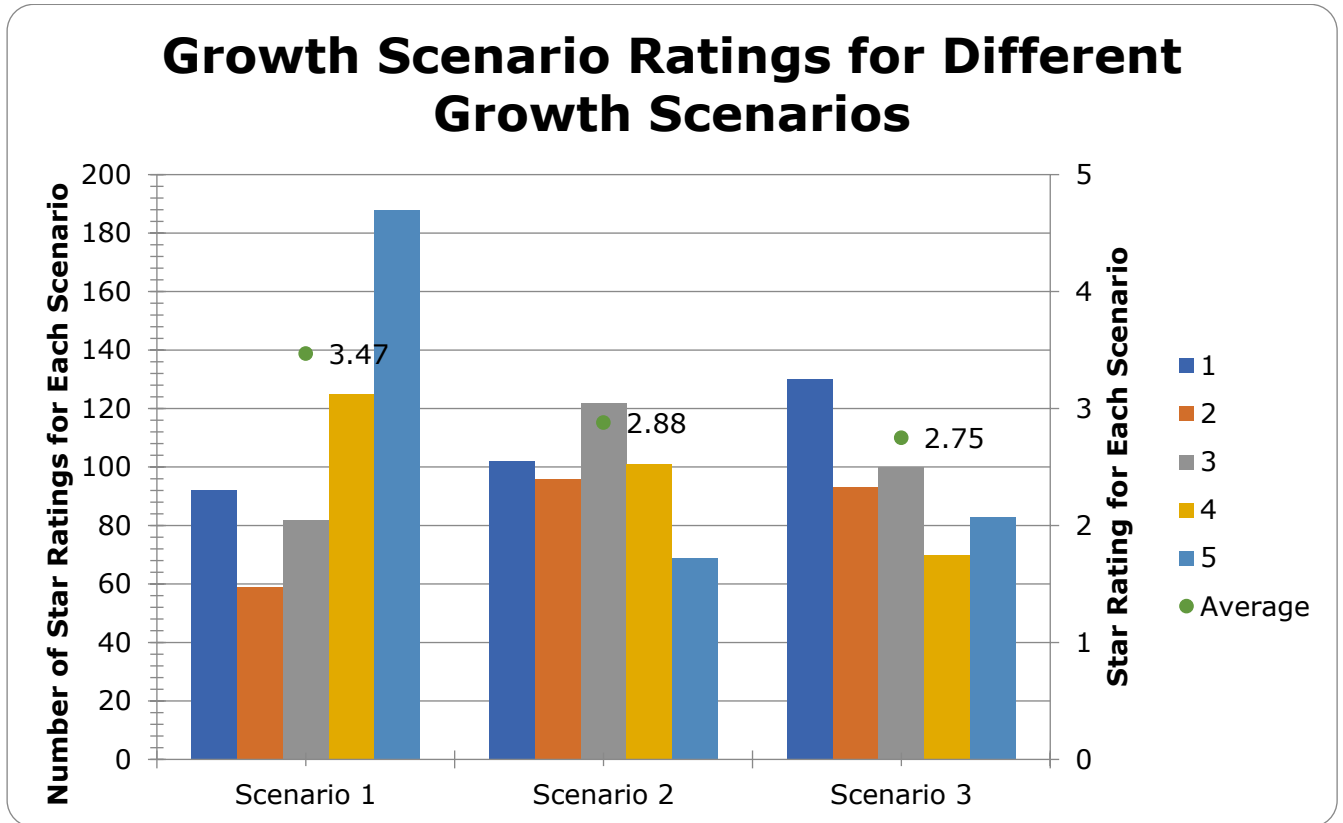


Figure 10. Graph showing the star ratings for 3 different growth scenarios for the future of Guelph.

Scenario 1 – added more housing downtown than other areas – had the highest rating overall with an average of 3.47 stars (out of 5). Comments that accompanied scenario 1 focused on keeping most new housing downtown, mid-rise built form, supporting businesses by adding housing, increasing walkability, and creating mixed-use buildings with room for more businesses. Preserving the heritage character of the downtown, affordable housing, and managing traffic were also noted as important by respondents when discussing Scenario 1.

Scenario 2 – added more housing in nodes and corridors – had an average of 2.88 stars (out of 5). Comments that accompanied scenario 2 focused on keeping building heights low, managing congestion in corridors, minimizing the amount of new housing in the downtown and the south end. Transit and walkability were important to the success of scenario 2, and comments suggested it was a more realistic approach.

Scenario 3 – added more housing in neighbourhoods in the built-up area mainly as townhouses and low-rise apartments – had the lowest rating, with an average of 2.75 stars (out of 5). Comments that accompanied scenario 3 included keeping building heights low, spreading development throughout the city, increased traffic, and maintaining Guelph’s character.

Maximum building heights – key messages

Participants were asked to rate (out of 5 stars) different building height scenarios for Guelph’s nodes, corridors, downtown and built-up area. The purpose of this question was to understand how Guelph should grow and to begin a conversation about building heights. Graphs from each scenario and themes seen in the comments on each scenario are described below.

Nodes

Nodes are connecting points in a neighbourhood that have a mix of residential, commercial and institutional uses, such as shopping areas, community centres, libraries and housing. Current height limits within nodes are buildings up to 10 storeys. Scenarios put forward include taller building height limits that allow buildings up to 12 storeys, and tallest building heights that allow up to 16 storeys.

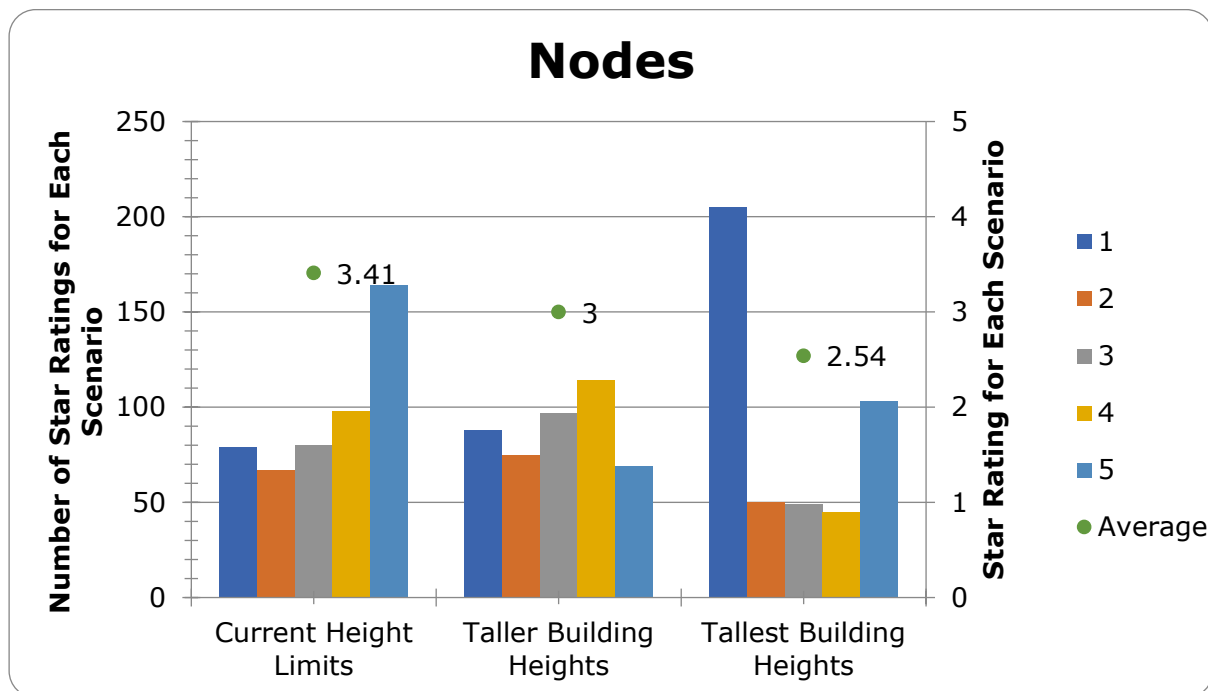


Figure 11. Graph showing star ratings for three height scenarios for nodes within Guelph.

The current height limit of 10 storeys within the nodes had the highest rating overall, with an average star rating of 3.41 stars (out of 5). Taller building heights of up to 12 storeys had the second highest rating with an average of 3.00 stars (out of 5), and tallest building heights of up to 16 storeys had the lowest with an average of 2.54 stars (out of 5). There were some differences in opinion when it came to the tallest building heights scenario, with about 45 per cent of respondents ranking the tallest building heights as 1 star, and 23 per cent rating it as 5 stars. A breakdown of the comments heard for each of the height scenarios is provided below.

Current height limits

- A mix of heights was preferred, and 4, 6, 8 and 10 storeys were suggested as acceptable by participants. However, some shared that 10 storeys was too high.
- Participants shared that there is enough room to grow Guelph within the existing height limits.
- Privacy was shared as a concern about taller building heights from respondents.
- There was recognition that there are tradeoffs between heights and sightlines with green and open space.
- Comments suggested current permitted heights maintain Guelph’s character.

- Current heights could encourage a variety of housing types, including a variety of bedrooms, accessible units, co-housing, group homes, and social supportive housing for the homeless.
- Feedback encouraged good design.

Taller building heights

- This scenario was considered to be a good compromise, though opposition to the height increases was noted at times. 10, 12, and 14 storeys were shared as limits that Guelph could accommodate.
- Increased traffic and a lack of infrastructure such as parks, transit, greenspace and nearby amenities to support the taller building heights were frequently mentioned in comments.
- Enforcing current regulations to maintain lifestyle and livability in Guelph was mentioned by respondents.

Tallest building heights

- Preserving Guelph's character and small-town feel was cited as reason not to develop in this manner, with respondents sharing a lack of support for the tallest building heights.
- Building this scenario was seen as a way to preserve greenspace.
- There was strong support for both maintaining and removing sightlines to the Basilica of Our Lady depending on the respondent's preference for increasing heights or keeping them low.
- Maintaining good pedestrian level experiences was considered important with increased building heights.
- Respondents shared a desire for a greater range of housing typologies to be constructed, ranging from 16 storey condominium/apartments to 3 storey walk-up apartments, or single-detached homes and affordable housing.
- Nodes were seen as a place with existing conveniences and infrastructure to support tallest building heights, including promoting transit.

Corridors

Corridors are streets in a neighbourhood that have a mix of residential, commercial, and institutional uses, such as shopping areas, community centres, and housing. Current height limits within corridors are buildings up to 6 storeys. Scenarios put forward also included taller building height limits that allow buildings up to 10 storeys, and tallest building heights that allow up to 14 storeys.

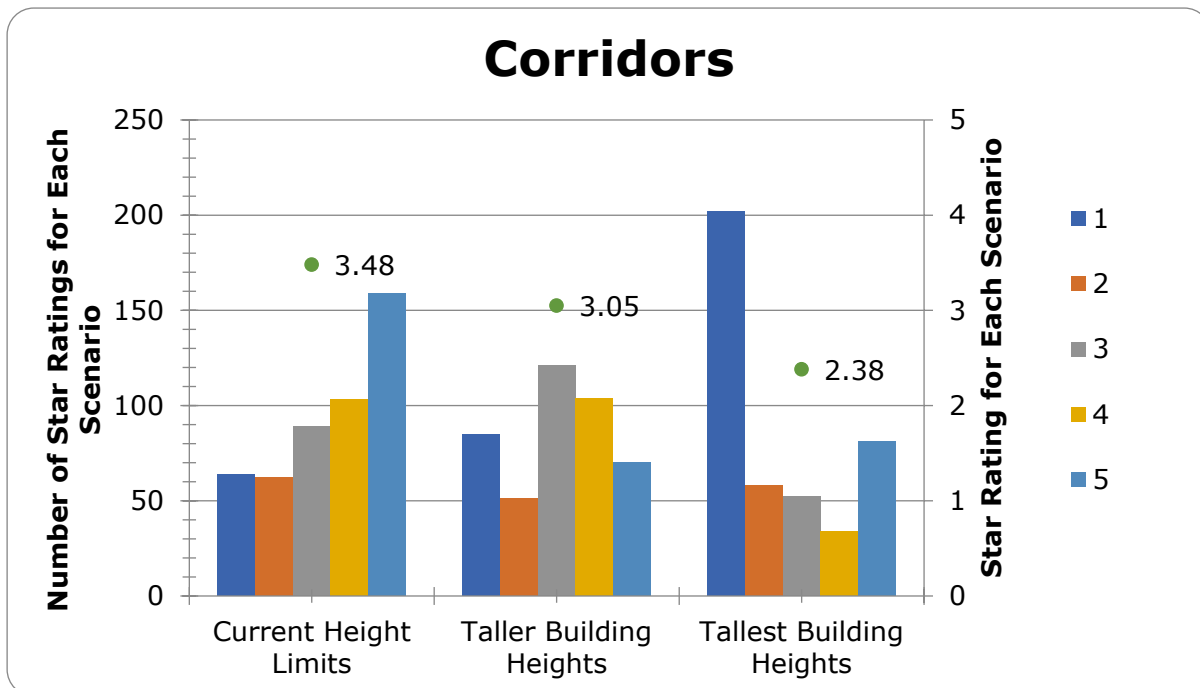


Figure 12. Graph showing star ratings for three height scenarios for corridors within Guelph.

Similar to the nodes scenarios, current height limits for corridors were rated the highest with an average of 3.48 stars (out of 5). Taller building heights was rated an average of 3.05 stars (out of 5), whereas tallest building heights were rated the lowest with an average 2.38 stars (out of 5). Key themes seen in the feedback provided for each of the height scenarios in the corridors is provided below.

Current height limits

- Appropriate heights for buildings in corridors that were mentioned in comments included 3, 4, 5, and 6 storeys.
- Traffic was mentioned as a concern for height limits in corridors.
- Not enough density at current height limits to reach growth targets was mentioned as a concern.
- Distributing housing along corridors was seen as a way to increase transit use.
- Not having enough parking was noted as a concern, while others suggested that relaxing parking standards could encourage transit use.
- Respondents liked the high design standards that density enables to create a good on-the-ground experience.
- Affordability in the corridors was noted as a concern.

Taller height limits

- Adding taller height limits in the corridors was not favoured.
- It was seen by respondents as important to grow in a way that retains Guelph's charm and still meets the growth mandate that was given and that this option was not the best way to achieve that.

Tallest height limits

- Tallest height limits for corridors were not supported, with preferences of a 6 storey height limit being cited.
- Shading from tall buildings was noted as a concern.
- Traffic concerns along the corridors was also mentioned.

- In contrast to the above comments, some mentioned that allowing taller heights could be a way to increase access to housing.
- There was concern that these heights would make Guelph feel like a big city.

Downtown

Current maximum height limits within the downtown vary between 2 and 18 storeys depending on the site. Other building height scenarios put forward increased building heights in certain areas of the downtown by two storeys, and the tallest building height scenario increased building heights in certain areas of the downtown by four storeys.

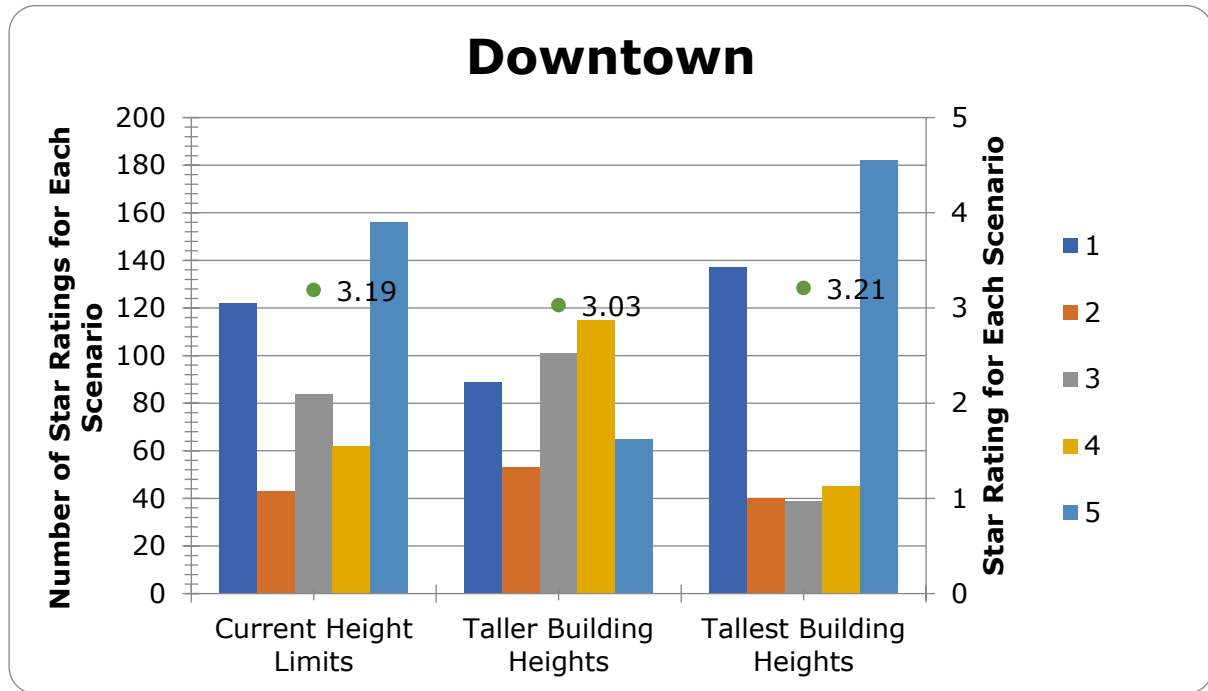


Figure 13. Graph showing star ratings for three height scenarios for downtown Guelph.

For the downtown, the tallest building heights scenario was rated the highest with an average of 3.21 stars (out of 5). However, the current height limits scenario was a close second with an average of 3.19 stars out of 5. In both the current building heights scenario and tallest building heights scenario there were almost as many 1 star rankings as there were 5 star rankings crating a polarized response. A summary of the key themes seen in the comments on heights in the downtown is provided below.

Current height limits

- Many participants considered 3, 6, 10, 12, or 18 storeys to be the right height within the downtown.
- There was polarity in the responses regarding whether 18 storeys was too high or too low.
- Maintaining Guelph’s character was reiterated as important, but with mixed opinions about sightlines to the Basilica of Our Lady.

Taller building heights

- Comments suggested no buildings taller than 20 storeys.
- Participants echoed that well designed buildings were important.
- There was recognition that encouraging downtown density will help encourage activity in the area.
- Participants felt downtown’s street level experience should remain the same, and that taller buildings may compromise this.

Tallest building heights

- Downtown was seen by many as the best option for the tallest buildings. Some suggested that buildings taller than the current permitted 18 storeys might be appropriate and suggested buildings ranging between 18 and 30 storeys.
- There was recognition that density enables a variety of amenities such as parks, walkability, social infrastructure and transit. Transition to low-rise buildings and smaller floor plates were described as being important. A need for more density in the downtown was heard.
- Respondents also said there should be a focus on employment in the area as well as residential, so less people need to drive.
- Traffic and parking in the downtown were seen as concerns.
- Promoting good design and enhancing the pedestrian experience was reiterated for the tallest buildings scenario.
- Enabling appropriate outdoor space, such as balconies, for those who live in high-rises downtown was seen as important.
- Some commented that the tallest building heights were inappropriate.

Low density neighborhoods in the built-up area

Three options for different maximum building heights were put forward for existing low density neighbourhoods within the built-up area. The scenarios included current maximum height limits which are up to 3 storeys; taller building height limits that allows 4 storeys on major roads and the tallest building height scenario that allows 6 storeys on major roads.

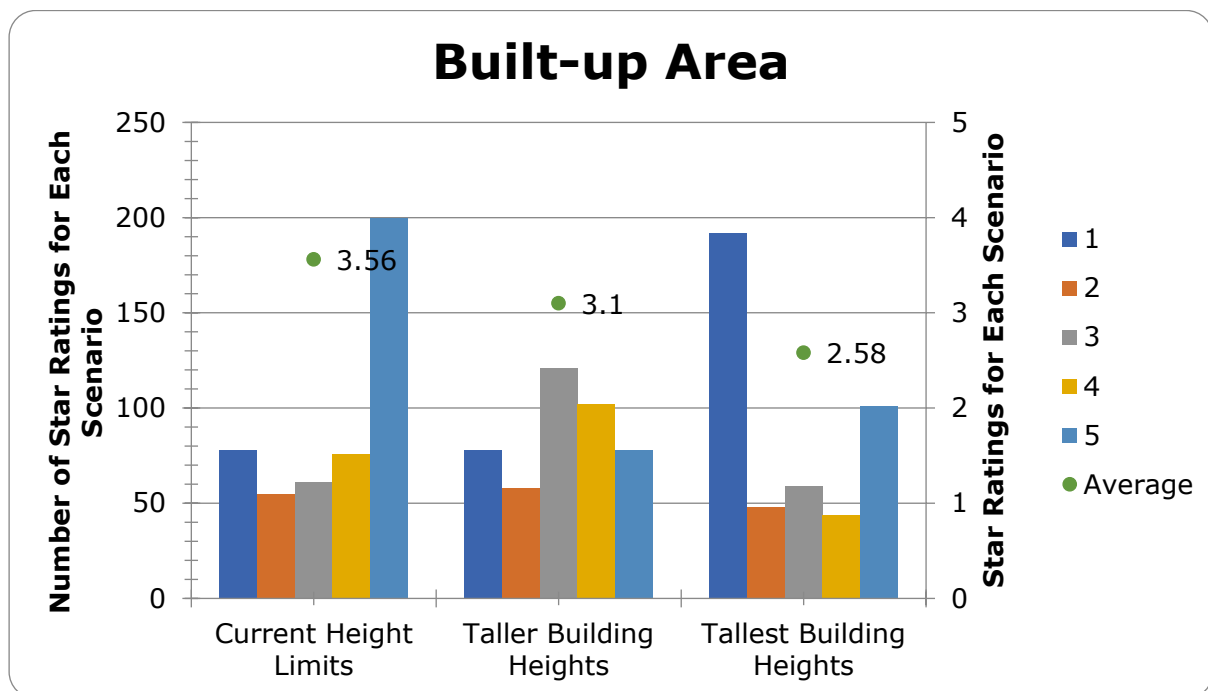


Figure 14. Graph showing star ratings for three height scenarios for Guelph's Built-up Area.

The current height limits had the highest rating with an average of 3.56 stars (out of 5). Taller building heights was the second highest rated with an average of 3.10 stars (out of 5). Tallest building heights had the lowest rating, with an average of 2.58 stars (out of 5). Key themes from the comments heard are provided below.

Current height limits

- 2, 3, 6, and 10 storey buildings were listed as appropriate in the built-up area by respondents.

- Concerns about traffic and urban sprawl were received.
- Good quality urban design was iterated as important.
- Suggestions were received to keep the permitted height as is, but to allow greater density on the sites.

Taller building heights

- 4 storey buildings were noted as something participants could support, although opposing comments suggested they did not like the taller building heights scenario.
- There was a preference for townhomes as opposed to apartment buildings as they better matched heights in surrounding neighbourhoods.
- Ensure setbacks so buildings do not impose too heavily on the street.
- It was noted that this may not be sufficient to meet density targets.
- This was seen as a good way to add more housing without disrupting existing neighbourhoods too much.
- Gentle intensification at appropriate locations, combined with good design was reflected in the comments.

Tallest building heights

- 6 storeys could be appropriate on major streets, however a preference was noted for 4 storey buildings.
- With increasing heights, participants shared that ensuring adequate parking, and addressing concerns about car culture and traffic were considered important.
- Concerns about building heights included shadow impacts, and impacts to single detached homes and existing neighbourhoods.
- Maintaining Guelph's character was heard as important.
- Appropriate and good design was also heard.

Demographics

The final page of the MetroQuest questionnaire asked participants to share their demographic information. The summary of the information provided is listed below.

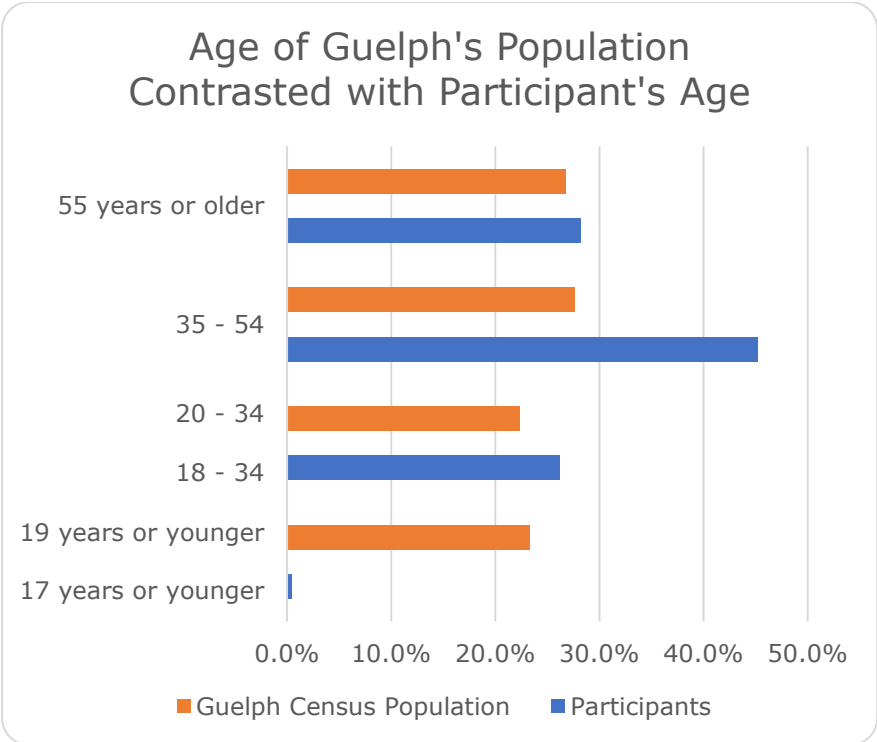


Figure 15. Bar chart showing the age of MetroQuest questionnaire participants contrasted with Guelph's Census Population Age (2016).

45 per cent of respondents that took part in the questionnaire were between the ages of 35-54, 28 per cent were 55 years of age or over, 26 per cent were between the ages of 18-34, and 2 (<1%) respondents were 17 years of age or younger.

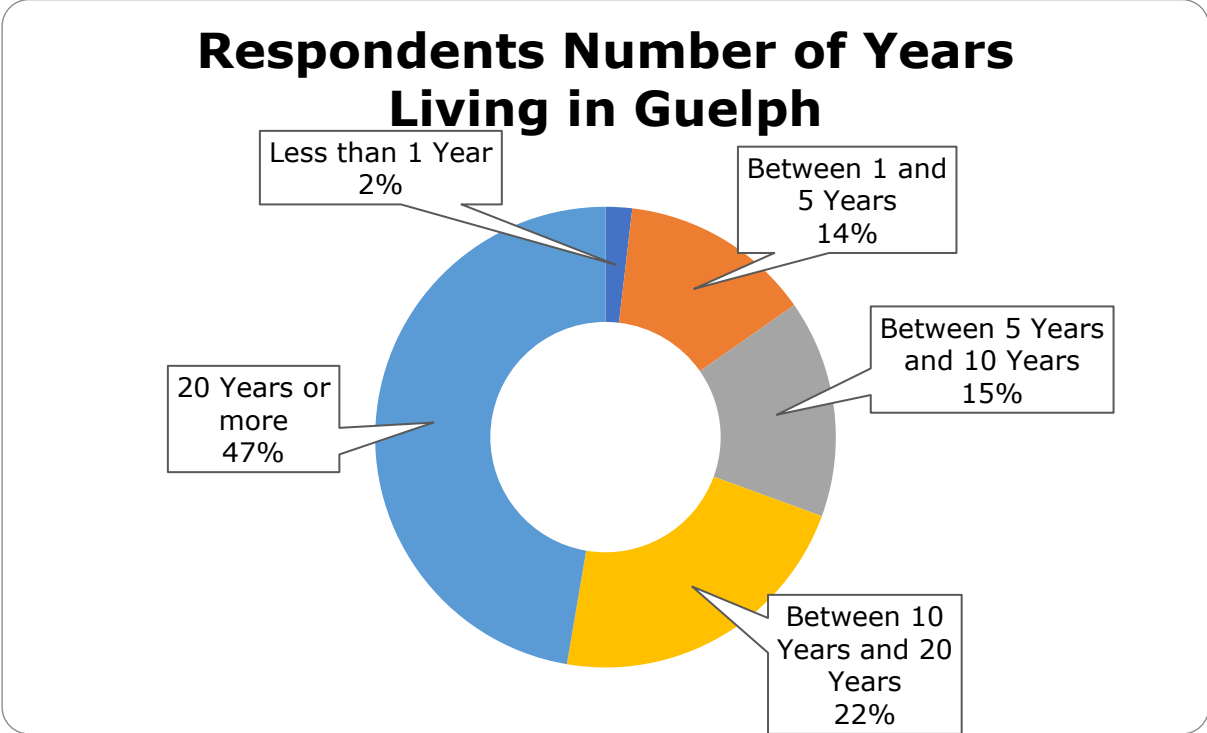


Figure 16. Pie chart showing the number of years MetroQuest questionnaire respondents have lived in Guelph.

47 per cent of respondents have lived in Guelph for 20 years or more, 22 per cent of respondents had lived in Guelph for between 10 and 20 years, 15 per cent of respondents had lived in Guelph for 5 to 10 years, 13 per cent lived in Guelph between 1 to 5 years, and 2 per cent had lived in Guelph for less than 1 year.

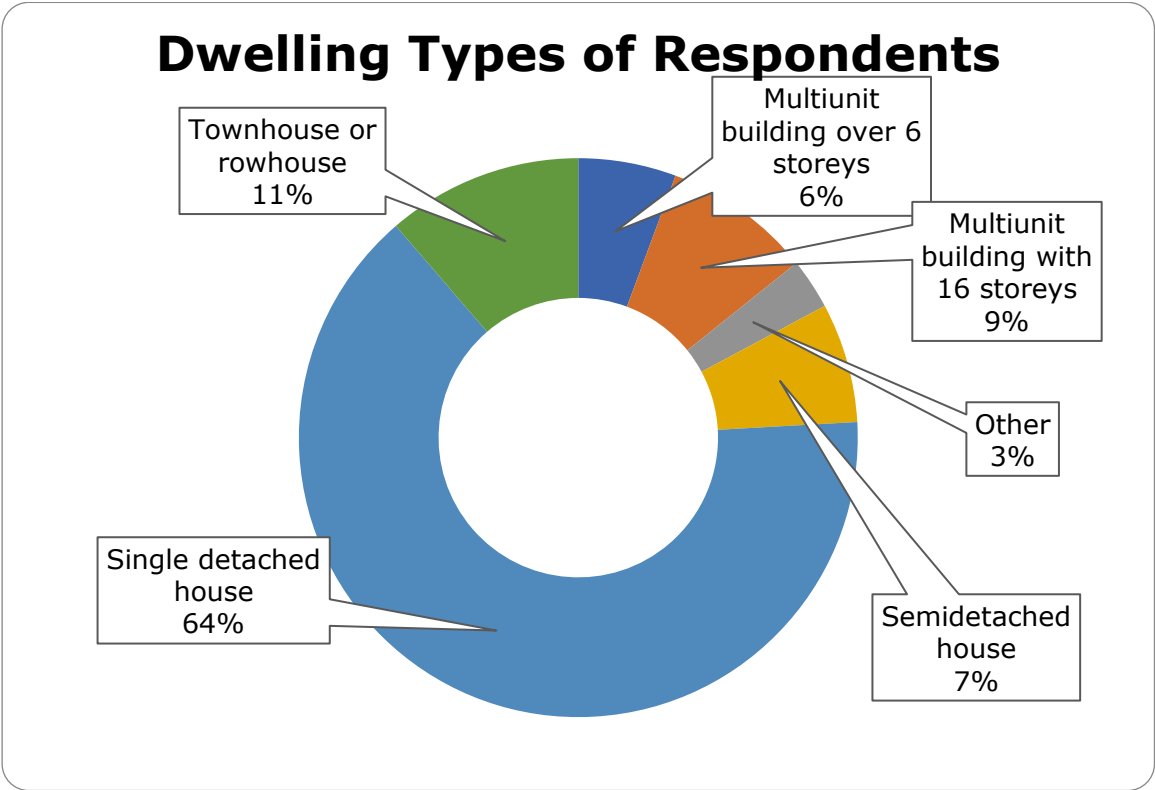


Figure 17. Pie chart showing the dwelling types of MetroQuest questionnaire respondents.

Most respondents (65%) to the questionnaire lived in single detached homes, 11 per cent lived in townhouses or rowhouses, 9 per cent lived in multiunit buildings with 16 storeys, 7 per cent lived in semi-detached houses, 6 per cent lived in multi-unit buildings over 6 storeys, and 3 per cent listed their dwelling type as other.

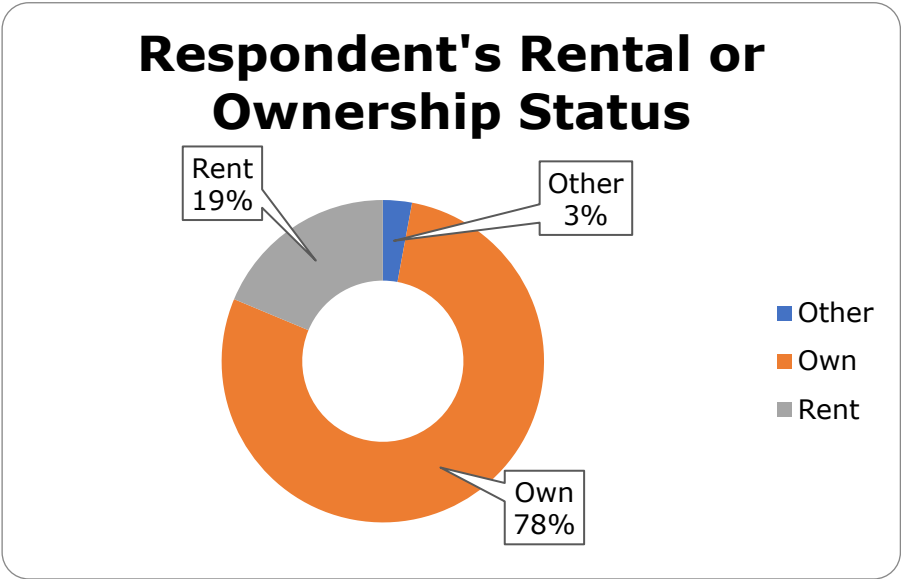


Figure 18. Pie chart showing the rental or ownership status of MetroQuest questionnaire respondents.

78 per cent of respondents owned their residence, 19 per cent rented their residence, and 3 per cent of respondents reported the option "other".

Annex

Note: Repeated comments were individuals sharing multiple responses to the question posed.

Housing in the built-up area

Where housing should go

Comments that accompanied response "add a little more housing here"

Comments that accompanied response "add a little more housing here"

- Close to highways

- Single family homes would be nice in this area. it is far away from the busy downtown but still has all the same offerings. It is close by to the local library and some extra shops could be added to accommodate the population.

- There may be appropriate land and space to input some additional housing.

- This would be a great spot for mid-high rise close to schools and buses and shopping

- With the coming expansion of Hwy 7 and improvements to Hwy 6 it would provide easy access for transportation

- Same comments as Clair node, but maybe less housing not being on the 99 spine.

- Approve high rise that still blend with downtown architecture and vibe

- Apartments

- Limit to single-detached infill, very limited use of laneway housing, etc.

- Limit to single-detached infill, very limited use of laneway housing, etc.

- Limit to single-detached infill, very limited use of laneway housing, etc.

- A couple more apartment buildings would make sense for downtown.

- Good for commuter traffic

- Recent new builds in downtown have not made it too busy - I'd like to see near double the amount of people living downtown.

- These 2 properties are for sale and need to be torn down. Add a apartment building here.

- I have lived in this neighbourhood for many years, and it is perfect for a little more housing. Access to the downtown, in particular, the most desirable parts of downtown (Market Square, GO Transit station etc.) are all within a remarkably short distance. I am also so surprised that this area is not considered for more housing. It is also within a short walk to the Wellington and Gordon commercial centre, making it a perfect area for gentle density.

- Old University Neighbourhood could accommodate a little more housing. The lots are particularly large, which could accommodate walk-up triplexes, or 3-unit condominiums for those interested in downsizing. There are great examples on Water Street, which seamlessly integrate into the fabric of the community. This neighbourhood also has great access to transit (Gordon) and active transportation links.

- Further integrate the Guelph and KW (Kitchener-Waterloo) economies.

- Increase density in the core, especially with increased rail travel.

- Remediate soil. Add stacked townhouses to compliment new builds on Chemtura grounds.

- Stacked townhouse.

- Stacked townhouses with noise and sight barrier (rail yard close by)

- Townhouses and low rise condominium.

Comments that accompanied response “add a little more housing here”

Riverside low-rise condo.

Affordable housing.

Affordable housing.

Affordable housing

Higher density housing.

Mid rise apartment.

Mid rise apartments

Low rise apartments with retail shops underneath and underground parking.

Low rise apartments or stacked townhomes with noise barriers and a park.

3 houses in a row with very large back yard, could re purpose the land for medium residential

Room for more houses in this area.

This is where high density housing should go.

Already being developed and close to highway.

Something accessible for lower income families (no condos!).

Some mid- to high-rise buildings could fit nicely here.

I don't live here.

Any downtown development/redevelopment work should be required to include renovation and/or re-establishment of the upper-storey rental accommodation which was formerly the norm for the area. Some investment support to ensure upgrades were to a high standard should be considered if we want to see Guelph maintain and strengthen the downtown core as a people place and destination.

Residential

Apartments

The only reason housing hasn't stretched in this direction is fear of the factory setting lowering the value of surrounding homes.

A refined transit system will lead people there, there are still rail lines.

The land here is quite expensive but this side of town will lose value incredibly over the years if higher class areas are not around the edges.

Resident in this neighborhood need to get zoning bylaw changes to split a lot that is .73 x 100'. The zoning should be changed to allow for more intense housing.

More intense housing zoning should be considered for this area close to the university.

Smaller multiplexes, no taller than 3 storeys and can fit on existing residential lots by removing less efficient older buildings.

Detached

We need more housing closer to Costco. Not super dense housing. Having to commute across Guelph to Costco is creating a lot of traffic across the city.

More housing with greatly increased mixed use/retail.

Plenty of room to grow in the west end near big box stores and reducing growth in the south end.

In general, the city needs more high-density housing. High rises should be considered where possible.

Single level garden style duplexes or townhouses.

Comments that accompanied response "add a little more housing here"

Ample thought must be put into how this land can be developed to accommodate a variety of housing options that do not totally disturb native species. New buildings should be carbon neutral and creatively work with green space in order to create a neighbourhood that reflects the goals and values of Guelph.

Items of importance:

- Community gardens
- Affordable housing
- Maintaining walkways along Howitt Creek
- Preserving habitat for indigenous plant and animal species
- Access to bus line

Items of importance:

Net Zero housing
Community Gardens
Pollinator-friendly plants
Affordable housing
Remediation of soil for appropriate growing space

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Items of importance:

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Affordable housing
Remediation of soil for appropriate growing space

Low rise apartments

Single

Single

rental apartments & condos

Apartments, condos, detached

All types

Townhouses

This street is tired - it could handle more density if there was underground parking
HOWEVER - the biggest deterrent for development along Edinburgh is the lack of bicycle lanes
- esp. between Wellington and Stone Rd, where it's 4 lanes and NO accommodation for bikes -
this was a huge missed opportunity when Edinburgh was repaved here - it should be 2 lanes
with a centre lane for turning into side streets and bike lanes on each side.

Old University Neighbourhood Association needs more help with absentee landlords - still a
problem if intensification is going to happen; please don't allow more lodging homes and
duplexing.... it should remain basement apartments with families living upstairs, NOT absentee
landlords.

Could easily handle more density and a very desirable neighbourhood.

The city should prohibit new development of large detached homes in this neighbourhood.
There has been a recent influx in "McMansions" which have a gentrifying effect on an already

Comments that accompanied response "add a little more housing here"

desirable neighbourhood. This would be a good neighbourhood to add "gentle density" in the form of row-houses and multi-family homes (triplex, quadplex, small apartments etc.).

This is not a very congested area of the city where medium to high density housing (not more than 10-storey high residential) could be accommodated.

Apartment building or multi-level condominium building

Apartment(s).

There is room for some housing here.

Property has been vacant for years...why not make use of it?

Live-work lofts

Townhouses (semi-detached houses) as across road; or detached houses.

Detached houses.

Apartments or townhouses (semi-detached houses).

Townhouses (semi-detached houses).

Townhouses (semi-detached houses), or detached houses.

Low-rise apartment(s).

Already urbanized and doesn't seem like sustaining a lot of wildlife there

Farming area, probably not affecting the forest area near by as long as it is low density

Seems like it is already a clear lot

No forest so it would be okay to build

No forest or wildlife

Although there are no amenities near here, this area could use more housing

Denser and taller housing

High rise apartments and in-fill with town houses

Further expansion is supported by the infrastructure here (shopping and commercial, close to industrial jobs)

Medium density

Medium density

There were signs for new townhouses, but I think they are held up some how

Traffic congestion isn't horrible in this area yet, so we can add more houses. We need more traffic congestion so we can encourage more bike riding.

High rise condos

Best to add new housing on the outskirts of Guelph. This would broaden the city without to densely making an area. Except for the downtown core for people that enjoy this type of environment.

Housing, low rise apartments

Low rise developments here

Low rise developments here

Low rise residential

Low rise development similar to existing

No ugly subdivisions

No ugly subdivisions

Comments that accompanied response “add a little more housing here”

No ugly subdivisions

No ugly subdivisions

I think this area (dominated by strip malls) should be considered over time for more mixed uses, including residential.

Should continue to support infill opportunities in existing neighbourhoods. I know these areas are extra resistant to new developments, but need to consider increasing density (smaller townhouses, mid-rise (3 storey) multi-res.

Over time, replace lower rise townhouses in here with higher density.

Should consider some mid-rise/higher density along Speedvale.

Assuming the east end gets groceries, you can fill in a bit here.

I like high density housing walkable to downtown.

Multi-family housing (apartments) should be downtown.

Multi-family housing would be best, but this area really needs it's own grocery store

Multi-family housing would be best, but this area really needs it's own grocery store

Multi res

Expansion into the South is inevitable. For people commuting on the 401, adding housing here makes sense.

Condos, row houses

Row houses, condos

Taller apartments here. Taller than the church rule is dated and not suitable for the development and growth of the city.

Singles and towns

Add more combo (commercial/residential) buildings

Focus more in the central areas, so Guelph isn't ringed by towers that are poorly connected to the rest of the city

With some retail having left, might be an opportunity for some high density housing here. Again, proximity to existing greenspace, bike trails and walkability to commercial goods and services already exists in this location.

Big empty lot @ Barber.

There is more land here that can accommodate additional housing.

Apartments

Mixed single, townhouse, low-rise apartments

This lot seems abandoned please make some townhomes

Retail below 3-4 storeys of accessible Zero carbon Building

Support services below 2 storeys of zero carbon housing

2-3 storeys zero carbon housing with gardens suitable for low income families

Small retail facing Woolwich with zero carbon housing facing into central shared garden with parking below.

Retail below 2-3 storeys of zero carbon housing for low income families and singles

Townhouse cooperatives with gardens

This seems like a beneficial place to add housing as it is already near an important shopping centre.

It would be beneficial to have housing here as it is already near an urbanized area.

Comments that accompanied response “add a little more housing here”

It looks like housing here would be beneficial as it adding to the housing around it without too much ecological damage. Unless this is a water reservoir/protection area.

It looks like construction is already happening here. As long as the current forest line is not breached too much this could be a place to add housing.

Some housing could be added here but not too much as to damage the tree line and Royal Recreational Trail.

This area looks like a good option for adding to the previous surrounding housing without too much ecological damage. It is also right beside a node.

The IMICO site should be remediated and there should be gentle density at 4 storeys throughout the site.

I support the acquisition of the Parkview Hotel for permanent supportive housing.

The site should be swapped with the developer of 75 Dublin St. N. so that parkland can be situated there. This site is zoned for 6 storeys which will be appropriate for what the developer wants to achieve. A pedestrian alley needs to connect Macdonell and Cork.

When the library site is sold, it can be a mixed use institutional/commercial/residential site. Maximum 4 storeys.

Good transit connections for affordable housing

Eramosa is an intensification corridor, but nothing is happening here. Why? Intensification should be compatible with current building forms.

Development has already been occurring and with appropriate building heights in this area. Now is the time to create some additional housing options which blend but not necessarily duplicate existing heights. More people friendly. Grocery shopping, banks etc. are located here, so services needed are in place.

The area south of Paisley along Silvercreek is essentially vacant at the moment. I think this could have potential to add a little to a lot more housing here. I would however NOT extend that beyond Silvercreek to the east.

Victoria Rd provides good access to 401 area north/south. Mostly industrial currently and space available for more housing.

Guelph is very developed on the east side of Hwy 6, but not the west side as much (all older communities). Hwy 6 provides an efficient corridor for traffic to move versus through interior city streets.

Apartments and townhomes, good access to the university, close to York District if it ever gets developed. Easy access to the bike trails along the river and to Victoria Rd to get to the South end.

4 or 5 storey buildings

On bus routes

Parks are nearby

Add housing on TOP of existing businesses?

How else can housing be added?

If housing CAN be added, 10 - 14 storey buildings

It's a parking lot!

Why not have a few 4 storey buildings here?

This is an ideal location for students given proximity to the university and No Frills.

I think there are opportunities for intensification and infill in the downtown that will add more living space, and it is already noted as a node for further development. I think we should avoid large apartments and maintain the centrality of the Basilica (i.e., its prominence) as a part of Guelph's heritage.

Comments that accompanied response "add a lot more housing here":

Comments that accompanied response "add a lot more housing here"

Close to transit

Apartments

Apartments across University on Stone Rd.

Significant potential to intensify single detached homes into apartments to support increased transit

Missing middle throughout the BUA (built-up area)

Downtown and the Transit Hub should have as much housing as possible.

The Stone Road corridor should be encouraged to have a lot more housing mixed with existing commercial uses.

Underused/ underperforming corridors like upper Woolwich should be encouraged to transform to mixed-use with a lot more residential.

I rent downtown currently at the Riverhouse Condo. My wife and I are both professionals and are looking to leave Guelph even though we love it here.

We need more 5-8 storey multi unit dwellings to fill in the downtown core. Guelph is losing a particular age demographic because they are being priced out of downtown. \$550,000-\$700,000 for two-bedroom condos downtown is an example of supply being kept low due to single family units all throughout downtown.

Great spot for high-rise housing and commercial spaces below. Would be ideal to have Silvercreek extend through from paisley to waterloo for better traffic flow eliminating some traffic from Edinburgh.

More housing near the go station due to ease of transit.

Why is a huge chunk of prime land near downtown and within our borders dedicated to a golf course? Once upon a time this was on the fringes of the city, but in a city running out of land, this offers a great location for more housing.

With an emphasis on single family dwellings, areas around Edinburgh Rd S feel less built up than they should be. This is a major corridor and should be more built up.

More apartments, but stop requiring parking downtown, even in new builds. Developments should be walkable and transit friendly

As an intensification corridor it needs more housing. Again, less parking, more transit/walking/cycling.

These nodes were sold as "mixed use developments" but are auto-centric big box centres. They need a mix of retail/office/housing.

Same comments as Clair node. This should be a mixed-use space, not just retail.

This housing will prompt Clair-Laird area to add more local businesses.

This is downtown and is served by rail/bus very well. It can afford to expand upward like Stoneworx.

The Provincial lands south of York, west of Watson could be massively developed. They are wasted right now.

The downtown has a lot of surface parking that could be used for development.

The downtown has a lot of surface parking that could be used for development.

Identify brownfield sites that are suitable for residential development.

Great place to live. Close to the 401.

Close to the Hanlon. Great place to live.

Comments that accompanied response "add a lot more housing here"

Multi complexes should be added here to the ex park neighbourhood

This is a large, outdated townhouse complex that could be updated and increase the number of units on this large land

Continue development towards the south

Houses

High density

Can't tell by this map if this is the part that is already under construction. Multi size condos and apartments are needed for families of differing incomes to move closer to the core of the city.

Mixed use

Detached and semi

Mid-rise

Mid rise, high rise, row housing

Mid-rise. The OMB appeal is absurd. This is the few remaining locations at which we can see density in this neighborhood. I live in this neighborhood. Yes, in my backyard!

Turn this into a 9-hole course and develop this land

To encourage a vibrant downtown, you need to have people also living here. It should also take advantage of the GO transit.

Medium to high density residential is much needed in this area to help support this 100% built commercial/retail node. Encourage residential to add a mix of land uses to this important node

This vacant property is just one example of redevelopment opportunities along main arterial roads that we should be encouraging medium to high density residential development. Council needs to support redevelopment of these sites which would allow for attainable housing choices for Guelph residents.

There are opportunities to redevelop the Rolling Hills neighbourhood. Existing development along the north side of Clair Road and an increase in traffic, amenities close by and within walking distance, bus routes within walking distance allow for great redevelopment opportunities (in the near term 1 to 2 years) along the edges of Rolling Hills. Medium to long term (5 to 20 years) there will be further opportunities to redevelop pockets of Rolling Hills.

Housing in the downtown core provides opportunity for the downtown to be largely self-sustaining. More people living in/around the core please!

Get the whole 'jail lands' mixed development done. Great opportunity for housing mixed with jobs and services...

The Lafarge lands either need to be developed according to current agreements with local neighbourhood groups, or permanently protected as further park land.

Four to six storeys apartment

4 to 8 storeys apartments

Apartments/condos in the downtown core with underground parking. Build up not out

Build up. You have built tons of amenities here so build the population where there is accessibility

Townhouses and condos

So close to commercial strip for shopping etc and to bus routes for transportation

High rises

Let's support the downtown core!

As the new Hwy 7 is developed, new housing would be ideal here for people commuting from Kitchener/Waterloo.

Comments that accompanied response “add a lot more housing here”

I think as commuters come from TO, this area would be good for commuter traffic too.

This stretch of single businesses and huge parking lots is a complete waste of space - create one building which can house 6-10 businesses and use the space around better for rental housing.

Two high rise apartment buildings on either side of Imperial. On bus route, close to industrial for employment and shopping.

We need a lot more housing and density downtown. That will allow us to build a thriving, walkable downtown. We should reconsider if the sightlines to Church of Our Lady are more important than building a thriving, walkable, equitable downtown.

This should be lined with high-density housing to enhance the walkability to commercial and institutional centres.

GTA commuters would find this desirable.

Higher density housing, widening of roads.

Apartment building with underground parking.

Affordable high rise. Rent controlled units.

Affordable high rise. Rent controlled units.

Affordable high rise. Rent controlled units.

Affordable town homes.

Two high rise common area and park

Affordable housing.

Low rise

Condo or stacked townhouses with underground or first level parking.

Mid rise condos with noise barriers.

High rise apartments

New street more houses

Good potential for high rise density, close to Guelph owned rail that could become an LRT in the future.

If Gay Lea could relocate, good potential for high rise density, close to Guelph owned rail that could become an LRT in the future. Enough land to make a smart village.

Warehouse could be high density

Portions of the Cutten Club could be high rise redeveloped.

Mixed used residential commercial, save the building and re purpose.

Mixed used, a few apartment buildings, stores. Medium density

Should be way denser, it would be hard to fill in with houses, would likely have to rebuild this area

Intensify the corridor, mixed use, small and tall building in parking lots or knock down and rebuild stores with better land use.

Good potential for high rise density, close to Guelph owned rail that could become an LRT in the future. Building would have to torn down and rebuilt.

No high density in the area could be a great spot to add some.

Good spot for a mixed-use medium density.

Bury transmission lines, build medium density.

High density housing, some mixed use.

Comments that accompanied response "add a lot more housing here"

Gradually shift to mixed use node, build housing over the department stores, low income maybe.

Good potential for high rise density, close to Guelph owned rail that could become an LRT in the future.

Better location for high density built up.

Better location for build up instead of this outdated nodes and corridors theories that are being used, trust method is from the 1970s.

The lower land could accommodate higher buildings without compromising the skyline.

Downtown should be way denser than it is. Everything north of Wellington, east of Gordon, south of the tracks should be high-density mixed use.

It is currently completely underutilized space. We need to get rid of predatory payday loan establishments and the entire trash food corridor along Wellington. It is not pedestrian friendly and its a terrible first appearance of the downtown area.

Build more and make it mixed use

Higher density at paisley and imperial

Keep on building but ensure mixed use

Seems like more housing can be added here, amenities are close by, even dense housing might work here, and enable people to walk to get groceries or eat out.

Ensure served by transit, and at least at 4 floor apartment block with green space.

Higher density, as GO increases service to Toronto, this will end up with higher housing demand near the station.

With the new parkade built, I think we should get rid of some of these surface lots, for more higher density housing.

Easy access to the highway system, would need increased bus service.

No more single detached. Multistorey towns, apartments, etc.

Fit the built form. Lot of 6-8 storeys.

Subsidy housing

Affordable housing

Closure of the Dolime Quarry will provide an opportunity to remediate and redevelop this site/area. A mix of townhouses, low-rise multi-unit dwellings with included low-rent/geared-to-income rental units must be incorporated. If any commercial components included, these should be topped by residential apartments.

.... Isn't this a no brainer??

Take pressure off south end intensification.

Revitalize downtown with new condos

RGI (rent-geared-to-income), rental units

Single detached homes. No condos.

More housing in the downtown area.

Affordable apartments and townhouses.

Fire station can be on ground floor, while 6-10 storeys of housing are above it.

Singe and multi-family buildings.

Singe and multi-family buildings.

Comments that accompanied response “add a lot more housing here”

Medium to higher density is appropriate downtown, with older areas that are predominantly single-detached appropriate for additional multi-unit developments.

More medium density housing. Higher density housing most appropriate at Stone and Gordon. I'm less excited about high density residential at the Clair/Gordon intersection, or further south in Clair-Maltby.

This is meant to be a general point for all low-density residential areas in the city. More missing middle please. Everywhere that is zoned low density. Semi-detached, townhouses, small apartments, courtyard apartments, triplex, duplex, four-plex. Bring back diversity of housing types in our low-density areas.

More housing near train.

Need higher density housing that is not commuter friendly for people who want to live and work in Guelph.

High rise living here so the wastewater treatment smell is diminished by the time it hits your window.

Change industrial to high rise, very high rise in an area that has been traditionally affordable, keep it affordable.

Turn the jail into affordable housing. I know it's ironic because of the history, but it's a beautiful place. Plus, high rise building here will disseminate the smell from the neighbourhood better. Plus, it's the ideal place with Cargil and the Waste Resource Centre keeping the high rollers out.

Similar to the south end corridor, midrise housing development should be allowed and promoted in the upper parts of the city.

Medium density

Higher density suburban homes, towns, stacked towns, maybe more mid-rise apartments.

Medium density - stacked towns, mid-rise apartments.

Apartments, stacked towns.

Smaller multiplex buildings

Around university off Stone Rd and below Victoria
Save the trees on ministry land being sold as buffer

Vacant land that is a great spot for development. Rumor is that this area is contaminated, however?

We should intensify our core with taller buildings.

Apt building should be built on outlying areas

401 commuters can use more locations

Single family dwellings

An apartment to allow more people to live close to work downtown but not a condo, people can't afford to buy. Adding more rental will help saturate the market.

Items of importance:

- Net Zero housing
- Community Gardens
- Pollinator-friendly plants
- Affordable housing
- Remediation of soil for appropriate growing space

Items of importance:

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Items of importance:

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Currently an underused parking area in the heart of downtown.

Items of importance:

- Net Zero housing
- Community Gardens
- Pollinator-friendly plants
- Affordable housing
- Remediation of soil for appropriate growing space

Close to mall

Low-rise apartment

Get busy and get what's planned built.

Detached, townhomes, apartments

The Old University neighbourhood is one of the best in Guelph. Unfortunately, it is constrained to a relatively small area. No city should have a golf course this close to its downtown core, so replacing the golf course with a dense mixed-use development would be great. It's close to both the university and downtown.

New developments of mid-rise apartments with mixed use zoning (such as first floor commercial space) can help make the transit hub more feasible and increase shopping in the downtown area.

We have to promote intensification of the areas surrounding the downtown core since they are walking/biking-distance from downtown.

4-6 storey affordable apartment and condo, as well as row housing

Affordable Apartments above commercial

There should be 0 homelessness in Guelph. Choosing where to add housing seems redundant.

This area seems the most plausible for new development.

It could be used to support the student housing needs.

Apartment building

Transit oriented housing

Low-rise buildings with ground floor retail put 'eyes on the street' and add vibrancy. This corridor must provide all services within walkable distance.

Apartments (+10 storeys)

Apartments +10 storeys

Townhouses and/or stacked townhouses.

Add housing and/or convert commercial to housing (apartments up to 6 storeys along Speedvale).

Add a variety of housing types - townhouses, stacked townhouses, apartments up to 6 storeys

Comments that accompanied response "add a lot more housing here"

Apartments up to 10 storeys along river

A full mix of housing ranging from singles to townhouses, stacked townhouses, mid-rise and high-rise apartments plus a public park

Add housing and/or convert commercial to residential on both Stone Rd. corridor and Edinburgh.

4 to six story apartment building would perfect for this site

4 to 6 storey apartment building would be perfect for this site

A mix of housing types ranging from townhouses to 4 to six storey apartment buildings

This site is underdeveloped and should be redeveloped with 6 to 10 storey apartment building overlooking the river with terraced/stepped design

A full mix of housing on this site along with park and open space and if feasible, commercial space

A full mix of housing types (singles, semis, townhouses, stacked townhouses, apartment buildings) along with public parks and trails

18-25 storey -- underground parking

Need lots of underground parking

12-18 storeys --- also add underground parking for visitors to core

8 storey housing --- maximum density

8 storey minimum -- extend height and density beyond current height limits

Add a tower -- 8 storeys -- maximum density -- underground parking

12-18 storeys -- maximum density -- underground parking

Add a tower -- 12-18 storeys -- maximum density -- underground parking

Add 12-18 storeys -- maximum density -- underground parking

12 storeys -- maximum density -- underground parking

8-12 storeys -- underground parking

8-12 storeys -- underground parking

8-12 storeys -- underground parking

8-12 storeys -- underground parking

Replace car service station with 8-12 storey tower -- maximize to fit -- underground parking

12 storey maximum density -- underground parking

12 storey tower -- underground parking

18-25 storey -- underground parking

18-25 storey -- underground parking

12 storey -- underground parking

Housing and community centre/market

Plenty of space to growth

This site needs to be cleaned up and turned into housing and add to the revitalization of this neighbourhood.

This are is appropriate for high density housing.

This are would be appropriate for high density housing.

Major corridor with schools nearby...make use of vacant property

Comments that accompanied response "add a lot more housing here"

Keep going forward with the apartments (especially affordable ones) already proposed for here.

Vacant property, not being used as a park or anything. Making more housing available for students could get them out of the neighbourhoods where residents haven't been pleased with them?

6-8 storey multi-residential with strong street walls with lower floors mixed use.

mixed use along Duke and Huron; townhouses and some 6-storey with new municipal street so it doesn't become a ghetto or stale circulation

6-8 storey with strong mixed-use street wall along Wyndham; townhouses in back.

6-8 storey with mixed use bottom floor; strong street wall with setback for sidewalk/streetscape but not set way back.

6-8 storey with mixed use first floor; surrounding large commons area/courtyard but publicly accessible.

Close to the 401 for commuters, less need to travel through the city

Detached houses, townhouses (semi-detached houses), and apartments.

Apartments and townhouses (semi-detached houses).

Townhouses (semi-detached houses), or detached houses.

Apartments or townhouses (semi-detached houses).

Apartments or townhouses (semi-detached houses).

Easy access to the south

Close to all amenities

Easy access to the south

Close to all amenities

Close to all amenities and access to the south.

Easy access south via Victoria Rd

Could be used for medium and high density, in keeping with other housing already in the area along Silvercreek and Waterloo.

Could be used for low and medium density in keeping with the surrounding area.

Close to all amenities

Close to all amenities and access to Hanlon south to 401

Close to Hanlon for easy of commuting

Close to amenities, not as convenient for commuting south

Close to amenities

Easy of access south via Victoria

Let's add housing to low density brownfield, single use sites. Encourage intensification of brownfields and mixed use.

Malls are dying. Time to re-imagine as mid-rise or low-rise mixed use.

Denser housing and taller housing

Denser and taller housing

Denser and taller student housing

Apartment buildings; the bylaw to limit height

Major intersection, transportation north south corridor. Much higher density could go here.

High density close to downtown is good. Infill. Not tearing down history.

Comments that accompanied response "add a lot more housing here"

High rise.

Remove estate lots and intensify area; large lots are a waste of scarce urban lands

University student housing in a new node

Tall

Single, townhome, apartment

Townhome and apartment. Protect green area.

Is there an opportunity to add a condo tower to this intersection somehow?

Build up the core of the City

Need to intensify corridors like this.

All of these single dwelling houses should be converted into high density. build three- and four-bedroom townhouses and apartments and people will live in them.

Good access to Hwy 6 and Stone Rd.

Close to amenities, identified as node.

More and more amenities located here. Should continue to intensify.

Continue intensification in this area - avoid further growth of settlement boundary.

Consider more high-density housing along this corridor - stacked towns, multi-res buildings should be located along major corridor.

More housing needed here - perfect location for student housing.

Should be considered for higher density/mid-high-rise apartments.

Could consider rounding out settlement area to supply more housing in this area.

This is already a residential part of Guelph, so I'd think it could spread to fill in much of the green area shown, with mixed prices/types of housing

With the services and the access to the 401 this needs to be expanded more.

More intensive use of this area with its access to the Hanlon and the 401.

Redevelopment of this area (after environmental cleanup) is absolutely necessary. with its proximity to downtown it would be perfect for high density development

Redevelopment of this area (after environmental cleanup) is absolutely necessary. with its proximity to downtown it would be perfect for high density development

The Stone Road west area already has a great deal of commercial use and would benefit from more housing.

This seems like an excellent corridor for more student housing, given the direct bus line to the university.

High density housing should be directed to the downtown and the transit hub that is located there.

Gordon Street should increase in intensification.

Multi res

Multi-res at the Woolwich Woodlawn node

Assuming the quarry closes, and land transferred to city as planned.

Condos, row houses

Condos, row houses

Townhouses, condos

Approve the large development at Whitelaw/Paisley

Comments that accompanied response "add a lot more housing here"

Building apartment on Stone southeast of the Hanlon where three small houses currently sit.

Allow significantly more tall buildings downtown. Tear down old eyesores (90 Carden). Work with Skyline to develop property at Fountain/Wyndham.

Tall apartment buildings

Should be developed

Apartment buildings, town houses and stacked units

Replace smaller/older homes (not designated) with multi-dwellings

More downtown dwellings coupled with better downtown amenities would reduce intercity travel and avoid only growth on the periphery.

Keeps the students closer to the university instead of in rental units in subdivisions.

Single family

This area would be conducive to high-rise condos. It will bring more people into the inner city and get away from more malls.

south of the tracks downtown ready for sensitive development with access to new trails and parkland along the river, after the Angel's Diner strip mall removed.

Time to consider phasing out downtown drive through services to a more urban corridor of housing and shops at ground level, with a re-opened river corridor, trails, parkland, restaurants facing the river, etc.

The empty land that along Silver Creek Parkway should be developed with high density and mixed commercial + open up Silvercreek @ the rail crossing to create another north-south corridor to alleviate the already congested Edinburgh.

Convert the abandoned factories and brownfield sites in the Ward for high density residential

There should also be large swaths of green space to keep animal corridors and to have large parks for area residents.

This vacant and unproductive land could be housing and should be used before existing agricultural land, wetland, or forested space.

Tiny homes and low-rise apartment buildings for low income residents and small families.

These areas are the result of very bad urban planning in the previous century. Expropriations would allow good infill with access to services, employment, and education

This area could be developed and linked to nearby bike trails that go to downtown. Walkability to amenities as well as bike paths and green spaces if we are to plan for a future-forward city.

Higher density housing in the core as well as more businesses with seasonal patio spaces/closed roads in the core can re-invigorate an ailing downtown and bring more people and businesses back into the core.

The highest buildings should be located in close proximity to the central transit hub.

Remove industrial space and convert to residential.

This is a wasted parking lot.

How many golf courses does Guelph need? This site would accommodate 1,000s of residents. It is a relic of a by gone era and should be repurposed.

This site has sat empty \ unused for far too long. It could be revitalized into housing for many people.

Apartment buildings that are student oriented

Apartments

Single-family dwellings + apartments for KW (Kitchener-Waterloo) commuters

Comments that accompanied response "add a lot more housing here"

Subdivisions for TO/GTA commuters

Victoria Road

Continue with the high-rise developments immediately around transit throughout the downtown.

Condos, apartments.

Condos, apartments

6 storey condos

6 storey condos

6 storey condos

6 storey condos

Condos/apartments for student housing

Bring more attention to the downtown businesses

More density - Condo with affordable housing component or rental apartments

More density - Multi use condo/rental with affordable housing component, retail at grade

More density - Multi use condo/rental with affordable housing component, retail at grade

More density - Multi use condo/rental with affordable housing component, retail at grade

More density - Multi use condo/rental with affordable housing component, retail at grade

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More density - Multi use condo/rental with affordable housing component, retail at grade

More density - Multi use condo/rental with affordable housing component, retail at grade

The density in this area of Guelph is just starting to increase, and there is more space to add more density.

Add more gone to east end. More space but need to add resources to March (grocery store).

The west end plaza feels half empty, some townhouses beside the WERC (West End Community Centre) would be good.

Good location for housing for students or citizens, close to lots of services and university.

Prime location to live in Guelph.

For crying out loud move this subdivision along! It has to have been empty for 10 years now.

Expand housing west towards Region of Waterloo through expropriation and/or amalgamation.

Focusing on developing the brownlands.

MULTI UNIT- NOT \$900,000 MANSIONS

We should be building on top of malls and shopping centers in order to maximize land use, have mixed use areas of land and prevent further destruction of wild spaces.

By adding housing on top of shopping centers we will protect undeveloped land for increased biodiversity and carbon storage.

Adding extra housing on top of shopping centers that are close to downtown will protect undeveloped land and increase business to downtown and encourage transit use.

Affordable housing options on top of shopping centers to give ppl access to jobs, housing and groceries all in one place and lower reliance on cars.

Comments that accompanied response “add a lot more housing here”

Mixture of town houses and apartment buildings

Single family dwellings

More housing to central sources of employment and amenities

Add more housing here for Guelph families that need access to the 401 (e.g. one parent works in the GTA).

The area surrounding the central downtown needs more housing within walking distance to bus, train without having to live right downtown where its a bit dangerous and full of drugs and homelessness.

Housing on the north outskirts of town to build up this empty area

Build more downtown close to transit.

Highest density should be downtown near transit.

Condos/apartments in the downtown core.

This area seems like a better place for density rather than the Gordon Street sprawl.

Density around transit hub makes sense.

Downtown should be a residential hub to support existing commercial and retail business and because it is central to the transit corridor. Given the limited space, more dense, higher buildings should be considered.

More subdivision housing with supporting amenities

It would be a good place to build more, but would need a grocery store

High density

High density

High density

High density

High density

Golf courses should be moved outside of city limits.

Retail below 4-6 storeys of zero carbon housing

Parking below 4-6 storeys of zero carbon housing with gardens

I know this area has a development plan.... parking below 3-5 storeys of zero carbon houses with services and retail on ground floor.

Parking below 3-4 storeys of zero carbon housing for low income families, add a school?!

Brownfield site in development should incorporate low income families housing and lots of outdoor gardens, reopen the school!!!!!!

This seems like a place for housing. The Guelph Air Park is not too busy to bother people living here. And the land doesn't appear have great ecological value.

I release this is more of an industrial sector of the city at the moment but housing in the area could definitely be a possibility. Especially since the land has already been prepped for building.

This is a preferred greenfield area that may accommodate innovative housing.

This area has already been targeted for high density housing under the DSP (Downtown Secondary Plan), I believe it is 14 - 18 storeys. This area along Wellington is appropriate.

Two towers are anticipated on this end of the Baker St. site as part of the redevelopment. I think around 14 storeys would be appropriate.

Comments that accompanied response “add a lot more housing here”

I agree with developer proposals to have a couple of 10-storey buildings on this site. Parkland needs to be added to the site along with intensification. Retail can be maintained on the ground floor.

The innovation district needs to maximize both population and green space. New housing should be gentle density at 4 storeys throughout the site and ample parkland.

Gentle density throughout the area to be built up at 4 storeys. Lots of green space, heritage areas and conservation space need to be preserved. The urban area should not be wasted on detached homes.

Part of this parcel needs to be considered for the Metrolinx Traction Power Station, as it is still undeveloped. I would support a couple of 10-storey towers and 4-storey gentle density throughout the site.

As long as Guelph is not stuck holding the bag for liability issues and costs, I would support the transition of the Dolime Quarry area to housing. This prime urban land should be used for 4-storey gentle density throughout.

Housing should be integrated in these commercial areas with retail on the ground floors. 6 - 10 storeys would be appropriate. Surface parking is a wasteful use of urban land.

Housing near transit makes sense.

Housing on a Shopping Centre is a good idea.

The proposed development at 70 Fountain Street is what Guelph should be proposing in the Downtown core to revitalize the area.

This area is close to shopping, transportation, a park and green space and could handle many more people. Plus, there are already ma number of large apartment buildings in this area. It seems remiss to me that the City is not doing any expansion here.

This is currently mostly mall space. However, it would be conducive to greater intensification. But where would people grocery shop then? The area already welcomes newcomers so perhaps working closely with residents of the area would be wise and have the possibility of creating a community hub, with a centre etc., similar to the Willow Road Child Care Centre.

Baker Street Lot housing development should be a priority. More density needs to come to Downtown, not suburban centers devoid of any Guelph culture.

Townhouses, short apartment complexes

Good for commuters

Close to services for those who don't drive

Dense, high-rise

townhouses and low rise appts.

townhouses and low rise appts

townhouses and low rise appts

townhouses and low rise appts

townhouses and low rise appts

townhouses and low rise appts

townhouses and low rise appts

Relocate large commercial businesses out of residential core and replace with mid rise housing/community garden.

More housing near transit hub

A mix of rental apartments, townhomes and detached could go here. It has good access to the Gordon corridor and Hwy 6, the community park etc.

Comments that accompanied response "add a lot more housing here"

Mixed - This area has good access to shopping at the Paisley Zehrs plaza and good access to Hwy 7 and 24.

Add more height and density to the Ward area of the downtown and transition remaining homes to medium/high density housing

10 storey buildings, while keeping the "nicest" parts as parkland. BUT...do not develop if another road has to be made to access the Hanlon.

A few 10 - 12 storey buildings...
Keep the best greenspace as parkland
On a bus route
Near shopping

10 storey buildings...but how?

NOT a 25-storey building.
A 12 storey building is acceptable!

Comments that accompanied response "other, please explain below":

Comments that accompanied response "other, please explain below"

There are appropriate lands available to build new housing; however, house farms are never appropriate. Neighbourhoods benefit having amenities like parks, perhaps a convenience / commercial area node.

Increase the height of allowable buildings. Building up downtown reduces sprawl. The idea that we worry about sight lines to the church are outdated.

Under-utilized industrial brown fields since Hanlon Business Park opened. Green and build.

Re-open public park.

Increase street width. Cars travel too closely together.

Bus terminal/ Bus station

Retail space.

Affordable housing. Subsidy housing

Supermarket

Get rid of the ugly car lots and replace with green space and small townhouse buildings.

Downtown needs reasonable (i.e. 10-12 storeys or less) intensification across many streets particularly near the train station. Remove antiquated rules about being taller than the basilica.

Huge dead space. At one point looked to be commercial development but haven't seen progress in ages.

I like to see the increased density of developments, but unfortunately this area is built in a manner which leads to car-dependency. More mixed-use zoning could improve walkability. Also, replace the huge surface parking lots in the Gordon/Clair plazas with housing - you won't need as much parking if people live (pleasant) walking-distance from the stores.

Complex with housing on top?

Full mix from singles to apartments.

The empty store fronts and apartments should be utilized for housing.

There is a lot of unpleasant looking spaces that are wide open in the downtown core, close to the Go station, that could be developed. This would help independent business downtown and be easy access to transit.

Low rise condos and apartment buildings--offer high density housing in an area that has already been compromised environmentally and is close to the highway for commuters.

Comments that accompanied response "other, please explain below"

This area is underutilized.

This like many areas of the old down would make ready candidates for intensification that has proximity to what people need: shopping, transit, education, recreation, amenities.

Wasn't this planned to be a walking subdivision where you could walk to work that would be good with lots of green area and trails

It's time that Guelph allows taller buildings in the downtown core. In the 1960s a lot of beautiful building were torn down. The good news about that is there is a lot of space or uglier 1960s developments that could be turned into high-density high-rise buildings. We cannot grow like Mississauga. We need to keep the heart of our city vibrant.

Comments that accompanied response "there should be a node or corridor here":

Comments that accompanied response "there should be a node or corridor here"

High traffic area presently.

A corridor of midrise along the south side of Stone Road East between Gordon and the east side of Monticello Cres.

A corridor of midrise along the east side of Gordon/Terrace Lane between Dormie and Simpson Way.

A midrise corridor along Victoria Rd. N from College to Woodlawn.

A midrise corridor along Speedvale between Edinburgh and Victoria.

A corridor of midrise along Edinburgh between College and Water St.

A midrise node at Ironwood and Edinburgh

A midrise corridor along Kortright between Edinburgh and Gordon.

Extend midrise corridor along Eramosa from where it currently exists to Victoria.

A midrise corridor along Woodlawn between Golfview and Victoria

All of Victoria between Woodlawn and Stone should be a corridor

All of Speedvale between Hwy 6 and Victoria should be a corridor

All of Edinburgh between Woodlawn and Stone should be a corridor

All of Stevenson from Woodlawn to York should be a corridor

All of Woolwich/Norfolk/Gordon should be a corridor between Woodlawn and Stone

All of Eramosa from downtown to Victoria should be a corridor

All of Willow and London between Hwy 6 and Norfolk/Woolwich should be a corridor

All of Paisley from Hwy 6 to downtown should be a corridor

All of Waterloo from Silvercreek to downtown should be a corridor

All of Elizabeth from downtown to Victoria should be a corridor

All of York from downtown to Victoria should be a corridor

All of College from Hwy 6 to Victoria should be a corridor

All of Stone from Hwy 6 to Victoria should be a corridor

All of Silvercreek from Woodlawn to Waterloo should be a corridor

Clair Road being a truck route and a major corridor linking main north south arterial road should be considered a main corridor. Therefore, medium to high density residential development should be encouraged. Additional reasons for corridor designation is to take advantage of the existing infrastructure within Clair Road, walking distance to schools, parks, place of worship and commercial/retail.

Comments that accompanied response "there should be a node or corridor here"

Medium to high residential density along both sides of Gordon Street with some opportunities for retail/commercial (5,000 to 10,000 sf) not to compete with the Gordon/Clair Road node.

this entrance to the city needs improvement. housing hubs and shops can improve this.

Re-pave to two or three lanes.

Good clean spot for a node, more transit would be needed.

All of the commercial space along Eramosa should be medium-high density mixed used with ground floor retail or office with residential uses. Most of the parcels along that stretch are under utilized at very low coverage.

All along York should be medium density mixed use with retail and or office with residential uses above.

Build up - mixed use

Underutilized space, build higher and make it mixed use with office or retail and residential uses above.

Continue Shoemaker to expand city limits.

Elizabeth should become a mixed residential/retail area, a mini-main street.

Corridor to redirect a bit of traffic away from the Brant school zone

A grocery store/market or community centre

A community centre would benefit this neighbourhood

tree-lined grand entrance to downtown

More high-rise housing to make downtown nicer. Stop with the church height silliness!

Again, higher density could be here.

High and medium density. High rise and townhouses.

This area is underutilized and should be developed with high density housing and proper services / shopping etc.

Development of this area depends on addition of Shopping availability. There is very little in this end of town. It needs to be increased.

More downtown density would be good for Guelph. Affordable housing is important everywhere, but the downtown location is especially helpful for residents without access to a car.

The right mix of housing and commercial would be good here because right now the area is not in great shape and underused. What about the proximity to PDI though? There is a huge amount of chemicals there being stored/ moved constantly. There is also the problem of traffic already being held up regularly by the trains and/or poor street design, so I can't imagine adding a lot more vehicles.

More housing at medium density. Need to accommodate more apartments and townhouses.

Intensify here and prevent building into Speed floodplain and parkland.

Single family

open rail crossing @ Silvercreek

Medium density housing along the main Guelph corridor is appropriate.

Mid-rise

Mid-rise

Mid-rise

Mid-rise

Mid-rise

Comments that accompanied response "there should be a node or corridor here"

More density - Multi use condo/rental with affordable housing component, retail at grade

More density - Multi use condo/rental with affordable housing component, retail at grade

More density - Multi use condo/rental with affordable housing component, retail at grade

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More density - Multi use condo/rental with affordable housing component, retail at grade

Lots of services with residential above.

MULTI UNIT

Why is this area any different than Gordon? Existing housing can be converted to higher density.

Smaller apartment buildings, condos, townhouses. This is a good community area, close to parks and bus routes.

Add a new corridor along south side of Clair Road and convert the current north end of the Rolling Hill subdivision to medium density housing between Dallon subdivision and Victoria Road.

Where housing should not go

Comments that accompanied response "there is enough housing here":

Comments that accompanied response "there is enough housing here"

There is enough housing and not enough of connection to our city core. These areas of Guelph have no feel or attachment to what Guelph is/should be. The South end represents 1990's city planning - why are we continuing this trend.

Schools are overcrowded, no grocery stores or commercial resources, congested traffic during commute hours

Downey road is crazy busy already. Too much traffic with the industrial/business park.

The East in is Sprawling with single detached homes, low intensity living, and no services. This part of Guelph is not prepared for more population.

Green space here to offset the intensification of Clair/Gordon.

Buildings must be upgraded for housing anyway. Downtown has enough housing

It is already over saturated and a nightmare for traffic, let alone looks absolutely awful and crowded.

No new housing here. Roads not built for the increased traffic outside the city limits.

Area is very congested with the apartments, Costco etc.

We have enough housing in all the purple built-up area. We don't want very high density in our residential corridors, let's keep the density in the downtown and intensification nodes!

No more housing. This land should be environmentally protected

Please, please, please!!!! No more condos in the South End!!!!!!

No infrastructure on this side of the Hanlon to support more housing. Only 1 major grocery store, few elementary schools, and no high school. Lots of work needs to be done before we add more people to the west end.

Not adequate infrastructure (grocery stores, schools, restaurants etc.)

Putting more housing in this area over crowds a desired residential community in Guelph. It will act to detract home ownership. This area is also not close to amenities.

Comments that accompanied response "there is enough housing here"

Walking is not reasonable to the grocery or other food, resulting in increase traffic

Enough, Torrance Creek Wetland and the surrounding conservation area will not be able to survive and sustain wildlife if we keep disrupting the deer pass and water sources. Besides, traffic is horrendous and people living there experience high anxiety when driving in the area.

You have created a cavern of buildings here and now traffic is an issue.

Require green space to maintain some habitat for animals and walking trails.

There are already a lot of homes in the area and these parks and trails are needed for wildlife, nature trails, etc.

The south end is too saturated in housing. The density in this end of town is completely out of proportion when compared to other areas in the city.

Once the subdivision is done, balance it with green and natural spaces.

This area is very congested, and many new projects are already underway.

There is enough housing here for the lack of essential retail (pharmacy, grocery, banks, etc.). If this were to improve, it is a great place for increased housing.

Infrastructure (roads) need to be widened and/or improve flow of traffic north/south prior to more housing being populated here, specifically, high density housing.

It is becoming way too busy, as a driver and resident.

Transition density of 4 storeys needs to be respected where the downtown transitions to older neighbourhoods.

too many buildings. Downtown Guelph is now becoming South Downtown Guelph. Infrastructure can't accommodate. we are losing who Guelph is.

Too much traffic from Clair & Gordon north up Gordon already and south to 401

Too much traffic from Clair & Gordon north up Gordon already and south to 401

Traffic congestion

It is overpopulated with the existing condos.

It would be too difficult to make this area into something resembling a node.

Comments that accompanied response "more housing here isn't appropriate because":

Comments that accompanied response "more housing here isn't appropriate because"

Cut-through traffic on Kortright

Traffic jams

The forest and greenspace need to be preserved.

There's a TON in this area and this is a much-needed park.

You've already destroyed so many forests and green areas. Just STOP!

Stop getting rid of forests and green spaces.

Stop getting rid of forests and green spaces.

Stop getting rid of forests and green spaces.

Stop getting rid of forests and green spaces.

Stop getting rid of forests and green spaces.

Stop getting rid of forests and green spaces.

Stop getting rid of forests and green spaces.

Green space

Comments that accompanied response "more housing here isn't appropriate because"

Park lands

Old established neighbourhoods with appropriate housing stock.

like immediately east of downtown, immediately west and north are older established neighbourhoods. Too much density takes away from the neighbourhood feel and character and the reason why many individuals and families choose to live and remain in the areas.

The south end does not need more development

Low density residential. No parking. Roads already too busy. Noisy

Green space, habitat, land destruction

Land destruction

Land destruction. Make a park

Habitat destruction

There are no grocery stores

Preserve natural areas

Preserve natural areas.

We need to keep our current green spaces green. Once they are gone, they are gone forever. No big city ever regrets keeping green space.

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We need to keep our current green spaces green. Once they are gone, they are gone forever. No big city ever regrets keeping green space.

I think its obvious.

Growth should be focused in the BUA (built up area). Life cycle cost to extend infrastructure here. NHS (natural heritage system) makes a connected urban place i.e.: CMSP (Claire-Maltby Secondary Plan) impossible

Preservation park is well used and great natural heritage piece

The east end desperately needs more retail/commercial here, and more housing isn't as required.

It already has an immense amount of densification happening and it is poorly served by all modes of transportation north to the core and the other end of the City, e.g., pinch point at University and points north.

Keep green areas for recreation

Keep green areas for recreation and a green corridor along the river

Need a nature area for Guelph

There are already to many houses

There are already to many houses

There are already to many houses

There are already to many

No resources like grocery stores, commercial or schools

Maintain public parkland along river

Maintain public parkland along river

Maintain public parkland along river

Maintain the public greenspace of the arboretum

Comments that accompanied response "more housing here isn't appropriate because"

Protect wetlands as they are crucial to recharging groundwater aquifers with clean water

Maintain public forest within city limits

Maintain public park and greenspace along river all the way to Guelph Lake

Maintain character of districts

Intensification should be focused in the nodes and corridors to encourage better use of resources (transit, retail, pedestrian traffic, services).

Make this area a park along the river!

Hopefully GCC come remain without further residential development

More housing in the area of the university will only lead to more rentals.

Natural area

Natural area

Gordon is already during peak times painfully slow. More and more buildings have been approved down Gordon. Several condos don't have turning lanes which stops traffic. Gordon is already at capacity.

Stone Road is a business region it should be kept that way. Adding more housing will make commute times to this area slower and negatively impact businesses.

Roads are already overwhelmed all green spaces are now buildings.

The city should stay at a lower profile like Paris so it doesn't become unmanageable, over populated, over polluted mostly in pandemic conditions. Also, the roads aren't setup for the extra population.

Industrial

No more room due to GRCA (Grand River Conservation) lands

Getting too close to conservation land, land used by wildlife. It needs a buffer zone from people and density.

Keeping the arboretum and university area green is important to have natural refuges within the city.

An LRT or dedicated bus lanes should be built.

The development that is happening here is sporadically organized with no regard for the environment and not properly planned.

Housing here is being based on old car centred planning theories with no understanding of proper mixed used high-density planning theories.

Downtown core is congested and cannot reasonably accommodate more housing. Chronic issues with parking, deliveries, and city services must be addressed before new or additional housing is approved.

Traffic congestion

Undeveloped woodlands need to remain intact

It's too far from downtown amenities (and the rest of the city) and too close to the edge of an already-sprawling city.

This is connected to the green area as part of Preservation Park, plus it's in a valley so not sure how easy getting housing in there would be anyway. Would be good to maybe have a trail system in here - urban oasis.

We need green space

we need green space

Green space with preservation park should be retained.

Comments that accompanied response “more housing here isn’t appropriate because”

There's too much here already - nowhere to park, too much traffic, too expensive, unsafe/drug problem/homeless.

It's already crazy busy here.

Open space and parks are what make Guelph special.

Open space and parks build a physical boundary around Guelph that helps create a sense of place. Communities need a space otherwise they become indistinct and lost in a bland sameness. Examples are Brampton and Mississauga and most of Toronto that have seen rampant growth without any community or distinction. Please don't let Guelph turn into that same bland, boring, soul crushing homogeneity of those cities.

Keep spaces open around Guelph.

Losing green space leads to losing health and well-being. Plenty of research shows how important natural spaces are to people's health and mental well-being.

Farms and livestock close to Guelph give her residents access to good quality food even as supply chains are stressed by COVID-19 or other disasters and disruptions. Food, especially fresh, locally grown products, give Guelph's people security in uncertain times.

Conservation areas and natural sanctuaries, like the Donkey Sanctuary of Canada, are important for people to connect with nature and give back to our earth.

This area offers another open space around Guelph to give the city a sense of geographic and natural separation from rampant growth in other cities.

Parks are essential for exercise and relief from the stresses of tight, over-crowded cities.

100 percent opposed to this. No housing here, at all. It's a fantastic green space that needs to remain that way. Higher density housing (in the downtown especially) is key to keeping this space for citizens.

Becoming quite crowded.

The area is getting very crowded as is. Densification is going overboard here.

The sprawling houses of this area are getting dangerously close Guelph's largest water source.

Natural land that development will only benefit developers and commuters to Toronto.

This should be left a naturalized area. Has significant geological features which would be destroyed due to construction.

There isn't enough roads in and out of Victoria area.

The node is becoming extremely congested with traffic issues, entering and exiting the City on Gordon which is Hwy 6 is impossible at rush hour intervals.

It's a park

Too much cutting throughout traffic on Kortright, Sweeney and Zaduk

This should be preserved as parkland

Need to limit sprawl to stop stretching city services.

Royal City Jaycees Park should remain a park.

It's an important green space.

It is an important green space.

The area around the Ignatius Jesuit Centre is important green space.

Too far from downtown—creating substantial sprawl, which is one of the most detrimental contributors to the climate crisis.

Too far from downtown—creating substantial sprawl, which is one of the most detrimental contributors to the climate crisis.

Comments that accompanied response “more housing here isn’t appropriate because”

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Too far from downtown—creating substantial sprawl, which is one of the most detrimental contributors to the climate crisis.

The arboretum is a vital local space.

It is important public green space.

It is important public green space.

It is important public green space.

It is important public green space.

It is important public green space.

It is important public green space.

It would, of necessity, be infill, for which there is little space without destroying the character of the neighbourhood and devaluing the homes already there

It is a quiet residential gem that would be ruined by more housing. More housing is better in the south end where the houses have less history.

It is green space

It is green space

It is green space

It is green space and a park

It is green space

Keep the ward as it is please

Preservation Area

Preservation Area

Arboretum

Should be kept natural for future generations

Need to protect the Arboretum.

Protect the Arboretum.

No high density (or specialized high density) residential development should be permitted, due to current concerning issues regarding traffic congestion, safety, aesthetics of this neighbourhood.

We should be maintaining the buildings in our downtown core, not adding skyscrapers. We should be thinking of how to add character to our downtown. Maybe making the market more user friendly with more accessible parking (or moving the market to a bigger space as currently too congested) It should be a place of gathering without high volume traffic.

Medium density sprawl

We don't need more sprawl.

Contain sprawl

Contain sprawl

Contain sprawl

Comments that accompanied response “more housing here isn’t appropriate because”

Stop growth

Stop growth

Stop growth

Stop growth

Stop growth

Stop growth

Stop growth

Roads are already pretty crowded with parked cars, and Janefield already used as a shortcut to Stone.

At least not until the road is widened.

The days of sprawl should be over

The days of sprawl should be over

The days of sprawl should be over

The days of sprawl should be over

The days of sprawl should be over

The days of sprawl should be over

It is too close to an industrial area.

It is too close to an industrial area.

It is too close to an industrial area.

It is too close to an industrial area.

This is one of the most desired residential areas in Guelph and adding more intensification here will detract new home buyers.

Forest area

Forest area

Forrest

Green space

Wetland

Green space

Enough housing already!

Leave some green space

Conservation area

Conservation area

Green space

Leave some green space

NO

Disturb the pollinator park

Conservation area

Significant green space

Blocks wildlife from Ellis Creek Park

Additional housing will infringe more on the local moraine and wildlife corridors.

Comments that accompanied response "more housing here isn't appropriate because"

Additional housing will impose on the local moraine and wildlife corridors.

The entire Preservation Park area needs to be preserved as parkland.

Infrastructure, including roadways, is not sufficient to handle current traffic volumes along Gordon Street. Development should be severely limited until a plan for infrastructure and high-volume traffic corridors throughout the city is in place.

This is a desired residential area. It has some of the most sought-after homes. Increasing density here would detract from the attractiveness of this area

There are no amenities in this area for increased house.

Greenfield site, or adjacent to greenfield. Adds sprawl

Greenfield/adjacent to greenfield. Adding housing here adds sprawl, destroys habitat and agricultural land.

Greenfield. Limit sprawl and natural habitat destruction.

We need more infrastructure in the east end instead of more housing. We have tonnes of housing especially with all the new condos but no grocery stores, clogged roads, and lack of transit.

I just saw the for sale sign, we need to keep that as green space.

There are some architecturally beautiful homes in this area.

Preserve close access to nature

The infrastructure upgrades required to accommodate additional housing is cost prohibitive. Guelph does not have the water resources to accommodate more people.

It's already fully developed. It is the last of the great Canadian subdivisions and should be designated a heritage site. We can't give up green spaces for more housing.

We need to build up amenities first before there is no space left to do so. Need access to Food here.

Again, we should be preserving our undeveloped lands. If we like to drink water, we shouldn't be paving over it! The only type of housing that should be built is high density in already paved areas again though our developer buddy mayor will never allow this to happen and will just sprawl, sprawl, sprawl.

Again we should be preserving our undeveloped areas absolutely no new housing should be built here on the edge of a conservation area do you not know what conservation means?

These areas are single family homes. Every time density increases you devalue these homes.

Same

Wetlands and conservation area. Enough housing already that is affecting wildlife negatively.

Keep the park and waterway as-is

Keep the park and waterway as-is

Doesn't fit the area

Doesn't fit the area

Leave the university and specifically the Arboretum alone.

I think we should protect our large community parks throughout the city.

There are not enough services for this area.

There are wetlands here and it would be better to keep it as a park.

It's very industrial in this area.

This is a shopping district and is surrounded by well established community.

Comments that accompanied response "more housing here isn't appropriate because"

This is industrial and housing is not appropriate here.

Shopping district

Green space that is well used

Great green space for the community

Green space for the community

Green space for the community

Green space for the community

Green space for the community

This is a commercial/industrial area that continues to support employment uses

Need to keep green space

Need to keep green space

Need to keep green space

Need to keep green space

Need to keep green space

Need to keep green space

Protect greenspace

Keep housing to central downtown...make more-dense with easy access to public transit

Very iconic landscape

Keep riverside lower density with more parks, etc. But replace older rundown homes with more energy-efficient ones.

Please keep as a protected greenspace

Please keep as a protected greenspace

Yorklands Green Hub

Wetlands west of Gordon, north of Arkell must be protected.

With proper intensification in the existing built up areas these lands can be left as farmland or nature preserve.

We could do better than turn this to urban sprawl.

Should be preserved as natural area.

Should be set aside as nature area and parks for future generations.

Watson and Victoria roads can not handle more housing on the north east end of the city. There is already too much development in this area for the amenities.

There's not enough traffic management.

Downtown is busy enough during the day and at peak periods.

No high-rise buildings please.

There is already significant roadside parking in the area from residents. Many places causing one-way traffic which is dangerous when vehicles come in each direction.

Old downtown neighbourhoods are already at capacity without tearing down historical buildings and ruining neighbourhoods.

Too much traffic already, parking can not facilitate any more volume of housing.

Need farms and green space.

Need to maintain farmland.

Comments that accompanied response "more housing here isn't appropriate because"

Preserve these woodlands.

Need to preserve these wetlands.

We need forests.

Sensitive wetlands

Wetlands sensitive environment

It is already full of houses and Guelph does not need to become "Toronto West". Traffic in this area is becoming a nightmare already so more housing of any form (single family, apartment, condo, etc.) will simply exacerbate the problem.

This is encouraging sprawl and the further creation of a "bedroom community", driving up housing prices.

WE NEED GREEN SPACE

WE NEED GREEN SPACE

GOOD DOG WALKING AND CYCLING

DOGS AND BIKES

DOGS AND BIKES - OKAY HIKERS

DOGS BIKES HIKERS

Eventually Gordon will either be stop and go traffic or it will need to be widened significantly. This main artery will no longer be able to move traffic.

Landsdown and Valley Road has one sidewalk the bed development of bungaloffs has already added too much traffic for this small space to handle. 2 days ago my dad had to be taken away by an ambulance and they had to turn around and go an opposite direction because of the students from the student housing across Gordon Street parking all along Landsdown on each side making it impossible for the ambulance to get through. This is an OLDER neighborhood filled with elderly people and families. It is not safe for any high density. I'm not sure why you've allowed it to be zoned that. I can't imagine anyone from council would like to live here with a high rise.

It's lead to traffic along major corridor.

It'll add traffic to major corridor.

The preservation park is an important landmark. Further urbanization around the already constrained boundaries would be damaging.

The dairy bush is an important historical and ecological landmark. Housing here would go against the values and wants of Guelphites.

This is an important part of our watershed and the forest area should not be demolished for housing.

This seems to be an important ecological area including the recreational Pollinator Park. No new housing should happen here.

This is a rural estate area that has a character that should be sustained.

The maximum zoning of 6 storeys in this location should be respected in the downtown core.

This site in one of the prominent locations of the City should be acquired as a park beside Central School. Acquisition of parkland in the downtown is not keeping up with population growth as required by the Downtown Secondary Plan.

This is adjacent to our pre-eminent heritage landscape, the Catholic Hill campus.

Clair-Maltby is a highly sensitive area on top of a glacial moraine. This development will be the most expensive greenfield we will ever develop.

More cutting through traffic flows on Kortright Rd.

Comments that accompanied response "more housing here isn't appropriate because"

Contamination - loss of valuable industrial land/employment land.

We need to protect as much of our existing green space as possible.

I think the various buildings currently in place, indicate that intensification is occurring but has been done while preserving the sense of history in the downtown core. Adding more housing would be the tipping point in turning this into vertical sprawl.

Currently the area on Gordon Street between Lowes Road and Edinburgh Rd is slated for MASSIVE intensification. This area according to the official plan is Medium density and should remain so. Even with this designation, when you do the math, there will be thousands, yes thousands, no exaggeration, more people in a very short span of roadway. Allowing for increased height and density beyond 6 storeys in this corridor (imagine the Tricar building south of Clair) is totally incompatible with current building forms. Traffic problems currently exist, lack of adequate parking on building sites is the norm meaning nearby streets have to provide daily parking for residents of apartment buildings. No amenities exist here - no doctors, no grocers, no parks. No new housing !!

stop expanding city limits to add housing. Build up and maintain the current footprint

Protect parklands

Protect parklands

More housing is okay but traffic and walkability needs to be considered. Wellington and York is so busy.

Sprawl/lack of transit

Car dependent

There are too many condos being built

Green space is important, and this is a readily accessible area for several neighbourhoods.

Where should Guelph grow?

Comments that accompanied ratings for scenario 1

Comments that accompanied ratings for scenario 1

Let's avoid looking like Mississauga, more 5-8 storey apartment buildings would be the first phase of downtown infill. There are areas all over downtown that could use these smaller sized apartments.

I love the new Baker Street plan and can see more high-rise units already planned at Wyndham and Wellington, however, to get the numbers we will need these areas will not be enough. They would be great to support the additional buildings along nodes in my opinion.

Building heights in downtown should continue to preserve the character of our city.

If new housing in this area also allows for increased business spaces (the main floor of buildings) this is a good plan.

Since the city seems unable to create transit/walkable/cyclable communities outside downtown, lets make downtown the best it can be and let the rest of the city languish as a suburban wasteland

I rate this scenario as five stars - the rating button is not working

Adding developments downtown would have to be done in a responsible manner, keeping the character of the city centre (avoid nondescript glass towers where the city centre could look like any other).

Adding developments downtown would have to be done in a responsible manner, keeping the character of the city centre (avoid nondescript glass towers where the city centre could look like

Comments that accompanied ratings for scenario 1

any other). There appears to be a lot of surface parking areas that could be utilised, especially now that the multi-storey parking lot is open.

As Guelph builds downtown, we need to continue the investment in transit. I'm proud of Guelph's continued dedication. But as a resident on the east end of Guelph, transit times are unacceptable. If this is the level of service seen for those without cars, I can see why it is not well used or relied upon.

We need to make it easier to put housing downtown. Allow heights to increase, but be careful of intensifying urban heat island

Burdening Downtown Guelph's existing infrastructure with more residential development will be very expensive to maintain. There are a few key residential development sites with the Downtown area that should be developed i.e. Baker Street parking lot but Guelph should focus on a balanced approach to residential development across the entire City and make use of built up areas within greenfield areas in order to maximize existing infrastructure.

This is exactly what I vision for Guelph: an abrupt change from rural at muni boundary, with increasing density towards downtown and along specific corridors/nodes. This plan will maximize chance that downtown is vibrant and self-sufficient.

More housing downtown means more support for local businesses. There is also more probability of currently vacant retail spaces to fill up with new businesses helping investors and owners alike. Traffic density increases but can be mitigated with walk only areas, more bicycle lanes and more parking structures (Baker Street parking lot).

Infill is key, just keep the city walkable.

This ignores the value of a preserved, historic city centre for tourism and quality of life.

I highly prefer to live downtown, and I want more affordable options for doing so.

I admire the Church of our Lady every time I am near downtown. Please keep clear sight lines to church and reduce new building heights.

A mix of scenario 1 and 2 - need higher density in downtown but need med-high density mixed use along corridors.

This would drive me away from downtown losing my business.

Having more people living downtown might create more of a "vibe", easier to walk to instead of needing to drive.

There is no reason to increase building in this area, other than its what developers and perhaps some members of council desire, why? We don't know. If you don't build it, they won't come. This city is already too big, too big for the water supply, too big for its small minded services and council. The province can say whatever it wants, but growth is a local prerogative

Downtown Guelph is a heritage area with much tourist potential like Kingston, Cobourg and Port Hope. Don't ruin it.

Having more people living downtown might create more of a "vibe", easier to walk to instead of needing to drive. Also, higher buildings would not be unusual here.

You must add housing near downtown to serve the future GO regional network. You will get demand around these station as service ramps up.

Downtown could become a modern entertainment and dining district

This is the stupidest plan. Downtown is too overcrowded with nowhere to park. We need less residents in the unsafe and busy downtown area.

Make downtown Guelph a destination place where people want to go. Create live/work environments.

Zero stars

The only reason I'm not giving 5 is that I don't understand what the effects would be.

Comments that accompanied ratings for scenario 1

Stop ruining the downtown with these monster buildings. I want to see the church not walk through skyscrapers. Its why I live in Guelph and not Toronto.

The road lines are unoptimized across the downtown region, and the business owners are incredibly controlling. Guelph's management will be taken advantage of and given a hefty task with plans like this.

Though it will definitely make the city's popularity increase. Devoting construction in this part of town will lead Guelph into being considered more than a small town. Whether that's a good thing or not is an entirely different debate.

I don't think this distributes growth enough or contributes to a truly walkable city.

Best to protect green space and encourage people to walk rather than drive to locations (tender in younger generations)

Not keen on increasing the building height.

It doesn't make sense to build up skyscrapers downtown Guelph. We aren't Kitchener or Cambridge, let's keep it a respectable downtown core and not get too dense downtown. Improve transit if we want better downtown presence.

3 storey to 4 story.

Don't want housing in downtown. Fix what we have.

Downtown is all that continues to make Guelph feel like the community and place it was 10 years ago. Leave it alone.

Downtown is already too busy.

I don't think downtown needs more housing. I already avoid the area because it's hard to park there.

I do not like high rises but better that they are kept downtown rather than increasing housing in the lovely residential neighborhoods surrounding the downtown.

Be great to have Baker Street lot actually developed and the library built along with it. So much talk; so little action.

Discourage heights over 6 storeys

Yes, I suppose larger/taller buildings downtown would be ok

It going to destroy the character of Guelph city.

Reinforce pedestrian/walkability with cycle lanes in downtown and improve cycle trails at road crossing points is important

There is an incredible opportunity to create a vibrant core. Current building height restrictions in the core is too conservative --- too driven by nimbyism and fear of change.

None at all

Downtown is central to peoples needs and highly walkable. The downtown area also needs a "boost" in order to help the area thrive.

Downtown is not very nice right now. Good housing & more people living there would help.

Significant new development already planned via the secondary plan; implement this before adding more density, i.e., not like Skydev crap.

Building heights and densities can be higher downtown and kept lower in the corridors.

Adding more people to the downtown core will destroy the character of the downtown and the City. We need to maintain picturesque surroundings for our City Hall. People won't come and skate at City Hall or buy stuff downtown if the population is too dense.

100% of the housing should be in built up areas. Developers should be forced to provide people with options that are viable such as three and four bedrooms.

Comments that accompanied ratings for scenario 1

Downtown core should always be intensified first. It is walkable, and that is typically the first stage in any other municipality.

Build up in the downtown core for people that enjoy a more dense population.

While I like this scenario the best my reservation hinges on the height of the buildings- I would like to see no more than 10 storeys.

City should avoid any development on Gordon Street as it's already having traffic jam. Gordon does not support this traffic from Stone road to Downtown anyway.
Area to be considered for increase traffic are Victoria and Hwy 6

I think the reality is, Guelph's downtown core does need to be built up, especially for accessibility to GO and transit for residents who do not have vehicles.

This option is great for investing in the health of Guelph's downtown. Don't forget affordable housing!

It should not whether we add density to the downtown or not, but to what level. Density in the downtown will help support and fund public transit and other amenities at a fraction of the cost of build up areas.

Not enough parking or groceries stores/hardware stores for this option.

It is in a GO transit rail station area, Guelph Central Station is here, and there is very limited housing stock downtown. This is where the majority of housing should be placed as it is well served by transit and is the centre of the City. The area is walkable and has many amenities.

Currently most jobs not downtown. This add more people commuting out from the core that is already too congested. The downtown concentration plan doesn't allocate realistic parking needs downtown core which just drives cars parking to just outside core (streets like Nottingham and Essex that are already saturated and getting to be unsafe for pedestrian traffic as non resident parking allowed on both sides of streets.

Historic character of downtown is compromised if it becomes a sea of condo towers. Do not add more height, especially on top of the drumlin (hill).

No heights over the official plan.

At the moment the downtown area is all bars and very few shops. Very little grocery options. I live downtown and if I wasn't established there, I would never be tempted to choose that location. Also, I feel less and less safe downtown especially after dark.

There should be some new development downtown that fits within our plan. There should also be some consideration to developing parking alternatives / direct routes to get commuters to the GO station.

Under NO circumstances should maximum building heights for high rises be relaxed. The condo high rises on Wellington/Woolwich should be viewed as aberrations, not some sort of "new normal".

Intensification along Gordon St north of Clair Rd must avoid turning it into a visual tunnel. The Solstice fronts are FAR too close to the road and the buildings themselves are hideous. The City needs to exert far more control over developers.

There are good best practice communities out there; let's identify them, emulate and improve upon them!

I think it makes sense to add housing in the downtown area, however building heights should be restricted to below 15 storeys.

Maybe a good idea if the transit is accessible

Center of Guelph needs an economic boost because the south end is attracting a huge amount of the wealth.

Comments that accompanied ratings for scenario 1

This is a formula for extreme density in just one part of the city, which will result in very tall buildings; that will destroy the character of our downtown streets.

There is already limited parking and downtown is overcrowded. Especially between the hours of 7am-6pm.

Main concern with higher buildings downtown is obscuring landmarks such as the Basilica.

More people and density in the context of COVID is madness

We've lived in a construction zone for 20 years already, give us SOME quality of life for a while. Get control of the city NOW, then consider if we can support that many people.

Centralize housing with downtown-based jobs, GO Transit access, and other amenities.

Building height restrictions such as what are currently in place are ridiculous for a city like Guelph. Build up and save the green spaces, it just makes sense.

More high-rise downtown

The downtown is ugly and underutilized. Bringing more density would help business thrive, resulting in a rejuvenation of downtown.

- Prioritize affordable housing over luxury housing
- Show your current citizens you have increased spending on all social services to match the development and population growth that has been invited here over the last ten years, and don't increase development until this can be guaranteed, ongoing
- Ensure increases in social services and cultural development spending (at least) match percentage increases in spending on police
- Designate significant tax revenue from any luxury developments to be directed to social services and support systems for the most vulnerable folks in the community who will likely be displaced by said developments (see York Rd. Development study)
- Mandate that any future developers support public green space and community garden growth in their ward(s) either through financial sponsorship or donated land/space
- Prioritize Wellington Water Watchers as consultants on any development proposals.

Increase building density by allowing larger buildings.

Low rise and row housing and affordable, not high density.

It would be wonderful to add housing into the downtown but let's face people want houses not apartments and not condos majority of the time. This is why in my opinion this plan may be somewhat unrealistic.

It makes sense to add more downtown as it would be walkable and accessible to transit.

Walkability is so important, for both residents' health and to sustain Guelph's culture. Affordable housing is greatly needed.

Building heights should also increase on high density to accommodate additional growth where appropriate.

See comment for #2.

High-rises should be avoided downtown. They change the vibe and walkability of a community (making the streets windy and cold, blocks sunlight etc.)

More downtown population is great for keeping the core vitalized, walkability is good for the environment. Taller buildings make sense here.

Love more housing in downtown core but please make it highly walkable and respect the height restrictions to enjoy the beauty of the Basilica.

Housing should be added downtown where there can be higher density and amenities/transit are most accessible.

If you want people to spend money downtown, you need to get people to live downtown. Affordable condos and rental apartments are how to do that.

Comments that accompanied ratings for scenario 1

Walkability matters but there are lots of places outside downtown that are in walking distance.

I'm not opposed to growth downtown - but carefully placing the density is crucial. Catholic hill must be preserved.

I'm not opposed to growth downtown - but carefully placing the density is crucial. Catholic hill must be preserved - and train access should be reasonable.

It seems like the "indicators" practically tell us that Scenario 1 is the best and Scenario 2 is the worst.

It's not as simple as that. What does "financial sustainability" actually mean? Does the high rating of "infrastructure" in Scenario 1 mean that upgrades in infrastructure are cheaper than new infrastructure (that would need to be built in Scenario 3)?

It seems like the "indicators" practically tell us that Scenario 1 is the best and Scenario 2 is the worst.

It's not as simple as that. What does "financial sustainability" actually mean? Does the high rating of "infrastructure" in Scenario 1 mean that upgrades in infrastructure are cheaper than new infrastructure (that would need to be built in Scenario 3)?

Also, it would be nice to keep as much of the small town charm of the downtown as possible.

Wind tunnels do NOT enhance walkability.

Comments that accompanied ratings for scenario 2

Comments that accompanied ratings for scenario 2

Realistically - more commuters are locating to Guelph. This growth supports this reality.

Travel corridors need to stay open. We can't congest main arteries in/ out of the city. There are only 2! Gordon street is already crazy. Please don't make it worse.

I like the idea of nodes but having walkable safe communities with green spaces, and a diversity of high-end condos, small apartment buildings and townhouses is ideal.

Make sure the parkland laws are followed. Our mental health depends on greenspace!

First of all, I think the black and white thinking that is implied in the question is not helpful. I think that the scenario that makes most sense might take a little from each of the scenarios posited.

Mid rise for Gordon makes sense. To put highrises along Gordon doesn't make sense as it is a main access to the City and to add traffic from new large buildings would overwhelm the area.

This seems like a potentially more feasible solution than the first scenario.

Already too busy

- Prioritize affordable housing over luxury housing
- Show your current citizens you have increased spending on ALL social services to match the development and population growth that has been invited here over the last ten years, and don't increase development until this can be guaranteed, ongoing
- Ensure increases in social services and cultural development spending (at least) match percentage increases in spending on police
- Designate significant tax revenue from any luxury developments to be directed to social services and support systems for the most vulnerable folks in the community who will likely be displaced by said developments (see York Rd. Development study)
- Mandate that any future developers support public green space and community garden growth in their ward(s) either through financial sponsorship or donated land/space
- Prioritize Wellington Water Watchers as consultants on any development proposals

This is a formula for more high-rise buildings, which are not the most desirable form of housing.

Comments that accompanied ratings for scenario 2

More housing in major corridors will add traffic and make transportation more cumbersome.

This doesn't help those to live and work downtown. Its ok, but not what's necessarily needed. Living and working downtown will help alleviate traffic and support downtown businesses more.

See previous .

This would only be a good option if land already in use (for shopping centers etc.) was built up.

This will strangle the corridors.

Main concerns with this one are increased traffic along corridors.

Many of these areas cannot sustain an increase without added infrastructure - AKA roads and parking.

Many of the red areas are already to busy now.

Logical to build in the corridors provided Guelph deal properly with traffic and parking. But to preserve the character of Guelph as a liveable city, we need to produce 6-storey maximum, and avoid "skyscrapers". Guelph needs a much-improved traffic management to facilitate these changes.

6-storey maximum. I was drawn to Guelph because of low rise buildings not towering concrete buildings.

Gordon corridor is already at maximum capacity, I would strongly suggest looking at other corridors, those that have not been developed yet, or that are not near wetland /conservation area, which is the case of Gordon/Arnell and Victoria rd.

What do we mean by financial sustainability? Is this the anticipated profitability of developers? How is this negotiated with the city? There needs to be transparency as our tax dollars are supporting the infrastructure to allow these buildings. The city's current development fees in no way come even close to offset my tax \$ lining the pockets of developers. I see this all the time when we have companies, like Skyline, who are about to consume thousands of \$ of our city budget to fight the city's rejection of the new 25 storey building!!!

Like the idea of nodes provided they are connected by bike paths and have good walkability scores to local businesses.

Again, I would restrict building heights to 15 storeys or less. We do not need to create the wind tunnels that have been created in Toronto or decrease the possibilities for sunshine to reach various parts of our landscape.

Under NO circumstances should maximum building heights for high rises be relaxed. The condo high rises on Wellington/Woolwich should be viewed as aberrations, not some sort of "new normal". Intensification along Gordon St north of Clair Rd must avoid turning it into a visual tunnel. The Solstice fronts are FAR too close to the road and the buildings themselves are hideous. The City needs to exert far more control over developers.

There are good best practice communities out there; let's identify them, emulate and improve upon them!

Intensification is good in these areas, but stick to official plan for height and parking

Keep the downtown, downtown. Keep the single houses around the downtown - it is part of what makes Guelph appealing.

Why make these areas any more dense than they are already?

This makes more sense - distributing growth throughout the city.

Gordon corridor is already over loaded, traffic is nightmare and there are areas of the city that are still underdeveloped.

This would add a lot of congestion

Comments that accompanied ratings for scenario 2

Many of the nodes and corridors identified are not appropriate for good transit service or need more amenities to support the existing residents. Some focus on nodes and corridors is appropriate, but must be carefully considered on how easy it is to provide frequent transit service and what is already present.

This seems like it will need added transit access to be feasible, especially for students and residents without a car.

Gordon is not the street that should be further intensified, we do not leave in Toronto downtown to have 12 and than 20 storey buildings.

Most negative scenario.

Gordon street is overcrowded. The current plan will not adequately address most of the issues. It's not a functional route to the 401 and nothing can be done about it.

Significant un-built development already planned in these areas; can the transport system accept more? what is model split being contemplated? 50-50? Overly simplified useless analysis.

. .

Keep height of buildings within the bylaw - if it is 10 storeys then don't allow 12!

Disagree with the indicator metrics shown. They all favour high rise centralized districts which shows a planning and development bias of the last few decades. Walkability and efficient use of infrastructure, and population densities can be achieved with more diffuse density (e.g. renewed interest in the "missing middle"). Centralized high rise development is favoured by developers for profit potential but it doesn't translate to the metrics of good urbanism shown here.

I feel it is very important to limit height of buildings in our corridors or we risk losing our cities character and will look like the GTA sprawl.

Nothing downtown. You have already made a mess do not make it worse.

The corridors have already taken more than their share. The roads and neighbourhoods can't take it.

Reinforce pedestrian/walkability with cycle lanes in downtown and improve cycle trails at road crossing points is important.

All scenarios should promote mixed-use development. Corner stores and cafés in all residential neighbourhoods. More smaller grocery stores to serve a smaller catchment area.

Discourage heights over 6 storeys anywhere in the City.

Don't destroy the local residential communities, keep heights the same as the local residences

Slightly better option but we still have far too much housing in the south end with terrible traffic and it looks absolutely awful and overcrowded.

Transit would become more of a nightmare with making these crucial areas more dense.

I'd like to see more downtown but this is the most realistic scenario

As with scenario 1, this does not distribute growth enough.

Simply put, this will amplify the current issue of taking advantage of new families and students. Houses purchased to be sold repeatedly, and finally kept for making the desperate deal with high rent.

The style of the housing will also be out of sync with what's already available in those areas

Zero stars

No more downtown housing!!

Build up in downtown and node should be about the same, lot of fill in potential around the city in the purple area for some 8-15 storey buildings, town housing and fill ins between houses

These nodes and corridors are becoming horrible to navigate by car and walking.

Comments that accompanied ratings for scenario 2

South end cannot handle more traffic and congestion, way too built up with condos, need more family housing, Gordon becoming a dangerous road.

This would be okay if the mass transit was maybe more frequent etc. otherwise I could see it creating more road congestion since in these nodes/corridors there might not be the same amenities and/or nightlife.

Too much traffic congestion and higher buildings reduce quality of life.

Nodes and corridors methods used by the city' planning department are outdated and lead to undesirable results...lessons learned from Toronto and around the world.

Increases traffic in already traffic dense areas. Would not recommend unless adding lanes to roads, adding new roads to take pressure off of main way, adding increased bus routes or adding a light rail transit system.

Traffic on corridors is already too congested, no more buildup on corridors unless you upgrade roads.

I rated this scenario one star less than Scenario 1, as the public realm along corridors (as it is now) doesn't support walkability as well as the existing urban fabric of the downtown. So, while I support both, if I had to choose, I would prefer downtown.

Additional corridors should be added i.e. Clair Road as a main east/west corridor in the south end. Overloading existing corridors will lead to more traffic and infrastructure constraints.

I'm equally in favor of this as scenario 1, assuming this means heights can increase downtown, and that the nodes will be serviced effectively with public transit and separated cycling lanes/safe active transit.

Similar to my earlier comment transit would have to continue to be a commitment. With this option the importance of cross city travel by transit would need to be increased. Currently for me to get from Speedvale and Watson to college and the express is over an hour. Not acceptable if ppl would rely on it for higher density living style. Likewise, the increased traffic from cars would be the result.

Adding housing to the nodes and corridors could be very beneficial if enough brownfield sites or current surface parking areas can be developed on. Potentially good for public transit. Consideration of environmental factors (noise, smell, ecological) where development is placed near industry, transport, parks.

Adding housing to the nodes and corridors could be very beneficial if enough brownfield site or current surface parking areas can be found. Potentially good for public transit.

Adding housing to the nodes and corridors could be very beneficial if enough brownfield sites or current surface parking areas can be developed on. Potentially good for public transit.

I rate this scenario as three stars the button for rating is not working.

Not bad in principle, but in practice current developments in nodes/corridors are too auto focused.

I understand the logic of additional housing in areas serviced by public transit but these corridors (esp. Gordon Street) are already overpopulated. The roads are not wide enough and there is way more than even development already planned/underway in these areas.

Commercial development, traffic management, and public transit outside of downtown would need significant improvement over the current state in this scenario, but if this could be achieved this is a good solution.

Mid-high rise housing along nodes looks appealing and gives access to convenience for those tenants.

Comments that accompanied ratings for scenario 3

Comments that accompanied ratings for scenario 3

There are limited areas for mid-rise housing in the built-up areas, other than the node areas. this would add town homes, but not help for affordability most likely.

More housing should be focused in the built-up area. We want to use our existing service and infrastructure more effectively. It is also more sustainable.

Need to focus on nodes and corridors first. Make them more transit supportive. There is still more opportunity in these locations. We don't need to move to other areas of the built-up area yet.

We need to get away from the idea that we will all live in low-rise housing. This is not sustainable in a growing city and can't be sustainable given climate change.

If through your assessment there is opportunity to intensify the built area this should be perused as it will create better use of land infrastructure, transit etc. This should be done in conjunction with design guidelines to ensure increased densities are respectful of existing built form.

This is probably the best-case scenario. I think most people in Guelph would prefer townhouses and low-rise apartments. People like this city because it has character and feels like a "small town" despite the population. Spreading out the growth will also help with traffic concerns.

I rate this scenario as two stars.

Based on the poor transit, cycling, and pedestrian options for travelling within Guelph, the preferred scenario has to be 1.

I need more evidence to support these indicators. If true - scenario 1 would be my clear favourite. However, as an example, I think we could add missing middle housing through the BUA (built-up area) in areas with existing infrastructure and higher financial viability.

Neighbourhoods need to keep the character that they currently have. Introducing low rise development can lower an areas uniqueness. Some brownfield development in built-up areas would be welcome. More difficult for walkability and public transit.

This option makes it harder to plan services. I understand spreading out the density could seem like a reasonable plan except then the increased use of services is also spread out. Making planning for better support services like transit, libraries, and the like more challenging to meet. An investment into the areas that need the services required for mixed use and income level residents is easier to meet in a more concentrated plan. This is not to say neighbourhoods should all be high density. Rather they should continue to offer housing option to multi income level families within the housing built.

This is easy for me to say, because I live in a single detached home with a small backyard, but we need to build denser now. We need supply. Continued townhouses and low rise would not keep pace with our growth. We'd find ourselves always in a rate race to keep up

I believe this scenario provides the best balanced approach for new housing. Rather than ripping up older neighbourhoods to expand infrastructure let's maximize the existing infrastructure in the built-up areas. Low to medium housing choices can be attainable and close to amenities (within walking distance to parks, schools and retail)

Bloody hell, don't do Scenario 3! Unless you like '60s planning.

Bloody hell, don't do Scenario 3! Unless you like '60s planning, in which case I want a Jetsons Space Car.

None of the three scenarios are good. Everyone is already stepping on each others toes, most yards are too small etc...

If you are to do this more land would be destroyed and there are areas with no amenities that shouldn't be built up any further.

Comments that accompanied ratings for scenario 3

I think this is important, as walk-up apartments could allow aging parents to downsize into the neighbourhoods their children live. Access to different housing typologies is so vital to building strong, diverse communities.

Demolishing old housing and putting in new more efficient housing at affordable prices is always a good idea.

Flawed yet the only choice. re-using existing structures and aesthetic integration into existing buildings should be prioritized.

This might be concerning to existing residents if things became more dense in their area?

Don't screw up the one thing that makes Guelph nice: not crowded neighbourhoods.

Too many town homes and condos in south end, too much congestion, need more detached family homes.

Terrible idea, this encourages urban sprawl, and not density. Also any news area's would need to be served with transit.

Keep the neighbourhoods small and compact.

We need single detached homes that are affordable for Guelphites instead of forcing them all out of the city because they can't afford to live here and refuse to live in only condos or townhouses

No more downtown! Yes, to more townhouses and low-rise apartments, but small detached homes would also be important.

Zero stars - this is maybe the worst of the ideas.

This is what's already been happening, the other options are simply ways this style of planning are going to diverge.

Affordable townhouses is what the schools in Guelph originally used to keep its students

Yes!!! All neighbourhoods should be eligible for changes. We have so much potential capacity in low density areas.

We must increase density and we need more affordable housing. I work full time and paid reasonably well and can't afford a home.

Low rise infill designed to fit on existing lots helps remove less energy efficient housing-stock. Less amenities means lower condo fees and ensures people get out to support local businesses.

The is too much sprawl already, need to limit additional in the future.

A little better. But we could expand our city limits or allow severance of land to build housing and increase readily available housing.

The neighborhood around the downtown should stay low density or Guelph loses its character and the neighborhood loses it's appeal. The newer houses outside the downtown are very unappealing to me. Please do not destroy the heart of this beautiful city.

Add scenario 4: the downtown housing focus from scenario 1, combined with the corridor housing development of scenario 2 and the row-house + mid-rise apartment development of scenario 3.

All main roads need space for buses and left-hand turn lanes.

Spread growth around city in smaller scale infill developments. Incentivize intensification and mixed use in utilized properties and vacant buildings

Potentially small gains for lots of fights with lots of neighbourhoods.

"Sprinkle" higher density housing in small "doses" in existing neighbourhoods at strategic locations (e.g.. intersections) to lessen impact.

Comments that accompanied ratings for scenario 3

There is room for more infill in all neighbourhoods in the city. Some neighbourhoods have already taken more than their share.

I think this would balance the population better, downtown would look like a good option but newcomers might not be able to take transit and then there will be a lot of issues with traffic trying to leave downtown during peak hours.

Best scenario to distribute population evenly, low density developments and well distributed along the purple area will make more sense than all downtown or all along the density corridors.

Development within the built-up area needs to be in keeping with the existing residential within those areas, I.e. townhouses and low-rise residential should only be built where those types of residential housing already exist.

Disagree with the indicator metrics shown. They all favour high rise centralized districts which shows a planning and development bias of the last few decades. Walkability and efficient use of infrastructure, and population densities can be achieved with more diffuse density (e.g.. renewed interest in the "missing middle"). Centralized highrise development is favoured by developers for profit potential but it doesn't translate to the metrics of good urbanism shown here.

Consider taller buildings in these areas away from downtown, but also encourage more small hubs that could act like mini-downtowns (not just strip malls) so the pressure is dispersed.

Significant infill opportunities already approved but not built; over-simplified analysis! what about transportation associations??

We like townhomes for families.

Keep building heights and densities low.

There is a cultural desire to maintain neighbourhoods of single-family homes, and we need to be inclusive. We need to move away from government dictated society and return some freedom of choice on how we live our lives.

Spread new housing evenly throughout with slightly more downtown.

Gordon Street should be avoided, please drive in the morning and on afternoon to see why

My reason for rating this scenario the same as scenario 1 is that I do not want to see high rise buildings in Guelph. However, I recognise that the walkability and efficient use of infrastructure are poorer which is concerning. Also an issue is a lack of services in some of these areas.

I understand that current residents often prefer arrangements like these, but Guelph needs dense, affordable housing. I worry this will be harmful to low-income residents who need better access to amenities and transit.

The biggest issue with all these options is that the traffic and road layouts don't support having that many more vehicles. Some mix of 2/3 is preferable because then we're avoiding having a town within a town, like the south end which is filled with commuters who aren't really part of the community.

Evenly distributing new, denser housing throughout the city will ensure that existing neighbourhoods will only be partially disrupted, and existing transit service (with some improvements) may be able to service growth. However, when distributing, Downtown should receive more priority than nodes and corridors for the reasons provided previously. Locations of new housing in the built-up area would also need to be carefully considered as to where existing transit service and amenities are located.

If housing spread throughout people can live in areas closer to where they work instead of commuting within city.

A larger city of the future needs more services available without the need of a car. Building more in the neighbourhoods will not achieve that as easily.

Comments that accompanied ratings for scenario 3

Nowadays, people who have lived in Guelph all their lives who look for real estate, can't purchase anything because of outsiders buying up everything at any rate. Guelph residents need to have first dibs and shouldn't be out bid due to outsiders!!!

Instead of wanting to build all these condos, why not invest in a HOSPITAL!!!!!!!!!!!! since there is only ONE! WHERE IS THE COMMON SENSE???

Too much sprawl...more traffic as people rely on vehicles to commute

This also adds more uniformly to the city.

ANY housing in these areas should fit both the architecture and culture of that community/neighbourhood.

This scenario adds the best balance without sacrificing the aesthetic of the city.

Under NO circumstances should maximum building heights for high rises be relaxed. The condo high rises on Wellington/Woolwich should be viewed as aberrations, not some sort of "new normal".

Intensification along Gordon St north of Clair Rd must avoid turning it into a visual tunnel. The Solstice fronts are FAR too close to the road and the buildings themselves are hideous. The City needs to exert far more control over developers.

There are good best practice communities out there; let's identify them, emulate and improve upon them!

Renewal of established neighbourhoods won't necessarily be welcomed by current residents. However, this would make good use if existing services.

Older subdivisions in built up areas have problems with student rental parking as it is. More dwelling units in these areas would choke the traffic flow.

Best scenario, distribute evenly and without causing too much impact, we are already seeing impact with parking spots and high density over Gordon St. adding more to corridors will not be sustainable in future.

I think this could become very dense in built up areas.

This is a poor choice because raising the population intensity requires concomitant raising of standards for traffic handling and amenities. Poor management to spread the growth. Focus on narrower growth areas and fund the traffic and amenities with well thought out plans so the growth is successful.

Density should be more evenly spread across the city; increasing the supply of smaller scale multi-unit buildings will help to make transit more affordable; and create density in a more livable form that high-rise buildings can offer.

Guelph needs to expand outside of its existing borders. We must expand west into Wellington County by expropriation or amalgamation toward the Region of Waterloo, south to 401, north toward Fergus and east toward Erin.

We need to expand into the county in all directions. We cannot become simply a bedroom suburb of Toronto where you only know you are in a different city by the sign on the road.

Low rise apartments fit the character of Guelph a bit better and will maintain the good views and skyline.

Keep low rise apartments to 4 floors, with a few at 6 floors. NONE HIGHER !

We should be focused on increased density and using land that is already developed rather than building on undeveloped land.

See answer from scenario 1

Theses areas are built up without the necessities to support them as it is.

Comments that accompanied ratings for scenario 3

- Prioritize affordable housing over luxury housing
- Show your current citizens you have increased spending on ALL social services to match the development and population growth that has been invited here over the last ten years, and don't increase development until this can be guaranteed, ongoing
- Ensure increases in social services and cultural development spending (at least) match percentage increases in spending on police
- Designate significant tax revenue from any luxury developments to be directed to social services and support systems for the most vulnerable folks in the community who will likely be displaced by said developments (see York Rd. development study)
- Mandate that any future developers support public green space and community garden growth in their ward(s) either through financial sponsorship or donated land/space
- Prioritize Wellington Water Watchers as consultants on any development proposals

I am more in preference to scenario two to prevent too much damage to our ecological forests and parks. These are important parts of our city and should not be destroyed.

Need to create balance. This adds to nodes and corridors but also would add moderate density in other areas around the city creating a balance.

As long as this scenario doesn't take away from green spaces.

I think in addition to having to accommodate population growth, the character of Guelph needs to be maintained. People friendly spaces, green spaces, people scaled buildings, "Guelphiness". I think we all need to ask ourselves, will we be happy to leave as our legacy to our children and grandchildren a city of which we are proud to say, I helped to sculpt the landscape of the community? If you can't proudly say, "I created this canyon of tall buildings full of people " I think there is a problem. We shouldn't be taking the easy way out - simply adding more storeys to a building with less thought to how people will live and thrive in those buildings.

Townhouses are affordable for young families but please allow sufficient green space. COVID has highlighted how critical fresh air and green space can be. Don't pack things in so tightly that there is no breathing space.

More housing should be added near transit hubs and amenities, not in low density areas.

Realtors already advertise properties south of Kortright as being "minutes" from the 401 and "1 hour from Toronto." The south end is pretty much a bedroom community. Might as well keep building 10 - 15 storey buildings in the south end.

Realtors already advertise properties south of Kortright as being "minutes" from the 401 and "1 hour from Toronto." The south end is pretty much a bedroom community, so don't stop at townhouses! Build 10 storey buildings!

How should Guelph grow?

Comments that accompanied nodes

Current building heights

Comments that accompanied nodes – current building heights

5 stars

The height of the tallest buildings do not need to be completely uniform, would prefer a mix of heights.

Most new developments on the corridors are 4 to 6 storeys. This seems tolerable in most instances, but not all. Going higher comes at the expense of all residents due to the poor infrastructure surrounding most nodes and corridors.

Tall buildings belong in the downtown area, not the residential burns, we want yards that are not overlooked by tall neighbours.

Comments that accompanied nodes – current building heights

Limits within downtown are fine. They preserve the majesty and grandeur of the cathedral.

If we don't sacrifice a little on sight lines then we will have to sacrifice keeping some green space, open areas, squares, etc. not as ideal for me.

10 storeys is too high for a city of Guelph's size.

Taller buildings necessary to preserve green space

The people who come through Guelph don't think they're in the GTA because of how nice these regulations have left the city.

The Guelph feel will quickly diminish if we don't keep to our roots.

Guess we're stuck with this. Wish things were shorter.

If development is spread throughout the city, heights over 6 storeys are unnecessary. Consider redevelopment of the many 50's 60's 70's suburban single family subdivisions by inserting 6 storey mixed use developments with a variety of housing options for an aging population (1 bedroom, accessible units, co-housing, group homes, social supportive housing for the homeless.

If development is spread throughout the city, heights over 6 storeys are unnecessary - they create ghettos and distance people from the street, active transportation and neighbourhood. Consider redevelopment of the many 50's 60's 70's suburban single family subdivisions by inserting 6 storey mixed use developments with a variety of housing options for an aging population (1 bedroom, accessible units, co-housing, group homes, social supportive housing for the homeless. Repurpose existing buildings that are underutilized such as churches, schools, industrial, commercial plazas, second & third floors of downtown buildings. Encourage a variety of housing types, live work, co-housing, group homes, consider changes for an aging population, COVID transmission, distancing.

Community/architectural design guidelines needed to promote the highest possible level of good design are essential.

Because this is a corridor relaxation of parking standards makes sense to promote public transit.

No building should allow looking into people's backyards

Keep it this way! Guelph doesn't need to be a Mississauga!

10 storeys on major road like Gordon are crazy. Maybe consider further expansion on Victoria road and connect Victoria as 2 lane each direction all the way towards regional road 34 and then to the 401.

I understand that residents worry about blocking Guelph's views, but the current limits seem to undervalue the importance of density and affordable housing.

I have no clue how to respond to what you are asking. Way too complex unless you are a computer genius. 1) Guelph needs to contend the Places to Grow Act. 2) Stick to city's Official Plan. 3) No building over 3 storeys.

We should limit it to 6!!

Better, but still not enough density to reach growth targets.

Not enough density to reach growth targets. That isn't to say all buildings need to be tall though.

Guelph is predominantly a low-rise city. Keep it that way!! No more than 5-6 storeys max for any new development. The new tall condos under construction in the south end new are terrible. WHO allowed that???? There is nothing remotely of that height anywhere in the area.

No comment as areas not identified

See previous comments on setbacks and Solstice.

Buildings at 10 storeys or less are preferable for many reasons.

Comments that accompanied nodes – current building heights

The city should be built more densely. Restrictive zoning is damaging to the city

Limit to 4 storeys.

10 is quite high. 6 or 8 would be better.

10 is too high. Blocks the sun. Jamming too many people into inadequate spaces causes Toronto type issues. Just why people want to live here - hardly.

You should take into consideration what you're doing to neighborhoods that don't want or need high rise apartments. You should pay attention to the structures in the neighbourhood and go from there. Older neighborhoods and small quiet roads can't handle 10 storey apartment buildings. Maybe a 4 floor condo unit. I'd personally find a space where there's old broken down homes that need to be torn down and buy out the owners/ tear them down and build there. Like on Victoria road. Gordon Street IS NOT THE PLACE TO DO IT

The map doesn't really help to identify "where" these buildings are.

Build a new hospital. We need 2 hospitals.

There is plenty of room to grown in Guelph while still staying within the current height limits. No need to increase them.

Taller building heights

Comments that accompanied nodes – taller building heights

I think this is a bit misleading. If you allow more than 10 storeys then all buildings will have the max storeys as developers will want to maximize their profits on a project. To think that some would remain under 10 is unlikely.

Maximum height of condos 6 floors.

10 storeys is plenty for Guelph we do not need higher than that.

I really appreciate this survey, so please do not take this negatively, but these scenarios are honestly hard to visualize based on these graphics.

12-storey is okay sporadically because we need the housing but I vote for more low rise to keep people I touch with the street

No comment as areas not identified

Better, but still not enough density to reach growth targets.

This seems like a solid choice and may be a good compromise with NIMBYists.

I am opposed to increasing the number of storeys on buildings even by 2 floors.

I think Guelph will continue to face significant opposition in getting taller heights approved. 12-14 storeys is the max that I think the City could get support for.

12 storeys buildings are not very smart idea. Developers and not providing sufficient amount of parking, no visitor parking and no green space areas. Why not building tallest buildings right next to the Hanlon expressway? Gordon road already has study by the City how to increase traffic and there is no place to make street wider! Resent buildings have been built too close to the road

None at all

I don't think current roads allow for high density buildings

Community/architectural design guidelines needed to promote the highest possible level of good design are essential.

Because this is a corridor relaxation of parking standards makes sense to promote public transit

Too tall buildings will increase the density of population and chaos

Enforce current regulations. These are often "max 10" and developers are asking for "12". Profit for them at the expense of lifestyle and livability should not be the trade-off.

Ugly

Strongly discourage this.

Taller buildings bring more cars to single areas and reduce quality of life for everyone.

More people more traffic. this city does not have the infrastructure in place to handle this projected growth...too many people going to ruin this city.

3 stars

Tallest building heights

Comments that accompanied nodes – tallest building heights

Two stars

Our infrastructure does not support the greater number of residents in taller buildings. Parking, transit, green spaces, nearby amenities, etc. are all under resourced.

Road infrastructure likely insufficient for these increased heights.

We will eventually allow construction of taller building as new buildings create new residents. height is inevitable why not allow proper building heights earlier on.

I'd like to see taller building heights paired with better pedestrian level experience. e.g. shadow, wind, active frontages, etc. I don't like height in itself is good or bad, but I like what the density enables. need to balance with transition to low rise, small floor plates and varied skyline.

I'd like to see taller building heights paired with better pedestrian level experience. e.g. shadow, wind, active frontages, etc. height in itself is not good or bad, but I like what the density enables. need to achieve, public and private amenity and parks, social infrastructure, transition to low rise, small floor plates and varied skyline.

Edges of the city and new construction outside of the downtown sight line should have tall storey availability to maximize on investor return and project cost efficiency.

Allows for a greater range of housing typologies to be constructed, ranging from 16 storey condominium/apartments to 3 storey walk-up apartments, or single-family homes. Important we allow for various housing types if we can.

Consider raising heights of the non-tower parts of development instead of increasing the height of towers.

Nodes have conveniences and infrastructure for busing etc. already - great place to increase

Nodes have conveniences and infrastructure for busing etc. already - great place to increase

If I wanted to walk around all these tall buildings I would move to Toronto.

The shown layout of high and low buildings will help to keep the character of the city

This reduces the character of a small city and quality of life.

I think if we want to increase the population but not necessarily at the expense of existing green space etc., then building up is the way to go as long as it is conscious of sight lines, e.g. not blocking the church downtown for example as it looks nice.

Comments that accompanied nodes – tallest building heights

Awful

Concern about lack of sunlight choking out the fun on the downtown streets. No body likes to hang out on Bay St in Toronto...

Density downtown will help affordable housing and reinvigorate the retail downtown that is sadly needed. The downtown won't get better until there is more density to financially support it.

I think if we want to increase the population but not necessarily at the expense of existing green space etc., then building up is the way to go as long as it is conscious of sight lines, e.g. not blocking too many things.

We can achieve the desired density without tall buildings. We need human sized buildings, not people warehouses.

Nodes will become mini downtowns. Nope.

Why not build up? It makes sense to build up in smaller spaces. The growth of a city should not be dictated by the need to view an old church that people can go to if they want to see.

Strongly discourage this

None of these options have tall buildings. Take a trip to Kitchener.

Community/architectural design guidelines needed to promote the highest possible level of good design are essential.

Because this is a corridor relaxation of parking standards makes sense to promote public transit

Roads can not support such high traffic, it is unrealistic to expect newcomers to use transit.

Real cities build vertical. I do not understand the fixation with the church being the tallest building/line sight. This isn't the 1800s

Definitely not we already have a mismatch of downtown buildings.

16 storey buildings are not something I ever want to see in Guelph!

Maybe okay for downtown Toronto, or Mississauga where you have big streets that can take a traffic. Very bad idea

I think we should build segregated areas of extremely high-density housing for those people who support it, and try to leave the rest of society alone.

I think this would depend on the node...but could consider in areas where some increased height exists (e.g. Paisley Road and Elmira Rd N)

Nodes should be neighborhood centers with highest density outside downtown

As Toronto continues to be too expensive for many of the people who work there, Guelph can take advantage by embracing these new residents. Housing density will help Guelph thrive.

No building over 3 storeys. No building over 2 storeys high in already established neighborhoods. You are asking but I know you have already made up your mind and nothing residents say matters

Much more ambitious, although 16 storeys in the grand scheme of things is still not very tall. Not all buildings need to be 16 storeys, but flexibility is key.

Guelph's character is not a city of towers. Preserve our historic downtown.

I live in an 18-storey condo and deliberately purchased on a lower floor. I have a beautiful view of the Speed River but people on the 18th floor see very little. (I have a friend on the 18th and have seen the view many times.) The higher the building, the connection with the world outside diminishes. I really feel that the maximum height of 16 storeys maximum is appropriate.

No comment as areas not identified

Comments that accompanied nodes – tallest building heights

Insanity. Great way to ruin our city.

Increased height will increase density and prevent use of undeveloped land.

Just have to ensure there is sufficient parking and road bandwidth available to accommodate these increases.

One of the nice things about living in Guelph are the building height restrictions. Allowing more height will decrease the "small town" feel of our city

Absolutely not, high density with current roads is not doable, and people is NOT using transit,

We have to accept that not everyone will be able to see Church of Our Lady from any place in Guelph. Properly constructing these buildings with the bottom floor with businesses will also make larger buildings more walkable. e.g. a "corner" store, or coffee place.

I don't believe building this tall are suitable to Guelph's demographics.

Guelph has been known for the small town feel in a good sized city. Quit stripping us of our image - high rises like this isn't what Guelph needs.

Affordable family housing and ritzy /quiet condos is what's needed.

Buildings should be allowed to be taller than 16 Storeys if we want and need our downtown to grow.

Buildings in the downtown core should be permitted to be much taller than 16 storeys, especially near transit stations. Other municipalities allow for up to 30 storeys and it is the best solution to cut down on sprawl while providing housing and promoting growth.

We need the infrastructure to support these taller, more cost efficient and affordable options. We need reductions on parking as bedrock does not permit you to easily go underground.

I don't think it's particularly healthy for folks to lives high up off the ground as it promotes a stationary lifestyle. For economic resiliency I think we need people to feel they can access outdoors much more easily so they don't shop online instead of walking to shops.

Buildings should be allowed to build higher than 16 storeys - maybe 20 +

There should not be a height limit and these proposed height limits do not follow what is currently being proposed in surrounding Cities like Milton, Kitchener and Cambridge. 30 storey's is being approved elsewhere with similar populations.

Comments that accompanied corridors

Current building heights

Comments that accompanied corridors – current building heights

I would prefer for corridors to not exceed 6 storeys but if it is necessary and efficient then I would agree to it.

Better but see answer from previous question

Traffic is becoming a major issue everywhere in Guelph. The higher the building, the more transportation issues it will produce.

No comment as areas not identified. Same comment for each option.

If 6 storeys are permitted in the corridors, why one of the new rental buildings across Zehrs in the west end taller??

Not enough density to reach growth targets. That isn't to say all buildings should be tall though. Placing more people along corridors is important because people distributed along major roads will support every part of a transit route.

Comments that accompanied corridors – current building heights

Need to increase density along corridors.

The City has been unable to create functional corridors that move the traffic that is there already. We can't make this worse. I see an accident on Gordon Street almost every week, for example.

This is what City should stand ON and not allow big developers to dictate how high they should be allowed to build. Currently on Gordon all developments are 5-6 storeys, allowing another developer to build 12 storey buildings will look ugly and stand as ugly monument on current landscape.

City also has to assure that anyone who proposes new development has sufficient parking space, visitor parking space, local streets should not be planned as parking space for new developments. Tricar as example is looking for 2 buildings 12 storeys high on Gordon/Valley Rd and biggest condos will have 1 parking space. I would like to know which population they are targeting to purchase those \$700,000 condominium, that have only 1 car. If they want to attract people from Toronto, they will probably ride a bike to work to Toronto? Guelph has a terrible transportation system, train connection to Toronto takes over 1,5 hrs! If you have a car you could be in Toronto in 1 hr (depend of the traffic on 401) at your own time term. Also speaking about train, if you drive your car to catch the train, where you going to park that car in Downtown Guelph?

At this time 3 - 6 storeys is the best solution for this City without rebuilding entire infrastructure for new roads.

Doesn't this look pretty! what are the transport assumptions? Over simplified analysis is useless.

This seems too low.

Leave as is. A move from a single family home to a 6 storey is already enough

Build a second hospital and stop building condos everywhere.

Current limits should be maintained in areas which are already built-up. New building should comply with existing building forms.

Community/architectural design guidelines needed to promote the highest possible level of good design are essential.

Because this is a corridor relaxation of parking standards makes sense to promote public transit

No buildings should be looking into people's backyard s

At a maximum

Wish were shorter

Need a view from the roads. Not a wall of towers.

5 stars

See my comment under Nodes and mid-rise/mid-density housing.

I'd like to see taller building heights paired with better pedestrian level experience. e.g. shadow, wind, active frontages, etc. height in itself is not good or bad, but i like what the density enables. need to achieve, public and private amenity and parks, social infrastructure, transition to low rise, small floor plates and varied skyline.

Taller building heights

Comments that accompanied corridors – taller building heights

Community/architectural design guidelines needed to promote the highest possible level of good design are essential.

Because this is a corridor relaxation of parking standards makes sense to promote public transit

Comments that accompanied corridors – taller building heights

The answer is really dependent on the corridor we are considering

3 stars

With suitable set back an increase in height could work. Not all developments would need this.

No

Strongly discourage anything above 6 storeys

No

Current road infrastructure does not allow such density, and the widening of the roads is not cost effective

Great start! More housing on the market is helpful and hopefully an increase in supply will keep up with Guelph's growth.

I am opposed to increasing the height limit for buildings in the city corridors. Guelph is a city with a small town charm and if we increase the height limit of the buildings along our corridors we will start to look like every other city. Let's try and grow in a way that we can retain Guelph's charm and still meet the mandate that we have we have been given.

Better, but still not enough density to reach growth targets.

This is a good place for y'all buildings where folks who commute to work will more easily access their needs (shopping, health care and entertainment)

Again, we need to ensure there is sufficient parking and road bandwidth available

Tallest building heights

Comments that accompanied corridors – tallest building heights

Maximum height of condos 6 storeys, no exception.

I would rate it minus 10 if possible

We should avoid making Gordon St. S. into canyon street

14 storeys unless put along Victoria road or the west end is ludicrous.

NO please.

Driving down those roads is going to feel like a big city - not something I want for our city

Travelling along major arteries will take much longer with bigger buildings and more traffic feeding in

This seems excessive and inefficient for Guelph's demographics and likely usage.

Increasing density in major corridors will increase commuter traffic

It is not the height limit that is as important as the size of the building and how many at the maximum height. It is not fair for existing residents to never get sunlight because they are blocked out by wide unbreaking buildings.

Much more ambitious, although 14 storeys in the grand scheme of things is still not very tall. Not all buildings need to be 14 storeys, but flexibility is key

I absolutely opposed to this. There is no reason that we need to increase our building heights to this level. There are many other ways to increase densification like permitting of building of coach houses or accessory housing .

Comments that accompanied corridors – tallest building heights

Terrible option. Building up should mean leaving more green. Developers are just taking both and using every inch. They are pushing all the limits even now.

This kind of density is a good investment in Guelph's future. We can't let concerns over the view override housing access.

Absolutely not.

This creates too much traffic congestion on travel corridors, and increases dangers for pedestrians on major streets. Main corridors need to be kept free of so much turning traffic which bring everything to a halt and create driving hazards.

There should not be a height limit and these proposed height limits do not follow what is currently being proposed in surrounding Cities like Milton, Kitchener and Cambridge. 30 storey's is being approved elsewhere with similar populations.

No, this will create the feel of Mississauga.

Definitely not

The massing and form of these buildings are mid rise. None of these options are tall

Strongly discourage this anywhere in the City.

Community/architectural design guidelines needed to promote the highest possible level of good design are essential.

Because this is a corridor relaxation of parking standards makes sense to promote public transit

No!

People will fight this, and the transit system that the GTA has will lead to hundreds of unwanted visitors.

A few taller buildings could work if they are architecturally interesting. Main transit corridors could feel quite imposing if setbacks not implemented well.

Same reasons as previous task. Not necessary for density.

Two stars

Taller and tallest buildings along corridors may add congestion to major roads but we have busing already in place to assist. we may have more people walking in these scenarios.

This is not what the majority of existing Guelph residents would want. Nor is it what brings new people in search of housing in Guelph. Let us not respond to growth demands without more consideration for aesthetics, lifestyle, and what J. Keesmaat describes as "gentle density".

Comments that accompanied the downtown

Current building heights

Comments that accompanied downtown – current building heights

This is in fact where greater density and taller buildings could best be tolerated.

Why is the limit 18 storeys?

Why is the limit 18 storeys?

5 stars

Keep the development to a 12-storey limit...maintaining a neighbourhood dynamic...with services, parks, community space - a commons

No more buildings taller than 18 storeys and ideally reduce building heights for new builds downtown. Must see Church!

Comments that accompanied downtown – current building heights

While I think the Downtown Secondary Plan made sense for when it was developed, going forward, the height restrictions will limit the City's ability to grow the downtown into a thriving space.

The current height limits are fine as is. The issue is buildings just aren't being built and new buildings have too much parking.

18 storeys is too tall. Protect the downtown from this kind of monster.

Increase height.

Zero stars. No building in
This city should be 18 storeys high. This is not downtown Toronto.

Zero stars. No building in
This city should be 18 storeys high. This is not downtown Toronto.
Also, maybe instead of spending money on this kind of project deal with all the poor drug addicts all over downtown and the absolutely inhumane living conditions they have on the streets and in so called apartments on Carden.

This limit will be removed, no matter how hard the community fights it, it's simply too valuable.

This is old. Guelph could be a thriving downtown.

18 is too high. Don't go any higher.

living above 6 storeys disconnects people from the street and neighbourhood, has proven to promote separation, increase crime (refer to CEPTED), loneliness, anxiety, mental illness, deterioration of health and fitness.

I think 10 storeys should be the limit.

community/architectural design guidelines needed to promote the highest possible level of good design are essential

No.

This is getting in the way of progress

I was unaware that we had an 18-storey building limit in the downtown area and I think this is a real shame.

Tremendous intensification opportunities already downtown; build what is already permitted via the zoning. Any parking associated with the new buildings? Oversimplified exercise not worth the effort to 'visualize' height; requires more depth with form and function of buildings with transport modal split assumptions.

The Church of our Lady is beautiful, but why can't things be taller? We're not a Catholic city.

Downtown has small streets and not good connection to the Hanlon or 401. That would make everyone using Gordon Rd to get to the 401.

I basically spoke to this before. We need to maintain our downtown's character, especially having a picturesque space for the workers at City Hall.

The current limits seem to over-value sight lines and ignore what remarkable benefits greater density would bring to the city. I understand wanting to preserve Guelph's beauty, but we can't ignore the need for population density especially downtown.

Limit should be 10

If the plan to locate most new housing downtown were selected, this level of density would not come anywhere near to growth targets. Limiting heights to 18 storeys will not allow for sufficient growth. Any property that is not within the Basilica of Our Lady Immaculate designated

Comments that accompanied downtown – current building heights

viewsheds could easily exceed 18 storeys. Once again, not all buildings need to be 18 storeys, but flexibility is key. Wellington Street is well equipped to support higher densities.

Nothing downtown taller than Our Lady Church.

Not reasonable. Go high smaller footprint

Low to mid rise are better. No higher than 10 storeys downtown.

What about Church Of Our Lady ? What happened to no buildings taller than the church

See first answer

Downtowns with many tall buildings are cold and windy which is awful for pedestrians and therefor economy. Guelph has little variation in heights though and could have a few more taller buildings.

We have an award-winning Downtown Secondary Plan. We should stick to it. High-density growth is directed to the perimeter of the historic core.

Do not change maximum height of condos 18 floors.

Maintain the character of the downtown area. Current new buildings just on the edge of downtown/St George's Square are appropriate.

Too many 18 floor condos in close proximity will create shadow and wind issues.

Nobody wants Guelph to lose its character but the existing limits are holding it back. Nobody wants to live above Wimpy's beside the drug dealer.

The Basilica sightlines need to be maintained as this building is unique

Taller building heights

Comments that accompanied downtown – taller building heights

Community/architectural design guidelines needed to promote the highest possible level of good design are essential

18 storeys is tall enough

Think you have typo - should be no bldgs taller than 20 storeys

This is barely an increase from Current Height Limits and so the same comments apply.

It's a start. If we encourage downtown density, Guelph has some security against the hollowed out downtowns that many other cities in Ontario struggle with.

No additional 2 storeys should be allowed! City should not accept ANY application that is going over current 3-6 storeys

I would be opposed to any increases taller than the currently allowed 18 storeys

Maybe

No

Yuck

It's old fashioned, but nothing higher than the basilica is my preference. It's view add a lot of character to the city.

I thought the secondary plan already set recommend building heights for the downtown area. This undermines the work that was previously completed and meaningful public engagement that was completed.

Comments that accompanied downtown – taller building heights

Downtown should remain a street-level experience. Bringing taller buildings into the core - even south of the current downtown area to the river - compromises the character of our city and the experience of walking through these areas.

3 stars

Tallest building heights

Comments that accompanied downtown – tallest building heights

Two stars

Why is there no consideration of taller buildings downtown where the amenities and infrastructure and services are?

We need more density. Developers have already signaled that the downtown core can support much higher buildings - especially with ground-floor commercial. Protecting sight-line to the church should not impede supply. We cannot, on one hand, ask our City Staff to build us the city of the future (affordable AND net zero) while on the other hand blindly protecting heritage. We need a future-ready city. It starts with rethinking building heights in the downtown core. But it must be done responsibly. Careful to avoid urban heat island, ensure walkability and access to amenities.

Maintain currently protected views to COOL. WE give up too much by keeping all heights below the top of COOL. Id like to see taller building heights paired with better pedestrian level experience. e.g. shadow, wind, active frontages, etc. height in itself is not good or bad, but i like what the density enables. need to achieve, public and private amenity and parks, social infrastructure, transition to low rise, small floor plates and varied skyline.

Should also focus more employment in this area along with increased densities so less people need to rely on personal automobiles.

Density is key

It's a downtown core (or should be). Time to grow up. :)

Part of being from Guelph means you can see the church from anywhere.

Guelph will become another laughable unorganized city in the GTA fighting to keep people organized

Who cares about sightlines for the church?
not me.

Downtown has the best access to transit and walkability. This seems to be the best option for high density housing options.

Have you considered what attracts people to Guelph, It is the green space not the skyscrapers

I am in favour of the tallest building heights in the downtown core, with the important caveat that shadow guidelines and CoOL sightlines are maintained. *Thoughtful and appropriate* planning is key.

I've been told that traditionally buildings are not to obscure the Church, well we live in a secular society and religion should not dictate livability. Besides, God wants me to have an affordable condo unit.

Time to move out of town

I worry about new tall buildings that typically have a lack of outdoor living space (a lack of good sized balconies need to be addressed.... could it be part of a by law?)

18 storeys is not a tall building. Take a trip to Kitchener. This is short sighted

Comments that accompanied downtown – tallest building heights

Again, build up and underground parking. It just makes sense.

Need to remove height limit based on basilica.

Absolutely not

Heights should be allowed even beyond the suggested 4 storey increase and more properties should have additional height allowances. Most of the sites don't show any increases.

Downtown building heights are much too low even in the tallest building height choice.... there is no reason we could not have 20-25 storeys in several of the locations shown in the downtown

As long as the main downtown strip remains as is, the outer buildings should be maximized (no visual impedance of church).

Creating too much housing in downtown core, or any node, really, cuts off the rest of the city from those areas. It makes it difficult to access and feel attached to those areas due to traffic, parking, vibe.

Community/architectural design guidelines needed to promote the highest possible level of good design are essential

I know there are areas Downtown that came up on the traffic report 2015-2019 as major accident intersections, I would suggest reviewing that before making a decision on where in downtown to allow higher buildings.

Depends on the site

Makes for more affordable housing.

Downtown should be as dense as possible to promote public transit, walking as well as services

Again, City should not accept ANY application that is higher than current planned heights.

Then again, maybe we should just go to the extreme for the downtown core. Sacrifice it for the good of the rest of the City. Build another mall instead of having people trek to the downtown core.

Excellent idea! Careful planning can preserve as much of Guelph's beauty as possible while putting the area to work for its residents. Downtown can be more vibrant because of planned density increases, not in spite of them.

I see nothing wrong with much taller buildings

I think buildings should be higher downtown to increase density in areas that would reduce automobile use and increase transit usage

Once again, this is barely an increase, so the same comments apply.

I commented earlier about this. I live downtown in an 18 storey condo. The building is on a lot too small for its needs. We have no visitor parking and have to exit from our garage on a busy street. I think developers want to maximize their investment without concern for neighbours or the people who buy their units.

Guelph is overpopulated as is. There is nowhere for the wild animals to go either anymore. We are not Toronto nor want to become Toronto!!!!

Preserve the character of downtown. This image is a misrepresentation and makes the church look 28 storeys tall.

Changing downtown heights will totally ruin the existing feel and movement.

Typo? Should say 22 storeys?

Gordon is not really a major artery, stop trying to have high density over Gordon. 30% of all traffic accidents happen in Gordon (traffic study 2015-2019) if that is now, imagine for 2040.

Comments that accompanied downtown – tallest building heights

Why 18? Why not take advantage of the land and build up up up to allow the most housing for the space.

The tallest buildings should be located near Guelph Central Station. Taller than 18 Storeys should be considered with Milton and Kitchener/Waterloo allowing more than 30 storeys.

Again, focuses more density around centralized amenities and GO Transit, and creates more population to support downtown businesses. Will create a more vibrant downtown environment.

Buildings should be permitted to be much taller than 18 storeys in the downtown core, especially near transit. Other municipalities allow for up to 30 storeys and this is the best solution to cut down on sprawl while providing housing and promoting growth through density.

Buildings should be allowed to be higher than the church

Increasing heights along Wellington a good idea.

Buildings should be permitted to be taller than 18 storeys.

If you're going to build a building, get the most you can out of it. Property is limited, the sky is not.

Downtown is the best opportunity to have tall, high-density housing. We have to move beyond the small-town feeling and not just sprawl.

These building heights seem most appropriate to accommodate growth, so long as concerns such as shadows are addressed.

Intensification is needed to keep the downtown viable

Buildings should be allowed to be higher, maybe 20+ storeys high. Residents need more options downtown and more availability

There should not be a height limit and these proposed height limits do not follow what is currently being proposed in surrounding Cities like Milton, Kitchener and Cambridge. 30 storeys is being approved elsewhere with similar populations.

Need to look at going beyond 18 storeys where it can be technically supported. Significant views of the Basilica are protected and therefore in certain situations/areas additional height/density could be accommodated to support downtown and major transit.

Tallest building height should be more than + 4 storeys for downtown core.

If Guelph wants to grow and promote working, living and spending downtown it must embrace high-rises above 18 storeys. We can still enjoy and preserve our beautiful architecture and heritage buildings without such constraining restrictions regarding building height.

Tallest buildings should be near downtown and transit hubs. We need the population density to support healthy businesses versus empty storefronts.

Go beyond 18 storeys as most other municipalities have done outside GTA. Protect views of Basilica but don't let that dictate appropriate intensification that can also support transit, businesses, etc.

I think that given the average height of downtown's buildings, 18 storeys is quite high enough. There is lots of room to grow before changing that limit.

Comments that accompanied the built-up area

Current building heights

Comments that accompanied built-up area – current building heights

2 -3 storeys is appropriate to maintain character and be compatible with existing housing.

Up to 10 storeys would be ok.

Comments that accompanied built-up area – current building heights

No comment as areas not identified. A comment for each option

Avoid "stacked" townhomes. Max 2 storey

There are existing buildings in the built-up area that exceed this current limit and do not feel out of place (e.g.. 87 Westwood Rd, 444 Victoria Rd N, 171 Kortright Rd W). 3 storeys is insufficient to reach growth targets. Strategically placed increased density can easily blend into established areas. Case by case analysis versus general rules for the built-up area would be more appropriate.

See first answer

Maximum height 6 floors

This seems likely to contribute to urban sprawl.

Our roads can't accept more traffic, going higher buildings will bring more traffic and our roads are not capable to handle that (like Gordon)

I don't see that the current tall buildings in the built up areas are working, from many angles. Maybe the issue is that the government is dictating how we live and it doesn't match what we want. Is it important for the government to act according to the will of the people, or do they know what's best for us?

Build within current zoning limits; lots of intensification opportunities are available (assume 2-3 units/property across the City and call it a day)

Community/architectural design guidelines needed to promote the highest possible level of good design are essential

Not sufficient for required densities

Three storeys should be max in built-up areas

Keep heights but allow higher density zoning such as r3 reducing setback requirements particularly close to parks and amenities.

Built up areas tend to have higher volume of vehicle traffic and less walkability. Adding higher density housing to these areas does not seem to be the best fit. Typically these areas also do not have a lot of commercial buildings nearby and public transit isn't easily accessible either.

The individuals who originally crafted these parts of the city could of made taller buildings in the first place, but they didn't need to because of the surrounding land.

Increase...consider gentle density principles

5 stars

Up the density and variety of permitted types, but keep the height. You can achieve plenty of density in 3 storeys

Up the density and variety of permitted types, but keep the height in neighbourhood interiors. More height at major roads is appropriate. You can achieve plenty of density in 3 storeys. Significant mid rise is likely not coming to Guelph except in the downtown .Don't kill yourself trying to get it.

Taller building heights

Comments that accompanied the built-up area – taller building heights

Would prefer to see ATTRACTIVE townhouses and/or stacked townhouses, not apartment buildings.

Setback needed for top levels of developments so that the buildings don't impose too heavily on transit corridor. Consider light to existing residences.

Comments that accompanied the built-up area – taller building heights

Three stars

Gentle intensification throughout existing neighbourhoods brings vibrancy

Consider walkability and access to services...neighbourhood nodes

May be best way to build up without disturbing existing homes too much.

New housing should not be higher than the height of the local residential housing in the community

Better but still not sufficient to achieve density targets. Could be encouraged to protect heritage buildings and older neighbourhoods or for infill developments

Community/architectural design guidelines needed to promote the highest possible level of good design are essential.

I think up to 4 storeys in certain areas would be supported. Lots of great examples in Kitchener/Waterloo, but don't seem to see 4 storey multi-res approved in Guelph

No objections

Depends on where the major road is located, in the case of Arkell and Gordon, those are major roads but they are located right beside a conservation/green area, this scenario does not consider if a green area/conservation/wetland area is near the road/proposed development.

I personally do not see any problems with 4 storeys buildings/stack-able townhomes

Good start!

Same comments as current height limits

Seems like the best way to add more density to the city without creating hazards and congestion nightmares.

Tallest building heights

Comments that accompanied built-up area – tallest building heights

Be careful not to create visual eye sores/ large dark areas and provide adequate parking for all residents as everyone needs a legal place to park their car.

Developers need the option of building taller buildings to accommodate revitalizing the Downtown. More residents equals more business and revenue for the city, especially since the transit system is there, with access into Toronto.

Although new housing should be focused on downtown, any housing built in other parts of the city should be higher density as well.

Same comments as current height limits.

It's all great until sunlight no longer reaches your backyard... just no.

Buildings of this height radically alter the character of a neighbourhood and have an extremely negative impact. Maintain the character of the "old City".

I still think concentrating on downtown and nodes is the wisest choice.

Again, -10

6 storeys big building (400 units) might create same effect as smaller footprint building with 12 storeys (400 units)

Land is at a premium.

Comments that accompanied built-up area – tallest building heights

I only give 5 stars if the 6 storey buildings are fronting onto major roads. Within the neighbourhood I think 3-4 storey buildings can be fit in well.

I would be opposed to this in a low density residential area

Tall buildings adjacent to single family homes does not work well. Look at Toronto - we don't need people throwing objects off balconies onto houses

Do roads need to be widened to 6 lane cross-sections to handle all the traffic? what is the point of this??

Community/architectural design guidelines needed to promote the highest possible level of good design are essential

Encourage up to 6 storey buildings everywhere except for heritage buildings, older neighbourhoods, streets. Provide a gradation from existing 1-2 storey to 3-4 to 5-6 storey stepping back from streets and existing homes. Infill back yards, excessive setbacks, parking lots, commercial plazas, demolish dilapidated poorly constructed ugly buildings to intensify. Streamline development approvals, encourage and applaud well designed intensification rather than new high rise construction

The Guelph community should not be transformed to match the high rise Toronto community Guelph should remain as Guelph

In general I think Guelph needs more high density housing,. I support high rises throughout the city. I would prefer if there weren't clusters of high-rises close together

This would completely suck if you lived in this neighbourhood

Prices are already ridiculous for what you're buying and this would make it way less desirable

Save the students some hassle

Seems to assume the continuation of a car essential culture.

We need to stop building more and spreading them out. Where possible we should utilize each build as efficiently as possible. Guelphs need to continue to stifle taller buildings is maddening.

Suitable setbacks will be needed so that new development doesn't impose too heavily on the main corridors and light is not blocked to existing residences.

Two stars

Provides opportunity for more housing in small community spaces. people can move from apartment to town home in the same community without changing their shopping, school or parks.

Appendix B – Virtual town hall summary

Introduction

The virtual town hall was held on September 17, 2020, at 7 PM through WebEx and streamed on the City of Guelph's website and Facebook page. Natalie Goss, Senior Policy Planner with the City of Guelph presented the background and context for the residential intensification analysis. Following Natalie's presentation, Susan Hall of LURA Consulting facilitated a question and answer period. A total of 21 participants logged into WebEx to participate, with 127 people viewing the Facebook live stream of the event. The summary of questions asked, and the responses provided are below.

Question and answer period

Questions are marked by a 'Q', comments are marked by a 'C', and answers are marked with an 'A.'

Q. Why is the Guelph Innovation District and the Clair-Maltby area not a part of this survey?

A. Guelph Innovation District and the Clair-Maltby Area are Secondary Plan areas in greenfield parts of the City, and they will be addressed in relation to the Growth Plan. Tonight's session is focused solely on the built-up area and residential intensification.

Q: These areas will help with the densification, so why are they being done separately?

A: The Guelph Innovation District Plan is complete and approved. It was considered as part of the 2006 Growth Plan and it does contribute towards our growth and development to 2031. The Clair-Maltby Secondary Plan is our last greenfield area, through that study the City is looking at a designed plan that is appropriate within that area. These areas, specifically Clair-Maltby, feed into this Growth Strategy. It's being done separately so we can understand that specific area of the City, what is appropriate, and how it contributes to the overall growth and development of the City. The Downtown Plan was developed as part of the implementation of the 2006 Growth Plan and we are considering it in terms of what future development could occur there to 2031 and 2051.

Q: Will infrastructure, such as additional water supply, be put in place to accommodate growth?

A: In terms of infrastructure, the City is currently conducting masterplans for water supply and wastewater treatment. Those plans will be designed to accommodate growth to 2051.

Q: What about the Downtown Secondary Plan, how does it fit within the study?

A: We are currently looking for feedback on growth scenarios for the Downtown. Our Downtown Secondary Plan does plan our downtown to 2031 to meet 150 persons and jobs per hectare, and we are looking at what additional growth could be accommodated to 2051 through this study.

Q: How will affordable housing be part of the anticipated growth?

A: The City has an approved affordable housing strategy. Through that strategy and our Official Plan policies, the City has a target that 30 per cent of all new residential development in any given year would be affordable. The benchmarks for affordability for ownership and rental are set each year. This study will look at providing a full range and mix of housing, including affordable housing.

Q: Do we have enough resources to accommodate the growth?

A: In terms of resources, such as water, wastewater, and our ability to capture and treat stormwater, all of these matters will be considered through ongoing masterplan work in the City. In later stages of this project, we will be looking at the implications of growth and how to ensure that we can accommodate growth through our existing resources, and understand what improvements need to be done to ensure that we can meet this growth in the City.

Q: Why can't City boundaries be expanded?

A: The Growth Plan requires us to meet the forecasted growth within our current boundaries. Technical studies would need to be done if we cannot meet that growth. Through our background studies, we are looking at whether existing land supply can accommodate the growth that is required. Should Guelph not be able to meet that growth we will need to consult with the Province as our approval authority to consider modifications to our boundary if it was necessary.

Q: When looking at how tall buildings are, how would we know how much parking would be assigned?

C: Twelve storeys with limited parking would be detrimental to residents and people in the area that would be parking along adjacent streets.

A: The City is currently conducting a comprehensive zoning by-law review that is looking at parking regulations. Zoning by-laws are the tool through which we regulate the amount of parking that is required for residential units. This Official Plan is looking at the types of growth and where they would be appropriate. For things such as parking, amenity space, and other things that go along with development, the regulations and laws are set out through our zoning by-law. This is being considered as we consider the implications for growth in certain areas.

Q: Isn't it unfair to conduct a parking study and this study at the same time? It creates a big moving target and it could result in a double hit for Gordon Street if the heights are increased and the parking is decreased.

A: As we are looking at our parking study it is in ratios based on residential units. Parking is not set out by the height of a building. Each unit within an apartment building, townhouse or a detached dwelling would have a parking rate set for that unit. This would be a requirement that developers would have to meet and it would be considered for the whole of the building based on the number of units within. Developers would be required to meet our parking requirements.

Q: Can the City balance the growth amongst the nodes and corridors? It seems like all the intensification is happening on Gordon Street.

A: Our current Official Plan directs the majority of our intensification to our nodes and corridors. That is where we're looking at high density development occurring. Gordon Street is an intensification corridor where we are seeing a significant amount of development occurring. Through this study, we are looking at where in our current nodes and corridors are the appropriate areas for growth, and if more growth should be directed to those areas. We are considering where else development could occur within our built-up area.

Q: Why is the City developing by Highways 7 and 6? Those could be better suited as density corridors.

A: Yes, that is something we can consider through the Growth Plan study as an area for employment growth or future residential growth.

C: Gordon Street is shown as a density corridor to Stone Road, yet there are no plans to widen from Edenborough to Stone because it is extremely expensive with hydro poles so close to the road.

Q: Would the City do a second survey once areas are more defined?

A: Yes, there are more engagement opportunities through this study.

Q: Would the City provide environmental studies along with the second survey?

A: At this level of study the natural heritage system for the City is already protected through our Official Plan. The boundaries and buffers of our natural environmental features are protected. Specific environmental studies related to development occur through a development application process. As a development comes forward, there will be requirements for environmental impact studies, and that would determine whether the development could occur or if buffers need to be increased.

Q: We are forecast to grow by 60 000 people over the next 30 years, is this growth anticipated to be evenly distributed over that time?

A: The Growth Plan does require that we plan for an additional 60 000 people over the next 30 years. What we're considering through this study is how that growth would be distributed. Currently, our Official Plan is looking at a 1.5 per cent annual growth rate. We will be looking at what that rate would be and when over the period we would be expecting higher growth rates than others through our growth scenarios that will be coming forward in the next stages of this study.

Q: How will the City use public feedback from the session tonight and the HaveYourSay Survey?

A: Community input that we receive will be used to inform our recommendations for future Shaping Guelph background studies, future growth scenario work, and will ultimately be used in an updated Growth Management Strategy for the City. Earlier this year, the community input we received through our sessions in January and February has already been used to inform our updated vision and principles for growth that were endorsed by Council in June.

Q: What is the City's role in planning for 34 000 new jobs over the next 30 years?

A: As part of our Growth Plan conformity work we're required to ensure that we have enough employment land available and designated to support the additional 34 000 jobs.

C: A comment from Skyline Group of Companies. We currently employ 300 people in the Downtown and manage 20,000 rental apartments in 57 communities across 8 provinces. We are a proponent of investment and growth in the downtown. I believe the survey and current Official Plan is modest with heights up to 18 storeys near the main transit hub. Cities of similar size have put in place tall building guidelines with podiums providing the appropriate scale to the pedestrian realm to allow for housing around major transit stations. We can take a short drive to Milton that recently approved 31 storeys or Kitchener which has approved multiple tall buildings next to transit, the tallest being 39 storeys. Rest assured Guelph will continue to have the shortest buildings than any other city of similar size in Ontario if we add a few more floors downtown.

C: Investment of attainable housing and jobs is needed in Downtown the current vision only includes office around the City's central transit hub. The idea of an office node in a downtown core doesn't work. It has been well documented in several American cities that these areas become ridden with crime after all the office workers leave and the only viable retail after six o'clock are restaurants and bars. Recent crimes in the area and lack of investment in this office node are evidence of this. Mixed use buildings have been tested and proven across the province as desirable and sustainable. Different people at different times of day support retailers and make our streets safer. I think a bold direction to support retailers to allow more housing in the downtown is the right direction to go.

Q: What is the relationship between the three scenarios where more housing could be provided in the City and the scenarios for different building heights in the City?

A: Generally, the more units that can be accommodated in one area, the less land we may need for future growth. However, the more units that are directed to one area, the more room they may take up in that area. We could accommodate this by allowing buildings to take up more space on the ground which would give them a bigger footprint and that could leave less space for other things like amenity areas, greenspace and parking. It could also be accommodated by allowing buildings to be taller.

Q: Gordon Street, between Arkell Rd and Edinbough Rd in the Official Plan, shows a wetland area as a built-up area. It is shown as a green wetland area in another section. Why would it be shown as built-up when it is a significant wetland?

A: There are several schedules in our Official Plan. Schedule One is our Growth Plan Elements and it sets out the boundary of the built-up area. That schedule was shown in the presentation this evening. That schedule does not specify land uses, so it does not identify wetlands or our natural system, it sets out the boundary of our City and the boundary of our built-up area and the lands that are greenfield. As you go through the schedules, Schedule 2 sets out our land-use designations. The land use designation schedule sets out whether lands are designated for residential, employment uses, or our natural heritage system. As you go further into the schedules you start to see the natural heritage system is broken down into what the features are. The built-up area does include wetlands, woodlands, employment lands, residential lands, the University of Guelph and those kinds of things.

C: If we have more housing downtown, people will be driving and there will be a need for parking for units and visitors.

Q: What type of housing is planned for the Dolime Quarry when it comes online? Will this be a higher density node?

A: The City did some consultation on the Dolime as part of scenarios for protecting water resources in the City. The Dolime Quarry is not within the current City boundary, so it is not being considered as land that is available to accommodate growth at this time. Should those lands become part of the City we would consider them at that time. Right now, there is no certainty related to those lands and they're not within the City for us to consider as part of our growth scenarios now.

Q: Will affordable housing programs/incentives be considered in this municipal review?

A: The City has an Affordable Housing Strategy that Council approved. As part of that strategy, Council also approved an affordable housing financial incentives program. Funding for that program is determined by Council on an annual basis. This municipal

review will not be looking at affordable housing programs and incentives, as they are a part of our affordable housing strategy.

Appendix C – Stakeholder roundtable summary

Introduction

On September 17, 2020, at 1 PM the City of Guelph hosted a virtual roundtable discussion with identified stakeholders to collect feedback to inform the residential intensification analysis. The roundtable began with a presentation from Natalie Goss, Senior Policy Planner with the City of Guelph. The presentation focused on the background and context for the residential intensification analysis. Following the presentation, Susan Hall and James Knott of LURA Consulting facilitated a question and answer period and a roundtable discussion with all attendees. The stakeholder roundtable was attended by eight representatives of local organizations. The following organizations were represented:

- Guelph and District Home Builders Association
- Guelph Wellington Development Association
- Guelph Wellington Local Immigration Partnership
- University of Guelph
- Upper Grand District School Board
- Guelph Chamber of Commerce
- Guelph & Wellington Task Force for Poverty Elimination
- City of Guelph Accessibility Advisory Committee

A summary of the questions and answers asked, as well as the roundtable discussion is provided in the next two sections.

Question and answer period

Questions are marked by a 'Q' and answers are marked with an 'A.'

Q: How much discretion does the City have given the provincial targets to 2051? What are the specific areas that the local approach can impact residential development in the built-up area?

A: The Growth Plan requires the City to meet the population target, and there is no policy in place for it to deviate from the target. The City does have discretion within the target for how it is applied within the built-up area.

Q: Does this project include accessory apartments? Is it something we are looking at or are we just looking at heights and densities?

A: Right now, we are looking at how new housing is spread throughout the community. We will look at housing types next to see how the growth will be accommodated and what the split between different dwelling types is.

Q: Does the city have good statistics on who works in Guelph and who commutes to mitigate and manage parking demand?

A: The City has done a parking demand study but did not look at travel patterns. The Transportation Master Plan is looking at travel patterns as part of an ongoing study.

Q: The Official Plan focuses development activities along nodes and corridors. Are we looking to open more areas for development and move away from the nodes and corridors concept?

A: The City has heard that there is a preference to grow existing nodes and corridors but is looking for feedback and additional perspectives on if there are other areas that should become nodes and corridors.

Q: Would current buildings be allowed to add additional height if it is possible for them to do so structurally, or would it the policy only apply to new builds?

A: Yes, existing buildings would be able to add additional height as permitted in the Official Plan, provided they can meet all the City requirements.

Q: Do you know the heights of new condos recently built along the train tracks in the downtown?

A: They are 18 storeys tall.

Q: Is there anything in the policy that can be used to keep a percentage of buildings at their existing heights?

A: The Downtown Secondary Plan is premised on the idea that for different blocks a range of heights while protecting view corridors to the basilica is desired. The Downtown Secondary Plan is in place to maintain the historic downtown.

Q: Do we know what is going to happen with Co-operators Building when they move out?

A: The City has no applications for that property currently. The Official Plan designates it for office use, and if that were to change it would require an Official Plan amendment.

Discussion

Susan Hall and James Knott, of LURA Consulting facilitated a discussion on housing in the built-up area, three scenarios for new housing distribution in the City, and scenarios for building heights in the City. Comments are denoted with a 'C'.

Locations for new housing – key messages

Participants were asked the following questions:

- Are there specific areas of the City where you feel more housing could be added?
- Are there specific areas of the City where you feel more housing should not be added?

Are there specific areas of the City where you feel more housing could be added?

C: In terms of being able to identify locations for housing, the housing crisis should be considered. There is a need for deeply affordable housing close to transit and walkable services, as opposed to residential neighbourhoods that require vehicular access.

C: An area that is lacking is mixed use density, with a good variety of options. From an accessibility lens, there are many definitions of what "accessible" housing is. With an aging population, do we have housing where they can age in place? Considering providing fully accessible housing is important to ensure that retrofits for accessible housing are not needed, reducing environmental costs.

C: From a newcomer perspective, often they do not have vehicle access, even if they have the financial means. From this perspective it's important to have housing near transit, directing development to the nodes and corridors.

C: Close to transportation is very important.

C: Accessory apartments are important for people living with extended families, which is often seen in newcomer communities.

C: People are moving into areas where parking is an issue, mitigating and managing parking needs will be needed going forward.

Are there specific areas of the City where you feel more housing should not be added?

- C: Do not add more housing downtown, instead focus on beautification there and intensify housing outside of downtown.
- C: In reference to the Gordon Street corridor, do not use a node approach, blend the density out into the rest of the community. Look to European models as opposed to building 20-storey apartments right beside.
- C: I agree on the beautification point, while talking about affordability needs coinciding with proximity to transit and amenities, it is important to maintain what attracts people to the city.
- C: I have no strong feelings on where housing should not go. It is important to build density that doesn't create wind tunnels and shadows. Prioritize density with a neighbourhood feel.
- C: There is a relationship between housing and employment. There is an opportunity to encourage affordable housing development as a mechanism for job creation. Gentrification plays a role in low income neighbourhoods, can we look at a way to create jobs to uplift neighbourhoods, alongside the growth and development to offer good quality jobs in the neighbourhoods. Employment is seen as a generator of wellbeing.

Distribution of new housing – key messages

Participants were shown three different scenarios for how we could divide new housing up around the city – 1) increase housing units the most downtown, 2) increase housing units the most in nodes and along corridors, and 3) increase housing units the most in neighbourhoods throughout the built-up area. They were asked the following questions:

- What are your initial reactions to this?
- Do you have a preference, elements you like, or alternative suggestions?

- C: Support for housing downtown if we want it to be a tourist attraction. There is a lot of property downtown with potential.
- C: Supportive of an equal distribution of housing between downtown and the nodes and corridors, as it offers variety and spreads more housing across the city. Lower density areas could use an increase, and this approach could help distribute businesses and services.
- C: In the downtown and nodes and corridors school areas are over capacity, love to see more even distribution throughout the city with more nodes and corridors with more housing in built-up areas and in neighbourhoods with accessory units and townhouses.
- C: Even distribution is preferred with a caveat that there should be mixed-use development so that they are fully accessible. For example, when new townhomes have stairs, they cut off who can purchase those homes. When mixed-use gets introduced to areas people have local stores, restaurants, and a walkable neighbourhood with access to transit. It is a good way to build a community feel.
- C: It is cheaper to allocate infrastructure to existing service capacity for things like infrastructure and schools. This can help balance underserved areas.

Maximum building heights – key messages

Participants were shown a visual depiction of three different scenarios for building heights in different parts of the City: 1) existing planned building heights, 2) taller

building heights, and 3) tallest building heights for our nodes, corridors, downtown, and built-up area. They were asked the following questions:

- What are your initial reactions to this?
- Do you have a preference, elements you like, or alternative suggestions?

Participant comments are sorted into nodes, corridors, the downtown and the rest of the built-up area.

Nodes

C: Building heights can be taller in the nodes especially if they are affordable and accessible.

C: Adding height depends on the types of units and what they look like since there are constraints on the types of units and available parking.

C: For townhome heights, if a townhome is below four storeys they are not required to have an elevator. Advocate for townhomes that are four storeys so that they have elevators.

C: It is hard to comment on the differences between 12 or 16 storeys because in theory there's no difference, and people wouldn't mind.

Corridors

C: Taller buildings will create strange wind tunnels.

C: In the corridors keep building heights lower to avoid claustrophobic roads. Would prefer the least possible number of storeys. Height is okay in the nodes and downtown, but not in the corridors.

C: Greyfield sites may be good candidates for taller buildings in the corridors.

C: Concern about light, wind tunnels and spaces for people walking. There are good examples of density that maintain these features and are not as tall. This can facilitate transit use, a sense of community and walkable neighbourhoods.

C: Density close to transit is worth consideration.

Downtown

C: The downtown is currently a mix of heights, and this could fit. There is room for a storey or two added to anything new downtown, but it comes down to usage and being capable of meeting parking needs.

C: Concerns that all smaller buildings downtown might be replaced with tall buildings, and the variety of heights downtown will no longer be there, and it will only be tall buildings.

Built-up area

C: Do not agree with a height limit of three storeys, needs to see 4 storeys and above for accessibility reasons, otherwise it removes a portion of the population from accessing that housing.

C: Think about adding storeys and allowing accessory apartments without additional storeys.

C: Near major roads maintain the smaller community sense with the houses surrounding them.

C: Near the University of Guelph there is a different scenario. With students moving in alongside intensification will it destabilize existing neighbourhoods. There are lots of

student rentals along the Gordon Street corridor, student housing should be considered in the process.

Appendix D – Council workshop

Introduction

On October 19, 2020, at 6 PM, a virtual workshop was hosted to inform Council of public feedback heard throughout the residential intensification analysis consultations. Mayor Guthrie opened the workshop. He invited Krista Walkey, General Manager of Planning and Building Services to introduce the purpose of the workshop and the City Staff who would be presenting. Melissa Aldunate, Manager, Policy Planning and Urban Design introduced the consultant team and the provincial direction provided through A Place to Grow (2019) and Amendment 1. Natalie Goss, Senior Policy Planner then provided a presentation on the background and context for the residential intensification analysis, including:

- planning for growth in the built-up area to 2051
- the municipal comprehensive Official Plan review
- current Official Plan policies

Jason Downham, Planner presented census statistics of growth in Guelph over time. Following the presentation Susan Hall and James Knott of LURA Consulting facilitated a question and answer period and a workshop discussion surrounding what was heard through public feedback, and Council's own perspectives on what they have heard from their constituents.

Question and answer period

Q: It was mentioned there was a preference from the stakeholder meeting to intensify rather than increase urban boundary, but that is not an option for us anyways, correct?

A: The Growth Plan requires us to intensify within our current built-up area. 50 per cent of our forecast population is required to be within our already developed area. We are not permitted to expand our geographic boundary without technical background studies submitted and permission from the province. The Growth Plan is premised on accomplishing expansion inside of the urban boundary, if it is possible to do so.

Q: The average household size has stayed the same for about a decade, do we know (from other cities that are ahead of us in these trends) that people are staying with their parents longer? Does it increase the household size or stabilize it?

A: The trend is that household sizes are decreasing, especially across the Greater Golden Horseshoe. With children staying home for longer it will increase the overall persons per unit (PPU), which could be part of the reason why you are seeing the PPU stabilizing over the past decade, however the trend is continuing to slowly decrease.

Q: Are the demographics influenced by Guelph's status as a university town? Does the population the university brings in affect our population and average household size demographics?

A: This is an ongoing issue with a high proportion of our population consisting of students. However, the census does not capture many students because they do not consider themselves permanent residents of Guelph. The only students that would be captured as part of the census are students that considered themselves permanent residents. We do have a higher proportion of 20-24-year-olds than we see in some other cities.

Q: We must reach a minimum number of 203,000 people by 2051, but we could go higher. Since development costs the City of Guelph money, are there any incentives for the city to go above the target of 203,000 people by 2051?

A: The Growth Plan sets out policies we are required to plan for. We are required to plan for a minimum population of 203,000 by 2051. Through Amendment 1, the Growth Plan policies allow us to treat that as a minimum. If it was a desire of the community to plan for a higher population, we could. At this point in time we are planning for the target of 203,000 unless through our scenarios it is required we plan for higher.

Q: Was asking the community if they wanted growth higher than the minimum something we asked for feedback on?

A: We have not asked the community that question yet. As we go further through this process and present growth scenarios early next year, it could be the time for that conversation.

Q: Has Dolime been factored into future growth plans?

A: The Dolime properties are still not within Guelph's urban boundary. They are not factored into our Growth Management Strategy work at this time.

Q: If Dolime were to come to fruition, would it be factored in?

A: Yes, that's correct. If there is a decision on the Dolime lands being brought into the City of Guelph they would be considered at the time they are brought in.

Q: There was a letter to the Province in our package saying that we have some water and wastewater capacity issues. Years ago, the growth target was reduced as a result of these issues. How is that handled in the context of this new Growth Plan?

A: There are a number of related master plans being done simultaneously with our Growth Management Strategy work. Two of them are Water Supply Master Plan and a Wastewater Master Plan. We are working closely together with colleagues on those master plans to confirm whether we have the capacity and the supply to grow to the forecasts that are required within the Growth Plan.

Q: What are the timelines of these Master Plans, and how do they integrate with this work?

A: The timelines for the Growth Management Strategy and the Infrastructure Master Plans Water Supply and Wastewater Supply are aligned so that we make sure we are getting the information we need from each other at the appropriate times throughout each other's process. This is so that if one of the master plans indicates there is a concern it can be addressed through our Growth Management Strategy.

Q: Will Council get a copy of the results from engagement?

A: Yes, they will be shared. We are working on a summary of all the findings. This workshop will be part of the first phase of engagement report.

Q: In the event Dolime becomes part of our city, will this work need to be redone?

A: This will depend on the timing of a decision on Dolime. Since Dolime is outside of the City at this time we are required to plan for population and employment growth within our current boundary. If there is a decision made on Dolime that brings those lands into the City as we are progressing with this work, we will have to consider that at the time. If a decision on Dolime is made after we have completed this work, there would be subsequent studies that would need to be done to address the plan for that additional land.

Q: It sounds like under each scenario it would require additional work to be done. By that additional work, are we talking about a reconsideration or would it affect our target

since we would have additional area and therefore if we increase by 5 per cent our growth target would also increase by 5 per cent?

A: It is unlikely that this Municipal Comprehensive Review would incorporate the Dolime as it needs to be wrapped up by 2021 and submitted to the Province by July 1, 2022 for approval. When a decision is made we'll have to consider what our work plan would be going forward.

Q: I am concerned that we are doing all this engagement, including this workshop tonight, but what happens if our wastewater or water supply cannot handle the increased amount of population? We need to know what is happening with our water, wastewater and the Dolime and then do the engagement and figure out what the numbers are.

A: There is continual back and forth on timing and what comes first. The infrastructure masterplans need information from our growth work and understand where in our city the 203,000 people that we grow to in 2051 are going to be located. Depending on community input about where preferences are for growth there would be different solutions that are derived through the master planning work. It's important that we work together right now as we're talking with our community about preferences for growth so the work being done on the masterplans can run different scenarios to tell us if any of the ways we are growing would present challenges.

The master planning work is ongoing. They have done a phenomenal amount of work this year to present an understanding of existing conditions and what we can accommodate now. The next phase is future growth scenarios and how much we can accommodate. These conversations are being had so that any concerns or issues can be identified and addressed.

Q: I understood that more than 10 years ago the reason why Guelph received a reduction in planned population growth was specifically that at that time was because of water and wastewater capacity issues. Would that truth and science not hold true to today and out to 2051?

A: Both the science and the behaviour have changed over time since some of that initial work was done. On the wastewater treatment side, our technology continues to improve and as a result we are able to accommodate additional capacity through our plants. On the water supply side we have a very successful conservation program at the City of Guelph. Through water conservation, we have been able to extend some of the population. It is an iterative process. We need to look at the results of the master plan work and if we are not able to accommodate the growth, we would discuss it with the Province and request a change in the numbers.

Workshop discussion

Following the question and answer period, three topics of discussion were presented to Council. They included:

- where housing should be directed in the built-up area
- how much housing should be built in different areas of the built-up area
- building heights in nodes, corridors, the downtown and throughout the rest of the built-up area

Locations for new housing – key messages

Prior to the discussion on housing in the built-up area, Jason Downham, Planner, Policy and Analytics, presented a brief overview of built and planned residential development in the City of Guelph since the 2006 Growth Plan came into effect. James Knott, LURA Consulting then presented preliminary data heard in community feedback. Council was

then asked if the feedback resonated with them and what their thoughts were on the question.

Points heard from Council included:

- Protecting cultural heritage, natural heritage, and greenspaces through policy such as the Cultural Heritage Action Plan while accommodating growth is important.
- Reconciling the intensification of corridors with parking and traffic issues in these areas will be a challenge.
- Council has heard a lot of people in favour of accessory apartments and tiny homes for reasons such as protecting greenspace and affordability. If there is good uptake on this, population growth may be possible without requiring new buildings. However, existing accessory apartments in the University neighbourhoods are being reassembled into single family homes.
- Woolwich Street North should continue to intensify.
- York Road could accommodate residential intensification on top of existing and new commercial uses. It was noted as important that residential development should not occur at the expense of commercial development in this area.
- In areas downtown, south of the train tracks, heights could be increased a little as the area has a lot to offer residents in terms of walking to work or shopping.
- There is room in some existing neighbourhoods for middle height (3-4 stories) to allow for walk-ups within the built-up area.
- There is an opportunity for brownfield intensification on places such as the IMCO site.
- Spreading density throughout the city is a healthy approach. Consider changing employment and traffic patterns and identify other areas to gently intensify close to grocery stores.
- As density is created, identify parkland and plan for families, considering where they will play, relax, and go to school.
- Eramosa Road has not realized the anticipated growth yet.

Distribution of new housing – key messages

Prior to the discussion on how much housing should be located in different parts of the built-up area James Knott, LURA Consulting presented preliminary data heard in community feedback. Council was then asked if the feedback resonated with them and what their thoughts were on the question.

Points heard from Council included:

- Maintaining the feel of Guelph's neighbourhoods is important to not change what makes Guelph a great place to live. Any growth in these neighbourhoods needs to fit that context, but this will be difficult due to NIMBYism and the fact that townhouses are not seen in these neighbourhoods. However, an approach of adding some townhouses to existing neighbourhoods across the city would help solve intensification problems.
- Mid-rise mixed-use could be a way to meet growth targets successfully throughout the city.
- A city-wide balance of intensification that prioritizes walkability and active transportation, and access to services is important.
- Concern about housing in the south end with accessory apartments, but no easy access to transit or walkable amenities was noted.
- Density needs to have supporting amenities such as grocery stores.
- Having a node in the west end is good, but it needs active transportation connections.
- Downtown is a place that makes sense to have the most growth.

- Traffic and parking will be impacted by the planned growth.
- When considering new corridors, consider which areas are more problematic for development than other areas.
- Nodes and corridors should reflect the change in the retail landscape. They can be used to allow new intensification on top of existing commercial uses.
- 3-4 storey walk-ups could present AODA challenges.

Maximum building heights – key messages

Prior to the discussion on building heights in the built-up area James Knott, LURA Consulting then presented preliminary data heard in community feedback. Council was then asked if the feedback resonated with them and what their thoughts were on the questions, regarding heights in nodes, corridors, the downtown and throughout the built-up area.

Points heard from Council included:

Nodes

- Increasing height makes transit more viable, however residents do not want an increase in height due to a lack of transit and increased traffic in these areas.
- Adding up to 2 or 4 storeys given the provision of affordable housing, available jobs, retail, and greenspace could be okay.
- Keeping building heights lower is preferred in terms of energy efficiency and green development.
- There is a need to talk about massing, streetscape, lighting, design, greenspace, pedestrian feel, and animation, and not just height, especially on large development sites.
- Additional storeys next to mature neighbourhoods will pose challenges, as the community would prefer to see height added to greenfield developments.
- There are areas where development in nodes is being done well, such as Clair Road and Gordon Street. It is important that areas with the highest density have good setbacks and access to greenspace.
- Housing affordability and access are the biggest challenges. There are high rises in different parts of the city, look at other options clustered around these areas.
- Building heights within nodes should be site-specific.

Corridors

- Not all corridors are equal. Corridors through residential areas such as Gordon Street could see heights from 3 to 6 storeys, however on Woolwich Street have heights up to 10 storeys with setbacks after the first few floors. 10 to 12 storeys could be appropriate along other corridors.
- Context within each of the corridors should be considered. If the context on a site allows for higher storeys there less issues with increased heights.
- With increased heights streetscape is important, and buildings need to have a good street presence, rather than creating canyons along each corridor.
- Having good urban design guidelines in place prior to allowing increased density is important.

Downtown

- There is more acceptance for increased heights now than in the past. The city is ready for allowing taller heights in the downtown. In the right context and with the right urban design guidelines an extra 4 storeys can be acceptable.
- Smaller floorplates for 14 to 16 storeys is okay with setbacks after 1 storey and streetscaping. In the right areas it may be appropriate to allow building heights above 18 storeys.

- It is important to have variation and not have too many tall buildings clustered together.
- Additional height in the downtown may help with accommodating residents as well as enhancing businesses like restaurants in the area.

Built-up area

- Within the rest of the built-up area, site specific considerations were important.
- 6 storeys were considered okay in the right area, but it was suggested it might be too much for the community.
- Comfort with 4 storeys on major roads throughout the built-up area was heard.

Next steps

At the conclusion of the facilitated Council workshop, Natalie Goss, Senior Policy Planner, Planning and Building Services, thanked everyone for their participation. She shared that Council feedback will be considered as the next background studies are being prepared for Shaping Guelph, and that upcoming community engagement will be done in November and December on the base case growth scenarios of Guelph meeting the Growth Plan targets. Council then moved to receive the workshop.

Appendix E – Social media comments

Facebook comments and questions

Live stream of September 17, 2020 virtual town hall

Q: Where do we get a copy of the survey?

A: The survey is available here: <https://www.haveyoursay.guelph.ca/shaping-guelph...>

Q: Do we have enough resources to accommodate the growth?

A: We know that to support our forecast growth we need to have adequate resources and infrastructure – enough drinking water, pipes to carry our wastewater, and roads to travel on. We are considering all of this through infrastructure master plans that are currently in progress. Information about the master plan reviews is available at <http://guelph.ca/plans-and-strategies/>

Q: When is drug and theft problem going to be addressed? It has gotten way out of control! The past few years have increased so fast!

September 15, 2020 Facebook post

Guelph must plan for population growth of 50,000-60,000 over the next 20-30 years and 50% of this new growth must be within the already developed area of our city. We need your help [#ShapingGuelph](#). Where do you think new housing could be added? Attend a virtual town hall on September 17 and complete the survey <https://guelph.ca/event/shaping-guelph-virtual-town-hall/>

Q: Why were we designated a “place to grow” given that we are one of the few cities that gets the majority of our drinking water from ground water?

(from guelph.ca...“Guelph is the largest Canadian city to get their drinking water exclusively from ground water”)

C: The Places to Grow act needs to be contested by the City of Guelph

C: Totally agree

C: I totally agree with you

C: And we will run out of that water not just because of “Nestle” but because of all this ridiculous growth. We are already having to conserve our water and the cost of water has rocketed too. So WHY does the City not fight to stop The Place To Grow before you destroy our BEAUTIFUL city?

C: Let’s be truthful here: Nestle does not take from the same aquifer. But the principle of them taking water is odious regardless. As for challenging the Places to Grow act – gonna use the OMB for that? Links to The Star article [OMB: Unelected and unaccountable fourth branch of government](#)

C: OMB “disappeared” with LPAT replacing it. Initially the new body was to be more attuned to local planning but anything I have read recently says it is really the OMB dressed up in different clothing...always seemed the developers “won” most OMB decisions because they have deep pockets to hire a phalanx of lawyers and planners. Local citizens don’t have much of a chance against such interests

C: yeah it’s Ford’s resurrection of the OMB, it’s the same bundle of wax and not in favour of local muni’s input

C: exactly...friend of the development industry

C: and now we have *TWO* walmarts, despite the fight against the first one from "NIMBY granola guelphites who don't want to see any development" and a Costco, and...

C: Guelph is already one of the fastest growing cities in Canada. We need policies to manage growth. If we say no growth is allowed, our real estate and rent costs will skyrocket

R: The City provided comments to the Province about the updates to the Growth Plan, including local water resources. Read the City's comments and recommendations <https://pub-guelph.escribemeetings.com/FileStream.ashx...>

C: Thanks for the link

Q: Now let us begin the civics lessons on jurisdiction of why Guelph needs to accept these numbers and why people will fight city council on it – when the decision is made at the federal and provincial levels

C: It's nice that someone else gets this concept that is reality

C: People love to scream at the wrong people about things they don't like instead of investigating for 2 seconds what they can actually do to change it. Vote against the OMB and vote out Ford, then you can start controlling the development in your city. City council has little to do with population #s

C: don't blame Ford it was the previous govt that brought in places to grow legislation. OMB approve almost any thing

C: Yet they will all vote NDP or Liberal who brought in this policy

C: Guelph doesn't exist in isolation. Places to Grow encourages urban density to protect green areas, vs. permitting suburban sprawl

Q: Does our opinion really matter. The residents of Guelph have been very clear on a number of issues over the last 10 years but the mayor, council and city staff just ignore us and do what the hell they want anyway at our expense.

C: Nothing to do with Council. This is a federal and provincial decision. Feds give numbers to provinces on the whole (or regionally) and provinces figure out which cities/counties get the growth. If you don't like it address Doug Ford (although it was set in stone about 3-4 governments ago. Though Ford seems to like to overturn anything he wants, why not this). Anyway, learn some civics about jurisdictional separation. Or we can't have a discussion.

C: You are correct that the province outlined the numbers but do you also know that over the years some cities challenged and had those numbers reduced. Also it is the city and council that determines where that growth takes place not the province. The city and council decides to put up condos along Gordon and not the province. But please continue to educate me on all the things that you don't know Imao

C: have you completed the survey? Are you attending the town hall?

Q: Listen to Sal DeMonte's suggestions who is ready to help at no cost with every aspect of planning and quality management! He constantly writes to the 3 levels of government.

- Q: Guelph's infrastructure was never designed to even handle the current size. Putting another 30K within the already developed city is unrealistic and will come at the expense of its current citizens...
- Q: Our tree canopy should be at 40%, but we are only at 23.3% and losing ground! For an agricultural city this is dismal. And now there is another zoning amendment to change application for some of the "Conservation Land" at 1159 Victoria Road South (the old Vic West Golf Course) to be rezoned residential to allow for 2 more building lots for 2 more homes. Seems to be the zoning amendments are allowed more often than not, and if this is allowed, there goes more greenspace and tree canopy, not only to mention the wildlife living there. Sure pay over nature and of course the animals move into the city.
- C: the city plants the trees but doesn't look after them. They give the only green space in blocks to dogs. Maybe the city should think about caring for what they have before they expand
- C: If you read the Urban Forest Management Plan Report and Recommendations, you will read that it has been noted that "the rate of Ash replacement has not kept pace with removals to date". Plus our mature trees account for only 1% of our tree canopy. What I have not been able to find out is what percentage of developers chose to plant replacement trees for those that they removed to facilitate construction as compared to those developers who chose to make the "cash compensation instead in 2019? Maximum replacement should be policy
- C: Yes but they need to look after what is there first
- Q: It's up to our municipal government who was elected to represent us, to challenge both, the federal and provincial government. Who's responsible for granting all the permits for condominiums in Guelph?
- Q: Yet the city has no interest in supporting residential developments. Developers don't like dealing with the city and add a "Guelph Factor" to their costs
- C: They still get their way. They always ask for more than they need to appear like they are giving in
- Q: We don't have the infrastructure to support the size of Guelph now let alone to add 38-45% to the population!
- Q: Guelph needs affordable housing and a new hospital
- Q: Why bother asking? The community can't support that level of growth. Someone must understand that. Stand up to the Province and say no!
- Q: More people, Guelph already wants to ration the water supply. I guess these new residents don't require water. Remember this when the city puts up its propaganda signs saying there's a water shortage so no using water.
- Q: Why does it need to be on developed land? Sounds like our only choice is to stack higher
- Q: Get developers who will charge an affordable rent

Q: Go somewhere else. 50,000+ people is insane. We need the green space and our water.

C: absolutely

C: talk to the provincial government, that's where the numbers come from, Council has nothing to do with the directives handed down by the entity to which it owes its existence

C: sorry but you can't gate-keep who can move here. People are coming whether you like it or not. Accept it.

Q: Not on Gordon Street or the south end of town

Q: Why does Guelph need another 60000 people? That in itself is the size of a small city. Don't allow Guelph to become a huge city like Brampton, Mississauga, etc. Keep Guelph's population stabilized or grow it a little bit, and keep the city's charm. I know my comment probably won't do anything, but I'm sure a lot of people feel the same way.

R: Guelph is required to accommodate this population growth by the Provincial government, as part of the Growth Plan for the Greater Golden Horseshoe. Details: <https://guelph.ca/pla.../guelphs-growth-management-strategy/>.

C: And the city as you are aware can fight this. Pointing fingers doesn't solve anything. If you were serious about urban sprawl and the environment you'd fight this instead of pointing fingers.

C: Halton had the same issue. With the green belt there was limited areas that could grow. Milton wanted the bulk of the required growth. There was no choice and it was fought with limited success

C: What has the Provincial government done about road infrastructure? Hwy 7 still isn't moving along

C: well we need to get rid of the government that requires this

C: GREED?

R: The City provided comments and concerns to the Province about the updates to the Growth Plan, including local water resources. Read the City's comments and recommendations <https://pub-guelph.escribemeetings.com/FileStream.ashx...>

C: Is that a joke? How many developers contributed to election campaigns???\$\$\$\$\$. Everyone with half a brain knows that the current council is WAY ahead of schedule for continuing to aggressively sprawling this city. Can anyone with 2 eyes see the really bad planning and reckless encroaching going on in the wetlands and Torrance Creek?? Can we see what you did to Niska? How many old growth cedars were removed? Suddenly after the unnecessary 2 lane bridge went in against MASSIVE PUBLIC OPPOSITION did the GRCA attempt to sell OUR conservation land that WE paid 90% of the cost of to protect forever...on the south side for development? Clear cutting at Whitelaw and Paisley, Hanlon at Paisley, Hanlon at Woodlawn, Water Street. What is the

current tree canopy down to? Why hasn't anyone on council stood up to the province and told them we are on limited ground water supply? Why hasn't anyone on council stood up and told the province our infrastructure cannot handle their dictated growth? Why hasn't anyone on council stood up and told the province our current hospital can't handle the current population? Why hasn't anyone on council stood up and told the province that we need to stop \$prawling as a result of climate change. And so on.

Q: Wow! Grid lock. That's ridiculous, I guess it's just about the money. I'm very disappointed.

Q: The planet has too many people. One day we will come to that realization. Hopefully before it's too late. Although from what I am seeing lately...it may not be that far away

Q: That's an aggressive growth don't you think? 50000-60000 increase, and a Facebook post is your approach? As Guelph resident, I need to hear from the city planning department, the engineering department and police department, and review their resp inputs. This is ridiculous approach by a city that has been complaining about the lack of resources it has.

R: Hi NAME BLOCKED OUT, join us for the virtual town hall tomorrow at 7 p.m. to hear from the City's planning department and to provide your input : <https://guelph.ca/event/shaping-guelph-virtual-town-hall/>. You can also fill out the survey by September 24

C – I sure will

C – There have been many open houses, posts and all the info about development plans is on the City's website

Q: "Guelph must"! Funny with one hospital and restriction on using water?

Q: Tear down the downtown library pub up condos. Boom 67 mill saved

C: \$67M is peanuts in this wider scheme. Let's stick to the argument at hand perhaps

Q: Affordable housing. AFFORDABLE HOUSING

C: guaranteed housing, or too rad?

C: baby steps, even in 'progressive' Guelph

Q: Why? It's a concrete jungle already. Losing all our beautiful green spaces

C: Exactly why we should be redeveloping low density houses, not developing undeveloped land

C: The entire corner of Stone and Victoria is for sale all the way to Watson Rd. Say bye to that green space

C: They paved paradise and put up another condo. So many being built on Gordon south side. Joni Mitchell's song is a true reality.

C: Better get that \$65 million library built for the future. Oh wait..are books still a thing?

Q: Why not more adorable apartments no more condos?

C: All these surveys, but no one listens

C: They shouldn't

C: Please stop ripping up farm land

C: But there is not enough water to go around

C: Just say NO

Q: No we don't

C: We should be working toward severely limiting population growth in Guelph. There is no need for this. It's just part of the ongoing population explosion that we seem to never do anything about.

Q: Why don't you know the actual numbers and timelines? Is it 50K or 60K? Is it over 20 years or 30 years? If it's based on provincial legislation surely the actual numbers exist somewhere?

C: 191,000 by 2041, 203,000 by 2051.

C: In 2017 the population was 135,474...the province has mandated a population of 191,000 by 2041, that's growth of 55,526 over 24 years which is a yearly increase of approximately 2,300 new residents per year. Over the next 10 years, the population is set to be 12,000 more people, which is an additional 1,200 people per year.

C: Thank you for those figures. The growth target of 203K by 2051 represents an annual rate of 1.36%/year, far below our average rate (2.32% since 1950) and even further below our peak growth years (4.20%/year in the 1960s). These growth targets are hardly extreme or unprecedented.

R: The detailed numbers can be found here <https://guelph.ca/pla.../guelphs-growth-management-strategy/> we wanted to give a high-level snapshot in the Facebook post

C: No

C: This needs to STOP, we need our Mayor and our Councillors that were voted in to put a stop to this unnecessary growth. If this is about money then it's about greed. We the people of Guelph should be the ones to have a say NOT just the WEALTHY who are controlling the City Councillors and Mayor. They may think they are not but the old saying "Money talks nobody walks". People who work in this City are having a hard time trying to survive and most can't even buy a home here and they struggle to rent here too. All this city is doing is bringing in people from other cities who don't even shop here so increasing the population is not serving any real purpose here

C: YOU CAN'T. This is a federal and provincial decision. Feds give numbers to provinces on the whole (or regionally) and provinces figure out which

cities/counties get the growth. If you don't like it, address Doug Ford. (though it was set in stone about 3-4 governments ago. Though Ford seems to like to overturn anything he wants, why not this.) Anyway, learn some civics about jurisdictional separation. Or we can't have a discussion.

C: Correct, it's above municipal. Many things people thin Cam and city council have the power over. Hospitals is also a big one. Not their decision

C: and here we go...

Q: The truth is that overpopulation is destroying our planet, health and quality of life in many ways. This is true across the globe. You can call me a NIMBY all you want and while true, the reality is that people who preach development seem to ignore the fact that no one's resources are infinite. I am a science student and you know what uncontrolled growth is in biology? Cancer. Tumours are anomalies that occupy space, interfere with normal body processes, and negatively impact the functioning of the body system. Overpopulation and overdevelopment work the same way in a community. Many of us fell in love with a Guelph that was unique, green, cultured, and community driven. A drive through town, especially the south end which mere years ago was precious farmland, quickly tells you we are losing that character. Cookie cutter houses (cheaply made), big box store, chain restaurants, and concrete for miles. It's heartbreaking.

C: You're in the wrong economy based on an ever-growing younger population that engages in hard labour to support the old. Of course that model doesn't remotely fit our economy now but we're still tied to it. We need young immigrants because our birth rates are too low for this system to work. Or you need an entirely new system. I'm down with overthrowing capitalism with something more equitable, sensitive to the environment and carrying capacity

C: Excellent point. I should clarify that my issues with population aren't just applicable to Guelph or Canada, but the planet as a whole. I realize that here in Canada density is relatively *not* an issue, but I think the problems with overpopulation and with our high-carbon, consumptive lifestyle are felt around the globe, though disproportionately. The reality is that even in as beautiful and lush a country as Canada if we continue with our relentless plundering of the planet we WILL run out of space and resources. Just because we have the space in our beautiful country doesn't mean it should all be built upon

C: Calling overpopulation the problem centers it around the developing world, which is false. The vast majority of the world's resources, natural or otherwise, are used by the richest few--including, proportionally, us. Overpopulation is not the issue, overuse is. We consume far more than necessary in resources, food, products, and land. What's needed is a rethink and a redistribution of resources. To bring it back to Guelph, we need to accept and embrace that 5 bed, 3 bath houses are not a necessity, and that in general we all need less space than we want. Develop based on needs versus wants, and population ceases to be an issue. Consumption also drops proportionately.

C: Well said!

C: I disagree. Not with your comment about the western world's consumption of resources- you'll see it mentioned in my above comment. I do disagree that

overpopulation is not a problem. India for example is considered a developing country with a much smaller footprint per capita, but significant problems exist due to the density and numbers in that country, as in many others. Again, unchecked growth is unsustainable, whether we could downsize our footprints or not. If the population continues to grow, we will not solve problems, just shift them.

C: There's no such thing as unchecked growth. That's Malthusian in its nature. We are nowhere near the planet's threshold if we properly allocated resources, limited consumption, and shifted our definitions of wants/needs and necessity.

C: we need to vote this council out and deal with what is going on at city hall. Start from scratch with educated environmentalists and non climate change deniers ... we need to do this at the next municipal election in 2022. We need quality candidates to step up and run this city while there is still green space and wetlands to be protected. Educated candidates that will not allow this once green city to be turned into Mississauga. Or watch it happen along with its crime rate.

Q: prioritize affordable housing over luxury housing. show your current citizens you have increased spending on ALL social services to match the development and population growth that has been invited here over the last ten years, and don't increase development until this can be guaranteed, ongoing. ensure increases in social services and cultural development spending (at least) match percentage increases in spending on police. designate significant tax revenue from any luxury developments to be directed to social services and support systems for the most vulnerable folks in the community who will likely be displaced by said developments (see York Rd. development study). mandate that any future developers support public green space and community garden growth in their ward(s) either through financial sponsorship or donated land/space. prioritize Wellington Water Watchers as consultants on any development proposals.

R: We want to capture this feedback. If you haven't done so already please fill out the survey <https://www.haveyoursay.guelph.ca/shaping-guelph>

C: Will do. I'd go to the town hall session but I'm working 50+ hrs a week currently so we can keep our house in Ward One.

C: Don't put the homeless in a hotel beside the largest park in the city and next to a play ground. An industrial area is perfect for this.

C: that's not relevant to this survey. And the homeless shelters have been using that motel to house overflow for years.

C: they are housed in an Industrial area. Holiday Inn opposite TSC on silvercreek

August 27, 2020 Facebook post

We need your help [#ShapingGuelph](#). Where do you think new housing could be added throughout our city? How tall should buildings be in Guelph? Complete the survey by Sept 24 www.haveyoursay.guelph.ca/shaping-guelph

Q: There's way too many condos and apartment buildings going up. Guelph is losing that small town feel.

R: Hi NAME OMITTED, take the survey and let us know how we should limit or set building height limits. It's the best way for us to capture your feedback about condos and apartment buildings. Survey: <https://www.haveyoursay.guelph.ca/shaping-guelph> Thanks.

C: I totally agree with you!

C: You should have more senior homes on one floor or with elevators

C: Poorly designed survey.....hard to use and give input

Twitter comments

September 4, 2020 tweet

A great city is not just about physical buildings. It's about people who live and work in them. We're #shapingguelph with your help. Tell us where new housing could be added in #guelph. Do the survey by Sept 24. [haveyoursay.guelph.ca/shaping-guelph](https://www.haveyoursay.guelph.ca/shaping-guelph). Food for thought <https://www.youtube.com/watch?v=09-ypFNeQXQ>

C: Do we even have the resources for the growth that is demanded by the feds and the province? I know we don't even have the resources for the spending we're doing this year (social services etc. for increased population), and yet here we are. Because if we don't the economy tanks.