



GUELPH INNOVATION DISTRICT SECONDARY PLAN

October 2012

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INTRODUCTION

The purpose of the Guelph Innovation District (GID) Secondary Plan is to establish a detailed planning framework consisting of a Vision, Principles and Objectives and Policies and Schedules to guide and regulate future development of the GID Planning Area. Readers of this Secondary Plan should also refer to the comprehensive Official Plan for overarching city-wide policies also applicable to the GID.

The GID Planning Area comprises lands bounded by York Road to the north, Victoria Road South to the west and Watson Parkway South to the east and extending south to Stone Road East, also inclusive of lands south of, and immediately adjacent to, Stone Road East.

A number of policies are contained in the Plan as follows:

- Chapter 1 Vision, Principles and Objectives
- Chapter 2 Natural and Cultural Heritage
- Chapter 3 Energy, Servicing and Stormwater
- Chapter 4 Mobility
- Chapter 5 The Public Realm
- Chapter 6 Land Use and Built Form
- Chapter 7 Interpretation and Implementation

A number of official Schedules appear in this Plan, consisting of:

- Schedule A Natural and Cultural Heritage
- Schedule B Mobility
- Schedule C Land Use
- Schedule D Height
- Schedule E Phasing

CHAPTER 1: VISION, PRINCIPLES AND OBJECTIVES

1.1 A Vision for Guelph's Innovation District

The Guelph Innovation District (GID) is a compact, mixed use community that straddles the Eramosa River in the City's east end. The District will serve predominately as the home of innovative, sustainable employment uses with an adjacent urban village connecting residential and compatible employment uses. It is at once highly energetic and intimately familiar, because it showcases an entirely new approach to planning, designing, and developing urban places, and at the same time, reflects Guelph's history and celebrates the rich heritage resources of the District, including the stunning river valley, dramatic topography and views, and historic Reformatory Complex.

The GID is attractive, pedestrian-focused and human-scaled. It provides a fine-grained mix of land uses at transit-supportive densities, offers meaningful places to live, work, shop, play and learn, and supports a wide range of jobs and residents. It protects valuable natural and cultural heritage resources while fully integrating them into the new community, features sustainable buildings and infrastructure, and works towards carbon neutrality. It makes needed connections between all modes of transportation, but in a manner that prioritizes pedestrians, cyclists and transit users over drivers, and stitches the District into the overall fabric of the City. It is exciting and new and feels like it has been part of the City for a long time.

1.2 Principles & Objectives

Principle 1: Protect What is Valuable

Creating a place that respects natural and built heritage resources, making citizens stewards of the resources for current and future generations.

Objectives

- a) Preserve and enhance the extensive *Natural Heritage System*, including the Eramosa River valley.
- b) Respect the existing topography and sightlines, including river vistas and views of both Downtown and the historic Reformatory Complex.
- c) Ensure compatible public access opportunities to the *Natural Heritage System* and cultural heritage resources, including those designated in the Official Plan, and promote their celebration, especially river vistas and edges, the Provincially Significant Earth Science Area of Natural and Scientific Interest, and the historic Reformatory Complex.
- d) Integrate the *Natural Heritage System* and cultural heritage resources with surrounding land uses and provide opportunities for compatible research, educational, recreational, transportation and urban agricultural uses.
- e) Ensure, where appropriate and feasible, the preservation and adaptive reuse of cultural heritage resources, including the historic Reformatory Complex and associated cultural heritage landscape.

- f) Create a sustainable open space and parks network which provides both active and passive recreational opportunities.

Principle 2: Create Sustainable and Energy Efficient Infrastructure

Building infrastructure that is efficient, focuses on renewable energy sources, and supports an integrated energy distribution system that enables a carbon free lifestyle.

Objectives

- a) Create a framework for the District to work toward carbon neutrality and exceed the City's Community Energy Plan targets, building infrastructure that is efficient, where feasible that focuses on renewable energy sources, and supports an integrated distribution system that enables a carbon free lifestyle.
- b) Support development of an integrated energy distribution system, which maximizes connections between energy generation opportunities (producers) and end users (provides opportunities for local energy generation, maximizes connections between generation opportunities and end users, and minimizes overall energy use).
- c) Support cradle-to-cradle processes where the waste by-products/surpluses of one activity are used as resources by another (e.g. industrial ecology).
- d) Include efficient, long-term and community based strategies to conserve and manage energy, water, wastewater, stormwater and solid waste.
- e) Develop a model community that showcases sustainable, green, low impact urban development.
- f) Embrace innovation, establish best practices, and serve as a learning environment for other communities across Guelph and Southern Ontario.

Principle 3: Establish a Balanced Mobility System

Making connections that serve the community, allow current and future generations to walk or cycle to daily needs, and provide convenient transit services to access broader activities.

Objectives

- a) Integrate the District with the City as a whole, with clear connections to Downtown, the University of Guelph campus, and nearby neighbourhoods.
- b) Provide a transportation system (streets, sidewalks, cycle paths, trails, and rail) that serves the District, provides rational and efficient connections for all modes of transportation, and provides public access to the *Natural Heritage System*.
- c) Provide a land use pattern, urban design policies and standards and supportive transportation system that connects us with our daily needs, including transit stops, within a 5-10 minute walk of most residents (400 m distance).
- d) Provide universal access that prioritizes pedestrians, cyclists and transit users over drivers by providing an extensive pedestrian and cycling network with direct, safe and healthy travel routes, and convenient, affordable transit service which is integrated with the rest of the City.
- e) Build new connections for pedestrians, cyclists and potentially transit users across the Eramosa River valley to better connect uses and activities.
- f) Integrate the current commercial rail line within the new community as a potential transportation hub and commuting centre for the movement of people and goods.
- g) Ensure that the capacity of existing and new streets is sufficient to support the District, while managing traffic impacts on adjacent road networks and neighbourhoods.

Principle 4: Promote a healthy diversity of land uses and densities

Creating meaningful places to bring people, activities, environment(s) and ideas together, creating a sense of arrival and inclusion.

Objectives

- a) Create a District of landmark quality with a strong and recognizable identity on par with the Downtown and the University of Guelph.
- b) Define gateways and community focal points (nodes) on both sides of the Eramosa River, as well as a network of areas that are safe, healthy, coherent, vibrant, and comfortable.
- c) Create a cohesive, efficient and vibrant transition area that will provide common supportive uses and built form to connect the urban village node and employment area while still maintaining the unique function and identity of each area.
- d) Respect the southeast residential neighbourhood through the design and inclusion of an appropriate transition area between the residential uses and the industrial and major utility uses to the north.
- e) Define a block and parcel fabric that knits uses together and encourages new buildings to define the edges of streets, parks, and open spaces to provide a friendly face to encourage social interaction, safety, and a human scale.
- f) Create an accessible network of public facilities, parks, and open spaces which serves the new community and surrounding neighbourhoods, and is integrated with the *Natural Heritage System* and cultural heritage resources.
- g) Encourage high quality urban and architectural design that responds to and respects the District's unique setting, natural and cultural heritage, edges and adjacent uses.
- h) Create a memorable landmark area/structure to serve as a beacon/partner to the Church of Our Lady Immaculate in Downtown.
- i) Increase the overall tree canopy, and encourage the use of native species and edible landscapes, where appropriate, in restoration areas, parks, and open spaces and along streets throughout the new community.
- j) Respect (and emulate where appropriate) the Beaux-Arts design of the cultural heritage landscape component of the historic Reformatory Complex.

Principle 5: Create an Attractive and Memorable Place

Mixing it up to create vibrant, resilient, and efficient spaces that make it possible, practicable, and beneficial to reduce our ecological footprint.

Objectives

- a) Create an integrated, compact, mixed use District that provides an opportunity for people to live close to job opportunities and supportive daily services.
- b) Achieve transit supportive densities with human-scaled built form.
- c) Establish a fine grained mix of land uses, building types and tenures in the new community, providing accessible choices for living, working, shopping, playing and learning.
- d) Promote mixed use developments in appropriate locations that provide three or more significant uses, ideally in the same building, or if in separate buildings, within a walkable environment.
- e) Provide for a diverse cross section of residents with a mix of residential uses, building types and tenures in an urban village-type setting that is affordable, accessible and allows people to age in place and remain within the same neighbourhood as their needs change.

- f) Provide for a significant number and variety of jobs with a range of employment uses, building types and scales, including those related to the development of a knowledge-based innovation cluster, green jobs, and the information and communication technology sector.
- g) Define a flexible block and parcel fabric that encourages evolution over time.
- h) Plan for a land use mix and densities which contribute to achieving the City's overall population, employment and density targets.

Principle 6: Grow Innovative Business and Employment Opportunities

Grow Innovative Business opportunities that support the knowledge-based innovation sector, green jobs and knowledge-based industries, within a compact, mixed use community.

Objectives

- a) Accommodate a significant share of Guelph's employment growth to 2031.
- b) Establish the role of the GID as a key area supporting the growth of a knowledge-based innovation cluster, which may include the agriculture, environment, information technology, advanced manufacturing, health and related science sectors, making connections to the Downtown and the University.
- c) Nurture and capitalize on the GID as a recreational and tourist destination.
- d) Create a setting that reinforces the GID as a high density employment area that attracts provincially, nationally and/or internationally significant employment uses.
- e) Encourage employment uses within the historic Reformatory Complex that can showcase the site's built heritage resources and cultural heritage landscape.
- f) Target the GID as a key location for knowledge-based innovation sector businesses, green jobs and knowledge-based industries such as the information and communication technology sector and post-secondary institutions.
- g) Support strategic and collaborative economic development partnerships within the GID and surrounding community.
- h) Encourage a supportive business environment by fostering learning and innovation within the GID.
- i) Encourage economic opportunities for the GID that contribute to innovative and sustainable employment uses that are compatible with a mixed use environment, including residential uses.
- j) Protect and support existing industrial uses, recognizing their contribution to the City's overall employment, waste management services, and carbon footprint reduction.

CHAPTER 2: NATURAL AND CULTURAL HERITAGE

2.1 Intent

The natural and cultural heritage policies below are provided to shape and regulate the preservation and enhancement of the *Natural Heritage System* and cultural heritage resources found within the Guelph Innovation District. The policies below are informed by the Vision and supporting Principles which seek to reflect Guelph's history and celebrate the rich heritage resources of the District, including the Eramosa River valley, dramatic topography and views, and historic Reformatory Complex.

2.2 General Natural and Cultural Heritage Policies

Natural Heritage

- 2.2.1 As identified on Schedules A and C, a significant portion of the District is within the *Natural Heritage System* and is subject to the Significant Natural Areas and Natural Areas policies found in Section 4.0 of the Official Plan.
- 2.2.2 The *Natural Heritage System* within the site area includes features such as the Eramosa River Valley that are important for their environmental and social values. The Guelph Innovation District works in harmony with the *Natural Heritage System* which forms the basis of the plan through its integration by the provision of natural breaks, transitional areas and scenic viewsheds within the site. In addition, a single loaded perimeter local road along the western edge of the Eramosa River provides a public edge, vistas and greater protection opportunities. The *Natural Heritage System* shall be protected, preserved and enhanced so that it may fill its role as the centerpiece of the District.
- 2.2.3 The City will identify and support opportunities to provide greater public access to the *Natural Heritage System* including examining potential for a pedestrian footbridge located central to the site, providing a direct connection between the western development and the Reformatory complex to the east and linking trail systems subject to an environmental assessment or EIS.
- 2.2.4 The City shall control access to the *Natural Heritage System* through wayfinding and signage along public trails to minimize impacts on flora and fauna.
- 2.2.5 *Passive recreational activities* will be supported within the *Natural Heritage System*
- 2.2.6 *Essential transportation infrastructure* where it is part of an *active transportation* facility will be supported within *Significant Valleylands* subject to an *environmental assessment* or *EIS*.
- 2.2.7 The Provincially Significant Earth Science *ANSI* shown on Schedule 4A within the District presents opportunities for important low impact scientific and educational activities.

These activities will be supported and showcased in conjunction with the adjacent trail network shown on Schedule B.

Cultural Heritage

- 2.2.8 As identified on Schedules A and C, the eastern portion of the District is predominantly designated as Adaptive Re-use within a cultural heritage landscape with built heritage resources in the historic Reformatory Complex. Land uses within the cultural heritage landscape boundary are subject to the provisions of the cultural heritage resource policies found in Section 4.8 of the Official Plan. Policies related to the Adaptive Re-use land use designation can be found in Section 6.4 of this Secondary Plan.
- 2.2.9 Ontario Heritage Trust or the appropriate authority will be requested to hold heritage conservation easement(s) for all features identified as provincially significant heritage resources.
- 2.2.10 A conceptual plan shall be required as part of a Cultural Heritage Resource Impact Assessment to ensure that the cultural heritage resources within the site will be conserved and incorporated into any future design intent.
- 2.2.11 All land uses within the District are subject to the provisions of the cultural heritage resource policies found in Section 4.8 of the Official Plan.
- 2.2.12 It is the intent of this Secondary Plan to conserve *cultural heritage landscapes*, such as the area delineated as the historic Reformatory Complex on Schedule A that have been modified by human activities and are valued by the community.
- 2.2.13 New development shall preserve and enhance the cultural heritage landscape character through integrating cultural heritage resources, landscape elements and important views in site design.
- 2.2.14 For archaeological resources, prior to site alteration or soil disturbance relating to a Planning Act application or a Site Alteration application under the Municipal Act, any required archaeological assessment shall be approved by the Province of Ontario and the City, indicating there are no further concerns for *archaeological resources* within the subject area.
- 2.2.15 Encourage the retention and integration of the Turfgrass Institute Building into the Guelph Innovation District community. New development shall have regard for the building form, material and existing views towards the Turfgrass Institute. Where feasible, landscape features associated with the Turfgrass Institute are to be incorporated within the planned public open space and park adjacent and south of the building.

Topography

- 2.2.16 The topography associated with the Eramosa River Valley within the Guelph Innovation District offers appealing vistas towards the historic Reformatory Complex as well as the Downtown, providing a distinctive character to the area. Future development shall take

advantage of favourable topography and vistas and minimize the need for re-grading on site, where possible.

2.2.17 Any proposed bridge crossing of the Eramosa River will utilize the existing slopes and maintain the topography of the *Significant Valleyland*.

Significant Natural Areas

2.2.18 *Development* and *site alteration* are not permitted within designated Significant Natural Areas of the *Natural Heritage System*. Exceptions are identified in the General Permitted Uses and Significant Natural Areas policies of the *Natural Heritage System* of the *Official Plan*.

2.2.19 Where development is proposed on *adjacent lands* to Natural Areas, including the *Significant Valleyland* of the Eramosa River an Environmental Impact Statement (EIS) shall be required in accordance with the *Official Plan*.

2.2.20 All development on *adjacent lands* to the *Significant Valleylands* as shown on Schedule 4D of the *Official Plan* shall be subject to site plan control where design issues such as compatibility with adjacent and nearby development, sensitivity to local topography and natural features will be reviewed.

Natural Areas

2.2.21 *Development* and *site alteration* may be permitted within all or parts of Natural Areas and/or *adjacent lands* within the *Natural Heritage System* in accordance with the General Permitted Uses and Natural Areas policies of the *Natural Heritage System* of the *Official Plan*.

Species at Risk

2.2.22 The Significant Habitat for Provincially Endangered and Threatened Species policies of the *Official Plan* apply to the GID.

Surface Water Features and Fish Habitat

2.2.23 Enhancement and *restoration* of existing surface water features and their riparian areas will be encouraged to support *fish habitat* and the improvement of water quality and quantity.

Urban Forest

2.2.24 The Guelph Innovation District also includes *hedgerows*, smaller wooded areas and individual trees that are part of the urban forest. *Development* and *site alteration* will identify opportunities for protection, enhancement and *restoration* of the urban forest and contribute to maintaining and increasing *canopy cover*.

CHAPTER 3: ENERGY, SERVICING AND STORMWATER

3.1 Intent

The energy, infrastructure and sustainability policies below will shape and regulate the development of sustainable, green, low impact urban development within the Guelph Innovation District. The policies below are informed by the Vision and supporting Principles which seek to exceed Community Energy Plan targets, develop an integrated renewable and alternative energy generation and distribution system, and implement efficient, long-term, community-based strategies to conserve and manage energy, water, wastewater, stormwater and solid waste. These policies together with the mixed-use, active transportation and transit-oriented design of the GID will minimize its carbon footprint in the GID and increase the overall sustainability of development in the City.

3.2 General Policies

- 3.2.1 Development in the GID shall contribute to the City's overall carbon reduction targets as set out in the climate change policies of the Official Plan and the City's Community Energy Plan.
- 3.2.2 The City will prepare an implementation strategy outlining initiatives, targets, phasing and performance monitoring of the GID carbon neutral strategy.

The City will limit energy usage and emissions from transportation through provision of infrastructure that encourages walking, cycling, use of public transit, use of low-energy vehicles, and reduced vehicular trips within a live/work community.

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

3.3 Energy

- 3.3.1 All development must comply with Energy Policies of the Official Plan, in particular Sections 3.18 and 4.7, and the following specific policies:
 - a) All new development in the GID shall have regard for the goals and strategies of the City's Community Energy Plan;
 - b) The City shall work with Guelph Hydro and other key stakeholders on the development of a District Energy System for the GID if such a system is feasible for the GID;
 - c) New development shall be district energy ready subject to the City establishing District Energy Ready Guidelines; and
 - d) All new buildings within the GID shall connect to a district energy system, if available. Buildings can be excluded from mandatory connections should they

exceed the energy efficiency of the district energy plant and have a lower carbon intensity.

- 3.3.2 Development in the GID will be encouraged to approach carbon neutrality in a cost-effective manner through gains in energy efficiency in the built form and by sourcing additional needs from renewable energy sources such as wind, solar, and biomass energy.
- 3.3.3 Developers and owners of all new and existing buildings shall be encouraged to determine and label building energy performance in accordance with standards as may be adopted by the City.
- 3.3.4 Within the GID, 100% of the available roof area will be encouraged to be dedicated to roof top solar technologies such as photovoltaic or solar thermal.

3.4 Water and Wastewater Servicing

- 3.4.1 The Guelph Innovation District (GID) development shall comply with Official Plan policies for water and wastewater systems.
- 3.4.2 Development within the GID shall proceed in accordance with the Water and Wastewater Master Plan and the City of Guelph Water Conservation and Efficiency Strategy as updated from time-to-time. Given the importance of “Innovation” for the GID, demonstration of water efficiency shall be required for all new development.
- 3.4.3 Industrial, Commercial and Institutional (ICI) development shall be encouraged to decrease water use through the reuse and/or substitution of water demands via greywater reuse or rainwater harvesting. Developers shall be required to demonstrate the efficient use of potable water with any development application. A target of 250 litres per day, per employee, is proposed for the new ICI development.

3.5 Stormwater

- 3.5.1 Guelph Innovation District (GID) development shall comply with Official Plan policies on Water Resources, Source Water Protection and related stormwater management policies, in particular Sections 4.3 and 6.4, and the following specific policies:
 - a) Low Impact Development (LID) measures intended to minimize stormwater run-off and recharge groundwater systems, including rainwater harvesting and reuse systems, bio-swales or water features, infiltration measures, permeable paving materials and green roofs, shall be encouraged; and
 - b) The City will explore opportunities to integrate end-of-pipe stormwater management storage and treatment facilities, including constructed wetlands/ponds, and LID measures into the public realm areas such as open space, amenity areas and right of ways, where feasible and appropriate.
- 3.5.2 All development shall be required to adhere to any approved City policies, guidelines and standards including the Stormwater Management Master Plan (2011) and the Design Principles for Stormwater Management (1996). These plans and guidelines are

intended to augment the Ontario Ministry of the Environment's Stormwater Management Practices Planning & Design Manual, as amended from time-to-time and are intended to achieve the highest level of utilization, aesthetics, environmental benefits and ease of maintenance for stormwater management facilities.

- 3.5.3 In order to ensure that a balanced water budget is achieved post development, the City will require monitoring of stormwater management infrastructure for an appropriate period after development. Where infiltration targets (developed for a balanced water budget) are not being achieved, the City may require additional monitoring conditions be met prior to considering the release of additional lands for development.
- 3.5.4 GID development shall comply with the recommendations and requirements of the City of Guelph Source Water Protection Plan.
- 3.5.5 Infiltration stormwater best management practices (BMPs) (other than increased topsoil depth) that are to be located on private lands are to be listed on land title agreements. The City should have easements for rights to access and maintenance over BMPs located on private lands.
- 3.5.6 The City shall minimize the amount of chloride (salt) infiltration into groundwater through best management practices when applying salt to streets during winter months. In addition, the City may secure the use of stormwater winter by-pass systems (bypassing the infiltration best management systems that receive treated runoff from roadways and parking areas) so long as it is demonstrated in technical studies submitted in support of the development process that a balanced annual water budget (surface runoff, groundwater recharge, evapotranspiration) can still be obtained.
- 3.5.7 Stormwater management facilities shall be lined to prevent contaminants from infiltrating into the groundwater system. Lining of stormwater management facilities may not be required under the following conditions:
 - a) Enhanced pre-treatment of runoff prior to drainage discharging to the facility; and
 - b) Winter bypass of first flush runoff to prevent contamination of groundwater by chloride (salt) laden runoff. Diversion of the first flush runoff shall not negatively impact the receiving GID drainage system due to potential increase in peak flows.
- 3.5.8 Stormwater management erosion controls should be designed to mitigate the impacts of development on the receiving drainage system. In the absence of determining critical erosion threshold flows for local watercourses (Clythe, Torrance and Haditi Creeks) stormwater erosion controls should be designed using the erosion control sizing guidelines in the MOE's Stormwater Management Planning and Design Manual. Stormwater erosion controls should be flexible and adaptive in design to facilitate potential changes once critical flows have been established and erosion controls assessed using continuous hydrologic modeling as part of future studies.

CHAPTER 4: MOBILITY

4.1 Intent

The mobility policies contained in the Plan strive to establish a balanced mobility system inclusive of a rational and integrated network with roads, cycling facilities, sidewalks and paths that are designed, built and maintained with equal consideration for all users. This balanced system must be comprised of: a fully integrated network with adjacent systems and destinations; sufficient transportation capacity within the network to absorb growth; and a long term plan for integration with the Guelph Junction Railway (GJR). The use of Transportation Demand Management (TDM) will ensure the system obtains the carbon neutral vision of the District while offering an effective and efficient integrated transportation and recreational trail system.

4.2 General Mobility Policies

- 4.2.1 Establish a legible network of public roads in a modified grid format. This hierarchy of arterial, collector and local roads shall establish the general urban structure of the District, and establish the scale of future development blocks.
- 4.2.2 Wherever possible, public roads shall be aligned to respect the existing topography of the District and minimize need for site alteration.
- 4.2.3 As a defining feature of the development pattern and public realm, all streets shall exhibit a high quality of streetscaping, landscaping, signage and amenity.
- 4.2.4 Long term infrastructure decisions within the District shall consider and provisions should be made for the future possible construction of a bridge crossing over the Eramosa River valley. Infrastructure crossing the river will prioritize active transportation modes and public transit as shown on Schedule B.
- 4.2.5 All roads shall provide for the safe and efficient movement of people and goods, with appropriate separation of truck traffic from areas planned for high levels of pedestrian and cyclist activity. Where necessary, traffic management measures shall be incorporated into the street design of the local street network.
- 4.2.6 The GID has been planned to encourage residents and employees to take active transportation and transit modes to support overall sustainability and carbon neutral objectives of this Plan.
- 4.2.7 Active transportation shall be encouraged as a primary, safe, appealing and convenient mode of transportation to, from and within the District. Pedestrian infrastructure shall be developed with sidewalks provided on both sides of all local streets. A cycling network shall be incorporated into both the street network and city-wide trail system.
- 4.2.8 Victoria Road South, York Road, Watson Parkway South and Stone Road East are arterial roads that provide access to and through the GID increasing connectivity.
- 4.2.9 The City will improve York Road, Victoria Road South and Stone Road East according to relevant approved Environmental Assessments to accommodate traffic generated by development of the GID.

4.3 Special Policies

Transportation Demand Management (TDM)

- 4.3.1 The City shall work with transit providers, developers and businesses within the University-Downtown-GID trinity area to develop and implement TDM measures that promote the use of active transportation modes, public transit, car-sharing and/or carpooling.
- 4.3.2 The City may require large-scale *development* or businesses to complete a TDM plan. TDM plans will describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking and promote active transportation modes, public transit, and car-sharing and/or carpooling.
- 4.3.3 The City may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate.

Active Transportation – Walking and Cycling

- 4.3.4 Active Transportation Links are identified in Schedule B. Active Transportation Links act as active linkages for non-motorized active transportation modes such as walking, jogging, running, cycling, in-line skating and skateboarding. They may also serve as an accessible route for users in wheelchairs. Active Transportation Links connect cycling and transit systems as well as communities and cultural heritage destinations within the site, including the historic Reformatory Complex.
- 4.3.5 The transportation network depicted in Schedule B is inclusive of bicycles and pedestrians providing a continuous and connected system integrating future neighbourhoods to existing neighbourhoods.
- 4.3.6 An Active Transportation Network shall ensure access and integration of all transportation modes within the network inclusive of:
 - a) Pedestrian linkages shall be provided where feasible to the river valley trail network;
 - b) Dedicated bicycle lanes shall be provided on both sides of collector and arterial roads;
 - c) Bicycle rack and/or storage facilities conveniently located near to facilitate access to a range of uses, transit stop locations and trail canoe launch and node locations; and
 - d) If future development necessitates extension of College Avenue East over the Eramosa River Valley, consideration shall be given to controlled access for transit and pedestrian traffic.
- 4.3.7 Construction of cycling facilities, such as bicycle lanes, routes and/or cycle tracks shall align with the Guelph Bicycle Transportation Plan guidelines for details regarding design standards.

Public Transit

- 4.3.8 Proposed Major Transit Stops are depicted in Schedule B. To maximize accessibility and transit capture potential, the GID has been planned to have all development within a 5 to 10 minute walk of amenities and transit stops.
- 4.3.9 Public transit and its related infrastructure and amenities, including bicycle rack and/or storage facilities, shall form an integral component of the mobility network.
- 4.3.10 Where appropriate, special paving treatments – including distinct visual and tactile materials – are to be incorporated wherever designated Nodes coincide with Proposed Major Transit Stops. These raised, visually contrasting surfaces should clearly delineate pedestrian connections between street corners, street edges and transit stops.
- 4.3.11 The Active Transportation Link shall provide adequate integration with a future Proposed Major Transit Stop along the existing GJR corridor. Future linkages with the Proposed Major Transit Stop will serve uses on both sides of the Eramosa River and incorporate barrier-free accessible design.

The Road Network

- 4.3.12 The road network serving the Guelph Innovation District shall generally be built in accordance with the road classifications and alignments identified in Schedule B.
- 4.3.13 Alternative development standards will be developed where appropriate to meet the objectives and policies of this Plan.

Arterial Roads

- 4.3.14 Arterial roads shall be designed and built in accordance with the standards outlined in Table 1.

Collector Roads

- 4.3.15 Collector roads shall be designed and built in accordance with the standards outlined in Table 1.
- 4.3.16 A new collector road will provide a north-south link through the District as depicted in Schedule B and the following:
- a) North of College Avenue East this collector road shall provide the primary roadway connection to the district's residential community. This segment of the collector road shall intersect with local roads, with the number and location of intersections to be determined through the development process; and
 - b) South of College Avenue East the collector road establishes the main spine for the District's mixed use employment area. Accommodation for extension of the road south of Stone Road East will be determined through the development process.
- 4.3.17 A separate east-west collector road is depicted in Schedule B to provide mid-block access in both the mixed-use corridor and employment mixed use area, and access between Victoria Road South and the District's new north-south collector road.

Local Roads

- 4.3.18 Local roads shall be designed and built in accordance with the standards outlined in Table 1. Local road alignments shall be determined through the development approval process.
- 4.3.19 Consideration shall be given to an appropriate connection from York Road to Dunlop Drive through the adaptive reuse area identified in Schedule C to ensure public connectivity and access to cultural heritage landscape and built heritage resources where appropriate.

Parking

- 4.3.20 Wherever feasible, landowners are encouraged to enter into shared parking arrangements with adjacent uses and/or landowners. The shared parking approach takes advantage of different peak periods and reduces the overall additive peak hour use supply while also meeting the peak demands of individual uses. Occupancy Rates can be included as part of a shared parking table in the implementing *Zoning By-Law*.
- 4.3.21 The City may grant, on a site-by-site basis, suitable reductions in on-site parking requirements where off-site parking can be provided within 50 m of a principal building entrance, or car-share / carpooling, or transit pass arrangements are made, high levels of transit exist, or are planned, or affordable housing is proposed as per policy 5.11.6 of the Official Plan. A Parking Study, prepared by a qualified professional, and provision of a binding parking lease agreement, shall be required by the municipality in order to evaluate and determine an appropriate reduction.
- 4.3.22 Where parking is provided, priority spots for carpool vehicles, alternative energy vehicles (such as hybrids and electric cars), car-shares, scooters and motorcycles shall be allocated. Such provisions shall be implemented in the *Zoning By-law*.
- 4.3.23 Parking areas for non-residential uses shall generally be located at the rear or side of buildings. All parking areas shall incorporate landscaping features to screen views of parking areas to the street.
- 4.3.24 The City of Guelph will consider cash in lieu parking strategy as part of the implementing *Zoning By-Law* which shall consider the following:
- Cash in lieu options for mixed use areas with large institutional anchors;
 - Provision of underground, semi-underground or parking structures to facilitate shared parking demands; and
 - Shared parking standards considering anticipated land use mix.

Table 1. Public Street Classifications and Standards

Street Type	Arterial Roads	Main Street	Collector	Local Roads
Street Names	Victoria Road South, Stone Road East, York Road, Watson Parkway South	College Avenue East	New Street A New Street B	All others

Right-of-way width	36m	25.5m	25.5m	18m
Planned setbacks	Varies (Up to 1m in Corridor Mixed Use areas)	Varies (1m to 2m for commercial displays and café seating)	Varies (1m to 2m for commercial displays and café seating; up to 1m in Corridor Mixed Use areas)	Varies
Travel lanes	Victoria Road South, York Road, Stone Road East, Watson Parkway South Lane requirements defined by EA process	2 lanes (up to 4 lanes at peak hours)	2 lanes (up to 4 lanes at peak hours)	2 lanes (plus 1 additional parking lane where appropriate)
Proposed Major Transit Stops	Yes (Victoria Road South and New Street A; Victoria Road South and College Avenue East; Victoria Road South and New Street B; Victoria Road South and Stone Road East; New Street A and Stone Road East)	Yes (College Avenue East and Victoria Road South; College Avenue East and New Street A)	Yes (College Avenue East and New Street A)	None
Parking	None	Yes (both sides)	Yes (both sides at off peak hours)	1 lane on-street where appropriate
Pedestrian amenities	Minimum 1.7m sidewalks; double planting, lighting and furnishing zones separated by pedestrian clearway (vary 3.2m to 4.0m)	Yes	Minimum 2.0m sidewalks; 1.8m planting, lighting and furnishing zone	1.5m-2.0m sidewalks on both sides;
Dedicated Byciling Facilities	Min 1.5m Dedicated bicycle lands.	Min 1.5m Dedicated bicycle lanes	Min 1.5m Dedicated bicycle lanes	None

CHAPTER 5: THE PUBLIC REALM

5.1 Intent

The public realm policies below are provided to shape and regulate two critical and inter-related elements: all publicly owned spaces within the district (including all roads, sidewalks, and parks and open spaces), and the relationship of the total built environment (including all buildings and hard infrastructure) to these important public spaces. Many of the key components of the Vision and supporting Principles for the Innovation District are related to and supported by these public realm policies, including: the creation of a pedestrian-focused and human-scaled environment; and the creation of a landmark quality district with defined gateways and community focal points.

5.2 General Public Realm Policies

General

- 5.2.1 All public realm policies are subject to the General Urban Design policies of the Official Plan.

Streets

- 5.2.2 Public streets are the backbone of a strong public realm. All streets will be designed to function as attractive and accessible public spaces in their own right. Road design will balance the provisions of a safe, accessible, functional and attract pedestrian-oriented environment with an acceptable level of motor vehicle traffic and (along arterial and collector roads) the movement of goods.
- 5.2.3 Streets shall incorporate a high degree of landscaping within the public right-of-way allowance, inclusive of: landscaped boulevards separating sidewalks from all through traffic including on-street parking lanes. Where landscaped boulevards are not feasible, the design and placement of street trees to sustain a healthy urban tree canopy shall be provided.
- 5.2.4 New tree rooting technologies should be used within heavily urbanized areas such as the District's Corridor Mixed Use areas.
- 5.2.5 Support opportunities to multipurpose landscaping within the public right-of-way as a means to increase the area's tree canopy and stormwater management facilities.
- 5.2.6 The design and placement of street lighting and signage standards will be coordinated to establish a consistent and cohesive identity for the District. Pedestrian scaled lighting should also be incorporated into the design of all lamp standards within the District.

- 5.2.7 Wherever possible, driveway access to parking areas will be shared between adjacent properties in order to maximize landscaping opportunities within medians; and to minimize the potential for pedestrian and vehicular conflict where driveways and sidewalks intersect.
- 5.2.8 In consultation with landowners, the City may seek to establish conveyances, or alternatively the creation of public easements, for the creation of mid-block pedestrian and bicyclist connections interconnecting arterial, collector and local roads, the trail network and active transportation links.
- 5.2.9 The design and placement of local roads shall generally be consistent with Schedule B and Schedule C.

Parks and public open spaces

- 5.2.10 This Secondary Plan identifies two existing public park spaces and the creation of two new public park spaces, each with distinct roles and functions within the community. City staff will secure and develop the new parkland through the development application process, making use of the provisions under the Planning Act to provide these park spaces over time.
- 5.2.11 Final park locations will be determined in accordance with the development process. If alternative park locations are deemed more appropriate then changes to the location can be made without an amendment to this Plan.
- 5.2.12 Park spaces will be made welcoming and inviting for local residents, employees and visitors alike. In all instances, at least one park frontage should be located along either a collector or arterial road. The placement of park spaces with exclusive access from local roads is discouraged.
- 5.2.13 Buildings adjacent to park spaces will be designed to enliven and animate the edges of parks. Consideration shall be given to principal building entrances that front onto park spaces, where appropriate, while surface parking areas are prohibited from flanking park spaces.
- 5.2.14 Subject to additional detailed design, park spaces shall incorporate a suitable balance of hard landscaped, soft landscaped and designated open and playground areas to accommodate a range of active, passive, programmed and aesthetic functions.

Additional Considerations

- 5.2.15 Parks and open spaces will be designed as community and cultural hubs accommodating programmed and non-programmed activities and reflect multi-generational and multi-use needs, providing spaces for both the District's residential and employment populations.
- 5.2.16 Buildings for the purposes of community, cultural or complementary accessory uses may be permitted in a park provided such uses do not interfere with or have negative impacts on the primary functions and character of the park space.

- 5.2.17 Parks and open spaces will support both active and passive activities.
- 5.2.18 The City will increase the urban forest canopy coverage in parks and open space areas, where feasible and appropriate.
- 5.2.19 The City shall encourage linking parks and open spaces with trail network and stormwater management facilities.
- 5.2.20 The City shall encourage and support community engagement opportunities including community gardens, market opportunities, public art, etc.
- 5.2.21 Public art opportunities will serve as a unifying element for the District helping with wayfinding, and learning aspirations. The integration of public art in parks and open spaces shall be encouraged.
- 5.2.22 The City shall encourage an integrated public art approach that tells a multi-purpose thematic story tying together the natural and cultural significance of the District, with its future vision. Seize opportunities presented within the historic Reformatory Complex, trail network, parks and open space designations, and lookout points and vistas as potential public art locations.
- 5.2.23 Lookout points and vistas shall be accessible by multiple transportation modes.

5.3 Special Policies

Corridor Mixed Use Policies

- 5.3.1 Through enforcement of built form policies within this Plan (Section 6.3), buildings within the mixed use areas shall be sufficiently setback to preserve opportunities for the placement of small outdoor café and commercial display spaces. Where deemed appropriate, the City may permit encroachments within the public right-of-way to accommodate these important, place-making functions.
- 5.3.2 Commercial and mixed use buildings will be encouraged to incorporate sheltering elements for the comfort and amenity of pedestrians. To facilitate these building elements, the City may endorse encroachment agreements for the provision of entrance and storefront canopies within the public right-of-way.

Proposed Major Transit Stops

- 5.3.3 Proposed Major Transit Stops shall look and function as important places within the District. Each should be designed to promote a sense of place and provide a high degree of pedestrian amenities, including bicycle parking and/or storage facilities.
- 5.3.4 Additional building setbacks may be required through the plan of subdivision or site plan control for the provision of public benches, sheltered waiting areas, information displays, and landscaping treatments in the public right-of-way.

- 5.3.5 All pedestrian crossings at Proposed Major Transit Stops and Nodes shall be clearly defined through a combination of distinct visual and tactile elements such as painted pedestrian zones, inset tactile indicator strips, signage, raised crosswalks, differentiated paving or brick materials, or other standards and materials deemed appropriate by the City.

Nodes

- 5.3.6 Nodes represent the confluence of many activities and uses within the District. They are important gathering and meeting places, and the public realm should be designed to reflect their importance.
- 5.3.7 The design of buildings within and immediately adjacent to designated Nodes shall exhibit a high standard of architectural design.
- 5.3.8 The City will encourage and may require a high degree of transparency within the ground floors of all commercial and mixed use buildings within the Nodes.

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CHAPTER 6: LAND USE AND BUILT FORM

6.1 Intent

The land use and built form policies below are provided to shape and regulate the general pattern of development including predominate uses within the District and the structuring of these uses within the built form (including building types, massing and height) in the District. The policies below are informed by the Vision and supporting Principles.

6.2 General Land Use Policies

- 6.2.1 The land use designations in the Guelph Innovation District Secondary Plan are depicted in Schedule C. Where land use designations are identical in the Official Plan, then the land use policies and development criteria of the Official Plan apply.
- 6.2.2 New development within the District will offer opportunities for people to live and work, thereby reducing vehicular trip requirements and the District's overall carbon footprint. A balance of live and work opportunities that provide for day and night activities shall be encouraged to ensure a vibrant destination community where people can live, work, play and learn.
- 6.2.3 The District will be developed to support and accommodate emerging innovation businesses and other "green" energy industries that will serve to support the emergence of the District as an innovation centre together with the knowledge-based research centre located within the University of Guelph and with the civic hub and cultural centre of Downtown. Large tracts of undeveloped land, proximity to the University and Downtown, scenic viewsheds and the cultural buildings and landscapes of the historic Reformatory Complex and strategic marketing to attract new businesses will serve to advance this third cluster within the University-Downtown-GID trinity.
- 6.2.4 The District will be comprised of a mix of land uses, housing and building types at a sufficient density to support active transportation and transit. The District will be defined by the public realm including roads, sidewalks, and parks and open spaces as established by the policies and schedules contained within this Secondary Plan. Employment, residential and commercial will be the predominant uses within the District to the West of the Eramosa River, with residential uses concentrated within neighbourhoods north of College Avenue East, west of the Eramosa River.
- 6.2.5 Large, stand-alone retail commercial uses are not permitted within the District. Small- and medium-scale retail commercial uses are to be encouraged within the mixed use designations of the site to create a Main Street type environment.
- 6.2.6 In order to contribute to achieving the City-wide Population and Employment and density targets for 2031, the GID is planned to achieve:
 - a) 8,000 – 10,000 jobs

b) 3,000 – 5,000 people

6.2.7 The topography, landscape and natural and cultural heritage features associated with the Eramosa River are unique to the District. Future road alignment, siting and massing, and design of development should enhance scenic views of the Eramosa River valley and cultural heritage landscape features associated with the historic Reformatory Complex, as well as views of Downtown, by:

- a) Maintaining the modified grid pattern of streets identified in Schedule B and Schedule C and design future streets to respond to the natural open space and topographic conditions found on the site;
- b) Enhancing the view corridor of the Eramosa River by providing single loaded local roads where feasible on the table lands in the mixed use employment area to allow public access to views of the Eramosa River;
- c) Maintaining views of the Eramosa River and cultural heritage landscape features from the urban village and other residential areas to the north of College Avenue East; and
- d) Maintaining view corridors of Church of our Lady Immaculate in Downtown from College Avenue East and prominent nodes in the District.

6.2.8 The predominant character of built form within the District will be established by mid-rise and employment buildings with a limited number of high-rise buildings at strategic locations marking the Nodes and gateways. A range of building types is to be encouraged, including mid- and high-rise residential and mixed use buildings, townhouses, research, design and office complexes, manufacturing and live/work units.

6.2.9 A series of nodes will be developed within the District, as identified in Schedule C and according to policies contained within Section 5. Higher densities within the site shall be organized at these nodes and associated proposed major transit stops.

6.2.10 Development of neighbourhood blocks within the District shall use parks within and adjacent to the District as key connections and public destinations between neighbourhoods, connected through off-road and on-road trail connections and active transportation links.

6.2.11 Stormwater management facilities shall be integrated within development as a component of the publicly accessible open space and park network including the following:

- a) Fencing around ponds shall be minimized in favour of shallow slope grading adjacent to pooled areas;
- b) Where feasible integrate stormwater management facilities within connections between parks and natural heritage features; and
- c) Providing open spaces, public rights-of-way to perimeters of stormwater management ponds.

6.3 General Built Form and Site Development Policies

- 6.3.1 A modified grid of public streets and laneways will establish the overall development structure of the area that aligns with the conceptual alignment of arterial and collector roads defined in Schedule B. Subsequent collector and local roads and public laneways shall be aligned to ensure adherence to the principles of pedestrian connectivity and future legibility and place making within the District. In addition, development shall be planned and designed:
- a) In consideration of future infill and intensification opportunities within the site;
 - b) To enhance connectivity within the District by incorporating multi-modal transportation systems;
 - c) Using sufficient block sizes in residential and Corridor Mixed Use areas that achieve pedestrian-oriented development by establishing a maximum of 120-170 meters of block length measured along the long axis of a street; and
 - d) To balance the needs of the businesses and residents through the use of public laneways, parking and open space within transitional areas.
- 6.3.2 Heights within the District are to be consistent with the vision, principles and policies of this Plan. Maximum building heights within the District are indicated in Schedule D. Additional height will be located within nodes located at key intersections and at the urban village to provide focal points for the District in accordance with the policies of this Plan. Minimum building heights and maximum number of floors are indicated in Schedule D.
- 6.3.3 The implementing *Zoning By-law* may establish heights lower than the recommended heights in Schedule D to maintain viewsheds of the Eramosa River and the Downtown.
- 6.3.4 Development will be of high quality architecture, landscape, and urban design and will make a significant contribution to the character and identity of the residential and mixed use neighbourhoods contained within the District and showcase the area's unique natural and cultural history and proximity to Downtown and to the University.
- 6.3.5 Definition of street edge is a priority within the District to create a rhythm and spacing of building entrances and appropriately sized storefronts to encourage pedestrian activity. The implementing *Zoning By-law* may establish building frontages along all public streets. Maximum building setbacks from the property line on public streets are included in Section 4, Table 1.
- 6.3.6 Exceptions to setbacks established in Table 1 may be granted, within the implementing *Zoning By-law* in the case of signature sites and public buildings that incorporate highly visible and accessible landscaped open space within the divergent setback.
- 6.3.7 In addition to other policies of this Plan, blocks, buildings and structures will be organized to define a public realm including, public streets and laneways, driveways and sidewalks that contribute positively to the character and identity of neighbourhoods in the District, including:

- a) Arranging blocks that maximize street frontage with buildings massed and articulated appropriately to minimize the scale of larger buildings and to add visual interest;
- b) Arranging blocks to maximize solar gain along the long axis while minimizing shadowing of adjacent development;
- c) Providing visual overlook from new development to public spaces and including building entrances, active ground floor frontages and transparent building materials along the edge of public space;
- d) Ensuring main building entrances are directly accessible from a public street, or a publicly-accessible courtyard physically and visually connected to the street;
- e) Minimizing impacts on vehicular, bike and pedestrian traffic on Arterial and Collector streets by providing vehicular access, ramps, servicing and loading access from local streets or laneways whenever possible;
- f) Providing vehicular access from rear laneways or shared common driveways to detached semi-detached and duplex houses, townhouses and live/work units to reduce the number of curb cuts and protect opportunities for soft landscaping and active uses at grade along street edges;
- g) Defining transitional areas between uses in development blocks through provision of landscaped courtyards and other outdoor amenity space;
- h) Visually enhancing surrounding public streets, parks and other public spaces through landscaped open space;
- i) Designing sites, buildings and landscaping to minimize the opportunity for crime, with emphasis on: clear sightlines into building entrances, parking areas, amenity spaces and site servicing areas; locating open spaces adjacent to public roads to improve the safety of parks through passive surveillance; providing low growing plant material along pedestrian walkways; and providing pedestrian-scale lighting in areas of pedestrian activity; and
- j) Providing traffic calming features, including but not limited to, curb extensions, raised surface treatments, chicanes, and textured paving.

6.3.8 The District shall be designed to accommodate the needs of persons with disabilities. Urban design considerations for a barrier-free environment should include, at minimum, the following:

- a) Pathways free of obstructions, including street furniture, signs, trees, shop awnings and advertising signs, etc. Obstructions should be placed outside the path of travel wherever possible;
- b) Signage that is clear, glare-free, simple, easy to read and understand, and properly lit at night. The colour of signs should contrast with the surrounding surface, and the colour combinations red/green and yellow/blue should not be used to avoid confusing colour-blind persons;
- c) Provide tactile cues such as guide strips to help a person with sight problems identify travel routes. Guide strips should be laid in a simple and logical manner, and should have a contrasting colour with the surrounding surface. The strips should be flush with the road surface so as not to hinder people with mobility problems; and
- d) Outdoor accessible parking spaces should be located near accessible building entrances. Indoor accessible parking spaces should be located near accessible elevators, or as close as possible to exits.

6.3.9 To ensure an attractive streetscape and maximize opportunities for passive energy efficiency/carbon neutrality architectural controls shall be developed to address detailed building design aspects such as: massing, passive energy efficiency matters, siting, grading, elevation articulation, garage articulation, materials colour, sustainability and quality, and roof design.

6.3.10 Garages shall be designed so that they are not the dominant feature in the streetscape. Garages for all ground-related dwelling shall generally be in the rear yard garage accessed by laneway or front driveway. This will allow for:

- a) Ground floor front porches, windows and front facing rooms to create a more attractive housing and neighbourhood safety through casual surveillance;
- b) The creation of an attractive streetscapes;
- c) Adequate space for street trees and front yard landscaping; and
- d) Additional opportunities for sufficient on-street parking in front of the units.

6.4 Land Use Designations

Adaptive Re-use (GID)

6.4.1 Adaptive Re-use areas are identified in Schedule C. These include areas containing provincially significant heritage resources where the conservation, rehabilitation, restoration, maintenance and re-use of historic buildings and landscapes will serve as the focal point of new development. They shall have a mix of compatible uses including institutional, educational, commercial, office, light industrial, residential, live/work and open space and park in a form that respects the existing built heritage form, cultural heritage landscape features, as well as the relationships between cultural heritage resources considered for adaptive re-use and redevelopment.

6.4.2 Within the GID, initiatives shall be considered to ensure that new construction, adaptive re-use and development are sympathetic and complementary to existing cultural heritage attributes of the historic context, including street patterns, building setbacks and building mass, height, and materials.

6.4.3 The adaptive reuse of built heritage resources shall ensure that the original building fabric and architectural features are retained and that any new additions will complement the existing building.

Corridor Mixed Use (GID)

6.4.4 Corridor Mixed Use areas are identified in Schedule C and include areas comprising primarily vacant or under-used lands that are targeted for significant growth within the University of Guelph-Downtown-GID trinity. These areas will consist of a mix of residential, commercial, live/work, institutional, office and educational uses within a highly compact development form that will contribute to the creation of focal points and transition areas. A high quality urban and architectural design and a well-connected, pedestrian-oriented, public realm will define these areas (See Section 5.3 of the Plan).

6.4.5 As indicated in policy 6.4.4, Corridor Mixed Use areas are to provide for a variety of uses. The following uses may be permitted:

- a) Multiple unit residential buildings, including apartment and townhouse dwellings;
- b) Retail and service uses, including restaurants and personal service uses;
- c) *Live/work* uses;
- d) Offices including medically related uses;
- e) Entertainment and commercial recreation uses; community service facilities;
- f) Cultural, educational and institutional uses;
- g) Structured parking;
- h) Hotels; and
- i) Park space, including urban squares.

6.4.6 The minimum floor space index (FSI) in the Corridor Mixed Use designation shall be 1.0 and generally be a maximum of 3.0 except within Nodal areas where the maximum FSI shall generally be 4.0 if it can be demonstrated that:

- a) Buildings incorporate a vertical mix of uses where any one use does not occupy more than 60% of the building; and
- b) Buildings meet the green design requirements of Section 3.4 and the GID Implementation Strategy.

6.4.7 A consistent built form edge shall be established through maximum setbacks established in the implementing *Zoning By-law*. Setbacks will take into consideration stormwater management facilities, required along Victoria Road South and Stone Road East.

6.4.8 Frontage along College Avenue East will be of a Main Street character, comprising a compact, mixed use and continuous built form edge containing the following:

- a) Retail and service uses, including restaurants and personal service uses, entertainment uses or professional offices and community or social services shall generally be required on the ground floors of all buildings at the street edge;
- b) Building façades facing a public street shall be considered a primary façade. A minimum of one pedestrian entrance shall be provided for any primary façade;
- c) Buildings on corner lots should be designed to have primary façades on both the front and side street;
- d) Ground floor heights will generally be a minimum of approximately 4.5 metres floor to floor; windows shall correspond appropriately to the height of ground floors. Generally, a large proportion of the street-facing ground floor wall of new mixed-use building shall be glazed; and
- e) Building heights shall contribute to a continuous street wall that has a minimum height of 11m as shown in Schedule D.

6.4.9 The District will be anchored by a mixed use urban village at the intersection of the eastern extension of College Avenue East and an interior Collector that will offer a wide range of urban amenities and services. A signature site will be located at the intersection of College Avenue East and the proposed north-south Collector. A landmark building of high quality urban design and architectural detail located within the signature site will provide an anchor to the urban village. At grade, pedestrian-oriented, commercial amenities will be provided.

6.4.10 In addition to policies 6.3.7 and 6.3.8, the following additional built form policies shall apply to all development located within a Node:

- a) Buildings with long façades shall be designed with architectural articulation and changes in material to create interesting building forms, compatible development which breaks up the visual impact of the massing. Articulated massing may include: building stepping/façade step-backs, layered massing (horizontal or vertical) and modulation and change in materials and colour.
- b) The massing and articulation of buildings taller than five storeys shall provide appropriate transitions to areas with lower permitted heights, minimizing impact on the street level as well as shadow impacts. A minimum step-back of 3m-6m shall be implemented at the 5th storey. The floorplates of floors above the fifth storey generally shall be a maximum of 1000 square metres. Figure 3 indicates the general built form that is to be achieved.
- c) All buildings should be finished with high quality, enduring materials, such as stone, brick and glass.

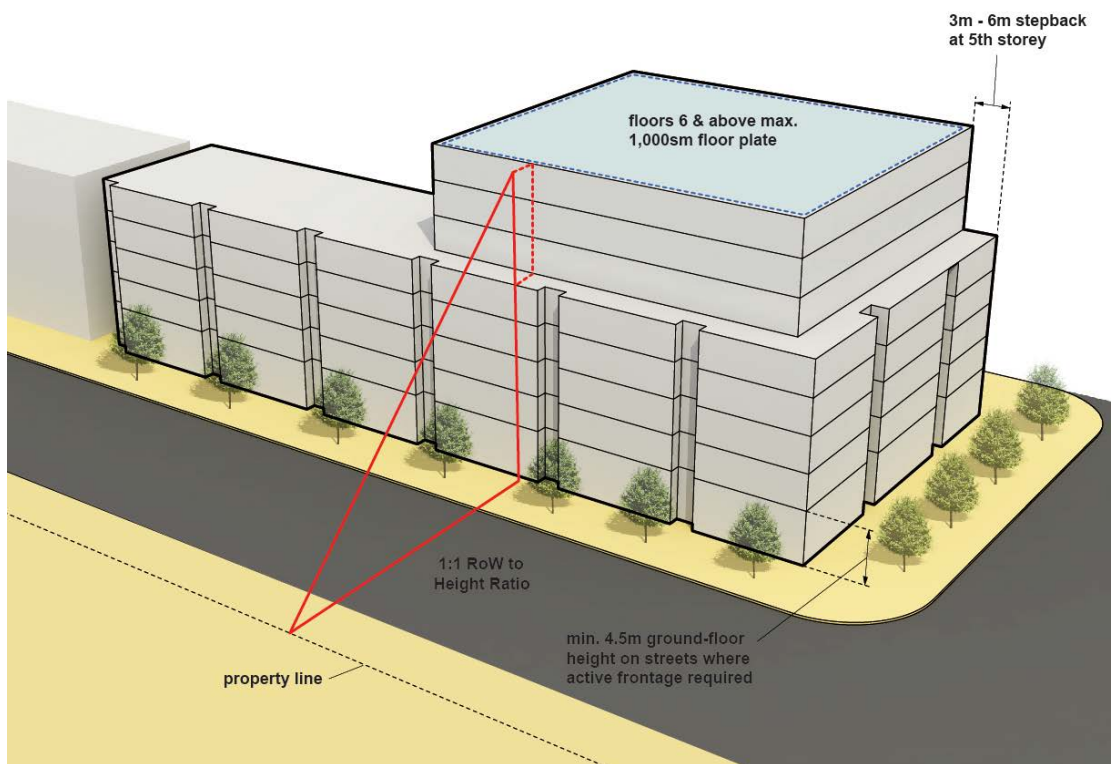


Figure 3. Nodal development

Employment Mixed Use 1 (GID)

- 6.4.11 Employment Mixed Use 1 areas are identified in Schedule C and include areas targeted for significant growth as a key landmark area in the University -Downtown-GID trinity. These areas will include a mix of compatible uses focusing on higher density, innovation and sustainability which include uses such as industrial, commercial, educational, institutional, and, to a lesser extent, residential and entertainment uses that will serve to support the role of the business area as a knowledge-based innovation centre. Uses are to be compatible with surrounding uses in regard to impacts such as noise, odour, loading, dust, and vibration. Low density employment uses such as logistics and warehousing are not permitted.
- 6.4.12 As indicated in policy 6.4.12, Employment Mixed Use 1 areas provide for a range of employment uses as well as residential uses. The following uses may be permitted:
- a) Manufacturing uses;
 - b) Research and development facilities;
 - c) Live/work uses;
 - d) Office and administrative facilities;
 - e) Cultural, education and institutional uses;
 - f) Hotel and convention facilities;
 - g) Entertainment and commercial recreation uses; and
 - h) Associated accessory retail uses that are an integral component of the primary uses.
- 6.4.13 In addition to the uses in policy 6.4.13, the following complementary or accessory uses may also be permitted: restaurants, financial institutions, medical services, fitness centres, open space and recreation facilities and child care centres.
- 6.4.14 The maximum floor space index (FSI) in the Employment Mixed Use 1 designation shall generally be 0.6.
- 6.4.15 Where land use transitions from Residential and Corridor Mixed Use to Employment Mixed Use areas, business and professional offices, live/work uses and entertainment and commercial recreation uses shall be priorities to ensure a compatible mix of uses.
- 6.4.16 Development in the Employment Mixed Use 1 designation will comprise primarily of a mix of street-related and campus form development.
- 6.4.17 Campus form development in the employment area is appropriate near open space and natural heritage elements (Eramosa River Valley) where a balance of site and building design can integrate landscape, topography, and other special features with site access requirements including roads, driveways, parking, and service and loading areas. Campus form development shall comply with the following:
- a) Off arterial streets, buildings should be oriented to maximize open space opportunities, providing a scale and pattern of development that supports pedestrian activities at grade between buildings while maximising solar gain;
 - b) Along Victoria Road South, buildings will be oriented towards animating an urban public realm through a balance of built form and open space. Where feasible, mid-

block pedestrian and bicycle access into the District will be provided along Victoria Road South to enhance pedestrian connectivity at the transitional edge of the GID; and

- c) Where appropriate, building heights and massing should optimize views at-grade to the open space and natural heritage elements.

6.4.18 Street edge form employment area design consists of buildings that define street edges through established minimum setbacks and consistent landscape edge treatment and include:

- a) Minimum setbacks as established in Section 4; and
- b) Active at-grade uses with street access which could include retail, cafes and restaurants to connect public activity within the building, street and open space.

6.4.19 The implementing Zoning Bylaw will establish locations for street edge and campus form development.

Employment Mixed Use 2 (GID)

6.4.20 Employment Mixed Use 2 areas are identified in Schedule C and include areas that will accommodate a range of employment-related development. These areas will have a mix of compatible uses which include: industrial, commercial, educational and institutional, and, to a lesser extent, entertainment uses that will serve to support the role of the business area as an important component of the Guelph Agri-Innovation Cluster. Uses will be compatible with surrounding uses in regard to impacts such as noise, odour, loading, dust, and vibration. Low density employment uses such as logistics and warehousing are not permitted.

6.4.21 As indicated in policy 6.4.20, Employment Mixed Use 2 areas provide for a range of employment uses. The following uses may be permitted:

- a) Manufacturing uses;
- b) Research and development facilities;
- c) Office and administrative facilities;
- d) Cultural, education and institutional uses;
- e) Entertainment and commercial recreation uses; and
- f) Associated accessory retail uses that are an integral component of the primary uses.

6.4.22 In addition to the uses in policy 6.4.22, the following accessory uses may also be permitted where they are secondary to the main employment mixed use on the site: convenience commercial uses; and community facility uses.

6.4.23 The maximum floor space index (FSI) in the Employment Mixed Use 2 designation shall generally be 0.60.

6.4.24 Within the Employment Mixed Use 2 designation, no residential uses shall be permitted, including live/work units.

Residential

6.4.25 Residential areas are identified in Schedule C and include lands containing medium density housing forms such as townhouses and apartments and a limited supply of low-medium housing forms such as single and semi-detached dwellings. The final distribution of these typologies will be determined through the subsequent development process and regulated through the implementing Zoning By-Law.

6.4.26 As indicated in policy 6.4.26, Residential areas permit a wide range of housing. The following uses may be permitted:

- a) Multiple unit residential buildings such as townhouses and apartments;
- b) Detached, semi-detached and duplex dwellings;
- c) Convenience commercial uses;
- d) *Live/work* units;
- e) Community services and facilities;
- f) Home businesses; and
- g) Park space including urban squares.

6.4.27 Residential buildings and live/work units which shall be oriented towards a street with the main entrance to the building/dwelling unit accessible directly from a right-of-way

6.4.28 Local roads within residential areas shall be oriented to facilitate maximum solar gain along the long axis of buildings.

6.4.29 Development within Residential areas would be subject to a minimum net density of 35 units per hectare and a maximum net density of 100 units per hectare. Height ranges are indicated in Schedule D.

Special Residential Area (GID)

6.4.30 The Special Residential Area identified in Schedule C includes lands currently containing low density rural residential uses on private services.

6.4.31 The Special Residential Area allows existing residential uses to continue and provides for limited additional low density residential infill development that is compatible with adjacent existing and planned uses.

6.4.32 The appropriate density and form of new residential development shall be determined through site specific development applications consistent with the objectives and policies of this Plan.

Open Space and Park

6.4.33 Open Space and Park areas are identified in Schedule C and are subject to the Open Space and Parks policies of the Official Plan.

Neighbourhood Commercial Centre

6.4.34 As identified on Schedule C, a small portion of the District, located at the southeast corner of York Road and Victoria Road South, is designated as Neighbourhood Commercial Centre and is subject to the Neighbourhood Commercial Centre policies found in the Official Plan.

Service Commercial

6.4.35 As identified on Schedule C, a small portion of the District, located at the southwest corner of York Road and Watson Parkway South, is designated as Service Commercial and is subject to the Service Commercial policies of the Official Plan.

Industrial

6.4.36 As identified on Schedule C, portions located on the east side of the District and near the northwest corner of the District are designated as Industrial and are subject to the Industrial policies of the Official Plan.

Major Utility

6.4.37 As identified on Schedule C, a significant portion of the east side of the District is designated as Major Utility and is subject to the Major Utility policies of the Official Plan.

6.5 Special Policies

6.5.1 Employment Mixed Use 2 areas adjacent to Stone Road East between the Eramosa River and Watson Parkway South will serve as a transitional use to buffer the residential areas south of Stone Road East and the major utility and industrial areas north of Stone Road East. Within these Employment Mixed Use 2 areas the following shall apply:

- a) Buildings will be oriented towards Stone Road East with sufficient front setbacks with landscaped open space;
- b) Heights that provide sufficient screening of industrial uses from residential development south of Stone Road East will be established within the implementing Zoning Bylaw; and
- c) Parking, loading and access will comply with policies established in this Secondary Plan and the general urban design policies of this Plan.

6.5.2 When considering development approval applications and public realm projects, there shall be regard to all applicable provincial and municipal policies, regulations and guidelines to ensure that compatibility will be achieved and maintained with regard to noise, vibration, dust, odour, air quality and illumination so as to achieve the goals of:

- a) Preventing undue adverse impacts from proposed development on the City's Waste Resource Innovation Centre, a Major Utility and the Cargill plant designated as Industrial; and

b) Preventing undue adverse impacts on the proposed development from the City's Waste Resource Innovation Centre, a Major Utility and the Cargill plant designated as Industrial.

6.5.3 Sensitive land uses may be prohibited in the Zoning Bylaw or limited (through massing and siting, buffering and design mitigation measures) in areas in proximity to the Major Utility and Industrial designations to ensure compatibility. In addition, noise and air emissions reports shall be required and vibration and illumination reports may be required, in support of development approval requests. Such environmental reports are to specify how compatibility will be achieved and maintained between the Waste Resource Innovation Centre and Cargill and the proposed development, and may include measures aimed at minimizing impacts.

6.5.4 The City shall consult with the Ministry of the Environment, Cargill and the Waste Resource Innovation Centre during the development approval process and during the design process for public spaces in the vicinity of the Cargill plant and the Waste Innovation Centre property to ensure compatibility.

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CHAPTER 7: INTERPRETATION AND IMPLEMENTATION

7.1 Implementation Policies

- 7.1.1 Lands within the GID Secondary Plan area shall be subject to the interpretation and implementation policies of the *Official Plan* and the following specific policies.
- 7.1.2 The implementation of this Secondary Plan will require a variety of tools and many actions on the part of the City, private landowners, institutions and others. This section describes important tools and strategies to be used by the City in addition to the tools and strategies identified in the *Official Plan*. It also identifies initiatives and partnerships intended to implement key elements of the Plan and, in the process, encourage private development and investment in the GID. Many of the strategies build upon previous initiatives and current investments by the City.
- 7.1.3 Where the policies of this Secondary Plan conflict with those in the *Official Plan*, the policies of the GID Secondary Plan shall prevail.
- 7.1.4 A *Zoning By-law* will be prepared to implement the policies and schedules of this Secondary Plan.
- 7.1.5 The built form policies of the GID Secondary Plan and in particular those that apply to mid-rise buildings, respond sensitively to the topography and adjacent land uses. Their primary intent is to ensure compatibility among buildings of different types and forms, the minimization and mitigation of adverse shadow and view impacts, and the creation and maintenance of an inviting and comfortable public realm. Nevertheless, the City recognizes the need to be somewhat flexible and allow for well-designed buildings that respond appropriately to the conditions of their site and its surroundings and are consistent with the principles of this Plan. Where “generally” is used to qualify a built form policy found in Section 6.4 of this Plan, it is the intent that the policy requirement shall be met except where an applicant has demonstrated to the City’s satisfaction that site-specific conditions warrant considerations of alternatives, and that the proposed alternative built form parameters meet the general intent of the policy. Such exceptions shall not require an amendment to this Secondary Plan.

7.2 Design Review

- 7.2.1 The City may establish a design review committee, comprised of professionals with expertise in planning and urban design, architecture, engineering, landscape architecture and/or environmental design, or other advisory process, such as an architectural or urban design peer review process at the applicant’s expense, to assist in the review of significant development proposals and capital projects in the GID and elsewhere in the City. In reviewing significant GID projects, such a committee or process shall be guided by the policies of the GID Secondary Plan and shall consider

the urban, architectural, engineering, landscape and environmental design aspects of the proposal.

7.3 Phasing

- 7.3.1 Schedule E establishes a phasing plan for the purposes of monitoring and ensuring achievement of various targets set out in this Plan as well as servicing considerations, capital programming and land assembly.
- 7.3.2 The implementing Zoning By-law will establish a required mix of uses to be incorporated within new development to ensure each phase of development contributes to achieving the overall GID residential and employment targets established in Section 4. Demonstrating that the residential and employment targets are met within existing and approved development will be one of the conditions for release of additional lands through subsequent phases of development.

7.4 Height and Density Bonusing

- 7.4.1 Nodal areas located within Corridor Mixed Use designations containing recommended height limitations identified in Schedule D between 25 and 34m, will be permitted an additional two stories, subject to the bonusing policies of the Official Plan.
- 7.4.2 In addition to the community benefits outlined in the Official Plan that the City will consider when authorizing height and density bonusing, the City will also consider benefits from carbon neutrality.

7.5 Special Studies and Future Initiatives

- 7.5.1 The City will prepare and periodically update a GID Implementation Strategy to coordinate and activate the implementation of this Secondary Plan, specifically components of the Plan related to achieving carbon neutral development. The Implementation Strategy will identify carbon neutrality targets and describe a range of mechanisms, tools and initiatives that may be utilized by the City, landowners and developers to achieve identified targets. The GID Implementation Strategy shall generally be reviewed and updated a minimum of every five years.
- 7.5.2 Alternative development standards will be developed where appropriate to meet the objectives and policies of this Plan.
- 7.5.3 Architectural technical guidelines will be prepared by the developer for low rise residential development in the GID.
- 7.5.4 Additional implementation tools the City will utilize to activate implementation of the Secondary Plan, include:
 - a) A Stormwater Management Master Plan that establishes water quality, water quantity and natural environment objectives and stormwater management design requirements for development in the GID;

- b) A Water and Wastewater Master Plan that establishes conceptual design and development standards for development in the GID; and
- c) A District Energy Feasibility Study with Guelph Hydro and landowners to guide implementation and development of a District Energy System in the GID.

7.6 Finance

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

7.7 Partnerships

- 7.7.1 The City will work in partnership with the Province and other key stakeholders towards the effective and efficient development of lands in accordance with the policies of the Secondary Plan, including assessing the following:
 - a) Site/servicing development models for priority areas including the extension of College Avenue East;
 - b) Development of Research and Development Clusters in partnership with the Post-Secondary Institutions;
 - c) Redevelopment of the Guelph Correctional Facility for institutional, research commercial, light industrial and community related uses, including possible extension of College Avenue East over the Eramosa River to provide pedestrian and transit connections to such development; and
 - d) Coordination of marketing and business development efforts targeting knowledge-based innovation sector businesses and other related users within mixed use employment areas.

7.8 Definitions

- 7.8.1 In addition to definitions of the Official Plan, the following definitions are applicable in the Guelph Innovation District Secondary Plan:

Available Roof Area means:

Available area is defined as the total roof area minus the area for mechanical equipment, roof top terraces and perimeter access restrictions.

Carbon Neutral means:

For the purpose of the GID, carbon neutrality refers to the indirect and direct carbon emissions emitted from the new buildings that will be developed within the GID boundary. Net zero carbon emissions will be achieved by balancing the annual amount of carbon released (by burning fossil fuels) with the equivalent amount that is sequestered and/or offset from on- or off-site renewable energy.

The carbon emissions associated with transportation, waste, water and food generation/production will be addressed and reduced as a result of the “complete

community” design of the GID. That said, these related emissions will not be included in the carbon neutral definition for the GID.

Compatibility means:

Development or redevelopment which may not necessarily be the same as, or similar to, the existing development, but can co-exist with the surrounding area without unacceptable adverse impact.

District Energy means:

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

FSI – Floor Space Index means:

The ratio of a building's total floor area to the size of the parcel of land upon which it is built. The terms can also refer to limits imposed on such a ratio.

As a formula: Floor area ratio = (Total covered area on all floors of all buildings on a certain plot)/ (Area of the plot)

Thus, an FSI of 2.0 would indicate that the total floor area of a building is two times the gross area of the plot on which it is constructed, as would be found in a multiple-story building.

Green jobs means:

Any job or self-employment that purposely contributes to a more sustainable world. Green jobs include the provision of services and/or products in, but not limited to, the environment, air, water, soil, waste, bio/life sciences, agriculture, food, bio-products, energy (conservation, efficiency, alternative, renewable), building/construction, transportation, education, and government sectors.

Guelph Agri-Innovation Cluster means:

The Guelph Agri-Innovation Cluster consists of two main subsectors, food and wellness and agri-business, which afford many niche opportunities for value creation that align strongly with the infrastructural strengths of the region. The report “Strategic Plan for the Guelph Agri-Innovation Cluster”, dated March 3, 2010, completed by Hickling Arthur Low and Urban Strategies Inc. further defines the Guelph Agri-Innovation Cluster.

Public Realm means:

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

Redevelopment means:

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

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

















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SCHEDULE A: NATURAL AND CULTURAL HERITAGE

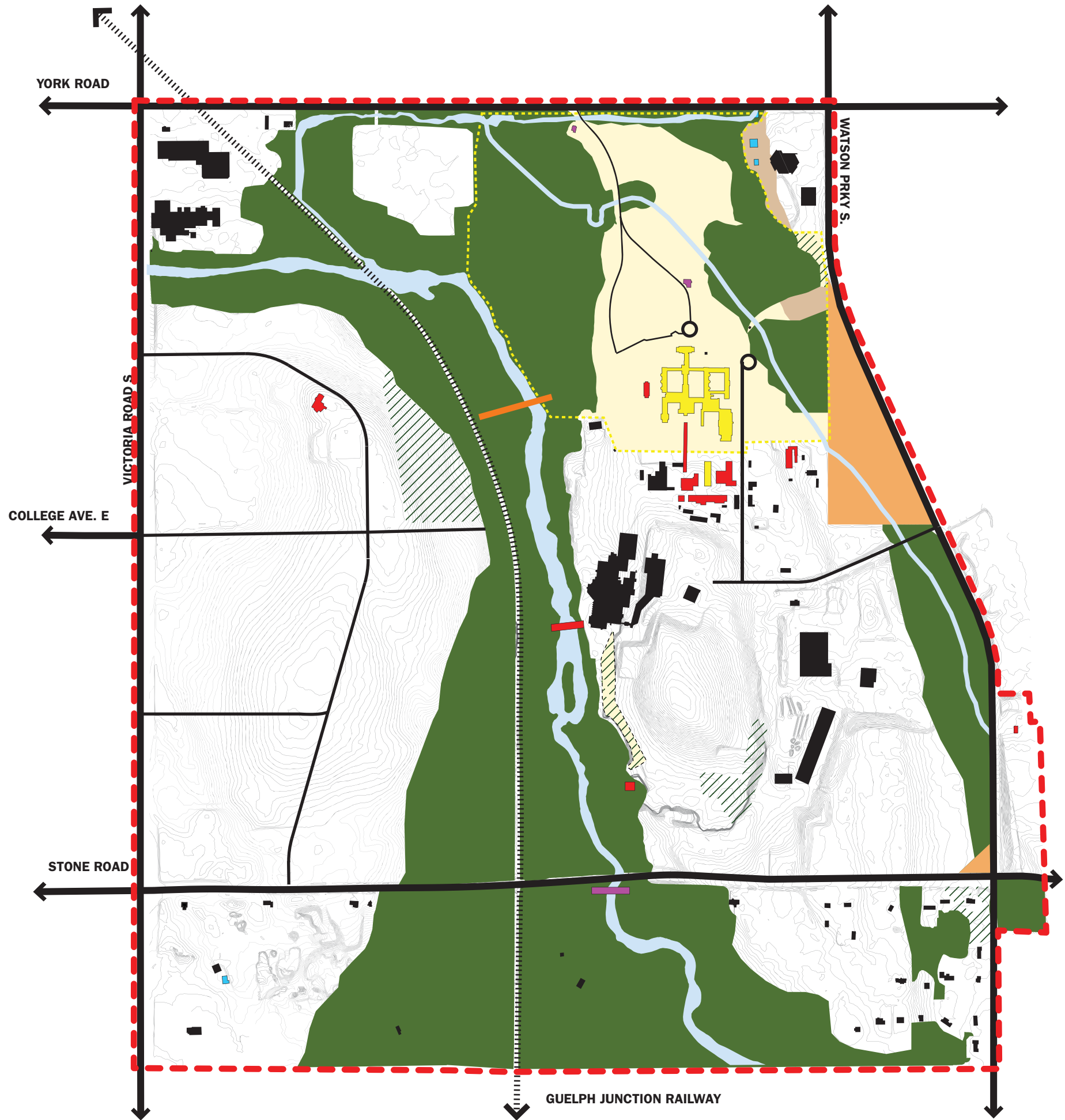
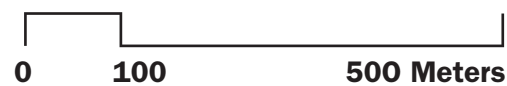
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Guelph Innovation District

HERITAGE SCHEDULE

- Secondary Plan Boundary 
- Roads 
- Pedestrian Foot Bridge 
- Existing Built Form 
- Cultural Heritage Resources (CHR)
 - Non-Listed CHR 
 - Municipally Listed CHR 
 - Provincially Listed CHR 
 - Designated CHR (Part IV O.H.A) 
- Cultural Heritage Landscape 
- Waterbodies 
- Eramosa River 
- Contours 
- Natural Heritage System*
 - Significant Natural Area 
 - Natural Area 
 - Ecological Linkages 
 - Restoration Areas 

*NHS as per council adopted OPA 42, currently under appeal.


















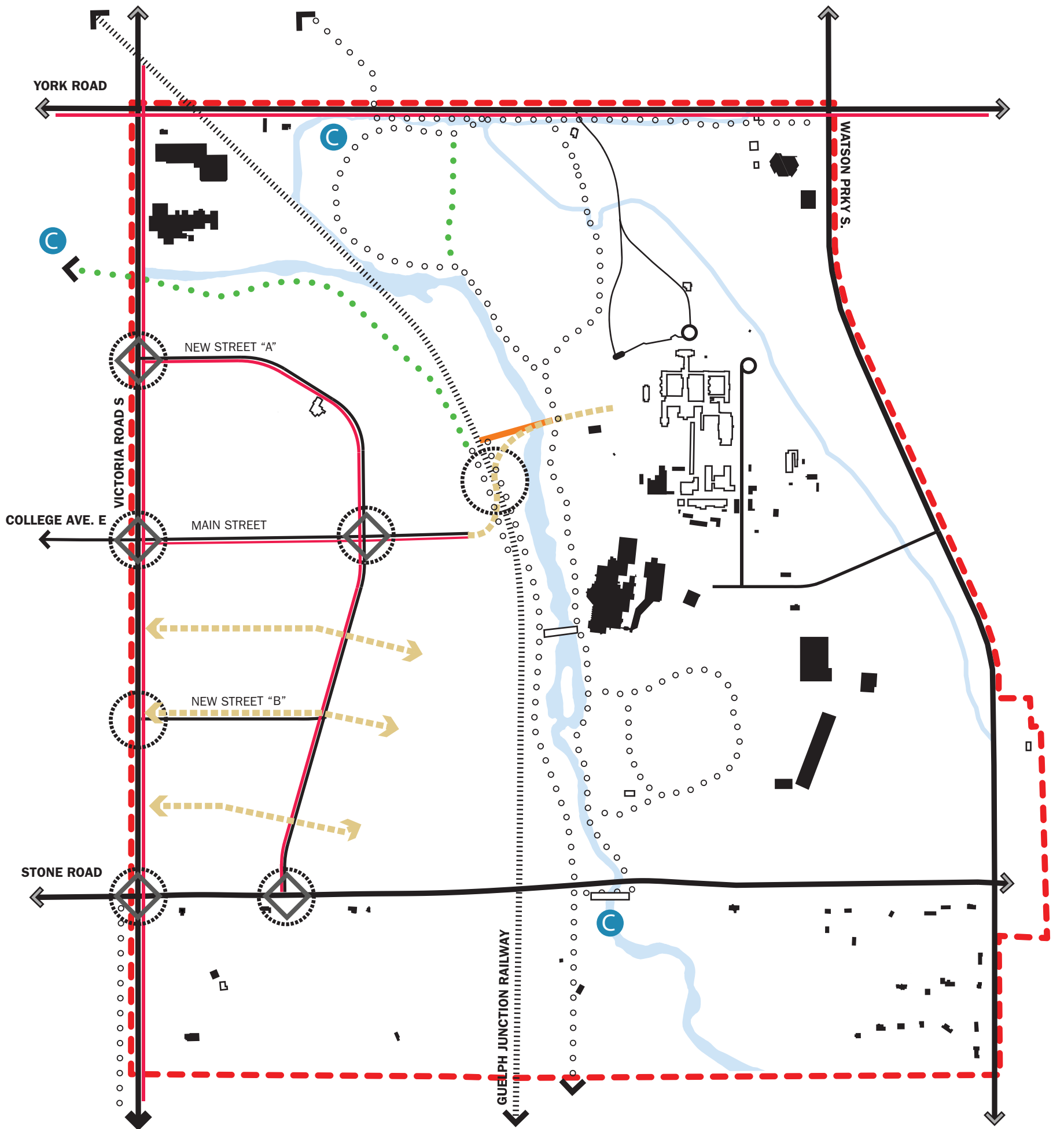
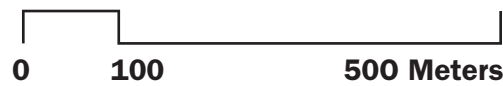
SCHEDULE B: MOBILITY

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Guelph Innovation District

MOBILITY SCHEDULE














- Secondary Plan Boundary 
- Existing Arterial Roads 
- Proposed Collector Roads 
- Proposed Local Roads 
- Proposed On-Street Bicycle Lanes 
- Existing City Trail Network 
- Proposed City Trail Network 
- Canoe Launch and Node 
- Pedestrian Crossings 
- Proposed Major Transit Stops 
- Existing Rail 
- Active Transportation Link 
- Node 
- Existing Built Form 
- Cultural Heritage Resources 

















SCHEDULE C: LAND USE

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Guelph Innovation District

- Secondary Plan Boundary 
- Infrastructural Framework**
- Arterial Roads 
 - Collector Roads 
 - Trail Network 
 - Proposed Pedestrian Crossings 
 - Proposed Major Transit Stops 
 - Existing Rail 
 - Active Transportation Link 
 - Node 
 - Existing Built Form 
 - Cultural Heritage Resources 
 - Cultural Heritage Landscape 
 - Waterbodies 

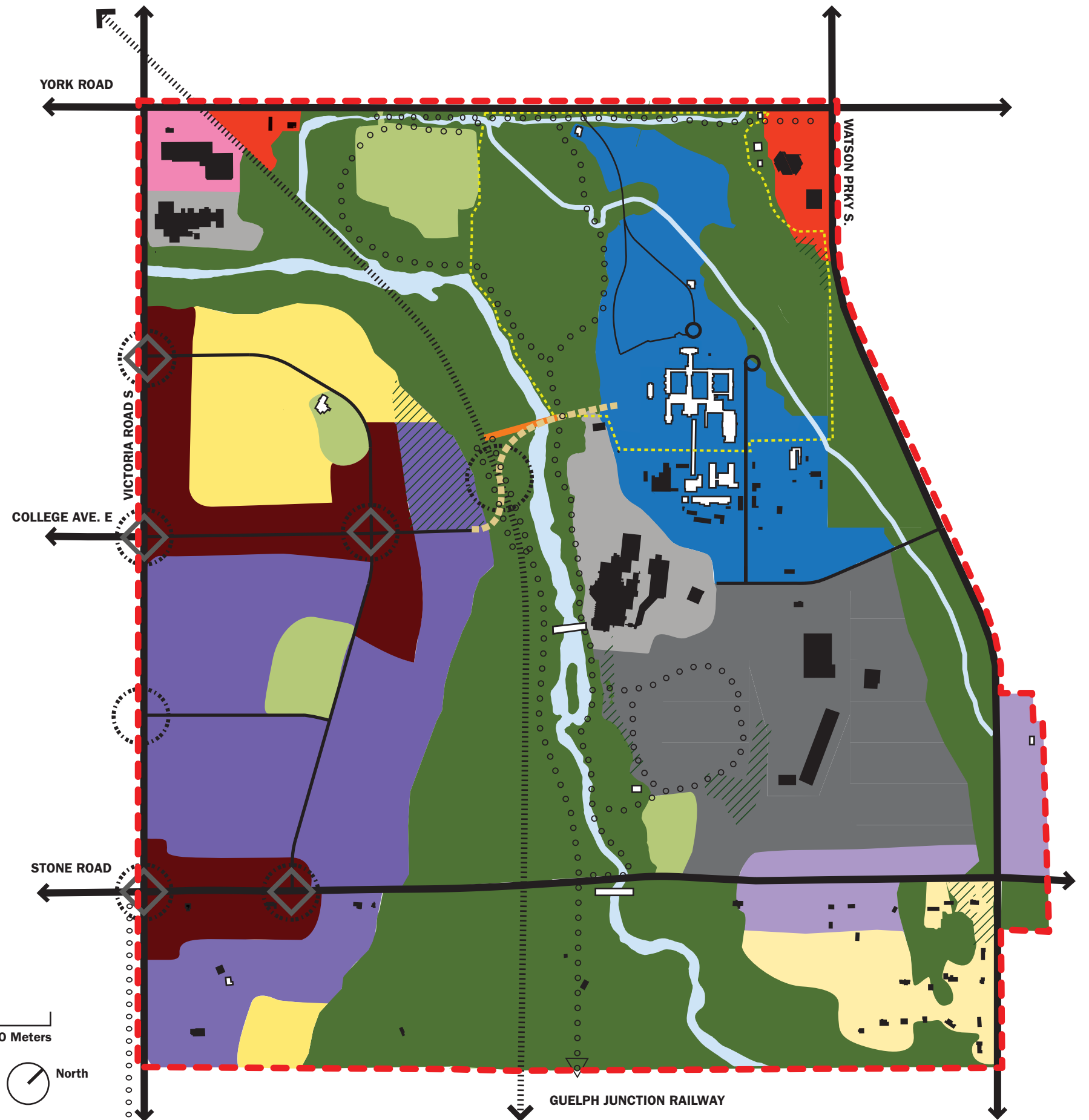
Land Use Designations

- Natural Heritage System* 
- Significant Natural Area* 
- Natural Area* 
- Open Space and Park 
- Special Residential Area 
- Residential 
- Corridor Mixed Use 
- Employment Mixed Use 1 
- Employment Mixed Use 2 
- Major Utility 
- Industrial 
- Adaptive Re-use 
- Service Commercial 
- Neighbourhood Commercial Centre 

*NHS as per council adopted OPA 42, currently under appeal.

Note: Stormwater management facilities are not shown; however, a number of stormwater management facilities will be required to service the GID development lands.

0 100 500 Meters

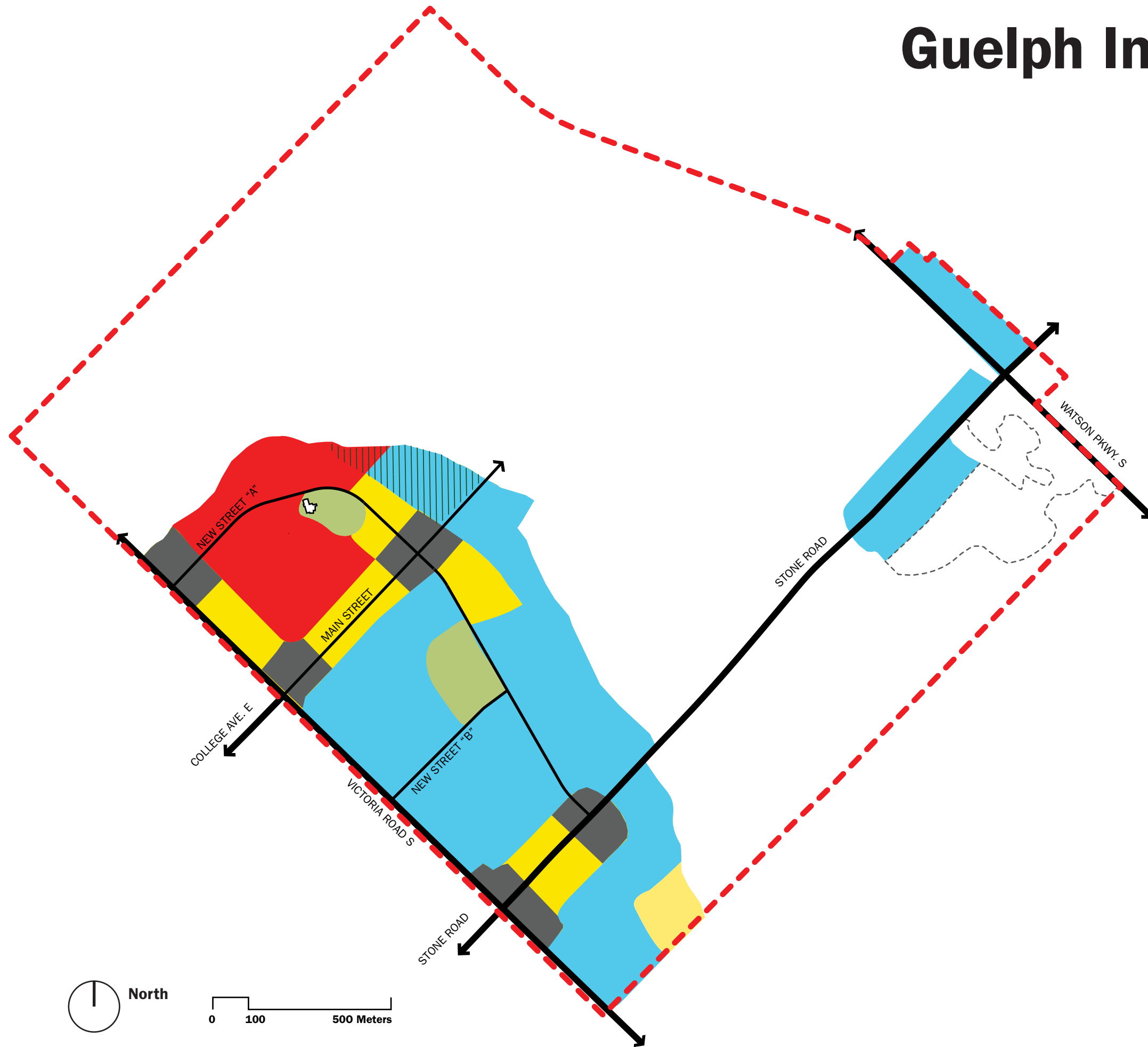


SCHEDULE D: HEIGHT









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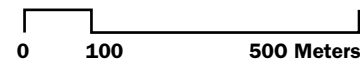
Guelph Innovation District

HEIGHT MAP



Legend

- Secondary Plan Boundary 
- Open Space and Park 
- Existing Natural Area 
- Refer to Policy 6.3.34 
- 2 min - 5 max Storeys 
- 4 min - 6 max Storeys 
- 4 min - 8 max Storeys 
- 10m min - 6 max Storeys 




SCHEDULE E: PHASING






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Guelph Innovation District

PHASING PLAN

Secondary Plan Boundary 

Development Phases

- Phase 1 
- Phase 2 
- Phase 3 
- Phase 4 
- Existing Municipally Serviced Area 
- Existing Privately Serviced Area 