

5 ARTHUR STREET SOUTH URBAN DESIGN MASTER PLAN GUELPH, ONTARIO

JANUARY 2015



PROJECT NO. 13-120

URBAN DESIGN MASTER PLAN

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1. INTRODUCTION

The redevelopment of 5 Arthur Street South provides a tremendous opportunity to revitalize a large property in downtown Guelph and reintegrate it with its surrounding neighbourhood as well as the open space network of the Speed River corridor. It will provide a range of new public spaces, public access and connectivity; a place where more people will find space to live, work and play. It will become a benchmark for design excellence and sustainability within the downtown core.

This document summarizes the work of KIRKOR - engaged by 5 Arthur Street Developments, 2278560 Ontario Inc. to develop a Master Plan for the 5 Arthur Street South property in Guelph, Ontario.

The Master Plan strategies contained within this document were developed and coordinated in several working sessions with 5 Arthur Street Developments, 2278560 Ontario Inc. and their Master Plan team, as well as presentations to City of Guelph staff and to the broader Guelph community. Numerous diagrams, drawings and three-dimensional digital models were the principal working tools throughout the Master Plan process to communicate intent of the Plan. Considerable emphasis was also placed on gathering precedent images of built work, which are contained within this document and are intended to capture the targeted qualities of the 5 Arthur Street South development.

This Master Plan document is divided into five sections including a summary of the existing site’s physical characteristics and context, the development concept including demonstration plan, development yields and a phasing and implementation strategy. The Plan is based on a Terms of Reference documented created in collaboration with the City of Guelph staff.

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ACKNOWLEDGEMENTS

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5 Arthur Street South as seen in 1945



5 Arthur Street South as seen in 2012 during demolition and remediation activities

Page Credit: DTAH

5 ARTHUR STREET SOUTH

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1. INTRODUCTION

1.1. VISION

Celebrate the Site’s Rich History

The 5 Arthur Street South property is a significant industrial landmark in the City of Guelph, with development on the site dating back to the earliest industrial development east of the Speed River. The future of the site, and its evolution into a new, integrated member of the downtown Guelph community with the introduction of new buildings, new uses, and new neighbours, is intended as a continuity of the site’s rich history. The interpretation of the industrial heritage of the site will be an integral aspect of the new development, lending a unique character not found in other districts in Guelph. The conservation and adaptive re-use of the existing buildings, as well as the interpretation of the industrial heritage of the site in the design of new buildings, public spaces and public art, all contribute to celebrating the history of the site and communicating that history to future residents and visitors.

Create a Vibrant New Community

A greater number of residents living downtown is critical to maintaining economic vitality and creating a vibrant community in which to live. The 5 Arthur Street South site represents an opportunity to create a vibrant new community and reconnect St. Patrick’s Ward to the downtown core. The integration of new buildings with public landscaped open spaces, walkable streets, and a River’s Edge Promenade connecting Neeve Street

to the Guelph Junction Railway, all promise to create a community which is vibrant and connected.

Reconnect with the River

Eliminating physical barriers preventing pedestrian movement between St. Patrick’s Ward and the Speed River is an important part of reintegrating the 5 Arthur Street South site into the fabric of the downtown. Gaining pedestrian access to the Speed River, being able to walk along its length, and connecting across the river to the surrounding bike and pedestrian path networks all aid in reversing the barrier that previous industrial uses represented between the downtown and St. Patrick’s Ward.

A Pedestrian Friendly Precinct

The design of streets and pathways in and around the 5 Arthur Street South site should accommodate access by car, bicycle, and by foot. Walkability is a key feature in the St. Patrick’s Ward and downtown Guelph. The provision of pedestrian-focused routes through the 5 Arthur Street South site to the river connecting to downtown via pedestrian bridges and streets with high-quality pedestrian realms is an important component of reconnecting the site to the surrounding communities.

Design Excellence

Design excellence is an important element of the success of any new development. The buildings and public spaces within the 5 Arthur Street South site are to be designed and

maintained to the highest standards. Public art and interpretive elements are to be integrated into the fabric of the new development, creating inspiring, meaningful and memorable places that reinforce Guelph as a historic, beautiful and innovative city.

Environmental Sustainability

The City of Guelph has made a commitment to its citizens to promote sustainable design, recognizing the economic benefits of a “green city”. The 5 Arthur Street South development will embody Guelph’s green ambitions. The design of energy efficient buildings, sustainable landscapes, storm water management and water conservation strategies, will result in the redevelopment of a former industrial site into a vibrant new community. The ecological health of the Speed River corridor is an integral piece of the sustainability agenda of the property, as is the support of alternative transportation strategies to encourage walking and biking over vehicular use.

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A view of the Speed River and Wood Co. buildings prior to demolition

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1. INTRODUCTION

1.2. THE URBAN DESIGN MASTER PLAN

Purpose of the document:

As outlined in the Guelph Downtown Secondary Plan, the purpose of an Urban Design Master Plan, through text and diagrams is to provide a basis for reviewing and approving Zoning By-law amendments, Site Plans and other planning applications. These shall generally inform the Urban Design Master Plan, and shall address the relevant policies of the Downtown Secondary Plan as well as the following items:

- a) location of public and/or private streets and laneways;
- b) location, size and configuration of parkland/open space on the site;
- c) location, uses and massing of buildings and their relationship to adjacent streets and open spaces;
- d) built form transitions to the surrounding community;
- e) shadow impacts;
- f) physical and visual connections to the immediate surroundings and broader downtown area;
- g) conceptual streetscape designs for internal streets and adjacent public streets to be improved;
- h) heritage attributes to be rehabilitated, conserved and retained in the proposed development;
- i) locations for heritage interpretation and/or public art;
- j) general location and lay-out of parking;
- k) provision of affordable housing; and
- l) environmental features and elements that support the Community Energy Plan and the sustainability policies of the Official Plan

The purpose of the guidelines is to guide future site plans and other planning applications. Proposed development will generally be consistent with the Urban Design Master Plan and will meet the principles, objectives and applicable policies of the Downtown Secondary Plan.

As part of the Master Plan process, 5 Arthur Street Developments - 2278560 Ontario Inc. has identified, with assistance from the City of Guelph, additional studies required to support the rezoning application, and has commissioned these studies as part of the rezoning application. During the City's rezoning application review period, additional public consultation will be conducted, providing the public with the opportunity to continue to provide feedback to 5 Arthur Street Developments - 2278560 Ontario Inc. on the nature of the redevelopment.

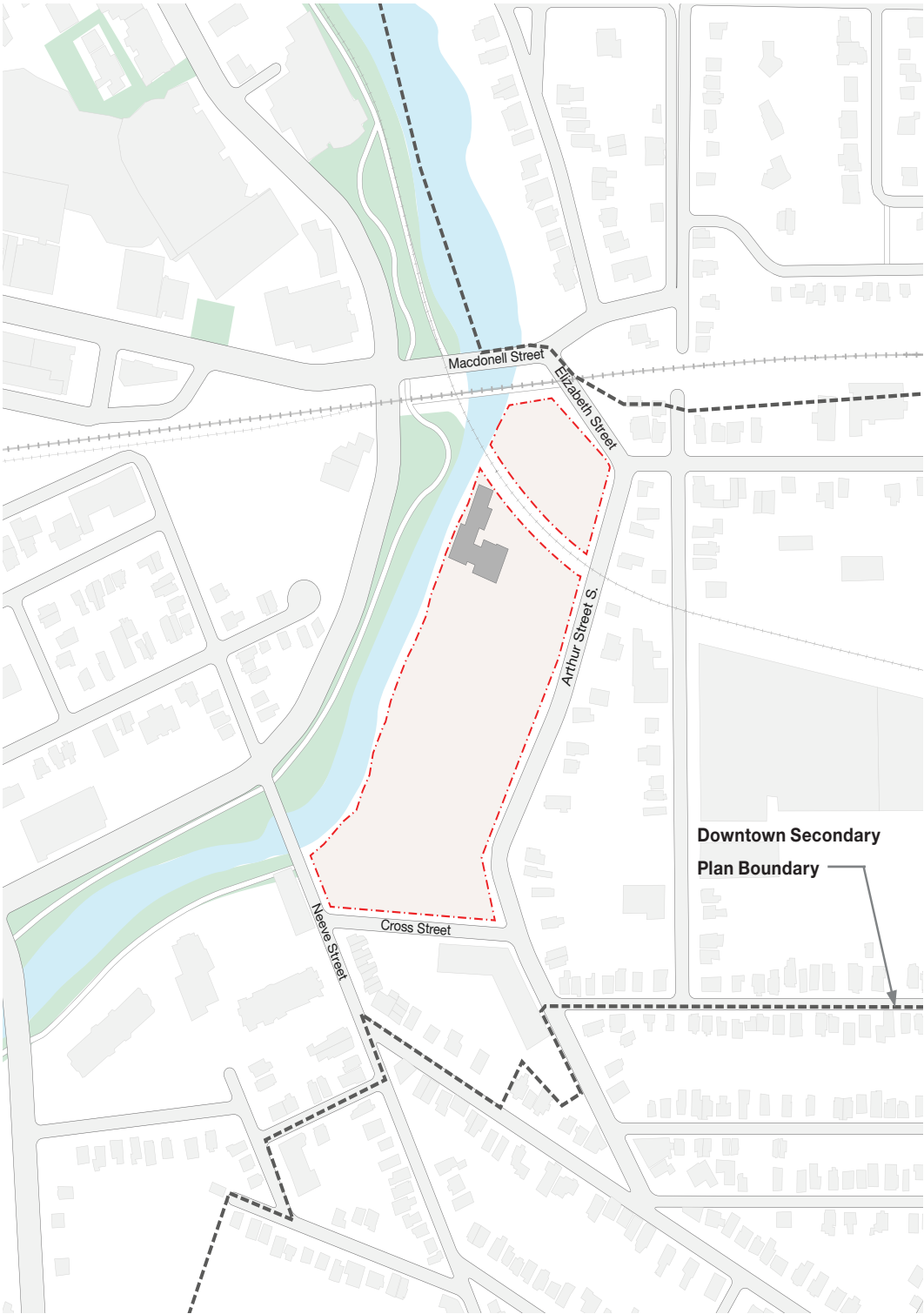
The completion of the Master Plan and the site-specific Zoning By-law for 5 Arthur Street South will be a significant outcome of a truly collaborative planning process between the City, the community and 5 Arthur Street Developments - 2278560 Ontario Inc.

Once the site-specific Zoning By-law is approved, 5 Arthur Street Developments - 2278560 Ontario Inc. will proceed with the detailed design of Phase 1 of the development in order to seek Site Plan Approval from the City.

Process:

The process undertaken by 5 Arthur Street Developments - 2278560 Ontario Inc. to establish this Urban Design Master Plan was conducted in direct consultation with City of Guelph planning staff, based on the requirements as outlined within the Downtown Secondary Plan. During the design process undertaken to establish the Master Plan strategies outlined in this document, a number of public consultations were conducted. The feedback gathered from the community has been considered in the principles, rationale and guidelines contained within this document. The precedent images used to describe the intent of these strategies reflect the objectives expressed by the public.

Page Credit: DTAH



5 Arthur Street South site in the context of Downtown Guelph

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2. THE SITE + CONTEXT

2.1. SITE CHARACTERISTICS

2.1.1 EXISTING CONDITIONS

5 Arthur Street South is located within the historic St. Patrick’s Ward on the Speed River. The site is bounded by Wellington, Macdonell, Elizabeth, Arthur South, Neeve and Cross Streets and the Speed River. The total site area is approximately 32,638 square metres (8.06 acres), which includes a parcel of land north of the Guelph Junction Railway of 4,972 square metres, and the remaining portion of the site south of the Guelph Junction Railway of 27,666 square metres. The site has a frontage along Arthur Street South of approximately 300 metres (984 ft) and the depth of the site between Arthur Street South and the Speed River is approximately 100 metres (328 ft).

The site is surrounded by a mixture of single-family residential properties to east, a large condominium property to the south, and commercial uses to the north-east lining the adjacent Elizabeth Street. Macdonell Street to the north is a busy gateway into downtown Guelph, and passes immediately beneath a CN Rail overpass which connects to the new GO Transit station across the Speed River. Cross and Neeve Streets at the southern edge of the site provide a second connection across the river via the Neeve Street Bridge.

Immediately across the Speed River from the 5 Arthur Street South site is Wellington Street, which is one of the main arterial roads in downtown Guelph. Along the western bank of the Speed River along Wellington Street is an

established linear park which includes a bike and walking trail extending north and south along the river into neighbouring residential communities.

The current topographical condition of the site is generally level with a change in grade of approximately 1.5-2.0 metres adjacent to the heritage buildings remaining on site. The ground surface is a mixture of compacted fill and existing concrete floor slabs that remain in place. The only structures remaining on the property are the heritage buildings in the image below and a length of existing retaining wall against the Speed River just inside the site’s western property line.

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2. THE SITE + CONTEXT

2.1.2 HERITAGE

The buildings that remain on the 5 Arthur Street South site are significant industrial landmarks in the City of Guelph. Activity on the site dates back to the earliest industrial development in St. Patrick’s Ward.

- 1830 Canada Company Mill (west bank of Speed River)
- Allan’s Mill bought Canada Company in 1832 and expanded distillery business across river in 1835
- 1888 Taylor Forbes Company expanded the hardware business on the distillery lands
- During the Taylor Forbes Company era on-site, the hardware business and foundry would grow to become Guelph’s largest employer
- The Taylor Forbes Company occupied the site until 1955 when it was sold to the W.C. Wood Company

The remaining heritage buildings are currently listed on the City’s Inventory of Heritage Properties. The City may seek to designate the buildings as heritage properties under the Ontario Heritage Act as part of the property’s redevelopment process. The buildings are predominantly masonry structures, built between 1835 and the early 1900s including one original mill building reflecting the evolution of the site’s industrial use and architecture over time. A visual inspection of the heritage buildings in 2010 found them to be in good condition. The Mill building at the northern end of the structure was restored in 1979.

Within the Heritage Impact Statement written for the property by ERA Architects Inc. in 2010,

a number of conservation principles were defined pertaining to the remaining heritage buildings, including:

- Maintain appropriate physical relationships and visual settings that contribute to the cultural significance of the complex
- Preserve the historic character of the identified heritage buildings on the site
- Respect the visual expression of the complex’s construction and operation
- Allow for new construction that relates to and conserves the essential form and integrity of the heritage buildings
- Conserve the exterior elements that are important to defining the overall heritage value of the buildings

2.1.3 FLOODING AND SAFE ACCESS

The entire 5 Arthur Street South site falls within the Regulatory Floodplain and is under the Special Policy Area (SPA) designation within the applicable Official Plan policies (OP 7.14.6.4) and Zoning By-law regulations. These regulations limit the nature of use on the site, and stipulate particular requirements including flood-proofing measures applicable to portions of existing and proposed buildings that are below the Regulatory Flood Elevation of 315.10 meters above sea level.

Residential occupation on the site is prohibited below the Regulatory Flood Elevation (with the exception of residential uses within the heritage building, which are subject to another regulation). Any new residential units must be built so that the lowest occupied floor level is located at the elevation 315.10 metres or above. Other uses, including retail and commercial, can be located below the 315.10 metres elevation as long as flood-



Allan's Distillery, constructed 1835



Allan's Mill and Distillery, 1845



Allan's Mill and Distillery, 1865

proofing requirements are met. Parking facilities located below the Regulatory Flood Elevation must be flood-proofed, and the vehicular entrances to below-grade parking areas must be located at or above the 315.10 metre elevation.



Taylor Forbes Mill, 1908



Taylor Forbes Mill, 1945

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Safe Access is to be provided to all buildings on site. Defined as “unobstructed direct, or elevated access for pedestrians or vehicles”, the safe access elevation for the 5 Arthur Street South site has been determined to be 315.10 metres above sea level.

2.1.4 BEDROCK

Bedrock elevations across the majority of the existing site range from 1.5 - 2.5 metres below grade, and are particularly shallow across the northern half of the property (see grading plan to the right). Due to the dense and intact nature of the bedrock in this portion of Guelph, which consists predominantly of limestone, excavation into bedrock for the purposes of building underground parking or other uses is impractical.

2.1.5 GROUND WATER

The ground water table within this portion of the site is very shallow, given the site's proximity to the Speed River corridor, and is generally located at or slightly above the bedrock elevations (see grading plan to the right). In accordance with the Risk Management Measures outlined in the following section, new construction will be completed above the shallow ground water table (minimum distance of 0.5 metres).

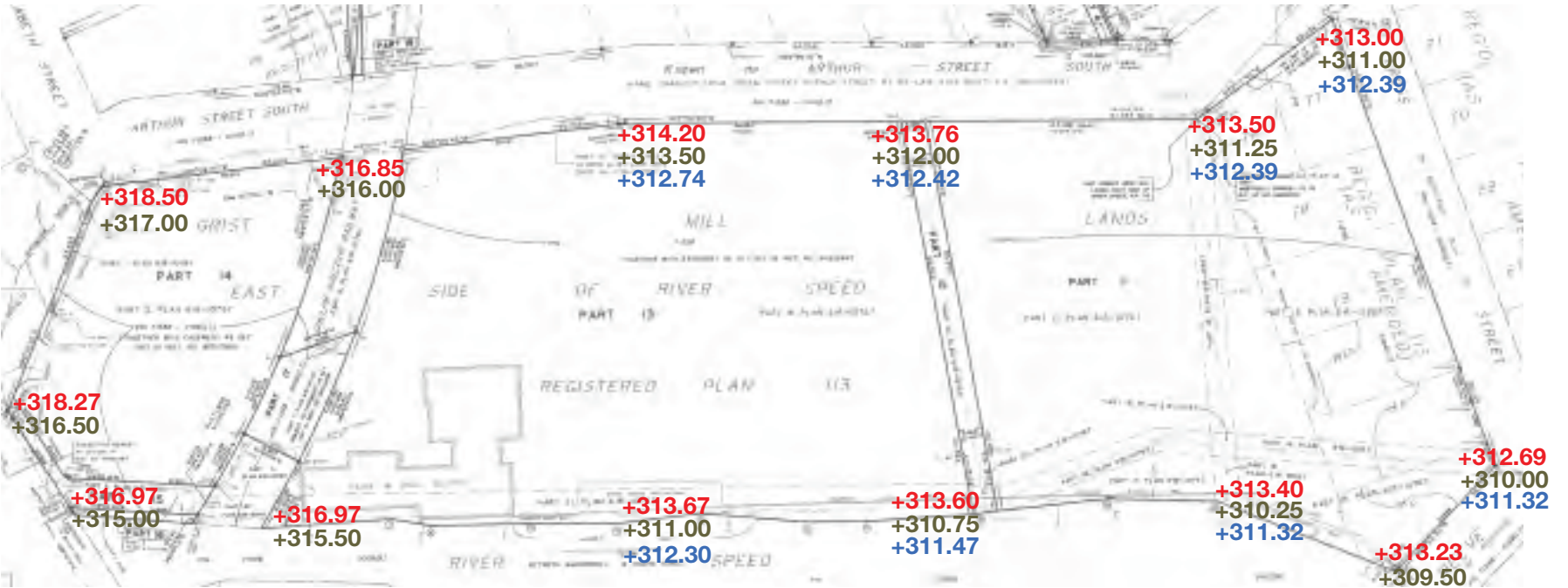
2.1.6 ENVIRONMENTAL RISK MANAGEMENT MEASURES

The following is a summary of the Risk Management Measures applicable to the portions of the 5 Arthur Street South property south of the heritage building, as described in the Risk Assessment accepted by the Ministry of Environment in March 2013. These Risk Management Measures are applicable only to the

- portions of the 5 Arthur Street site south of the existing heritage buildings:
- A ventilated storage garage is required: It may be possible to provide a ventilated space that meets the OBC requirements but is not used for the storage of vehicles. The requirements for the storage garage are specified by the MOE and include a restriction that a storage garage must be constructed at or below the final grade of the enclosed building. In addition, this ventilated space or a slab building having vapour mitigation measures must cover the entire area of the building footprint at the final grade of the building.
 - Surface Cover: A surface cover is required using either a fill cap or a hard cap, as described below.
 - Fill Cap: Capping will include a minimum of 1.0 metre of cover, consisting of at least 0.5 metres of un-impacted soil immediately on top of a geotextile material, and, above the un-impacted soil, may also include up to 0.5 metres of non-soil surface treatment such as asphalt, concrete or aggregate.
 - Hard Cap: In locations at the site where soil is not covered by at least 1.0 metre of un-impacted soil, surface cover is recommended to be asphalt, concrete, a building slab, or a building foundation and floor slab, consisting of at least 150 millimetres of Granular “A” or equivalent material overlain by at least 75 millimetres of asphalt or concrete.
 - Retention Wall: In order to prevent potential future erosion of site soil into the Speed River becoming sediment, the preservation of the existing retaining wall along the west property boundary is required.



Overlay of historical building information on factory prior to demolition



Grading (red), Bedrock (grey) and Ground Water (blue) elevations of the existing site post demolition

Page Credit: DTAH

2. THE SITE + CONTEXT

- Required Reports: The following plans are required to be developed and implemented prior to commencement of any construction activities at the site:
 - Property Specific Health and Safety Plan
 - Soil Management Plan
- Maintenance and Monitoring: Inspection and maintenance of all Risk Management Measures including the retaining wall along the western property boundary is required to be implemented to ensure the continued integrity of the retaining wall as a barrier to on-site soils.

2.1.7 RAILWAY SETBACK REQUIREMENTS

Two railway corridors cross through or are adjacent to the 5 Arthur Street South site. This includes the Guelph Junction Railway immediately north of the heritage buildings on site within its own right-of-way owned by the City of Guelph, and the CN Railway immediately north of the northern-most property line. Based on a rail safety review by McCormick Rankin in 2010, a minimum of 2.5 metre setback is required from the Guelph Junction Railway corridor. The CN Railway setback requirement of 30 metres to residential occupancies is also anticipated to apply to the site, however the above-grade structured parking can be built within the 30 metre setback.



Setbacks to railways assumed within the property



Existing CN Railway corridor



Existing Guelph Junction Railway corridor

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2. THE SITE + CONTEXT

2.2. POLICY CONTEXT

Guelph Official Plan

The Guelph Official Plan is a statement of goals, objectives and policies intended to guide future land use, physical development, growth and change within the corporate limits of the City of Guelph. The 2012 Official Plan Consolidation, dated December 2012, has been prepared incorporating ten new Official Plan Amendments approved since the last consolidation in 2006. The policies of the Plan are designed to promote the public interest in the future development of the City, to maintain and enhance the good quality of life for the citizens of Guelph, to reduce uncertainty concerning future development, and to provide a basis for the Zoning By-law and other land use controls.

Relevant sections of the Guelph Official Plan 2012 Consolidation are excerpted below for reference in the context of the 5 Arthur Street South redevelopment.

3.6 Urban Design

This section of the Plan outlines broad policies, which apply to all lands within the City of Guelph. Numerous objectives are listed within this section that pertain to built form, diversity of use, heritage interpretation, and city building, including the following:

- To practice environmentally sustainable urban development by respecting the natural features, reinforce natural processes and conserve natural resources.
- To further the conservation of the City’s built heritage and design complementary new buildings and landscapes.

- To ensure that the design of the built environment strengthens and enhances the character of the existing distinctive landmarks, areas and neighbourhoods of the City.
- To ensure that the design of the built environment integrates with the natural setting and uses built-form elements from the older, established areas of Guelph.
- To create new diverse communities that are well served by all forms of transportation.
- To encourage compatibility and quality in the built environment while allowing for a diverse expression of site design.
- To develop an attractive, safe and functional network of open spaces.
- To reinforce the historic character and improve the appearance, safety and function of urban streets.
- To improve the conditions for greater personal security within publicly accessible spaces.
- To design space that is accessible to all, regardless of personal limitations.
- To preserve and enhance the existing protected views and vistas of Guelph’s built and natural features.

General policies pertaining to the objectives above are contained within the Official Plan section 3.6.1. Particularly relevant to the 5 Arthur Street South site are the policies addressing the protection of views to natural heritage features (such as the Speed River) and the design of visually stimulating built environments with a wide variety of housing types and forms. Buildings should be oriented towards and address their flanking streets, a clearly identifiable public realm should be established in all residential areas, and that new public open spaces should be evenly distributed throughout

the community and linked into natural heritage features where appropriate.

Policies also pertain to the design and location of loading bays, refuse containers, outdoor storage areas and building utilities/mechanical equipment. Those elements are to be screened when facing a public street, park, river, public open space or residential area, where appropriate. Parking areas should be designed in a manner that contributes to an attractive streetscape by providing screening and landscaping.

The character of new development within existing established neighbourhoods is to be designed to strengthen and enhance the existing neighbourhood. More specifically to be “designed as an integral part of that area’s existing larger pattern of built form and open spaces. New development should reinforce and complement the existing range of building mass, height, proportion and orientation of buildings relative to the street” (3.6.17.1).

New development adjacent to the Speed River is of particular interest to the City of Guelph as the Speed River is considered one of the backbones of the community and is critical to its image. The Official Plan places a high priority on promoting “excellence in urban design” for lands adjacent to the Speed River, particularly in the design of public open spaces fronting the river, and the animation of ground floor uses adjacent to the river (3.6.18).

Objectives and policies around the design of streets surrounding and within new development are also outlined in the Official Plan. The goal is to create beautiful and functional streets that accommodate a range of transportation methods from pedestrian and bicycle traffic to vehicular uses, as well as servicing and street trees or planting where possible (3.6.24-29).

Investment in public amenities including parks and open spaces is evidenced throughout the downtown core, particularly in the recently completed revitalization of Carden Street and Market Square adjacent to the new Guelph City Hall.



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Downtown Guelph: a distinct and vital urban centre nestled against the Speed River, comprised of beautiful buildings and public spaces, and surrounded by leafy neighbourhoods, where people live, work, shop, dine, play and celebrate.

The Downtown Secondary Plan contains a number of policies that are relevant to the 5 Arthur Street South site, including site-specific policies which are summarized below. The intent of these policies has been translated into the Master Plan Strategies outlined in this report.

- Generally, buildings shall be oriented towards a street or open space.
- Long buildings (40 metres or above) shall break up the visual impact of their mass with evenly spaced vertical recesses or other architectural articulation.
- Mechanical penthouses and elevator cores shall be screened.

- Generally balconies shall be recessed and/or integrated into the design of the building.
- Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local Streets and/or Laneways.
- Front patios for ground-floor residential units should be raised to provide for privacy.
- All buildings downtown should be finished with high quality, enduring materials.
- The massing and articulation of buildings taller than six storeys shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline.

- Vehicular entrances to parking and servicing areas generally be on Local Streets, Secondary Streets or Laneways and should be consolidated wherever possible.
- Loading and service areas generally shall be located in the interior of a development block, enclosed where possible, or be screened.
- Parking for apartment dwellings, including visitor parking, generally shall be located in underground or above-ground structures.

- Requirements for on-site parking for institutional, office and retail uses may be waived or reduced, subject to the Downtown Parking Strategy.
- Generally no parking shall be permitted between the front of a building and the street to help create pedestrian-oriented streetscapes.

- Parking structures should generally be accessed by motor vehicles from a Local Street, Secondary Street or Laneway.
- Parking structures on a street shall generally contain active uses on the ground floor subject to technical considerations and the entire façade shall be architecturally designed.
- Vehicular entrances to above-grade or underground parking structures on public streets shall be integrated into the design of the building.
- Pedestrian entrances to parking structures shall be clearly identified and well lit.

[illegible]

Above: Schedule D from the Downtown Secondary Plan, illustrating the minimum and maximum building heights proposed within the downtown

2. THE SITE + CONTEXT

Special Policies: St. Patrick’s Ward

The following Secondary Plan policies relate specifically to redevelopment within St. Patrick’s Ward, and at times pertaining directly to the 5 Arthur Street South site.

The area east of the Speed River includes a portion of the St. Patrick’s Ward community (“The Ward”) containing a mix of land uses including existing and former industrial lands. The Ward’s unique, diverse and eclectic qualities result from its origin as a neighbourhood where places of employment and working-class houses existed side-by-side. The Ward is characterized by a mix of small lots, modest homes and historic industrial buildings, interspersed with neighbourhood-scale commercial and institutional buildings. Although the viability of neighborhood-scale shopping has declined recently, its legacy remains in both the architecture and memories of residents. In addition, its fine-grained pattern of narrow streets, angled streets, trails and laneways contribute to its walkability. Existing and former industrial sites are planned for redevelopment to both support growth objectives for Downtown and enhance The Ward as a neighbourhood. As land uses evolve, the character of The Ward’s existing residential areas should be maintained (11.1.7.1).

The content and focus of the Urban Design Master Plan for the 5 Arthur Street South site is described in the Secondary Plan as needing to address the following principles, which are contained and elaborated upon within the Master

- Plan Strategies contained within this report:
- River’s Edge Open Space
 - Network of Connections
 - Heritage Conservation and Interpretation
 - Public Views
 - Sensitive Built Form
 - Pedestrian-Friendly Edges
 - Environmental Sustainability
 - Housing Mix
 - Arrangement of parks, open spaces, trails and publicly accessible routes

Schedule D of the Secondary Plan describes height categories including two categories within the 5 Arthur Street South site, generally described as: 2-4 storeys along Arthur Street South and 4-12 storeys along the river. Unlike other sites in the Downtown, the Secondary Plan states that the 12-storey limit along the river is a general limit. The City acknowledges the need for some flexibility regarding maximum building heights on the site to allow for further refinement through the planning process.

St. Patrick’s Ward Character Statement

The Ward Residents Association of St. Patrick’s Ward have written a Ward Character Statement which describes the unique characteristics of the Ward. This document includes a description of the Ward’s history, its built form, mix of uses and walkable character. The Ward Residents Association participated in the special Secondary Plan policies pertaining to the Ward that have been described above.

According to the Ward Residents Association, St. Patrick’s Ward can be characterized as follows:

“The creation of places of employment and homes for the workers within the same area has created a mix of small lots, modest homes and industrial buildings, interspersed with the neighbourhood scale commercial and institution facilities which served them. This has evolved over many generations creating the eclectic and unique qualities we see today.”

“The corner of Alice and Huron, with each corner given to a different type of use, symbolizes the wonderful diversity of our neighbourhood.”

“Walkability” is the current trendy term for what has happened in our neighbourhood for generations... The laneways, the edges at the rail lines and the river, the narrow streets active with people all contribute to a place enjoyable to walk about.”

Page Credit: DTAH



Above: Open space network suggestions for the 5 Arthur Street South property contained within the Secondary Plan



Above: scenes from St. Patrick’s Ward

2. THE SITE + CONTEXT

2.3. URBAN DESIGN PRINCIPLES

The following core principles, adapted from the Guelph Downtown Secondary Plan, reflect the greater vision for the downtown. They serve as a touchstone against which future initiatives and proposal for downtown will be considered, and are therefore highly relevant to the 5 Arthur Street South redevelopment

1. Celebrate What We've Got

The intent of this principle is that new development should include the conservation of heritage structures where applicable, and be designed to be compatible with buildings and neighbourhoods that have heritage value. The respectful integration of the heritage buildings on the 5 Arthur Street South site with new buildings is key in the design of redevelopment; a tremendous opportunity to highlight the unique heritage character.

2. Set the Scene for Living Well Downtown

The intent of this principle is to create a vibrant and diverse downtown neighbourhood that benefits existing and future residents and businesses in and around downtown. The 5 Arthur Street South redevelopment will create a new neighbourhood within St. Patrick's Ward, which will include a range of housing types, retail and commercial uses, parks and open spaces in order to create a self-sustaining, integrated and vital area.

3. A Creative Place for Business

The intent of this principle is to provide space for businesses to grow within the downtown, so that a mix of uses can contribute to a thriving

urban setting. The intention of the retail and commercial uses within the 5 Arthur Street South property is that they be small-scale and neighbourhood oriented, to serve the residents of the St. Patrick's Ward as well as draw visitors to the neighbourhood from other areas of the downtown. The future adaptive-reuse of the heritage buildings on the site provides a unique location for future commercial tenants in a vibrant neighbourhood.

4. We Come Together Here

The intent of this principle is to ensure downtown Guelph maintains its status as a civic and cultural hub through the inclusion of social services in the downtown and the provision for cultural events to be hosted within the downtown core. The 5 Arthur Street South site can become a community meeting place along the Speed River landscaped open spaces, or within one of the new public squares.

5. Reconnect with the River

The intent of this principle is to reinforce the position of the Speed River as a vital community-wide asset. Development adjacent to the Speed River should address this important corridor. It should include parks and open spaces that animate the riverfront as well as trails to ensure that pedestrians can enjoy the river along its length. Pedestrian connections to the river from the surrounding neighbourhoods are also important to ensure the river maintains its position as an important public resource within the downtown. The 5 Arthur Street South site is in a position to

highlight the Speed River's unique landscape characteristics and will be reinforced wherever possible in the Master Plan.

6. Make it Easy to Move Around

The intent of this principle is to facilitate movement within the downtown, in particular pedestrian movement through walking to ensure the creation of an attractive, high-quality urban environment. The 5 Arthur Street South site prioritizes pedestrian connectivity into, around and through the site in order to reintegrate with the Speed River and downtown Guelph. High quality public realm features aid in creating a pleasant pedestrian environment.

7. Embody Guelph's Green Ambitions

The intent of this principle is to encourage sustainable development and initiatives that promote environmental sustainability within the downtown. The transformation of the 5 Arthur Street South site from an industrial brownfield into a vibrant new neighbourhood represents a significant achievement within Guelph's larger green agenda. The consideration of environmental, social and economic sustainability within the new development will ensure the project's success and relevance to future generations.

8. Build Beautifully

The intent of this principle is to encourage design excellence in any new redevelopments, in order to create a legacy of good urban planning and architecture for future generations to enjoy. The integration of high quality architecture,

landscape and urban design within the 5 Arthur Street South site is one of the principle goals of the redevelopment.

Page Credit: DTAH

Below: new public amenities such as the Guelph Civic Museum, plus long standing community events such as the weekly farmer's market all contribute to an active and vibrant downtown community



5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

PROJECT NO. 13-120

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3. DEVELOPMENT CONCEPT

The proposed redevelopment of the existing brownfield site at 5 Arthur Street South into a mixed-use neighbourhood will become an outstanding example of development in the City of Guelph.

The development concept provides for the establishment of five development blocks where buildings would be constructed ranging in height from 1 to 14 storeys. A sixth development block contains the retained heritage buildings on site and a large multi-use plaza. Retail uses are proposed at grade on the most northern and southern blocks with predominantly residential uses in the balance of the site. The existing heritage building will not necessarily be developed as the last phase, as it may occur in conjunction with earlier phases.

A Demonstration Plan has been included in this Master Plan document for reference and illustration of how the Master Plan Strategies may be employed within the development.

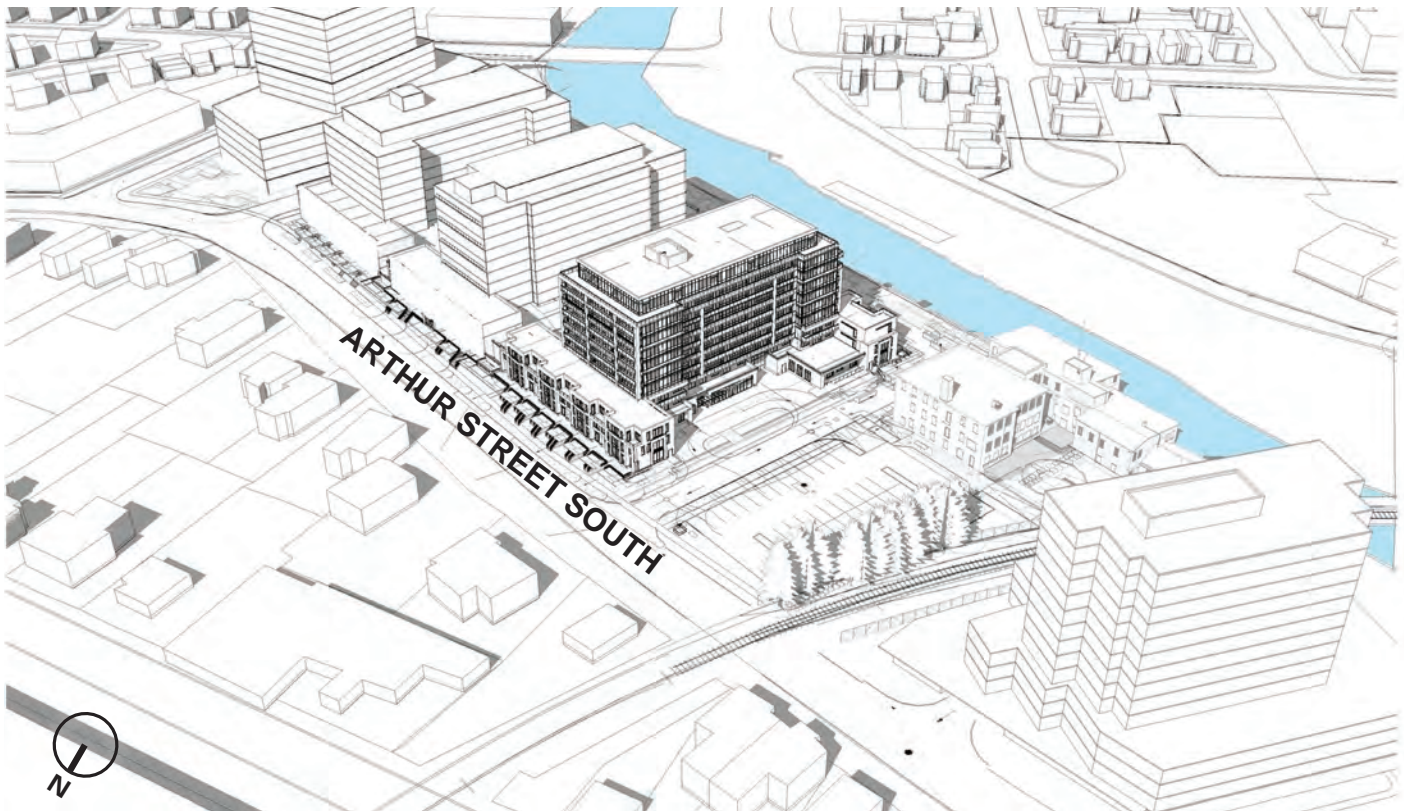
There will be approximately 685 residential units located across the five development blocks, providing a total floor space index (FSI) of 2.0, exclusive of the area within parking structures and the existing heritage building to be retained. The buildings will contain a mixture of unit types from one bedroom, two bedroom and townhouse units. Certain building amenities and functions will be located at or above grade. There will be separate pedestrian access to the residential and commercial portions of the buildings.

The development blocks are configured in such a way as to create street frontages that frame and provide activity and interest along the street edges within and surrounding the redevelopment. Publicly accessible open spaces are proposed as part of the redevelopment. The public realm framework consists of five distinct open spaces, each characterized by their unique physical circumstances and contexts within the redevelopment. These open spaces are interconnected by a system of publicly accessible passageways that link Arthur Street South to the Speed River corridor and provide access to all buildings within the redevelopment.

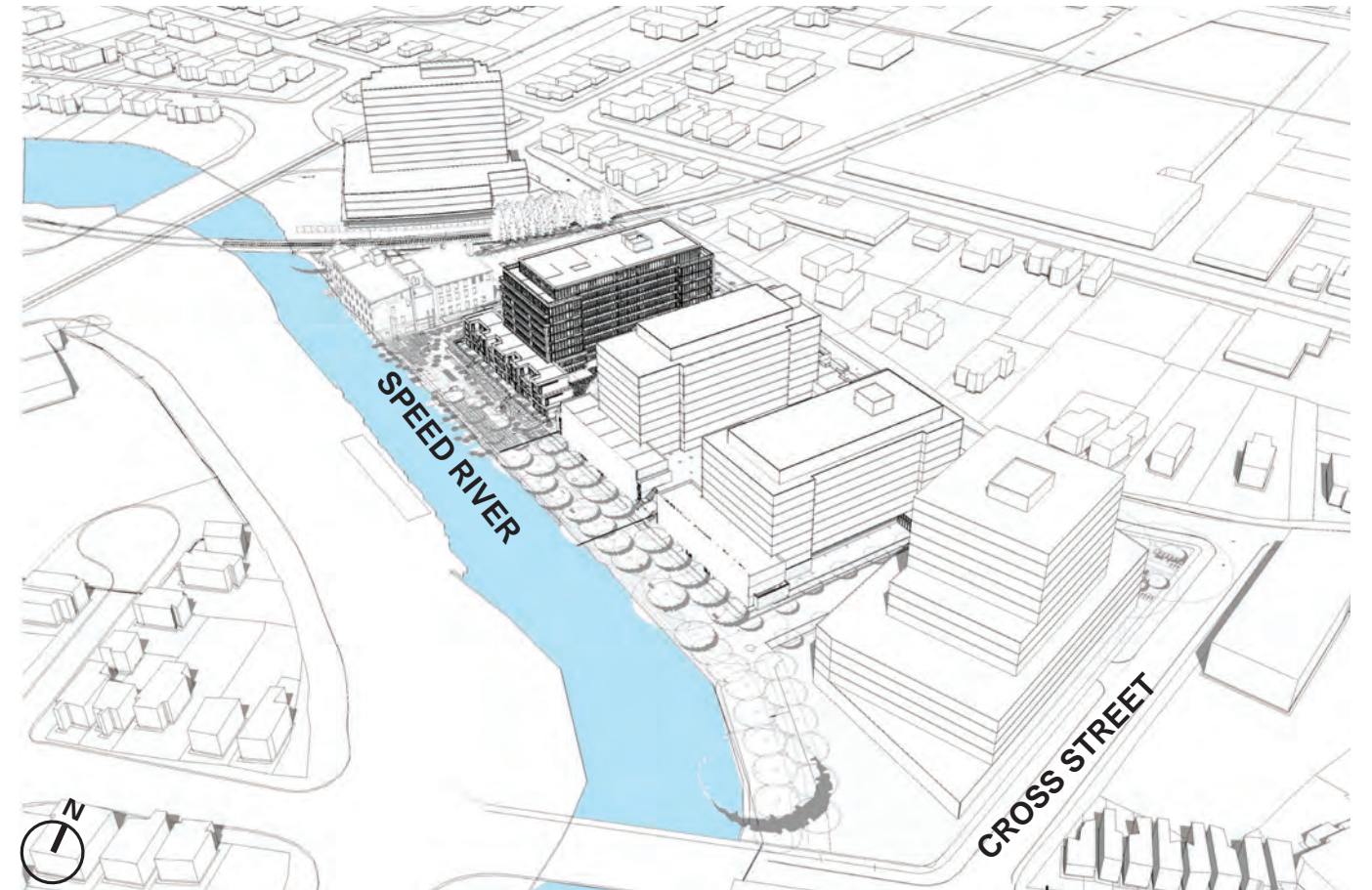
The built form proposed for the redevelopment is 4 storeys resulting in a suitable pedestrian or human scale and more comfortable environmental conditions. The built form above these buildings then steps back to a mid-rise component of up to 11 storeys in the centre of the site, and up to 14 storeys at the north and south ends. The elevations along Arthur Street South meet the minimum elevation for safe access during a regulatory flood event identified in the City Official Plan for the Special Policy Area.

Parking for the proposed buildings is located in a combination of below-grade, at grade or above grade structured parking. All parking will be located behind the face of the buildings and, for the most part, will not be visible from the street. Vehicular access for the residential portions of the building as well as for the surface and underground parking areas will primarily be from the proposed streets that connect the development to Arthur Street South. A proposed surface parking lot adjacent to the heritage building on site will accommodate the parking requirements and some of the parking requirements associated with that building's eventual use. The character of the proposed redevelopment is based on contemporary interpretations of the masonry, row house, and industrial vernacular of the surrounding community.

Although the Downtown Secondary Plan permits building heights of up to 12 storeys and a maximum Floor Space Index (FSI) of 2.0 over the site, the Plan contains further provisions specific to the property that allow for flexibility in building heights and for additional density through bonusing. The increase in density may be obtained in return for the delivery of community benefits in the Downtown area, which may include providing public art, public parking, affordable housing, energy and/or water conservation measures, sustainable design measures, the re-use of cultural heritage resources or contributions towards riverfront parkland acquisition and development.



Development concept aerial view; North East



Development concept aerial view; South West

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3. DEVELOPMENT CONCEPT

3.1. MASTER PLAN STRATEGIES

The following 10 Master Plan Strategies deal with the overall structure, urban design, integration, and special opportunities to guide redevelopment of 5 Arthur Street South.

- 1. Public Realm Framework
- 2. Views through and around the Site
- 3. Adjacent Streets
- 4. Connectivity
- 5. Built Form Framework
- 6. Character
- 7. Frontages
- 8. Parking / Loading
- 9. Heritage Conservation and Interpretation
- 10. Sustainability

The Master Plan Strategies set out the principles and guidelines for the physical form and character of 5 Arthur Street South. The intent is to ensure that all development contributes to creating a unique and special place with a lively mix of uses, walkable streets and high quality open spaces.

The guidelines in this document are intended to provide direction rather than prescriptive requirements. Following the Master Plan Strategies is a Demonstration Plan which illustrates how the Master Plan Strategies could be employed on the site.

3.1.1 PUBLIC REALM FRAMEWORK

Principle:

The redevelopment should include an arrangement of publicly accessible parks, open spaces, trails and routes that establish a fine-grained network of open spaces connecting St. Patrick’s Ward to the Speed River.

Rationale:

The public realm framework of parks and open spaces within 5 Arthur Street South is intended to form an interconnected network linking the site into the broader framework of parks and open spaces in downtown Guelph. As significant amenities and destinations in their own right, the unique parks and open spaces of 5 Arthur Street South will assist in the establishment of a successful new residential community with a strong and unique urban riverfront character and identify. It will serve as an important public destination and a year-round resource that serves the local neighbourhood.

Typically, the range of key parks and open spaces that make up the "public realm framework" would be transferred or dedicated to the municipality and held in public ownership. However, in this case, due to proposed infrastructure and the need to keep the site 'whole' for CPU remedies, the River Walk will remain under private ownership, and public access for key components will be secured by way of easements registered on title. Although referred to as the "public realm", some of these elements will be privately owned, but still serve their intended function.

The areas noted within this Master Plan are approximate and will need to be confirmed through the Site Plan Approval process.

Guidelines:

Ensure that parks and open spaces which form key components of the public realm framework within the redevelopment that are under private ownership remain publicly accessible. They should be positioned adjacent to important public amenities such as the Speed River, public streets and the existing heritage building, to frame and animate these amenities. Key aspects include:

- Celebrate the relationship between St. Patrick’s Ward and the Speed River through the design of contemporary, high quality publicly accessible parks and open spaces that have a strong riverfront character.
- Programme parks and open spaces to respond to a broad spectrum of demographics, particularly the older and younger age groups. Examples could include water play areas for young children or seating areas to overlook the Speed River.
- Provide opportunities for incorporation of cultural elements such as live performance areas, public art, festivals, etc.
- Public art should be encouraged to be located in parks and open spaces.
- Minimize unnecessary infrastructure within the River Walk.



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3. DEVELOPMENT CONCEPT

River Walk (0.34 hectares)

The Secondary Plan describes the River Walk as a substantial, functional and continuous open space along the side of the river well connected to surrounding streets. It is to be comprised of elements such as urban squares and gathering spaces while providing for a continuous multi-use trail, and it should encourage use by residents and the public for a variety of appropriate uses.

The provision for direct access to the Speed River from the River Walk was identified by the community as an important component of the River Walk design, and would need to be designed so to not impede the flow of the Speed River in the case of a flood.

Guidelines:

- The River Walk concept will be planned in a comprehensive manner, provided prior to the site approval process.
- The character of the River Walk will reflect its proximity to the river, its urban context, and its industrial heritage. This will be highlighted in the landscaping and features pedestrian lighting, benches, and other finishes.
- The River Walk is to be designed as a landmark publicly accessible space that provides opportunities for a variety of active pedestrian, year-round activities.
- The River Walk shall stretch from Neeve Street to the southern wall of the heritage buildings and from the river's edge to the private landscape area of the adjacent development.
- To ensure that there are 'eyes on the River Walk' and a positive relationship between the townhouses and the River Walk, planters will be provided to soften the required wall. In

order to create a positive functional relationship with the townhouse units facing the river and to further activate/animate the River Walk, this plan contemplates two sets of direct stair connections between the townhouses and the River Walk in each of Phases 1, 2 and 3. The specific location and design of the stair connections will be determined at the site plan stage for each Phase. The design of the River Walk will incorporate the remaining heritage retaining wall along the Speed River, will include both hard and soft landscape features, as well as a multi-use trail.

- Additional pedestrian routes from Arthur Street South and around the heritage buildings would be provided to connect the River Walk to the larger St. Patrick's Ward Community.
- Direct access to the Speed River from the River Walk is desirable. The location and design of a river access point is to be coordinated with the Grand River Conservation Authority and will be subject to their requirements.
- Only small service vehicular access will be permitted . Access by all other motor vehicles will not be permitted.

Pedestrian Bridges

The River Walk connects to the existing Speed River trail system south of Neeve Street, and is proposed to connect to the same trail system across the Speed River via one or two pedestrian bridges positioned along the length of the 5 Arthur Street South property. The Secondary Plan anticipates one of these pedestrian bridges to be adjacent to the Guelph Junction Railway bridge, and another bridge access the river, generally aligned with the crossing of Wellington Street and connected to Arthur Street South.

The location, design, scheduling and construction of the two proposed pedestrian bridges is to be undertaken by the City of Guelph.

Guidelines:

- The design and position of the two proposed pedestrian bridges will be subject to the regulations of the Grand River Conservation Authority, and may be required to be positioned so that the crossing itself is above the Regulatory Flood Elevation of 315.10 metres above sea level.
- If a pedestrian bridge is built adjacent to the Guelph Junction Railway bridge it should be located along the southern edge of the railway bridge, enabling a direct pedestrian connection to the River Walk around the heritage building.



Above: Precedents for River Walk and Pedestrian Bridge designs



Above: River Walk and Pedestrian Bridge Connectivity Plan
Pedestrian-Priority (Mews, River Walk)

Page Credit: DTAH

Potential:

- Urban square/public gathering space
- look out
- direct access

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3. DEVELOPMENT CONCEPT

Heritage Square (0.08 hectares)

Heritage Square is conceived as a privately owned open space or plaza in front of the existing heritage buildings on the site for which opportunities for public use and access will be made available. Positioned within the heart of the redevelopment, Heritage Square is intended to be a well-designed, intimate space for informal gathering and passive recreation. Views both into and from this space will take advantage of its position adjacent to the heritage buildings, the Guelph Junction Railway corridor, and Arthur Street South to the east. Uses contained within the adaptively re-used heritage buildings could provide additional animation to Heritage Square throughout the seasons.

A 4-metre wide pathway around the heritage building will enable a continuous pedestrian connection between The River Walk, the proposed GJR Trail System and Allan's Green. This will connect the site with the remainder of the Speed River Trail System and downtown Guelph. The exact size, location and design of this connection will be determined through more detailed design and

the site plan approvals process. An easement secured over this pathway will facilitate public access.

Adjacent to Heritage Square is a large open space where some surface parking for visitors to the site is to be provided. This parking court is intended to be multi-purpose, and designed in such a way so that when necessary it can be converted into an open plaza where markets, fairs, and other private or public activities could be accommodated, if feasible.

Guidelines:

- Heritage Square is intended to be an open space or plaza associated with the adjacent heritage building and available for a variety of private or public activities.
- The design will be influenced by the scale and character of the adjacent heritage building.
- The adjacent parking court is to be designed as a multi-use hard surfaced court to primarily accommodate parking,

but to allow for conversion to usable open space for other activities when needed.

- A pathway around the heritage building will be secured to ensure that there is a continuous pedestrian connection across the entirety of the site with the remainder of the Speed River Trail System.

Mill Square (0.06 hectares)

Positioned at the visual terminus of Arthur Street South as it bends just north of the intersection with Cross Street, Mill Square is intended as a small triangular plaza fronting the southern-most development block on the 5 Arthur Street South site with opportunities for public access to this private space. The heritage façade of the Mill Loft building provides a rich backdrop for Mill Square, which is visible down Arthur Street South as far north as the Guelph Junction Railway. Mill Square is intended as a venue for small gatherings, and is situated at the interface of the 5 Arthur Street South development and the rest of St. Patrick's Ward.

Frontages within the redevelopment that face onto Mill Square are intended to be active in nature to further animate this square.

Guidelines:

- Mill Square is to be an extension of the adjacent building with opportunities for public access for the enjoyment of the space by residents and visitors alike.
- The Master Plan envisions Mill Square as a predominantly hard landscaped, active and flexible urban square with a character in keeping with St. Patrick's Ward. The ground plane should be designed in a simple, robust palette to accommodate the intended uses.
- The square should be designed to enable public views to the Mill Lofts north elevation from Arthur Street South.
- The space should be designed as a publicly accessible space and be animated by ground floor uses along its western edge.



Evergreen Brick Works, Toronto



David Lam Park, Vancouver



Granville Island, Vancouver



Public Plaza, Port Credit



West Campus Plaza, New York



Campus Martius Park, Detroit



Byward Market, Halifax

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3. DEVELOPMENT CONCEPT

River Square (approximately 0.03 hectares)

River Square is a publicly accessible open space positioned at the bend of the Speed River just north of the Neeve Street bridge. The intention of part of River Square is that it will serve as an expansion of the linear River Walk open space, to provide a larger area for active and passive uses that share a focus on the Speed River. Accessibility to the Speed River, if achievable, would best be located adjacent to River Square, and could incorporate a boat launch, areas of decking for sunbathing and other recreational activities associated with the water.

Guidelines:

- River Square is to be designed as an expansion of the River Walk linear park.
- If permitted, access to the Speed River could be provided from River Square.

Allan’s Green (0.05 hectares)

North of the Guelph Junction Railway, Allan’s Green is intended as a quieter, more naturalized publicly accessible open space taking advantage of its proximity to the Speed River and to the historic Allan’s Mill and Bridge. The Grand River Conservation Authority has stated its interest in developing a flood water diversion berm as part of this parkland, which may introduce some topography into this otherwise flat area which is elevated from the balance of the site to the south by several meters, providing excellent views of the Speed River, heritage buildings, and the Neeve Street bridge.

Guidelines:

- Allan’s Green is to be publicly accessible, private space located between Allan’s Green and Elizabeth Street to ensure pedestrian connectivity through the 5 Arthur Street South site to Elizabeth Street. It will be designed in coordination with the GRCA, incorporating their requirements for flood diversion landforms if appropriate.
- Allan’s Green should have a green character to contrast with the other predominately hard open spaces proposed within the master plan, soft landscape coverage will be encouraged.



Cruise Ship Promenade, San Pedro, California



Seaside Promenade, Malmo, Sweden



Pioneer Square, Portland



Speed River, Guelph



a naturalized river edge trail



Waterfront Trail, Kingston

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3. DEVELOPMENT CONCEPT

3.1.2 PUBLIC VIEWS

Principle:

The disposition of buildings, streets and open spaces within the development is to provide for views through the site toward the river corridor and maintain key public views, including the view south along Arthur Street South toward the Mill Lofts building, views of the CN train bridge to the north, and views west across the Speed River.

Rationale:

The 5 Arthur Street South site is surrounded by a number of important historical, ecological and cultural features that factor prominently in the identity and history of the City of Guelph. These include the Speed River, the Allan’s Mill and Bridge (now the CN Bridge), and the remaining industrial buildings within the surrounding area including the Mill Lofts building. Maintaining views of these key features are important to the residents as they provide a connection with the rich industrial heritage and identity of St. Patrick’s Ward and the City of Guelph and is a critical consideration in the 5 Arthur Street South development. Retaining and enhancing east-west views through the site complements the proposed physical connections and further strengthens and reconnects St. Patrick’s Ward to the Speed River.

Guidelines:

- The positioning of streets, parks and open spaces within the redevelopment should reflect consideration of key desirable views into and through the site.
- Visual access to the Speed River corridor from Arthur Street South as well as inside the redevelopment is a priority. Built form shall not impede visual connections to the riverfront in these locations.
- Views of the Mill Lofts building from Arthur Street South should be maintained via the setting back of development as necessary along Arthur Street South.
- Views of the existing heritage buildings on site should be protected from Arthur Street South whenever possible.
- Views along the Speed River to the heritage buildings as well as the Neeve Street and CN Bridge should be preserved.



View1: views to Speed River from Arthur Street South



View2: Mill Loft Building are seen from Arthur Street South



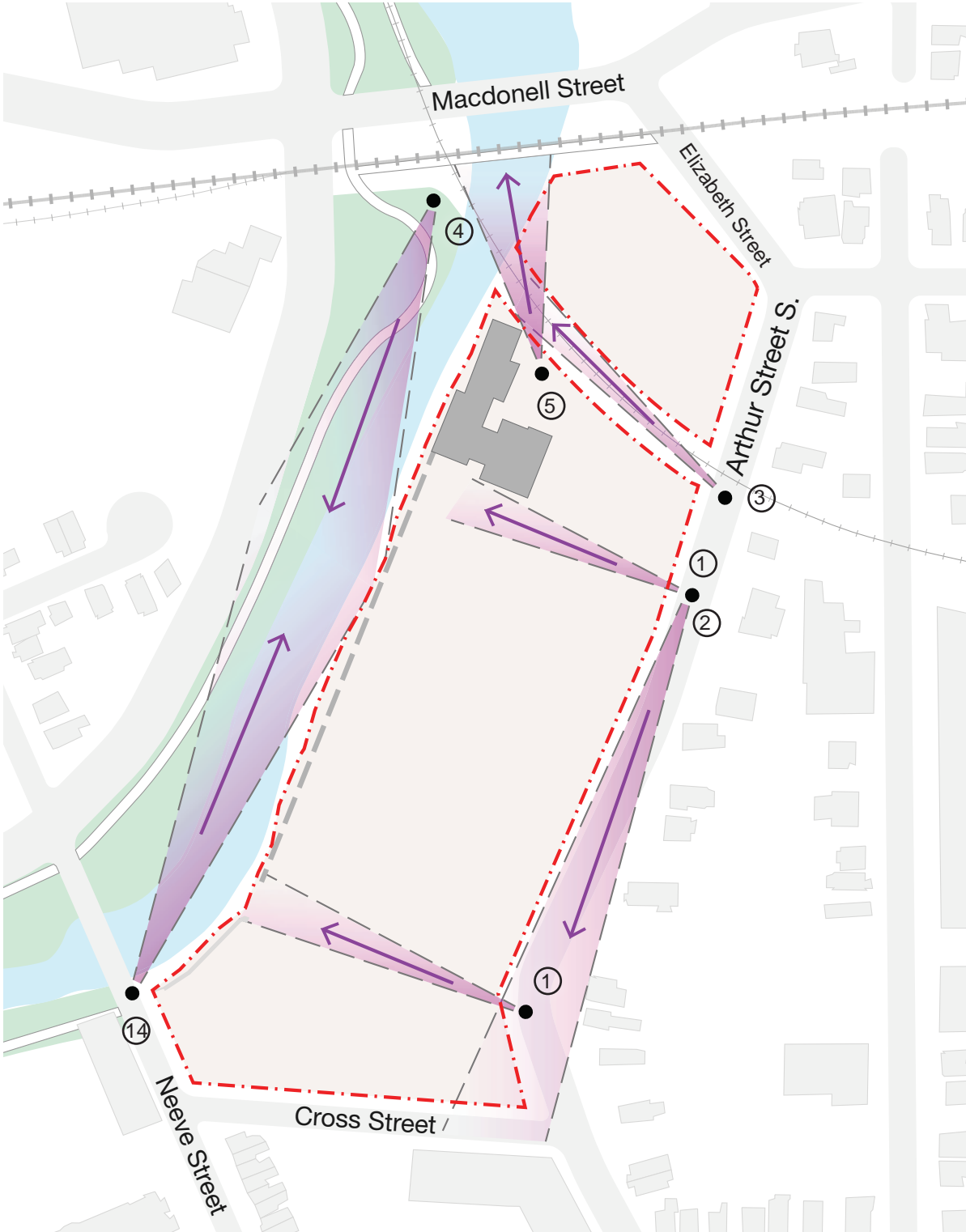
View3: View along Guelph Junction Railway corridor



View4: Views along Speed River, north & south



View5: View of CN bridge



Above: Public Views Plan

5 ARTHUR STREET SOUTH

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3. DEVELOPMENT CONCEPT

3.1.3 ADJACENT STREETS

Principle:

The future Arthur Street South and Cross Street should be characterized as pedestrian-friendly edges to the 5 Arthur Street South site, reflecting the change of the site’s use from industrial to mixed-use.

Rationale:

The existing configuration of Arthur Street South and Cross Street can be characterized as one-sided: there is very little public realm or pedestrian amenity adjacent to the 5 Arthur Street South property, reflecting its previous industrial use and limited public access to the site.

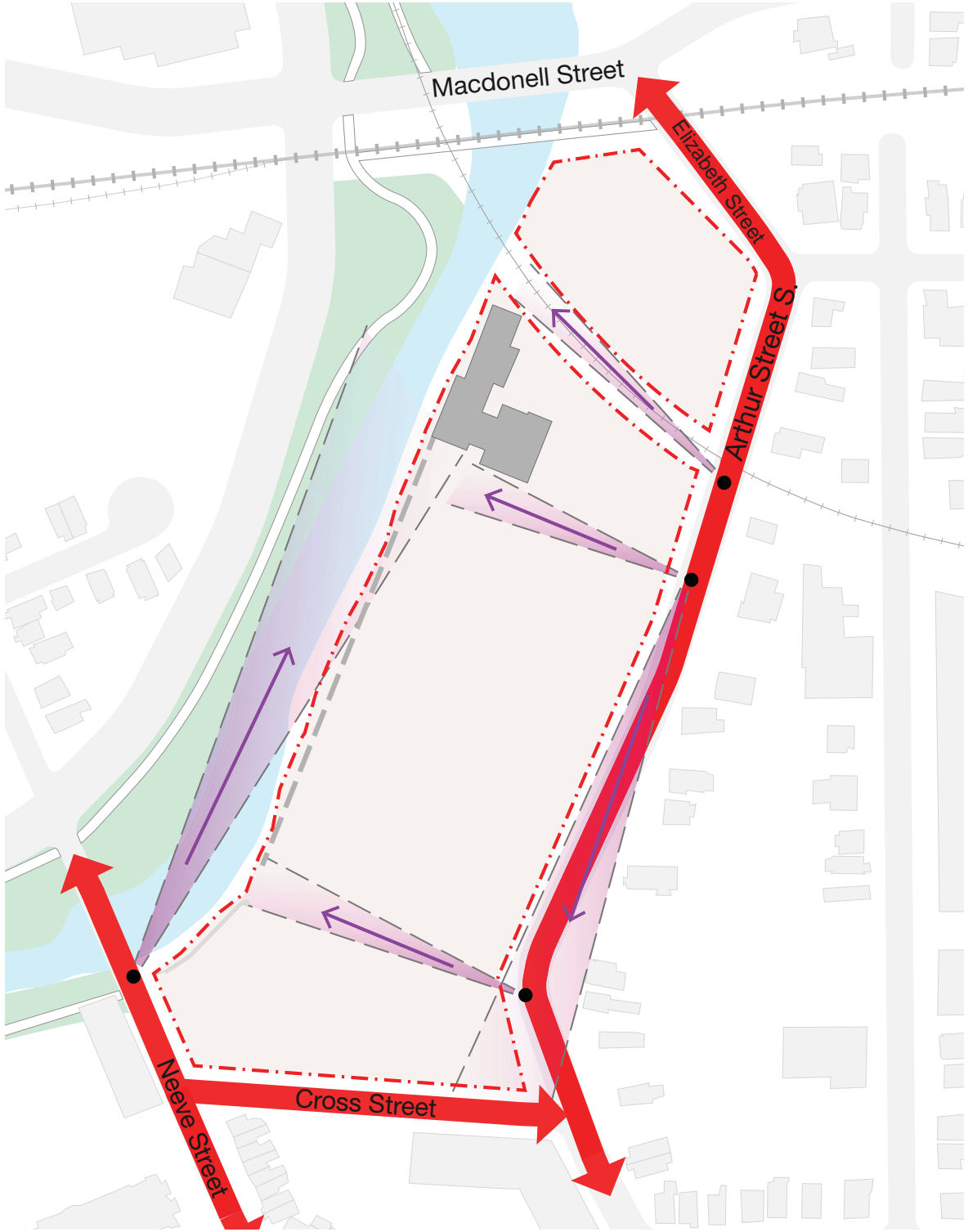
The redevelopment of the 5 Arthur Street South property into a vibrant mixed-use district provides the opportunity to redevelop the adjacent streets to reflect the new public access and amenity the redevelopment will provide.

Guidelines:

- Arthur and Cross Streets should be rebuilt to include sidewalks and planted boulevards on both sides of the street, and the provision for street parking where appropriate.
- The pavement width should be the minimum required in order to provide for generous pedestrian realm widths on either side of the street.
- Retail, commercial and other non-residential uses are encouraged on the ground floor to activate the street and enliven the pedestrian experience. Where a residential frontage is provided, an appropriate transition shall be created between the public realm and private residential uses through landscaping.
- Special provisions should be made at the Guelph Junction Railway crossing to provide for safe pedestrian crossing across Arthur Street South.
- Transformers will be located so that they do not detract from the streetscape.
- All hydro lines installed within the property boundaries will be situated below-grade.



Above: Precedents for desirable street conditions and animated ground floor uses contributing to life on the street



Above: Public Views Plan

Page Credit: DTAH

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3. DEVELOPMENT CONCEPT

3.1.4 CONNECTIVITY

Principle:

The redevelopment should establish a fine-grained network of publicly accessible open spaces and routes through the site to provide connections to the Speed River and the larger community and to allow for efficient pedestrian, bicycle and vehicular circulation. In addition to the River Walk, a minimum of two publicly accessible east-west connections are to be provided between Arthur Street South and the Speed River, as well as a pathway around the existing heritage building to connect to the trail along the Guelph Junction Railway.

Rationale:

The arrangement of streets, pathways and blocks within the 5 Arthur Street South development creates a precinct that is cohesive and interconnected with the surrounding community and transportation network.

The 5 Arthur Street South site requires a number of internal connections to provide access and allow for ease of movement of pedestrians, bicycles and vehicles alike. Streets and pathways will play a defining role in terms of the establishment of community identity and aesthetic character. Internal connections are not intended to act as through streets. These streets should be safe, attractive, narrow and intimate with shared characteristics for cars and people. Streets can be designed as part of the site's public open space network, instead of transportation channels.

The proposed street and pathway network includes roads connecting the redevelopment to Arthur Street South at its north and south ends.

This road and path network allows for safe access at the 315.10 metres elevation to all development within the property, a requirement of the GRCA, and connects Arthur Street South to the River Walk.

These routes, or mews, are to be designed to support vehicular access to the buildings and when necessary to provide for emergency vehicles. They also serve as pedestrian passageways that function as public open spaces animated by adjacent uses.

Public access to the primary components of the system will be secured by way of easements in favour of the City.

Guidelines:

- The street, pathway and block pattern should be planned to perform multiple functions including: hubs for activity; ease of movement; access; servicing; and reinforcing views.
- Provide at minimum two points of access from Arthur Street South to the Speed River to optimize porosity and views towards the river.
- Safe access must be available to all development blocks at the elevation of 315.10 metres above sea level.
- The street, pathway and block pattern should be designed to facilitate the phased implementation of the redevelopment.



- The streets and pathways shall be attractive and comfortable by incorporating street tree and shrub planting, seating opportunities and high quality surfacing materials.



Page Credit: DTAH

Above: Connectivity Plan

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3. DEVELOPMENT CONCEPT

Pedestrian Mews

Two pedestrian mews are proposed as part of the 5 Arthur Street South redevelopment, providing pedestrian and emergency vehicle access, if necessary to the River Walk. These two mews are intended as pedestrian-priority routes providing strong open space connections to the Speed River.

Guidelines:

- Two privately owned, but publicly accessible pedestrian mews connections to the Speed River are to be accommodated within the 5 Arthur Street South site, as components of the overall connectivity strategy on the site.

- Each mews shall be designed to reflect the particular character of the adjacent buildings and open spaces.
- The mews should consider a living street approach to the design of the pedestrian mews where grade separated sidewalks are eliminated and the use of surface treatments and other elements such as tree planting or street lighting can provide delineation of uses and cues to users across the width of the right-of-way.
- Buildings facing the pedestrian mews will be highly articulated where they front and face these spaces. Direct access to townhouse/ground floor units on Arthur Street South will be provided.

Rail Trail along Guelph Junction Railway

The Guelph Junction Railway lands divide the 5 Arthur Street South property into two parcels, one north of the railway and a larger parcel to the south. Owned by the City of Guelph, the future of the Guelph Junction Railway Lands factor significantly in the future of the 5 Arthur Street South site, and have therefore been considered as part of this Master Plan.

The proposed future of the Guelph Junction Railway right-of-way is as a shared pedestrian and bicycle trail connecting St. Patrick’s Ward (via a new pedestrian bridge connection potentially twinned with the existing rail bridge) to lands west of the Speed River. The railway line would remain active, and therefore appropriate safety infrastructure would need to be in place to separate the trail from the tracks.

Guidelines:

- The Rail Trail is to be designed based on the applicable standards from the Guelph Junction Railway.
- The Rail Trail shall be located to the south of the existing railway tracks, and will extend the width of the 5 Arthur Street South site from the Speed River to Arthur Street South.



Shared surface mews, Brighton, England



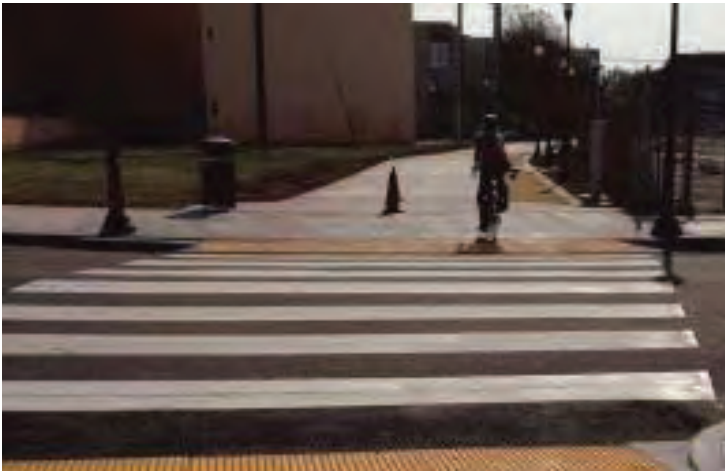
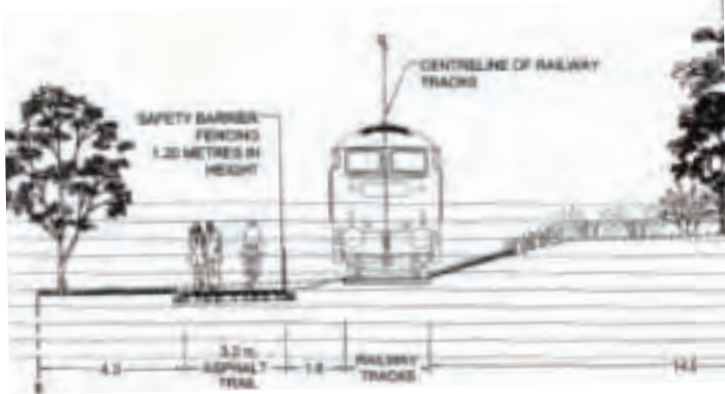
Pedestrian connection adjacent to an active residential frontage



Pedestrian priority street, Toronto



Pedestrian priority street, Montreal



Appropriate street markings will be required at Rail Trail crossing of Arthur Street South



Jerusalem Railway Park



Page Credit:DTAH

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3. DEVELOPMENT CONCEPT

3.1.5 BUILT FORM FRAMEWORK

Secondary Plan Principle:

Create an overall mid-rise built-form that steps down to Arthur Street South, frames and animates public spaces and permits taller forms at the north and south ends of the site.

Rationale:

A predominantly mid-rise built form has the potential to frame and define the public realm, without overwhelming it. It will also allow 5 Arthur Street South to achieve a density of 2.0 FSI exclusive of structured parking and space within the heritage building as permitted in the Secondary Plan while maintaining a comfortable pedestrian-friendly environment. Taller form buildings that maintain a mid-rise street wall could be accommodated at the north and south ends of the site, where more intensive non-residential uses will be located and

where there are existing taller buildings in the immediate vicinity.

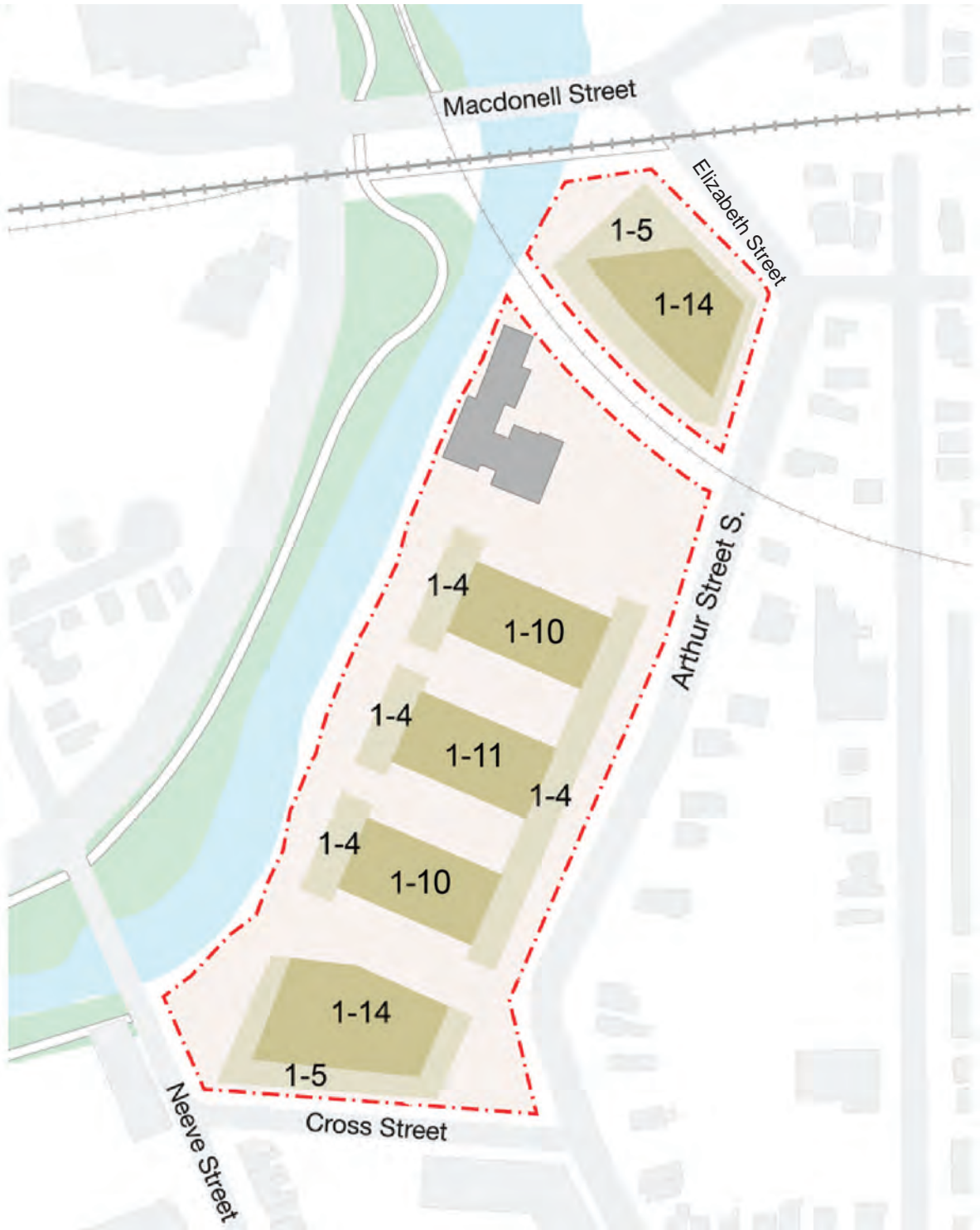
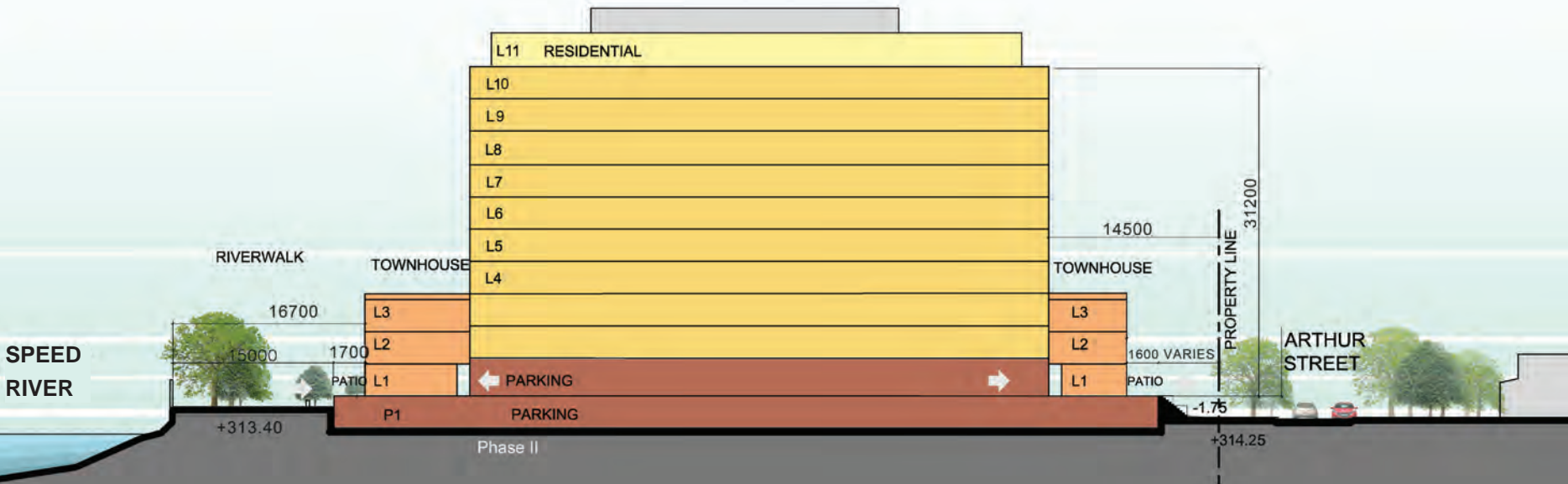
Built form should create a street wall that is at a height consistent with the proportion of each street or public open space it is fronting. Generally a street wall height of four to six storeys stepping back at the upper storeys provides enclosure for the public realm while permitting sunlight to penetrate to the sidewalks of internal streets and mews, having a narrow, more intimate character.

Built form should support the creation of a unique and memorable environment that reflects the riverfront setting, complements Guelph’s heritage character and promotes architectural innovation. Architectural style may vary from building to building and should contribute to an overall rich identity and character.

The adjacent diagram illustrates how height can be deployed throughout the 5 Arthur Street South site.

Guidelines:

- Buildings should be massed and spaced to avoid a continuous wall along the river and to maintain sky views.
- Buildings should vary in character, provide appropriate building breaks and articulation, step down to be compatible with existing nearby buildings and provide transition to the existing neighbourhood.
- Buildings should minimize shadow impacts on neighbouring properties.
- Facing distance restrictions shall generally include: 18m building face to building face for apartment blocks, dimension up to six storeys; 25m building face to building face above six storeys.
- Generally, the maximum floorplate of any floor above the sixth storey shall be 1,200m². Floor plates of floors above the eighth storey shall generally be a maximum of 1,000 m² and should not exceed a length-to-width ratio of 1.5:1.



Above: Built Form Framework Plan.
Left: Schematic cross-section of Phase 2 illustrating the relationship between built form, the street and the River Walk.

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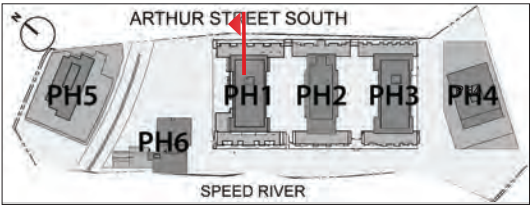
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3. DEVELOPMENT CONCEPT

Arthur Street South (typical built form)

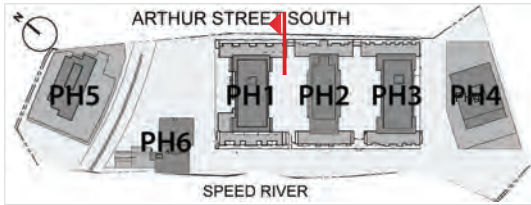
The built form along the majority of Arthur Street South is to frame the western side of the street with a low-rise built form of 3 to 4 storeys. This built form frames the street in a form that is compatible with the single-family residential buildings on the east side of the street, and provides a transition to taller built form further to the west. A generous public realm on either side of Arthur Street South is intended to accommodate a boulevard of trees and a continuous sidewalk providing pedestrian access along the length of Arthur Street South.



Key Plan

Arthur Street South (built form at courtyard)

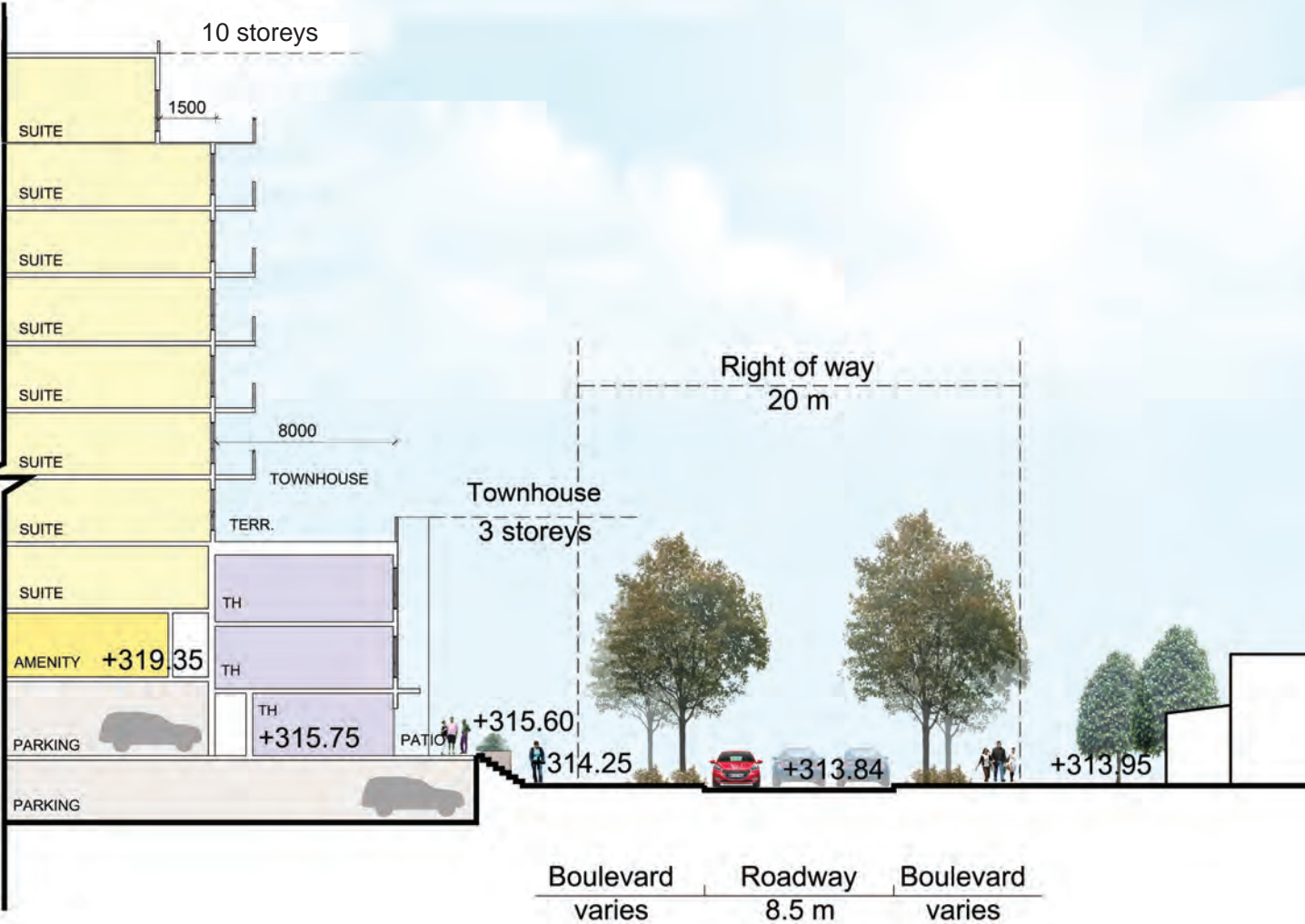
An additional setback is proposed on the western side of Arthur Street South for patios. Two private pedestrian entrances are provided to connect the courtyards to the River Walk and Arthur Street South.



Key Plan

PHASE 1

PHASE 1



5 ARTHUR STREET SOUTH

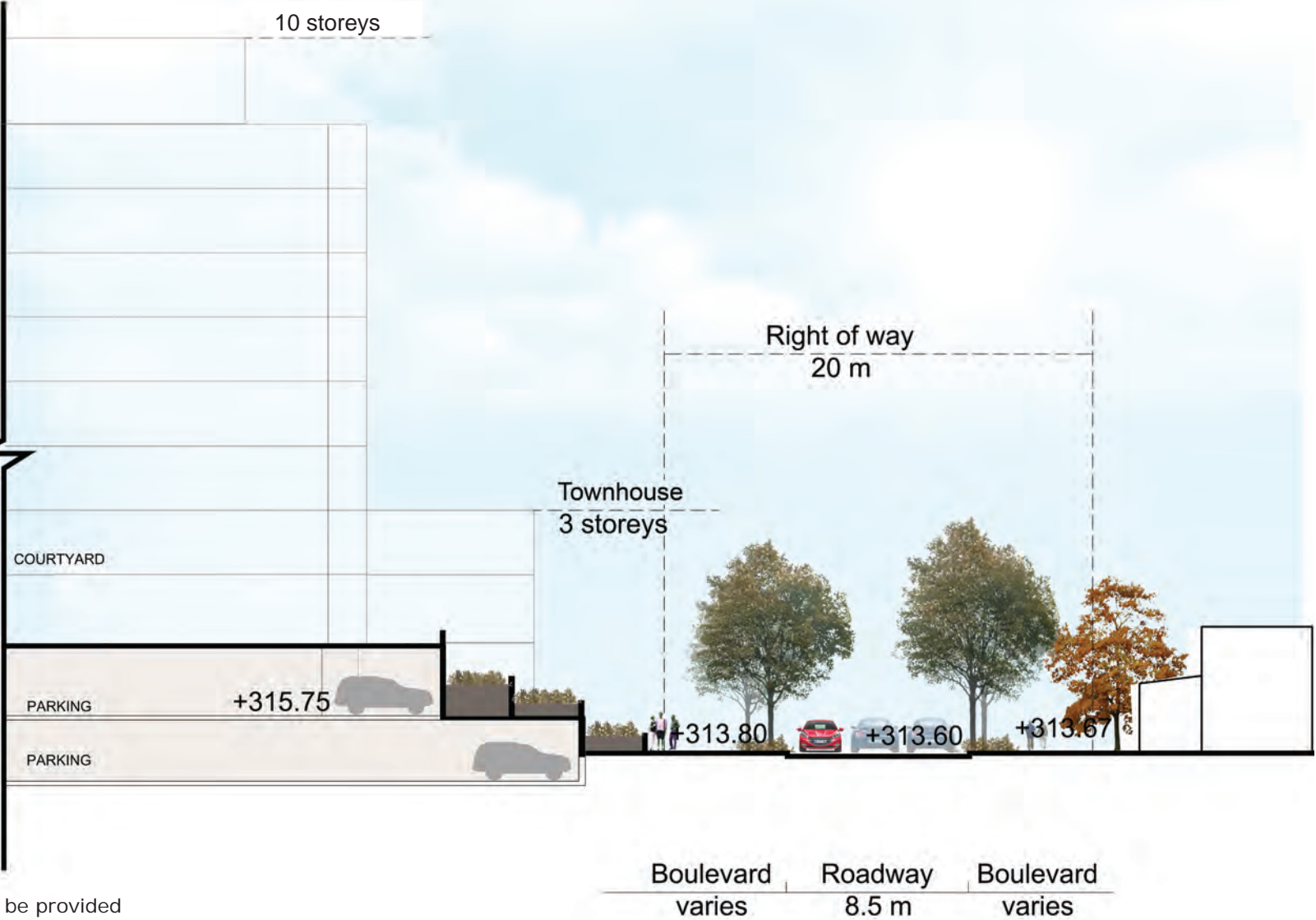
PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

PROJECT NO. 13-120

JANUARY 2015

Step backs shall be provided as per the Zoning By-law



KIRKOR architects & planners

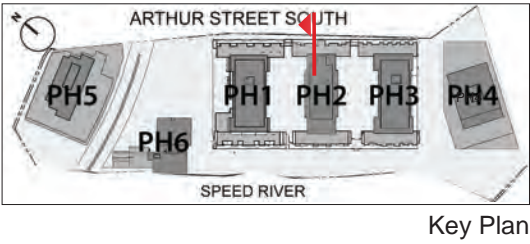
20 Martin Ross Avenue, Toronto, Ontario M3J 2K8

kirkorarchitects.com

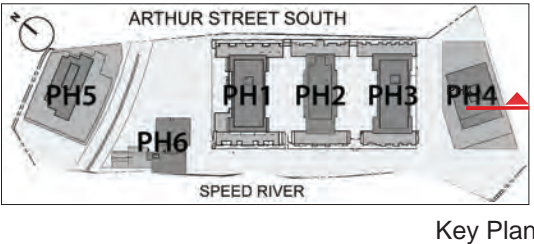
3. DEVELOPMENT CONCEPT

Arthur Street South (typical built form)

The built form along the majority of Arthur Street South is to frame the western side of the street with a low-rise built form of 3 to 4 storeys. This urban edge contains the street in a form that is compatible with the single-family residential buildings on the east side of the street, and provides a transition to taller built form further to the west.

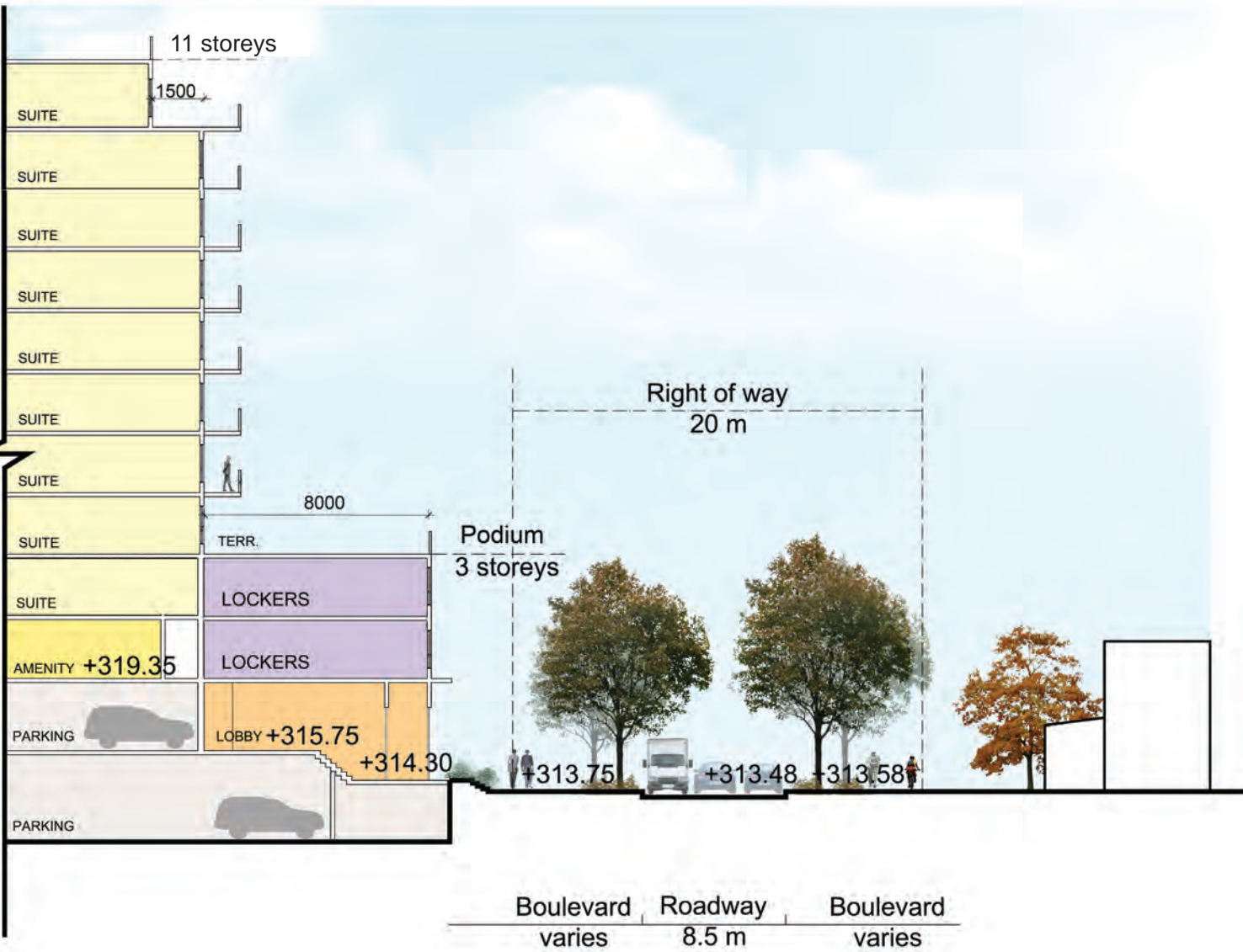


Cross Street and Arthur Street South

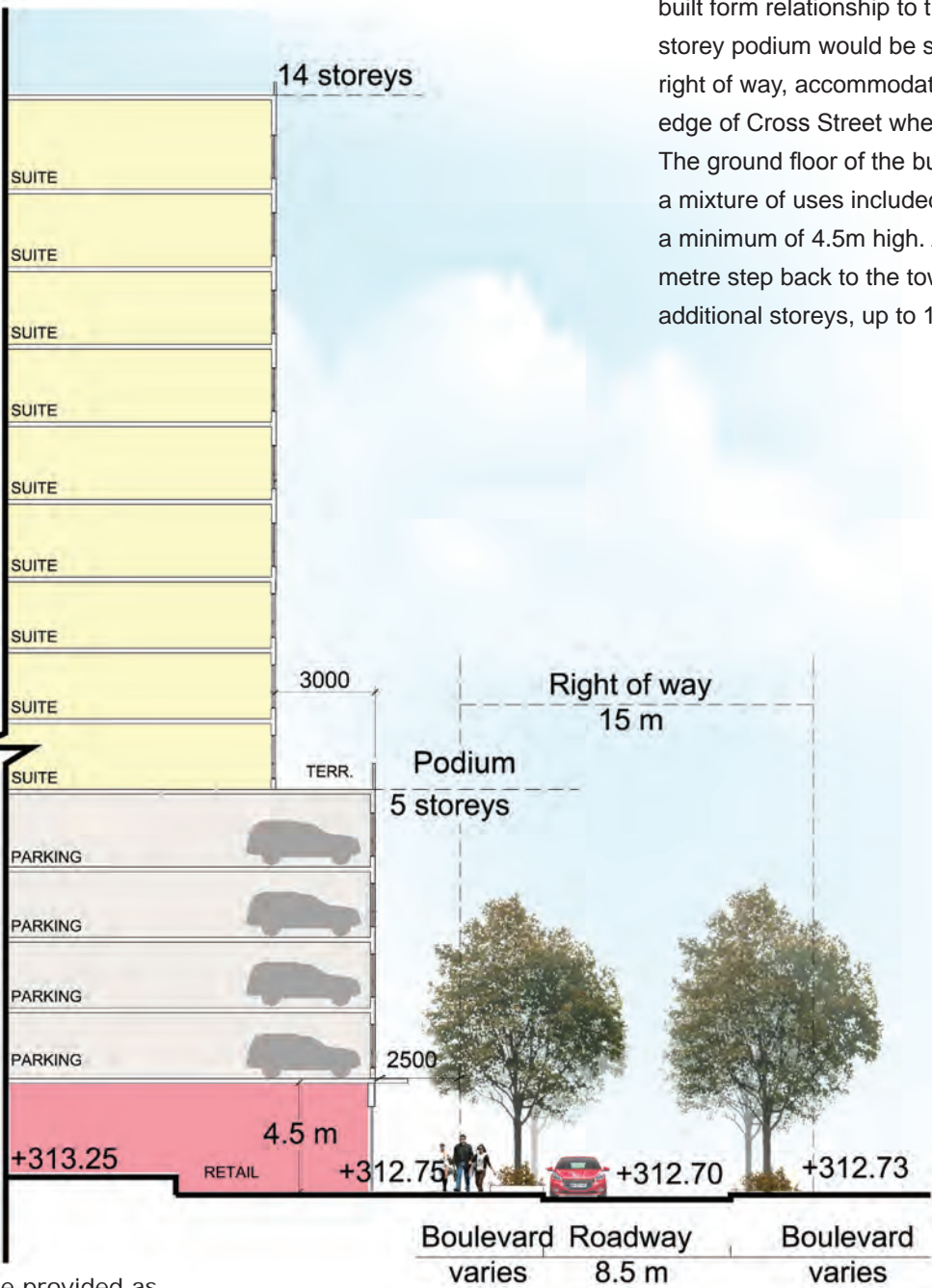


The built form at the southern end of Arthur Street South consists of a 5 storey podium setback substantial from Arthur Street South to permit the development of the Mill Square landscaped open space on the corner of Arthur Street South and Cross Street. This 5 storey podium provides enclosure on the west side of Mill Square, which is further contained by the Mill Lofts building to the south.

PHASE 2



PHASE 4



Built form facing Cross Street in front of the Mill Lofts building is proposed to be 5 storeys in height in order to establish a compatible built form relationship to the Mill Lofts building to the south. This 5 storey podium would be setback 2.5 metres from the Cross Street right of way, accommodating a generous boulevard along the northern edge of Cross Street where active ground floor uses are anticipated. The ground floor of the building should be designed to accommodate a mixture of uses included commercial, and therefore should be a minimum of 4.5m high. Above the 5 storey podium a further 3.0 metre step back to the tower portion of the building is proposed, with additional storeys, up to 14 in total.

5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

PROJECT NO. 13-120

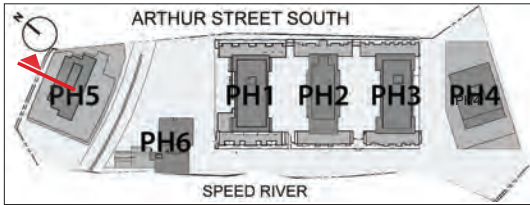
JANUARY 2015

Step backs shall be provided as per the Zoning By-law

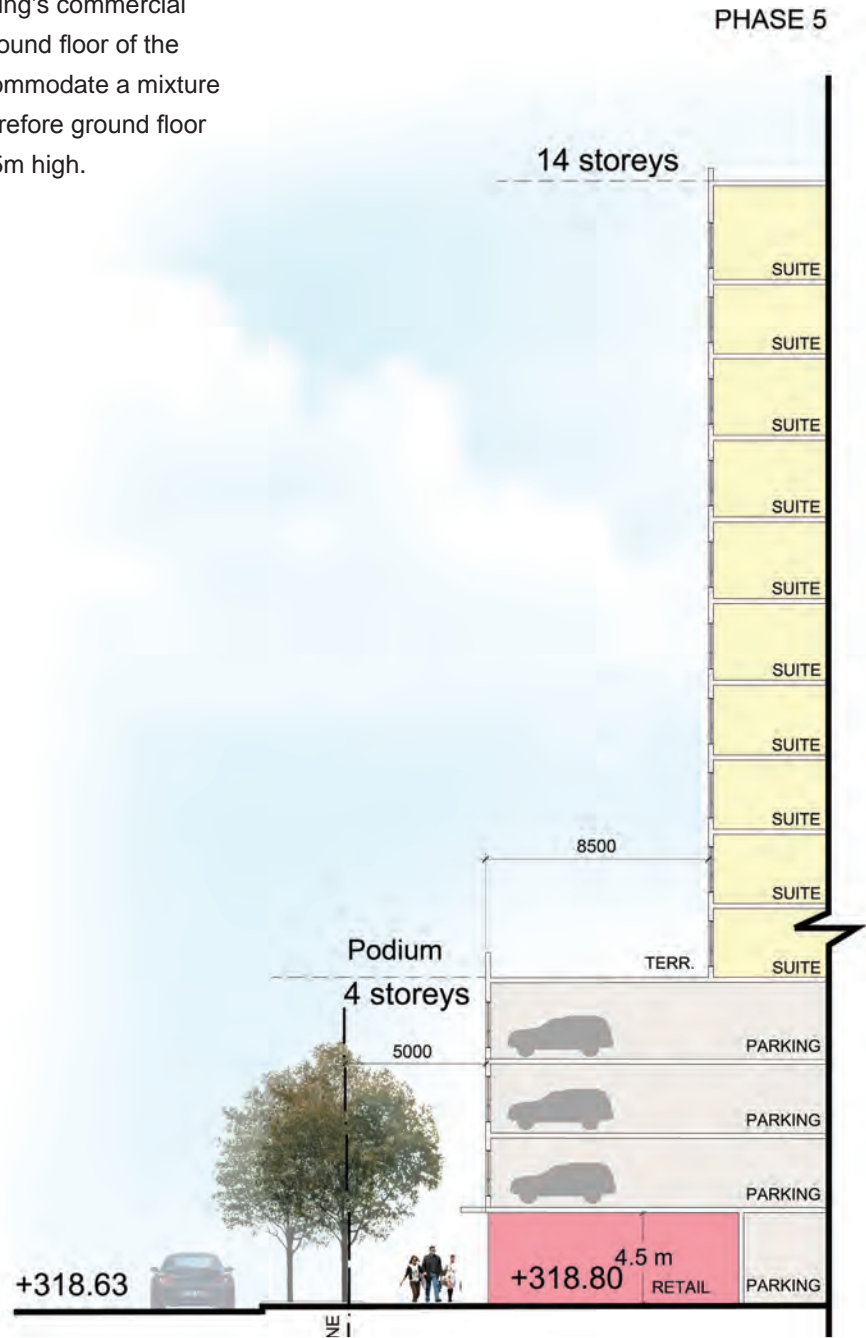
3. DEVELOPMENT CONCEPT

Arthur Street South (North of Guelph Junction Railway)

The built form for this part of Arthur Street South is meant to frame the southern side of the street with an urban edge of 4 storeys. Above this podium a step back is suggested, with additional storeys up to 14 in total positioned further to the south. A 3 metre setback is proposed on the southern side of the street to allow for a generous public realm against the building where the building's commercial entrances would be located. The ground floor of the building should be designed to accommodate a mixture of uses including office or retail, therefore ground floor ceilings should be a minimum of 4.5m high.



Key Plan



5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

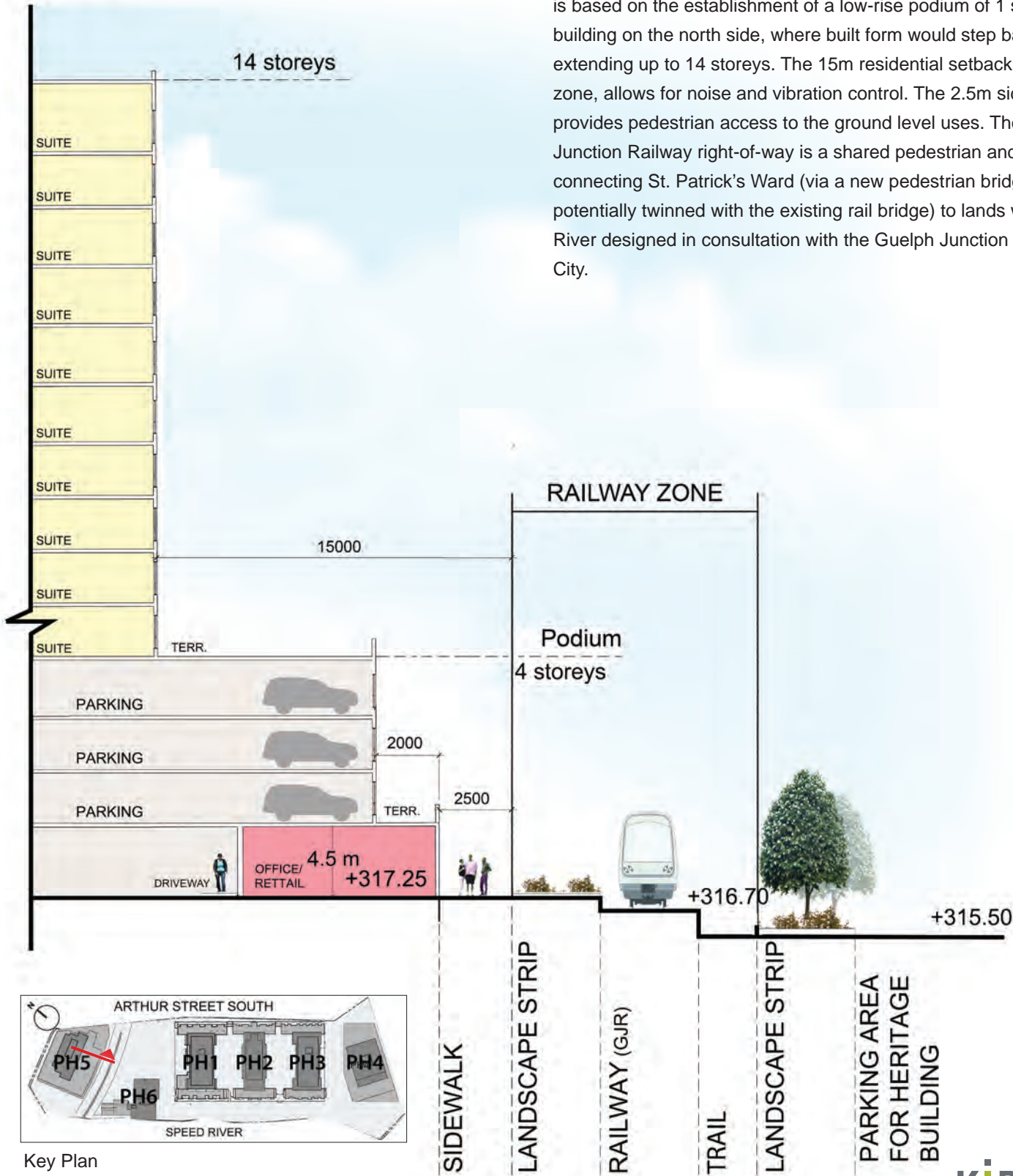
FUSION HOMES

PROJECT NO. 13-120

JANUARY 2015

Guelph Junction Railway

PHASE 5



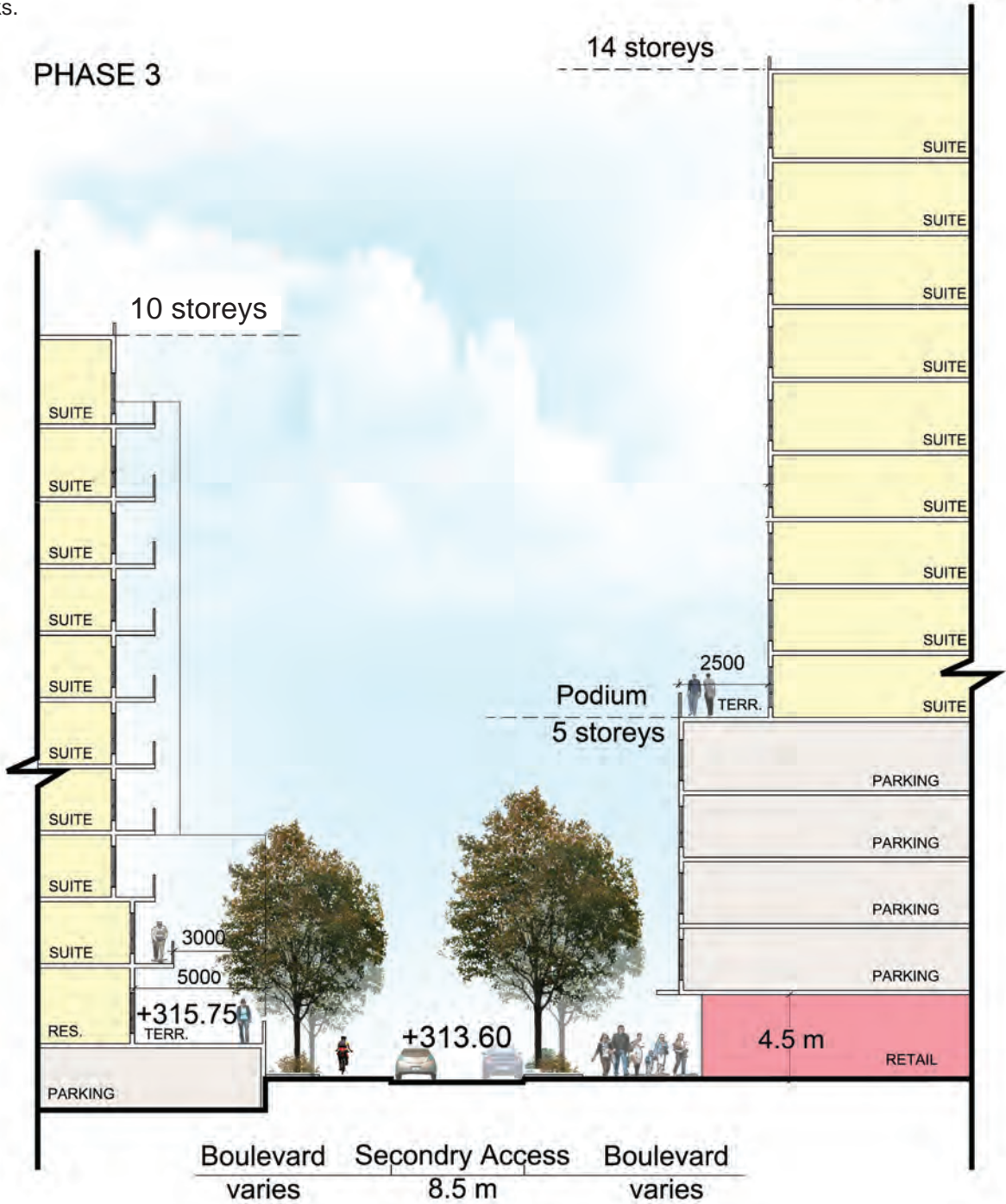
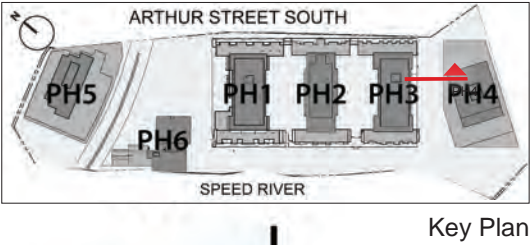
The built form along the Guelph Junction Railway within the development is based on the establishment of a low-rise podium of 1 storey commercial building on the north side, where built form would step back to 4 storeys extending up to 14 storeys. The 15m residential setback from the railway zone, allows for noise and vibration control. The 2.5m sidewalk at grade provides pedestrian access to the ground level uses. The proposed Guelph Junction Railway right-of-way is a shared pedestrian and bicycle trail connecting St. Patrick's Ward (via a new pedestrian bridge connection potentially twinned with the existing rail bridge) to lands west of the Speed River designed in consultation with the Guelph Junction Railway and the City.

Step backs shall be provided as per the Zoning By-law

3. DEVELOPMENT CONCEPT

The Street (Between phase 3 & 4)

The built form associated with the street within the development is based on the establishment of a mid-rise podium of 5 storeys on the south side and garden units on the north, where built form would step back to 14 storeys on the south side and 10 storeys on the north side. Generous boulevards on either side of the street are provided with planting and sidewalks.



5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

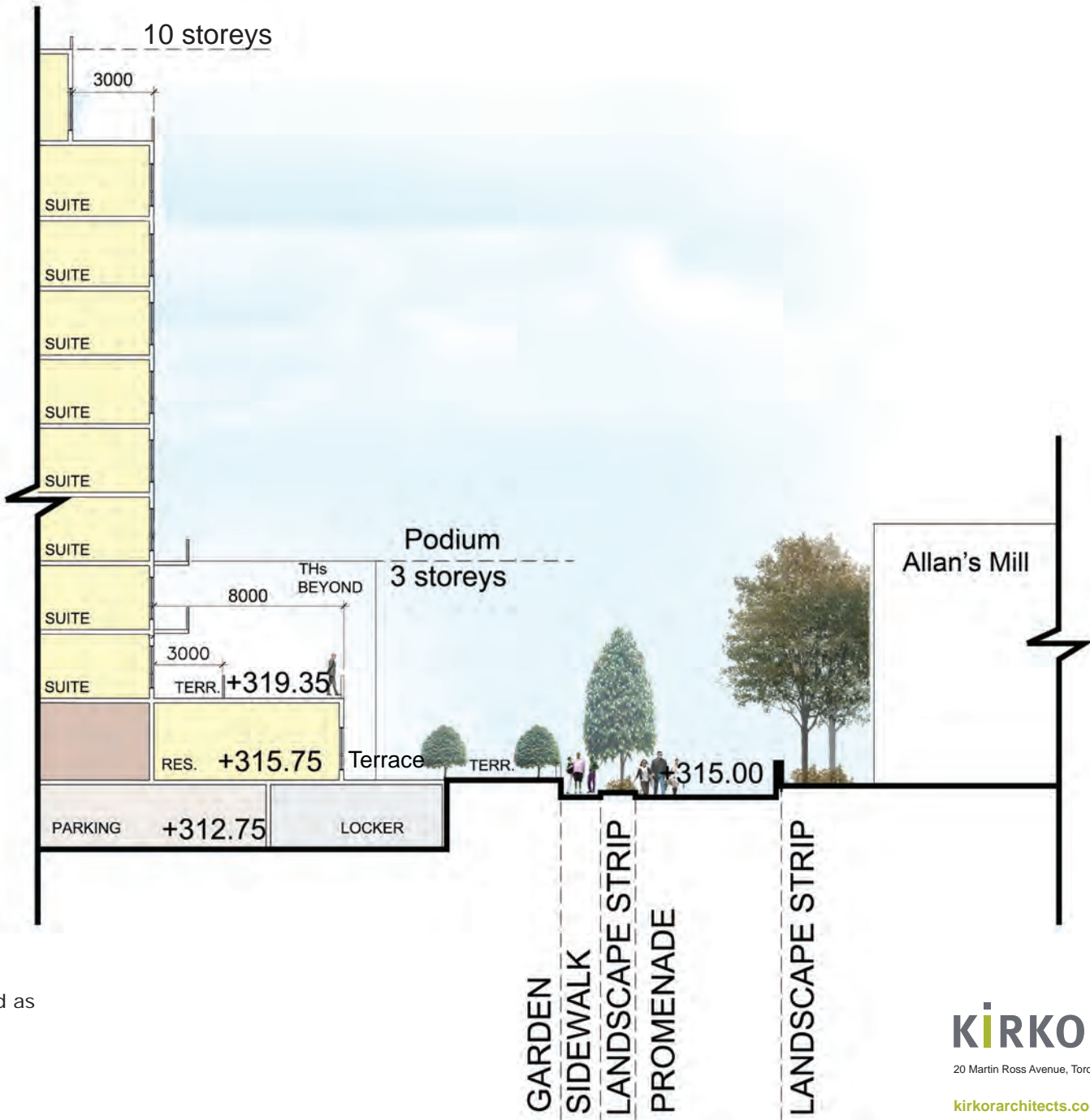
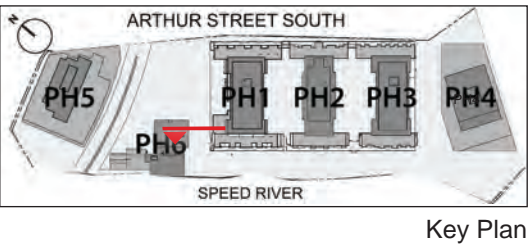
PROJECT NO. 13-120

JANUARY 2015

Step backs shall be provided as per the Zoning By-law

The Street (Adjacent to the heritage building)

The built form associated with the street at the heritage building is based on the establishment of a low-rise podium changing to 3 storeys on the south side, where building would step back to 10 storeys.

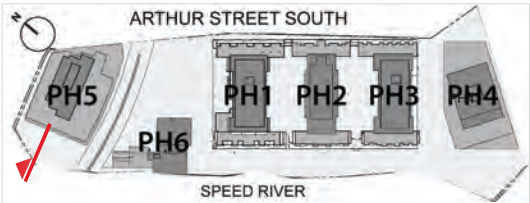


3. DEVELOPMENT CONCEPT

River Walk (North of Guelph Junction Railway)

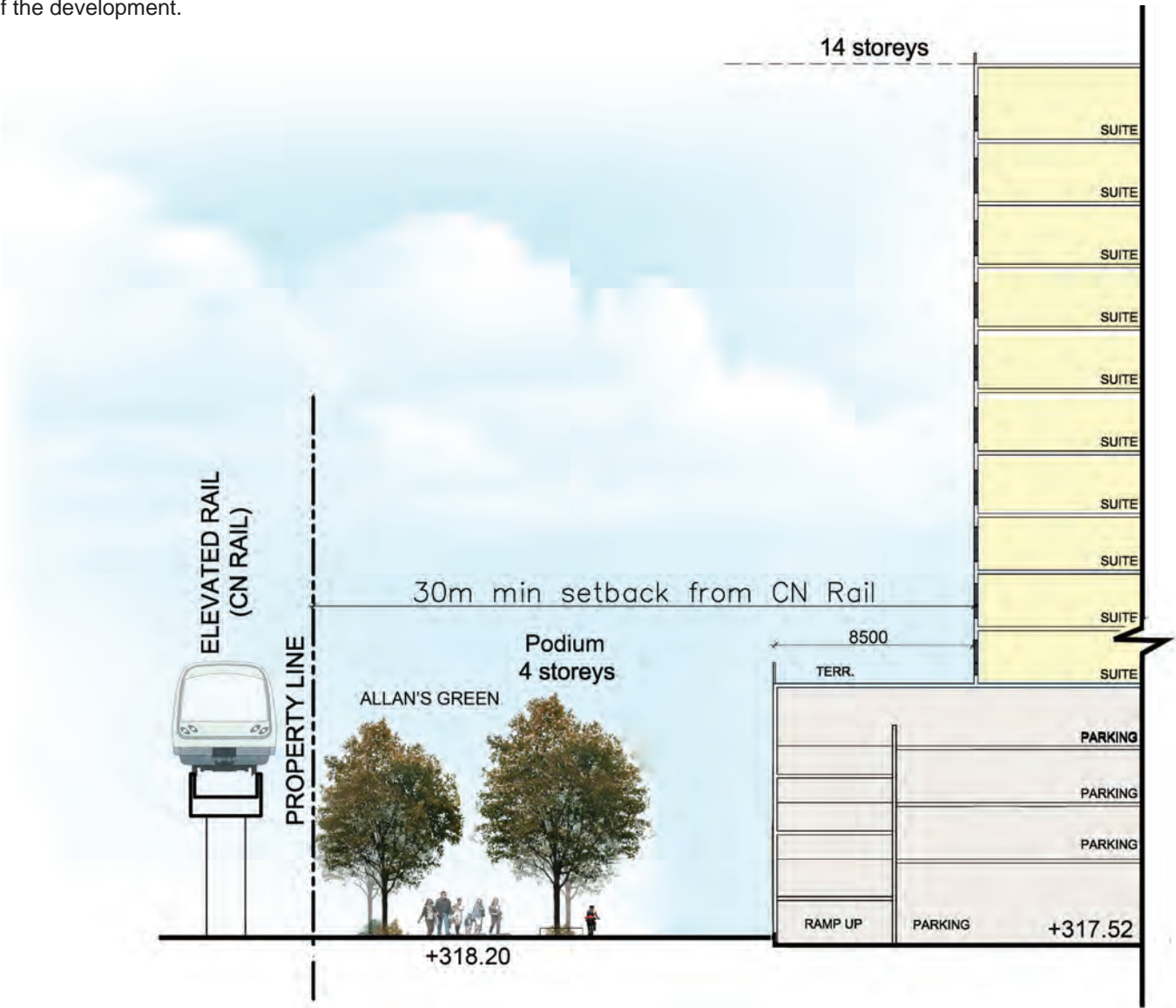
The built form along the Elevated CN Railway on the North West of the development is based on the establishment of a 4 storey podium, where the built form would step back to 14 storeys. The 30m residential setback from the railway zone, allows for noise and vibration control. The sidewalk at grade provides views and access to the Allan’s Green open space and Speed River.

The podium facing the River Walk will be treated to add interest and provide animation on the ground floor, and ensure above-grade parking structures are screened. This will integrate the building in a manner consistent with character of the development.



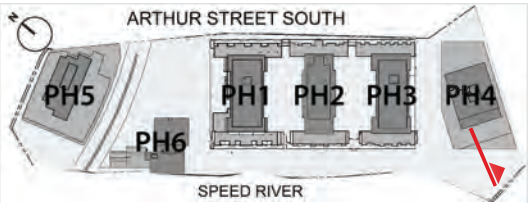
Key Plan

PHASE 5



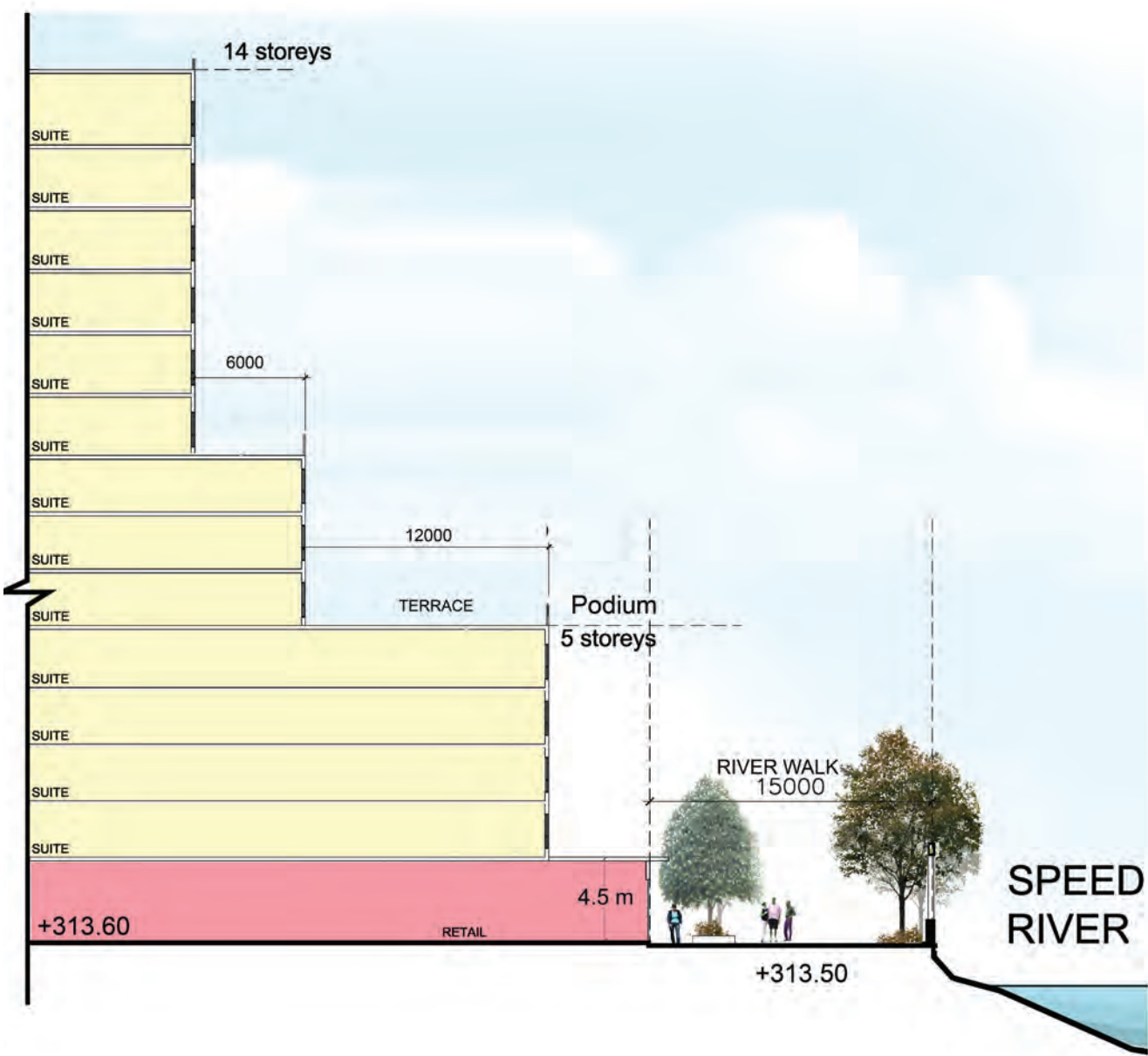
River Walk (Adjacent to the River Square)

The built form framing the 15 metre wide River Walk is characterized by a 1 storey podium above which the built form would step back to 5 storeys and up to 14 storeys adjacent to the proposed River Square landscaped open space.



Key Plan

PHASE 4



5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

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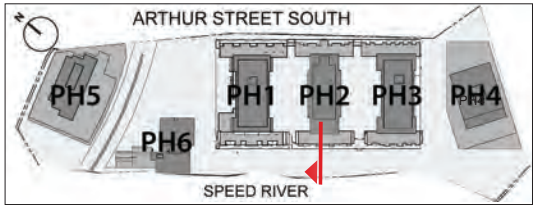
JANUARY 2015

Step backs shall be provided as per the Zoning By-law

3. DEVELOPMENT CONCEPT

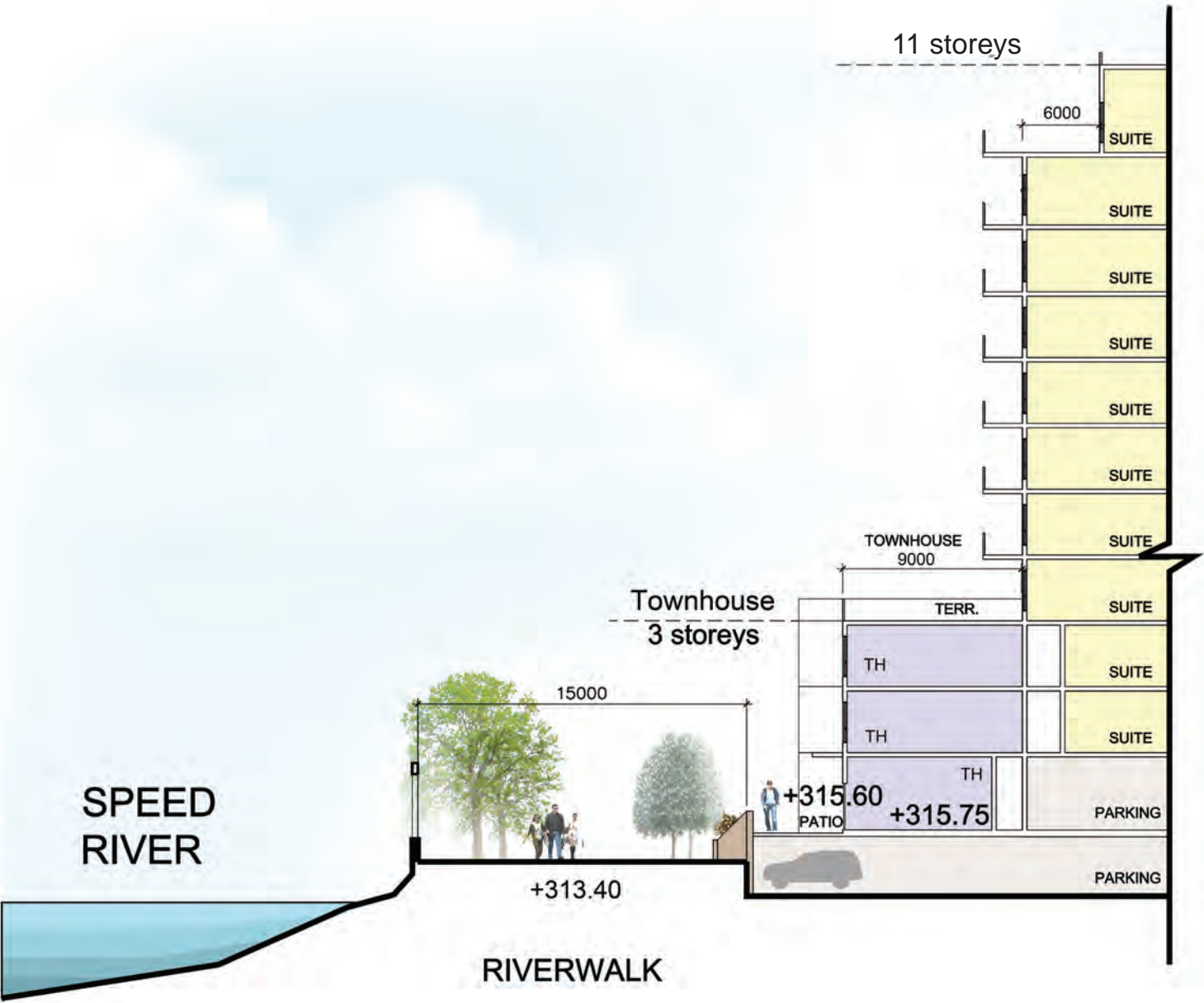
River Walk (typical built form)

The built form framing the 15 metre wide River Walk landscaped open space is characterized by 3 to 4 storey townhouses above which the built form would step back to 11 storeys across the middle of the site.



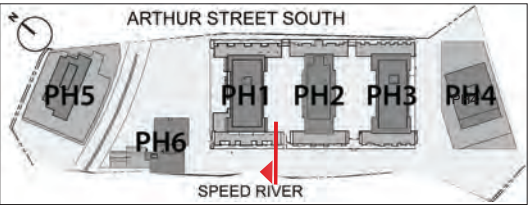
Key Plan

PHASE 2



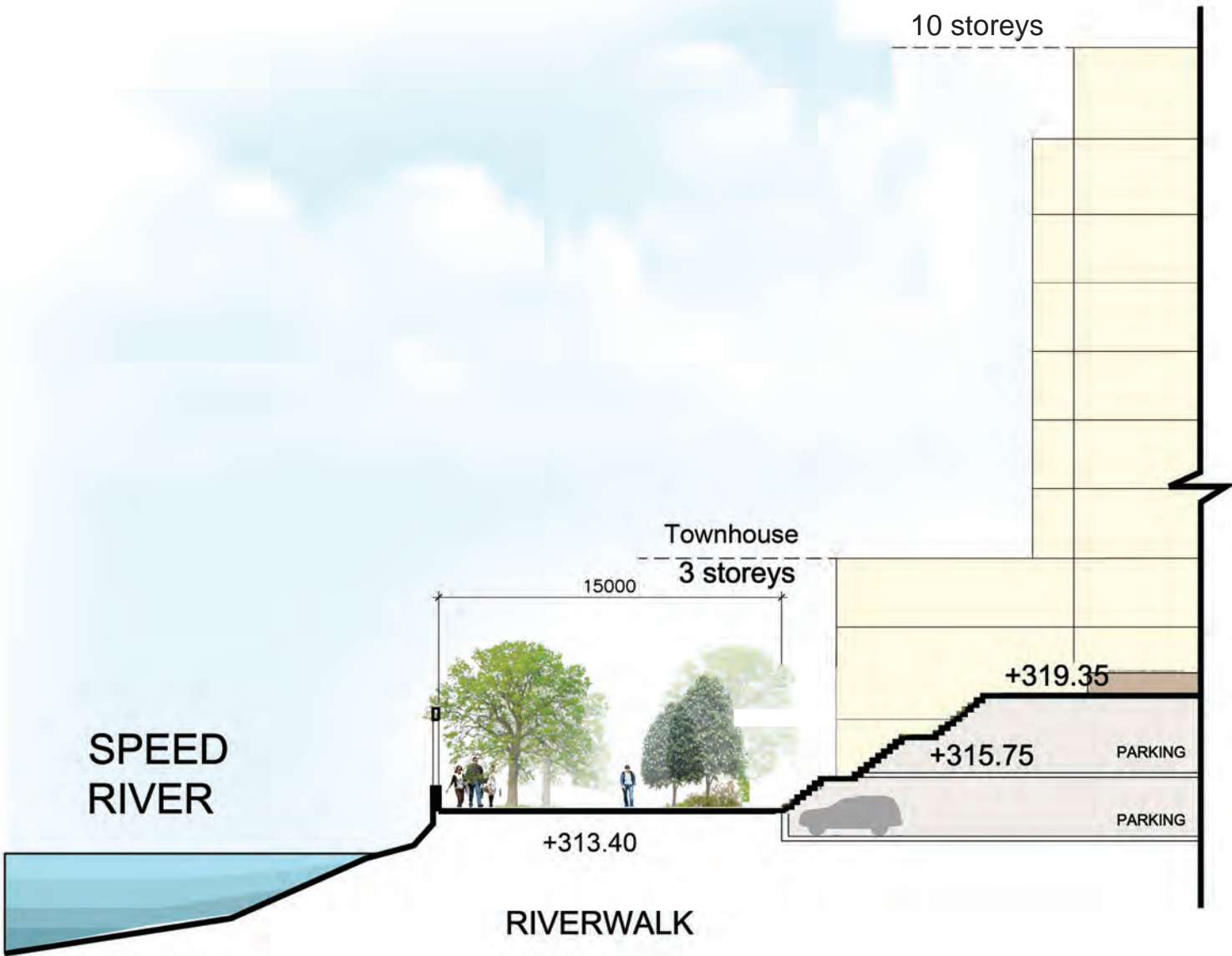
River Walk (built form at courtyard)

Courtyards provide a private pedestrian access from the promenade to the River Walk. Additionally, lookouts which sweep down into the landscape of the western edge offer beautiful views to the Speed River.



Key Plan

PHASE 1



5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

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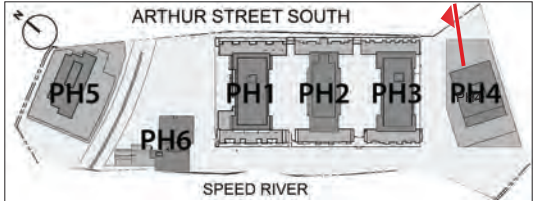
JANUARY 2015

Step backs shall be provided as per the Zoning By-law

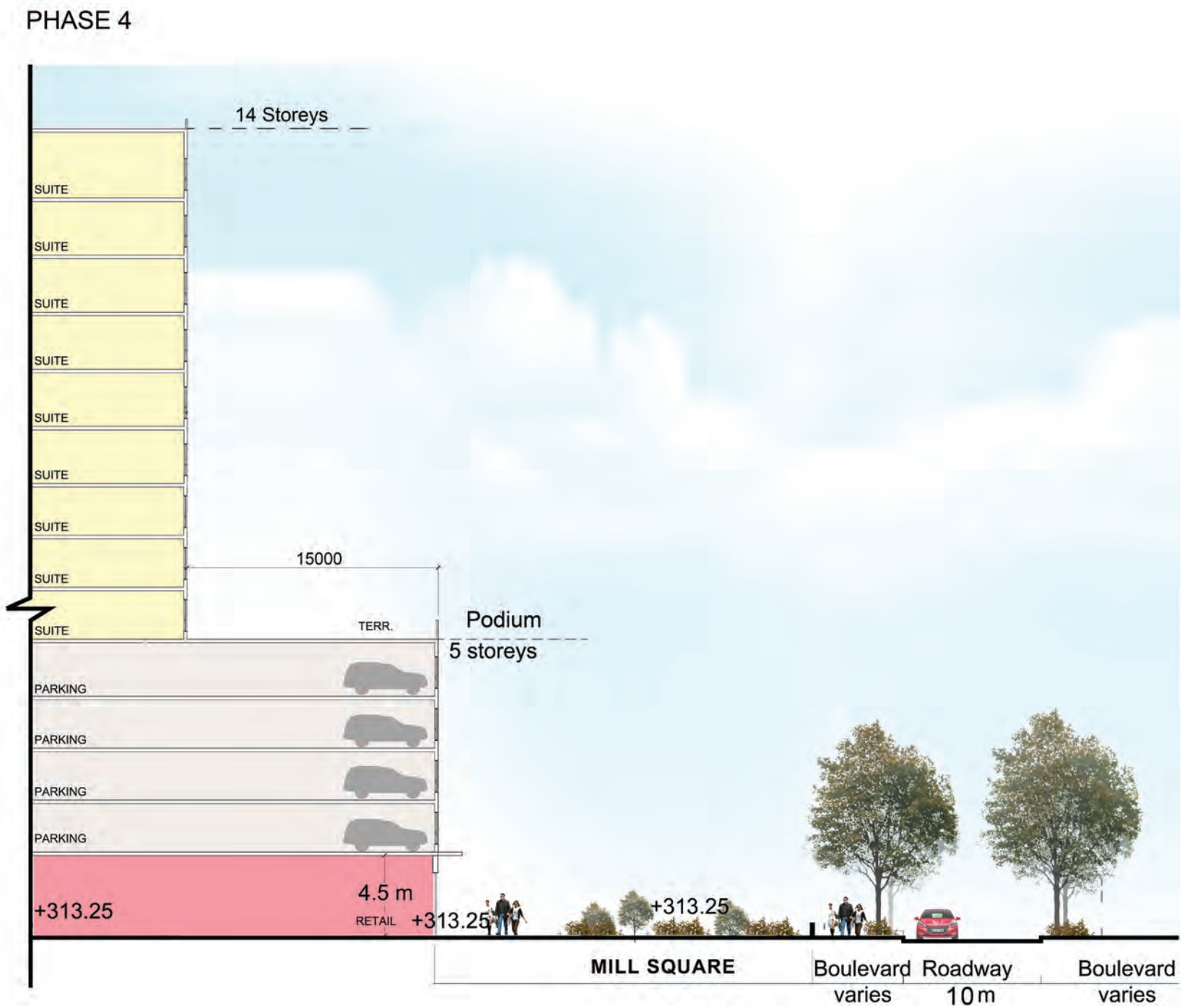
3. DEVELOPMENT CONCEPT

Mill Square (typical built form)

The built form framing the Mill Square landscaped open space is characterized by 5 storey podium above which the built form would step back to 14 storeys of phase 4.



Key Plan



5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

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JANUARY 2015

3. DEVELOPMENT CONCEPT

3.1.6 CHARACTER

Principle:

The character of the 5 Arthur Street South development should interpret the rich heritage of the site and the surrounding St. Patrick’s Ward in a contemporary manner so that the new buildings and landscapes are of their time while being contextually specific.

Rationale:

The 5 Arthur Street South development is to be complementary to the surrounding St. Patrick’s Ward while reflecting its own unique character as a new riverfront precinct within downtown Guelph.

As stated in the Vienna Memorandum of 2005, a widely respected document guiding the design of contemporary interventions into established heritage contexts:

- The design of new development should be “of its time” and avoid pseudo-historical references.
- New interventions in heritage environments should be clearly distinguishable from historical/ existing features and fabric.
- New interventions should be sympathetic to the existing context through consideration of scale, height, massing, materials and landscape treatment.

Guidelines:

- The architectural expression of new buildings on the 5 Arthur Street South property shall be contemporary.
- All buildings should be finished with high quality, enduring materials, such as stone, brick, glass, and metal panels.
- Glass should be transparent or tinted with a neutral colour.
- Selection of materials shall be sympathetic to the heritage context, yet allow for a clear and distinct reading of the heritage and contemporary buildings.
- Buildings should vary in character, provide appropriate building breaks and articulation, and step down to be compatible with existing nearby buildings.
- A cohesive overall effect shall be provided.
- Careful consideration of a building’s massing, articulation of the façade, scale and proportion of elements, and selection of appropriate building materials will be considered in relation to the public realm.
- Design excellence should be evident in all aspects of building design, including the choice of materials, proportion and massing, detailing, colour, lighting, and all other areas of design.
- The massing, articulation and materiality of rooftop penthouse elements (residential penthouse level and mechanical penthouse) shall be integrated within the overall composition of the building. This shall be

achieved through a distinctive architectural expression of the upper portion of buildings.

- Rooftop gardens shall be used to achieve green roof performance criteria in a way that maximizes overlook opportunities from adjacent buildings.
- Entrance canopies, awnings and signage shall be appropriately scaled, attractive and integrated into the architecture of the building so as to contribute positively to the public realm.
- Building utilities, vents, service meters and connections shall be minimized primary street facades, concealed (within the building or by landscape elements) and integrated within the overall design of the building.
- Materials such as Exterior Insulation Finishing System (EIFS, synthetic stucco) are strongly discouraged in material selection.
- Phases 1, 2 and 3 will not be identical in terms of massing and/or materials but may be similar as a community of buildings.

Page Credit: DTAH



existing heritage character attributes...



translated into new, contemporary architecture

5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

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JANUARY 2015

3. DEVELOPMENT CONCEPT

3.1.7 FRONTAGES

Principle:

Residential and mixed-use buildings should provide animation of surrounding streets and publically-accessible open spaces.

Rationale:

The street and block pattern for the 5 Arthur Street South development provides building frontages as defining elements of the public realm. The design of these frontages is tremendously important in defining the character and feel of the redevelopment. Wherever possible, frontages facing onto streets or public open spaces should be designed to be welcoming, accessible, and transparent in order to enhance the pedestrian experience.

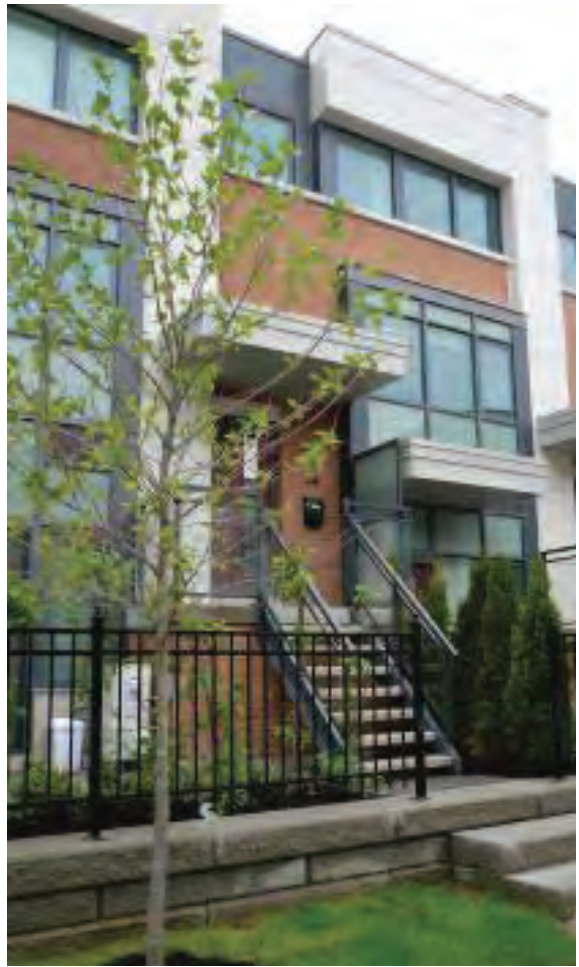
In the diagram to the right a number of priority mixed-use and residential frontages have been identified. The mixed-use frontages at the north and south ends of the site are intended to be animated by retail or commercial uses that may spill out onto adjacent plazas and open spaces. This is subject to the approach to flood-proofing and environmental requirements particularly at the southern end of the site. The residential frontages along Arthur Street South will be designed in a residential character in keeping with the majority of streets within the Ward.

As a whole, these frontages are intended to lend the redevelopment of a vibrant pedestrian-friendly character desirable to both residents and visitors alike.

Guidelines:

- The ground floors at the north and south ends of the site where mixed-use frontages are anticipated should be designed to be flexible. They will be easily converted between residential, commercial, retail, institutional or community uses by designing flexible ground floor spaces, with taller ground floors of a minimum 4.5m height to accommodate a range of active uses with larger window/display areas and entrances.

- Along mixed-use frontage zones buildings should have multiple entrances where possible and ensure a physical and visual connection between the sidewalk and retail activities in the building.
- Frontages can be set back from the street to allow for a front yard condition where grade-related residential and live/work uses are anticipated.



Above and Right: examples of residential and mixed-use frontages



Mixed-Use Frontage
Residential Frontage



Above: Frontages Plan

5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

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3. DEVELOPMENT CONCEPT

3.1.8 PARKING / LOADING

Principle:

The provision of parking and loading facilities on the site should be located so that they are screened from view and integrated into the built form of the development. Surface parking lots are to be limited but where necessary are to be integrated into the design of the public realm.

Rationale:

Parking requirements of the proposed development plan will be met on the property through a combination of below grade, at grade and above grade facilities. Parking will be provided for three primary users groups with appropriate parking standards for each use: condominium residents use, visitors use, and retail or commercial customer use. Parking is proposed to be provided in a phased manner in proportion to the density of housing or retail delivered in each phase.

In the centre of the site is proposed one level of underground parking, extending from Arthur Street South to the River Walk, from south of the heritage building to just north of the southern-most east-west connection to the River Walk. The construction of this one level of underground parking is required to be above the ground water elevation on the site, suggesting an approximate elevation of 312.75 metres above sea level. Assuming a 3.0 metre tall parking level, this establishes the finished ground floor elevation in the centre of the redevelopment of approximately 315.75 metres, which is above the required Regulatory Flood Elevation of 315.10 metres.

Access to parking is provided via driveways from the secondary streets at the north and south ends.

Loading access would also be provided in the same driveway locations and will be screened from public view.

At the north end of the site at grade and above grade parking are proposed to meet the site requirements. At the south end of the site the bedrock and ground water conditions are more onerous and therefore only above grade structured parking is proposed in this location. To avoid elevated ground floor elevations relative to the flanking streets, these above-grade parking structures are to be wrapped with other uses where possible, and screened appropriately so that they integrate themselves into the architectural character of the development.

A surface parking lot is offered east of the heritage buildings and the Heritage Square landscaped open space in order to support the future uses to be contained within the building.

Guidelines:

- Above-grade parking shall be screened or concealed and integrated into the architectural character of the development.
- Surface parking should be limited and strategically located to minimize its visual impact.
- Waste, recycling and loading areas should be positioned internal to the site and screened from view.



Above: examples of above-grade parking structures screened from view and integrated into the architectural character of the development

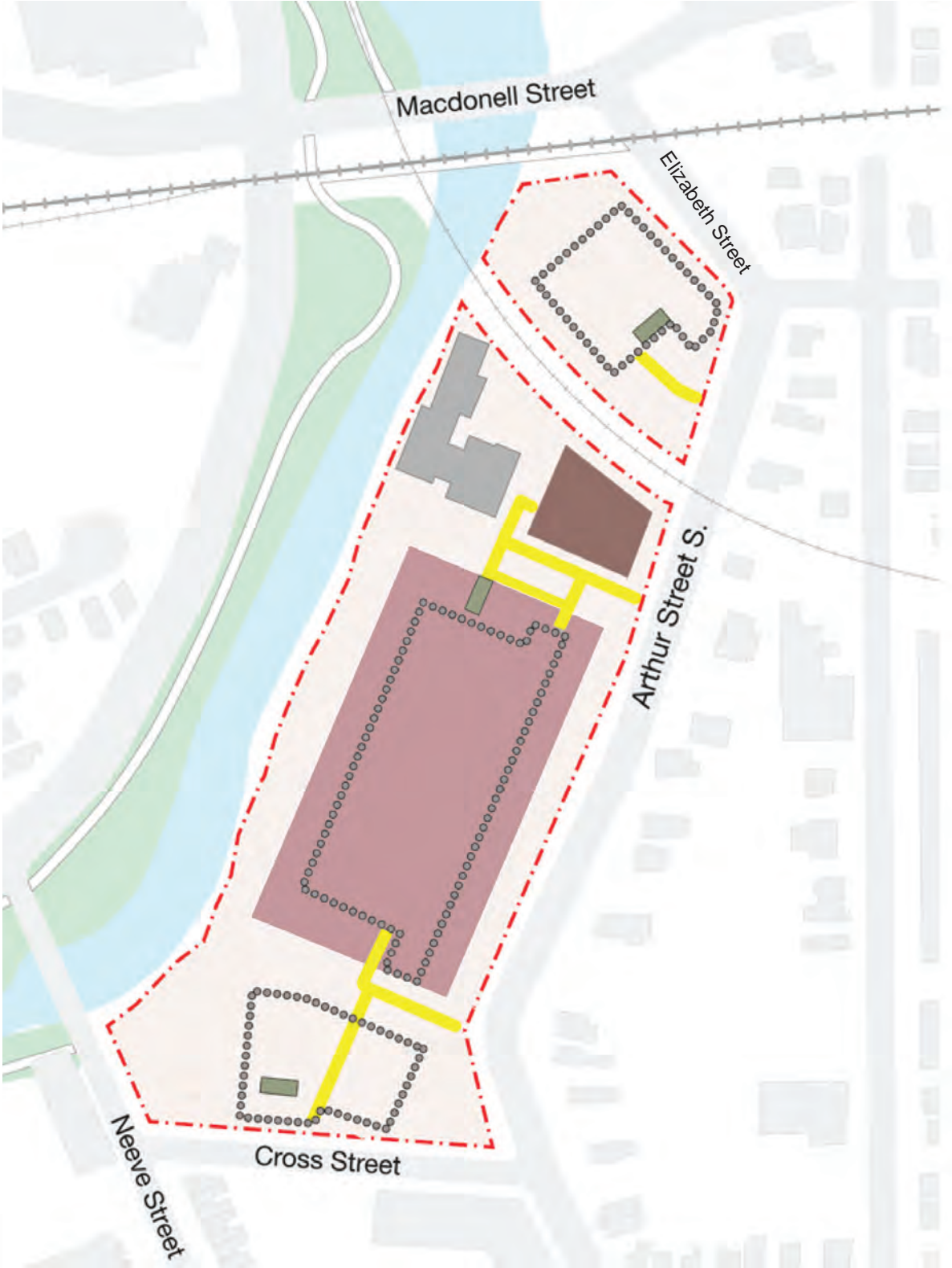
Concealed/ Above- grade parking ○○○○

Below- grade parking ■■■■

Potential surface parking ■■■■

Vehicular access ■■■■

Loading ■■■■



Above: Parking and Loading Plan

5 ARTHUR STREET SOUTH

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3. DEVELOPMENT CONCEPT

3.1.9 HERITAGE CONSERVATION AND INTERPRETATION

Principle:

The heritage buildings and structures remaining on the 5 Arthur Street South site are to be conserved and adaptively re-used as part of the redevelopment. The interpretation of the heritage of the site is to be introduced wherever possible into the public realm so that the rich history of the site is celebrated and not forgotten.

Rationale:

The collection of heritage buildings and structures remaining on the 5 Arthur Street South site have the potential to lend a unique character to the redevelopment. The conservation of the two heritage buildings, and their adaptive re-use into vibrant participants in the life of the new neighbourhood, presents an enormous opportunity to link to the site’s past. Unique interior and exterior spaces will be characterized by heritage materials and building practices not to be found in new construction.

Building 1, the northern most building on the site, was constructed in 1835, and is the only remaining original building dating back to Allan’s Mill. Building 2 consists of three adjoined structures constructed between 1847 and the 1860s, create in their assembly the Heritage Square landscaped open space proposed within this Master Plan.

Although the proposed uses to be contained within the heritage buildings is not yet known, their position within the centre of the site suggests that, if possible, the buildings be made to be publicly accessible so that residents and visitors can all

enjoy their heritage character both inside and out. Uses that may spill out onto the adjacent mews as well as Heritage Square would be ideal contributors to a vibrant streetscape and public realm.

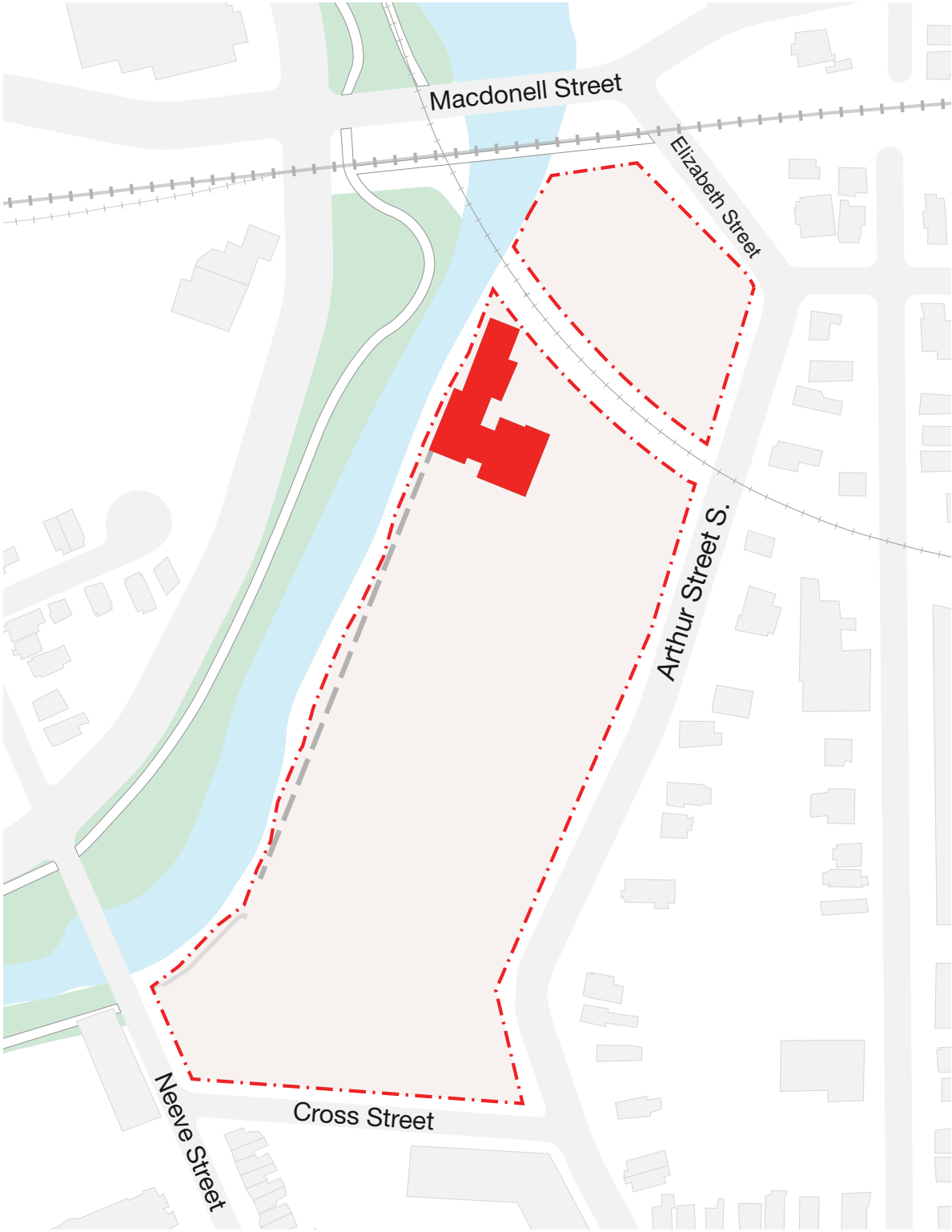
The interpretation of heritage through signage, public art installations, and the restoration and reuse of the heritage wall flanking the River Walk landscaped open space has the opportunity to further imbue the redevelopment with the rich history of the site’s industrial past. Heritage fragments and artifacts should be considered for integration into the public realm whenever possible.

Guidelines:

- New buildings and open spaces shall be designed to reflect and respect the historic context of the neighbourhood.
- The historic stone building and other heritage resources on the site shall be conserved and adaptively re-used so that they are key participants in character and vitality of the new precinct.
- The heritage wall against Speed River shall be re-interpreted, in part, as a component of the design of the River Walk.
- The design and placement of Public Art within the site’s publicly accessible open spaces shall be considered as an additional means of interpreting and responding to the site’s industrial heritage.



Above: various examples of the successful adaptive re-use of heritage buildings



Above: the location of the heritage buildings and remaining heritage wall on site

5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

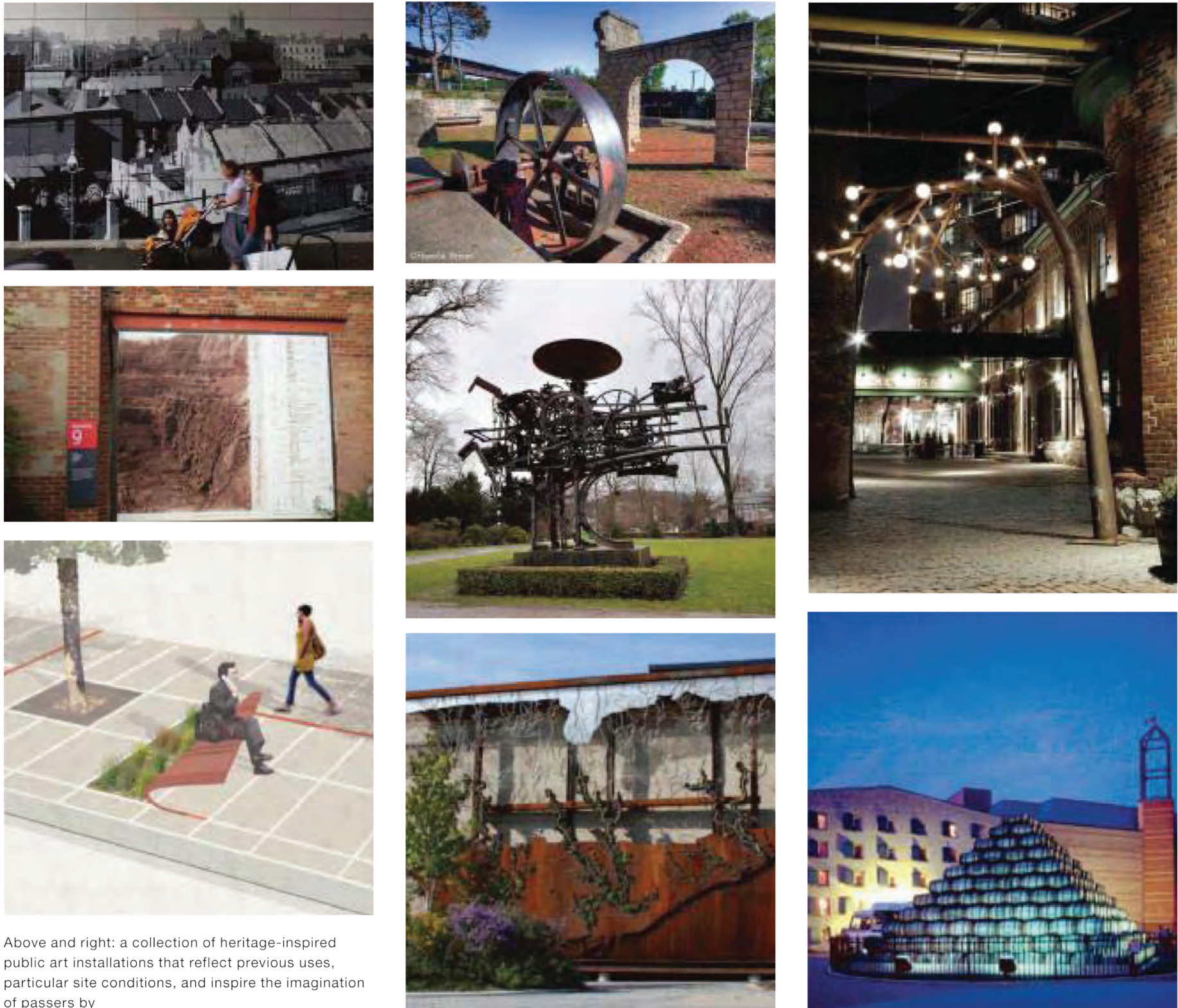
FUSION HOMES

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URBAN DESIGN MASTER PLAN

3. DEVELOPMENT CONCEPT

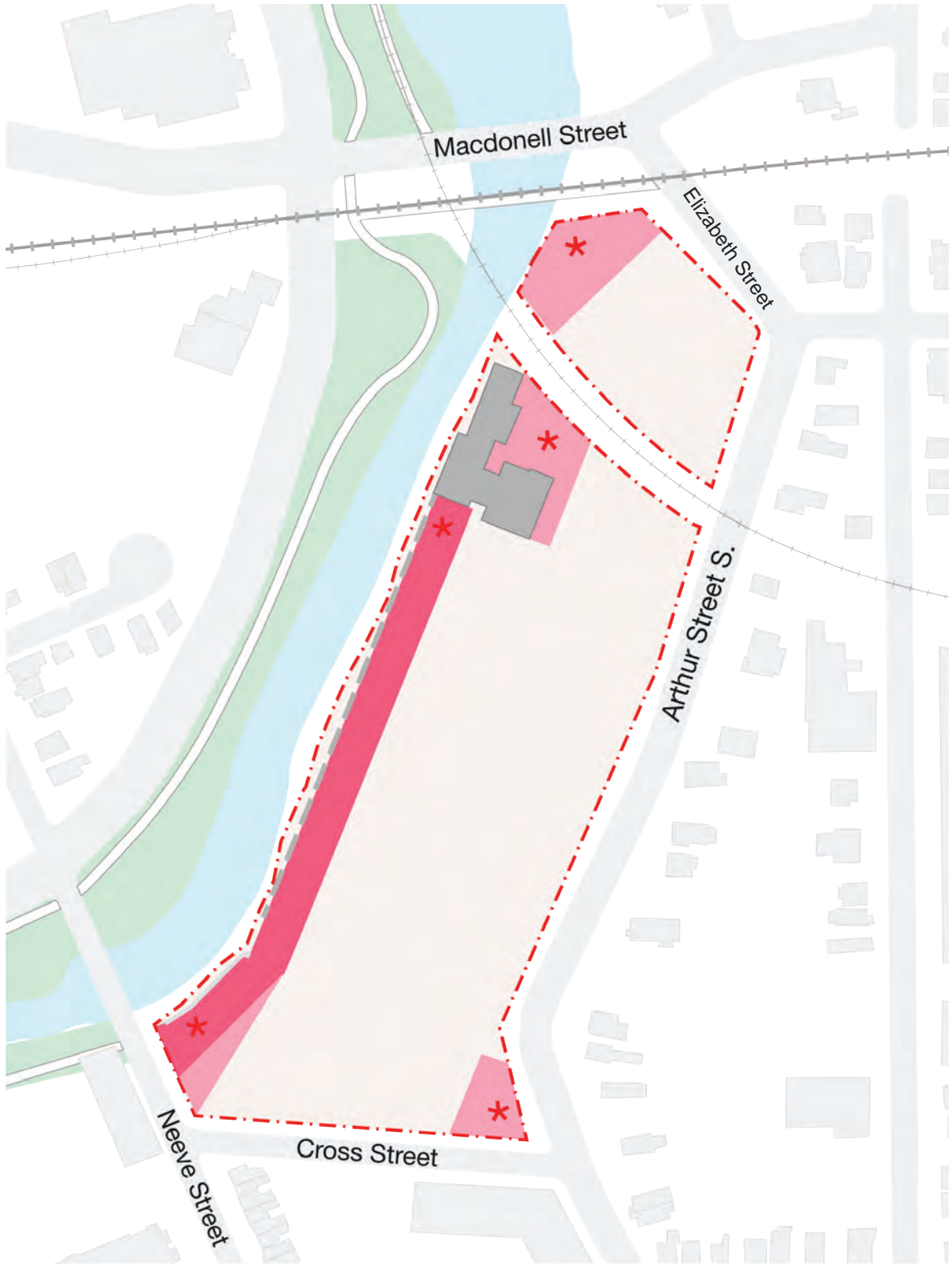


Above and right: a collection of heritage-inspired public art installations that reflect previous uses, particular site conditions, and inspire the imagination of passers by

5 ARTHUR STREET SOUTH

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Above: suggested locations for public art installations on the site

3. DEVELOPMENT CONCEPT

3.1.10 SUSTAINABILITY

Principle:

The 5 Arthur Street South redevelopment will demonstrate leading edge and comprehensive approaches to economic, social/cultural and environmental sustainability.

Rationale:

This Urban Design Master Plan promotes adaptability and flexibility by ensuring that 5 Arthur Street South is a community that, as it grows and changes, can renew and adapt itself effectively to new social and economic conditions, policies, programmes, and technologies through the three pillars of sustainability.

The Speed River corridor within downtown Guelph can generally be characterized as a high quality pedestrian environment. In recent years, development along the riverfront has proven to be very successful, introducing a range of cultural amenities interconnected by a linear park and trail system that fosters a sense of community rich with recreational opportunities.

In its current form, the 5 Arthur Street South property is closed off from its neighbours. The current physical barriers, and previous industrial uses made it inaccessible to the rest of the community, and a barrier between St. Patrick’s Ward, the Speed River, and the balance of downtown Guelph. Moreover, from an economic perspective, the large land area (approximately 8 acres) is currently under utilized.

There is an opportunity at hand to refine and integrate the riverfront experience into the fabric

of the St. Patrick's Ward community in a way that retains all the positive community and economic benefits, while at the same time improving the environmental and ecological status of the riverfront along this portion of the Speed River.

Guidelines:

Intensification / Economic Sustainability - New development will, provide a range of housing and mixed-use opportunities that support a diverse mix of year round uses and local retail.

Social / Cultural Sustainability - New development will, enhance Guelph’s Riverfront Character:

- Provide a diversity of uses, new destinations and public spaces with direct access to the Speed River.
- Strengthen physical connections between the site, the Ward and the downtown so that residents living at 5 Arthur Street South, and within the local area will be able to walk or cycle to a wide range of daily activities.

Environmental Sustainability - New development will:

- Improve water quality through sustainable drainage and storm-water management strategies.
- Consider greening and opportunities for increased planting at grade as well as on rooftops throughout development.

- Development should consider green energy strategies and other sustainable design features, including the investigation of the potential for a district energy connection within the development.
- The development of the river corridor could enhance recreational uses and heritage conservation along the river’s edge.

Below: the Speed River corridor in downtown Guelph



Page Credit: DTAH

5 ARTHUR STREET SOUTH

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3. DEVELOPMENT CONCEPT

3.2. DEMONSTRATION PLAN

Overview

The demonstration plan for the 5 phases of residential and mixed use development and the heritage building and the various strategies outlined within this Urban Design Master Plan report for 5 Arthur Street South are consistent with one another. This section describes the proposed development concept as illustrated through the demonstration plan, on a phase by phase basis.

Phases 1, 2, and 3:

Phases 1, 2 and 3, as shown on the demonstration plan, are found at the centre of the 5 Arthur Street South site and development on these portions of the site shall be comprised of 3 mid-rise residential buildings, the bulk of which are positioned in an east-to-west direction and oriented perpendicular to the Speed River in order to maintain light and view corridors to the river and the River Walk. The River Walk is also intended to be developed as development on the site proceeds by Phase.

Although these buildings will be developed and constructed separately in phases, they will eventually be linked and accessible to one another both below grade and at grade through a common parking structure, as well as above grade through a number of elevated courtyards. These elevated courtyards will provide spatial separation between the mid-rise blocks, enable greater light penetration into the interior of the residential units and enable residents to physically access the River Walk from Arthur Street South or the center of the development. These courtyards will be landscaped and serve to provide the residents with amenity areas as well as interesting views from adjacent units. There will be certain grade-related units within these three buildings that will face and open out directly onto these adjacent courtyards or the internal streets. Building floor plates are shaped proportionately to provide good design in terms of efficiency, and allows for desirable floor plan layouts, more

light penetration into the interior portions of buildings and opportunities to create larger gardens at grade.

Although the majority of the residential units within the proposed development will be of an apartment form accessed from a common corridor, these unit types are supplemented by a limited number of townhouse units with 3 or 4 levels that are attached at the base of the mid-rise blocks at the east and west ends, facing either Arthur Street South or the River Walk. These townhouse units may have access both from the Street or River Walk, or from an interior corridor. The incorporation of townhouse units into this mixed use development produces several benefits in terms of urban design, including a range of housing types and provision of grade-related units along both Arthur Street South and the River Walk, which will generate additional pedestrian activity in the area and increased security by having more “eyes” on either the street or the River Walk. In addition, the townhouse forms allow for an appropriate transition in built form, massing and building heights between the mid-rise buildings towards the existing homes along Arthur Street South as well as to the River Walk.

Among the 3 buildings that make up Phases 1, 2 and 3, the buildings are all of the same general scale and massing, however they will each have some variation in terms of individual floorplates, setbacks to the podium and step backs to the upper stories. As well, each building design will employ a variety of façade treatments, including the use of different vertical and horizontal elements, building materials and colours, the type and cadence of exterior windows and other exterior details and the incorporation of different types of balconies (projecting versus inset). Therefore, none of the buildings in Phases 1, 2 and 3 would be identical.

Since the initial designs, a number of modifications have been made on the basis of further detailed design and peer review to improve the built form and character of the proposed development. Additional glazing has been added

to the “hips” of the towers and to the walls of the townhouses and the towers to increase transparency and improve the relation to the street and River Walk. Colour combinations and elevations have been revised to show variations of solid versus void.

The river view along the pedestrian route connecting Arthur Street South to the River Walk has been opened up by stepping the corner townhouse units at the throat of the courtyards. Townhouse façades along Arthur Street South have been alternatively pushed and pulled back with terraces on upper levels and double storey bay windows have been added to further articulate the walls of the units. The Riverside townhouses have been increased in width from 6.4m to 7.5m in order to reduce their overall depth and provide for additional patio space.

In terms of the River Walk, the pedestrian realm from Arthur Street South to the River Walk has been enhanced by widening and the use of different landscape pavers and plant species. There is a consistent theme leading from Arthur Street South to the River Walk between Phase 1 and the heritage building and between Phase 3 and Phase 4 connecting Arthur Street South to the River Walk and back.

For Phases 1, 2 and 3, there is one primary point of vehicular access or drop-off, positioned on the east side of the Phase 1 building, between it and the heritage building. The Phase 1 building provides for one main lobby and one main loading area with an internal connection through to the at grade parking. Phases 2 and 3 have additional separated pedestrian entrances with a smaller, secondary lobby. An additional parking garage entrance will be provided on the south side of the Phase 3 building, which will tie into and link the parking and underground amenities for all of the various phases together. Two east-west pedestrian connections link Arthur Street South to the River Walk and are located between Phases 1 and 2, as well as between Phases 3 and 4.

Phase 4:

Phase 4 is located at the southern end of the property and provides for the establishment of a 14-storey mixed use building located in proximity to the Cross and Neeve Street frontages. This building includes a 5 storey podium containing ground floor commercial uses and above-grade parking, with an additional 9 residential stories located within a point tower configuration above the podium, for an overall height of 14 stories. The point tower portion has been adjusted to achieve an appropriate length to width ratio and to minimize the impact of shadowing, in accordance with the Downtown Secondary Plan.

Proposed at-grade commercial spaces within the podium in Phase 4 are oriented towards either Arthur Street South/Mill Square, Cross Street or River Square, as well as the internal road. There will be some residential units in a portion of the podium facing towards the River Walk starting above the second floor, as well as some amenity uses in the same area. The building distance between the podium portions of Phases 3 and 4 increases as it approaches the Speed River to provide better views across the site. Architectural fenestration will cover the above grade parking to enhance views from the River Walk. All the residential building equipment is flood-proofed to the regulatory flood level of 315.10 metres.

The lobby for Phase 4 is located about mid-block, across from Phase 3 on the pedestrian link to the River Walk. Vehicular access to the parking structure for Phase 4 is also located about mid-block, between the retail units and connects the internal street to Cross Street.

Phase 5:

North of the Guelph Junction Railway (GJR) there will be a residential building of up to 14-storeys including a 4-storey podium. The podium contains a mixture of above grade parking, residential and commercial units and amenity space.

Commercial units within the podium are oriented towards the intersection of Elizabeth Street and Arthur Street South or to the GJR. Residential units are designed along the curvature of the south face of the podium, which faces the GJR, the Heritage Building and Speed River. The setback for residential uses in the building may be a minimum of 30 metres from the 30m from the center line of the CN railway on one side and 2.5m from the property line on the other side.

The lobby for Phase 5 is located mid-block along the Arthur Street South frontage. A full movement street access onto Arthur Street South is proposed in Phase 5. The area between Phase 5 and the Heritage building is maintained as an open space and parking court, incorporating Heritage Square and access to the Rail Trail, while allowing views of the Heritage Building from Arthur Street South.

The 5 Arthur Street site is quite large and deep from Arthur Street to the River and somewhat different from compact development sites in the downtown that are more likely to produce podium and point tower building configurations. To achieve the direction of the Secondary Plan of providing for a series of connections and views through the site to and from the River, the buildings on the site will be oriented with a narrow axis facing Arthur Street and the River and a longer axis in the other direction.

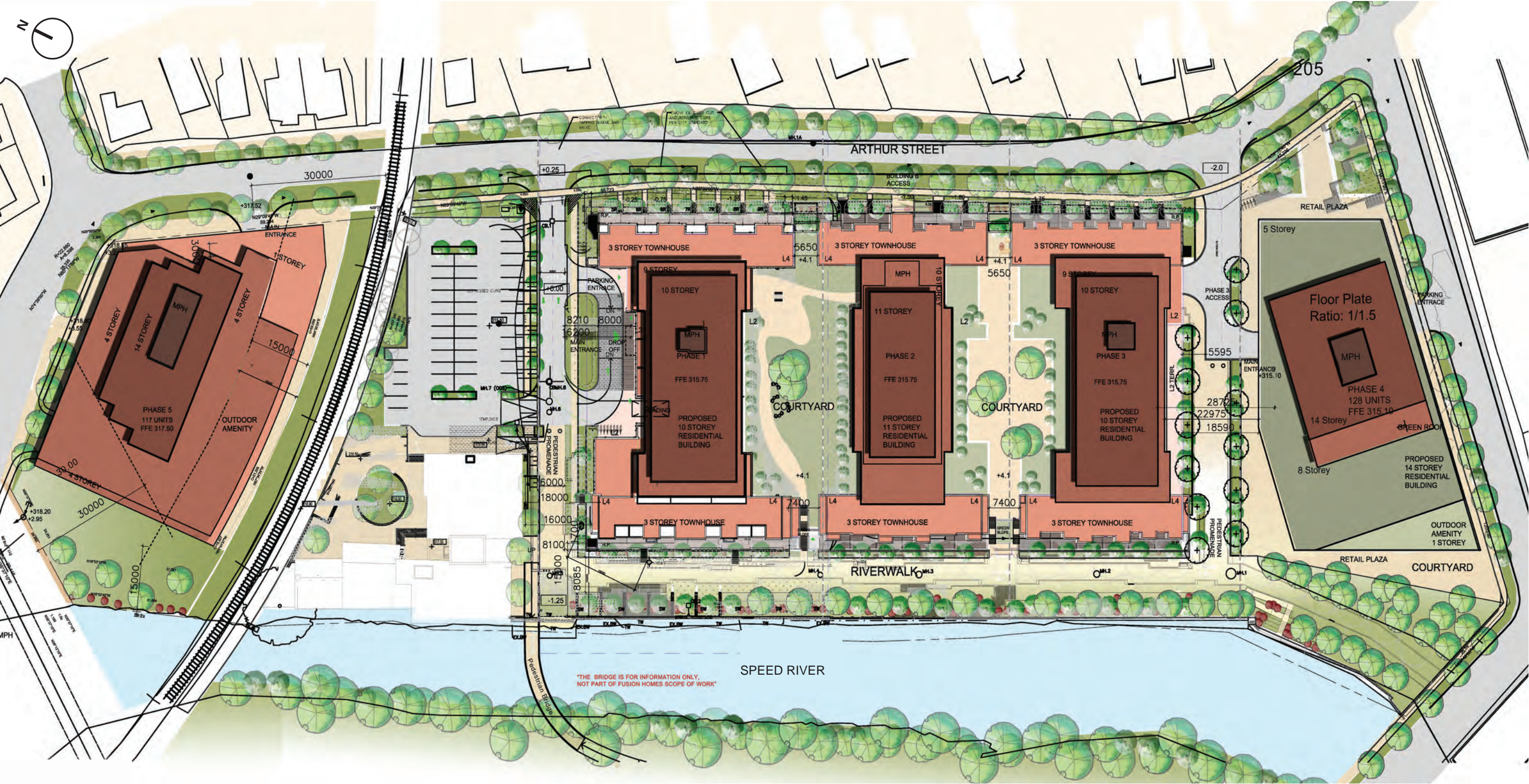
In Phase 5, as well as in instances in the other phases, this approach results in a building floorplate with an area and length to width ratio marginally larger than is anticipated by the Secondary Plan. However, this is considered appropriate as it achieves both the desired connections on or through the site and responds to the size, shape and orientation of the site. This approach was supported by the Peer Review Architect and implemented through the Zoning By-law Amendment. Further, the building designs will employ a variety of massing, details and different materials to break up the perceived length and mass of the longer axis.

Phase 6:

Phase 6 includes the existing heritage building. The existing heritage building will undergo rehabilitation for adaptive re-use for residential or commercial uses or some combination thereof. The final determination of the uses of the building will occur following more detailed study of the local market demand, the condition of the building and detailed design. In addition to the existing heritage building, as part of this phase, there will be an adjacent "Heritage Square", which is a privately owned, but publicly accessible open space / plaza, as well as a parking area associated with the building that can be converted to additional multi-purpose space for special events when necessary. Phase 6 may not be developed as the last phase and may occur in conjunction with earlier phases.

3. DEVELOPMENT CONCEPT

3.2. DEMONSTRATION SITE PLAN



5 ARTHUR STREET SOUTH

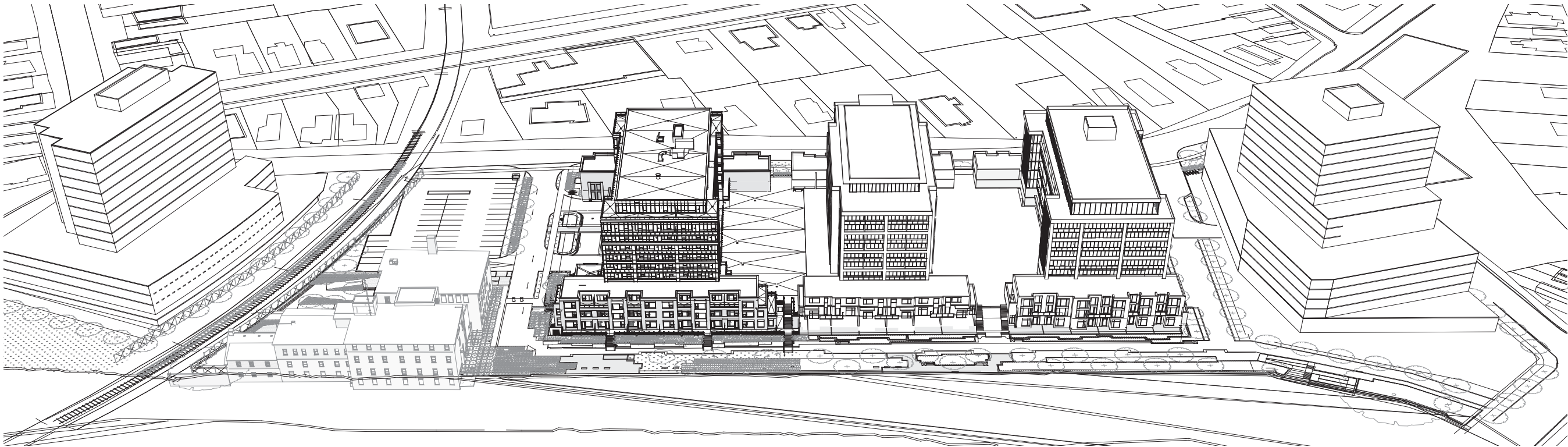
PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

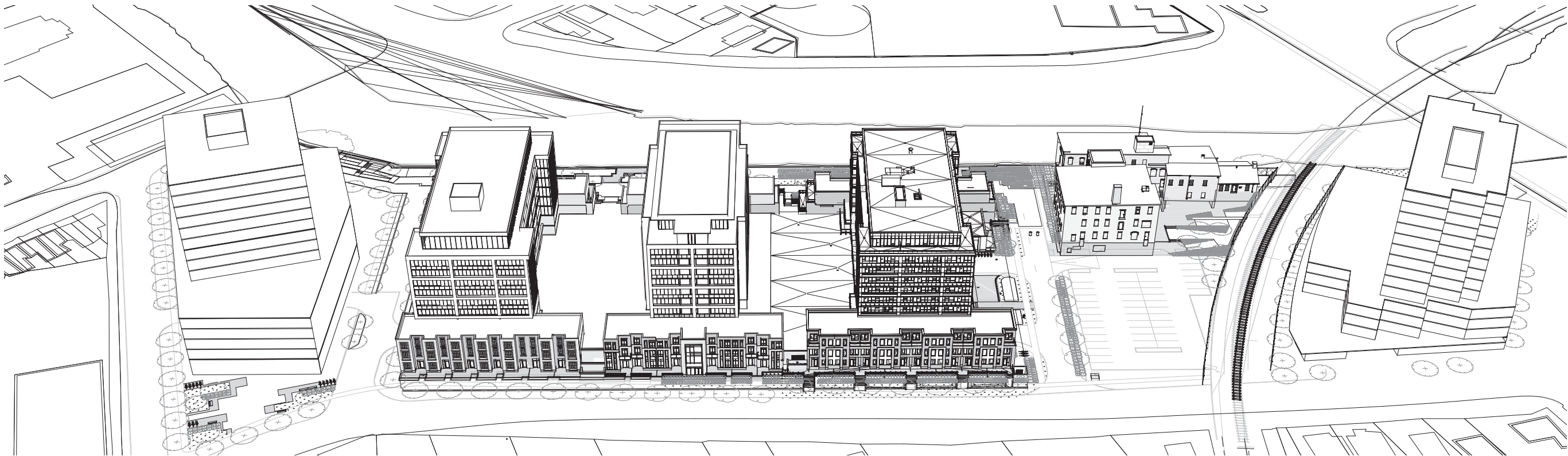
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3. DEVELOPMENT CONCEPT



WEST VIEW



EAST VIEW

5 ARTHUR STREET SOUTH

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3. DEVELOPMENT CONCEPT

3.2. DEMONSTRATION PLAN



VIEW FROM ARTHUR STREET SOUTH LOOKING WEST TOWARDS THE HERITAGE BUILDING AND PHASE 1
STREET VIEW

5 ARTHUR STREET SOUTH

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3. DEVELOPMENT CONCEPT

3.2. DEMONSTRATION PLAN



RIVER WALK- VIEW TOWARDS THE HERITAGE BUILDING
STREET VIEW

5 ARTHUR STREET SOUTH

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3. DEVELOPMENT CONCEPT

3.2. DEMONSTRATION PLAN

3.2.2. MICROCLIMATE CONSIDERATIONS

Built Form Strategies:

The redevelopment and intensification of the 5 Arthur Street South site will include low-rise buildings along with mid-rise and taller buildings.

The height of mid-rise and taller buildings is only one of the dimensions that influence the ground level perception of their mass and bulk, and their impact on the microclimate of the surrounding streets and open spaces.

Within this Master Plan, basic design standards are recommended to control the spacing and proportion of buildings in order to maintain the ‘sky view’, control wind generation and acceleration around buildings at their base, and mitigate shadow impacts on the internal streets, mews and open spaces, as well as the streets and properties within the surrounding neighbourhood.

The articulation of buildings with canopies, balconies, setbacks and step backs all contribute to the reduction of mass of the building as it increases in height, reducing shadow impacts on the surrounding lands.

Projections such as bay windows, balconies, canopies, awnings, porches and sunshades provide weather protection for both the pedestrian and the building. Entrance canopies provide cover from sun, snow or rain.

Awnings provide similar protective cover for the retail activity at ground level. Projections also add visual variety and interest to the building façade, and enhance the inside-to-outside connection.

Wind tunnel effects are also mitigated through the introduction of step backs within the face of a building, as well as canopies and other projections near the base of the building above the public realm, elements that are

also desirable associated with grade-related uses in order to animate the public realm and introduce human-scaled architectural details at ground level. Buildings above the mid-rise or podium height should be designed as towers, and articulated in a manner to reduce their perceived bulk and improve their contribution to the skyline. An interesting and varied skyline contributes greatly to the perception of openness and porosity within and across the site.

Guidelines:

- Built form shall be designed to achieve favorable microclimate conditions within the property and on adjacent lands.

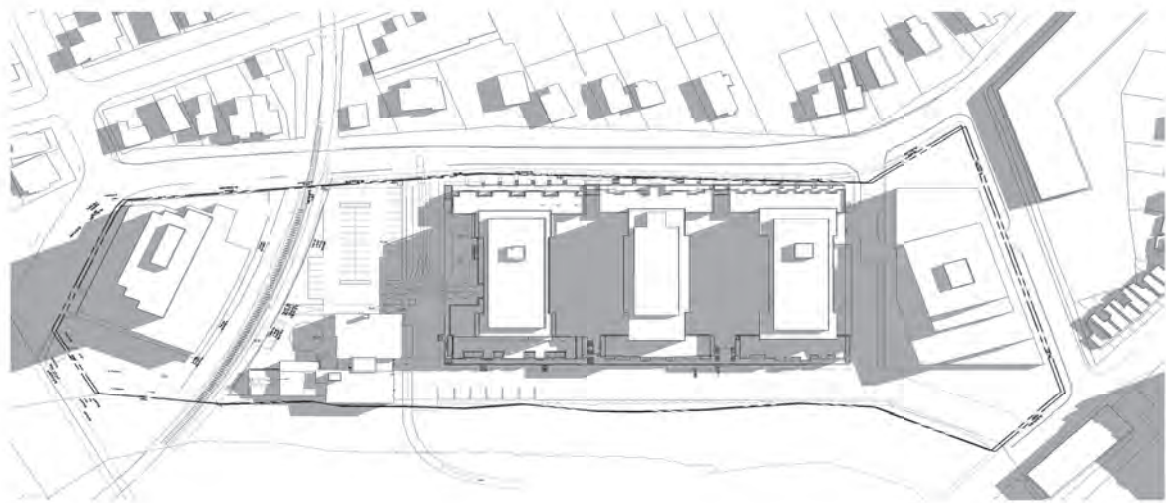
Shadow Studies

The shadow studies contained in the following pages illustrate the impacts of the proposed built form of the Demonstration Plan on the surrounding development. These studies capture the shadows generated by each building on site at 10am, 12pm, 2pm and 4pm on March 21st, the spring equinox, and during the summer and winter solstice of a typical year.

The positioning of the taller buildings within the development toward the centre and western portions of the site allows for the majority of the shadows cast by these structures to be contained within the 5 Arthur Street South site for the majority of day, consistent with the aims of the Secondary Plan policy. The taller portions of the buildings at the north and south ends of the property are located toward the centre of the site in order to reduce their shadow impacts on the surrounding streets.

3. DEVELOPMENT CONCEPT

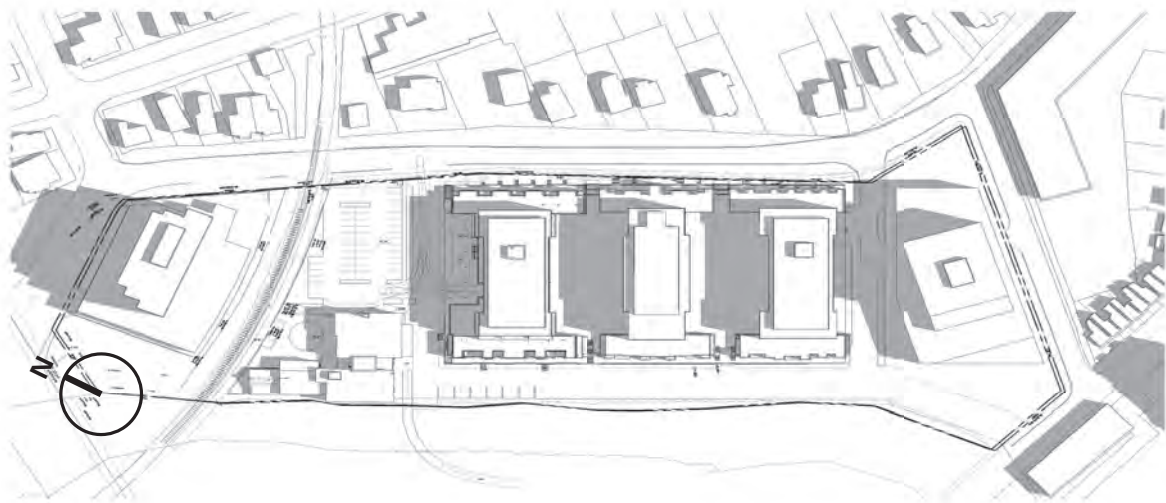
3.2.3 SHADOW STUDIES



10am, March 21st



2 pm, March 21st



12 pm, March 21st



4 pm, March 21st

5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

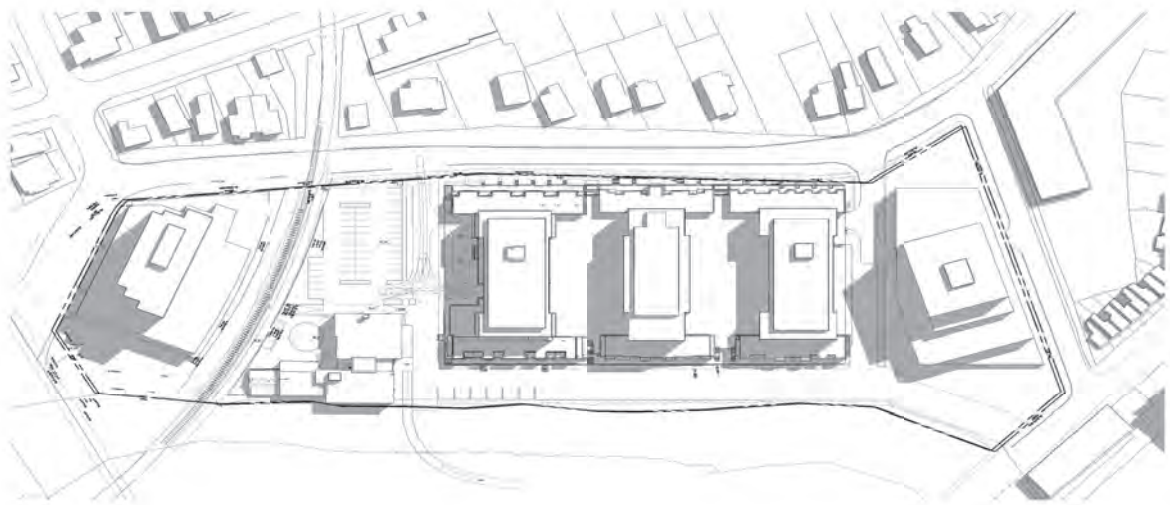
FUSION HOMES

PROJECT NO. 13-120

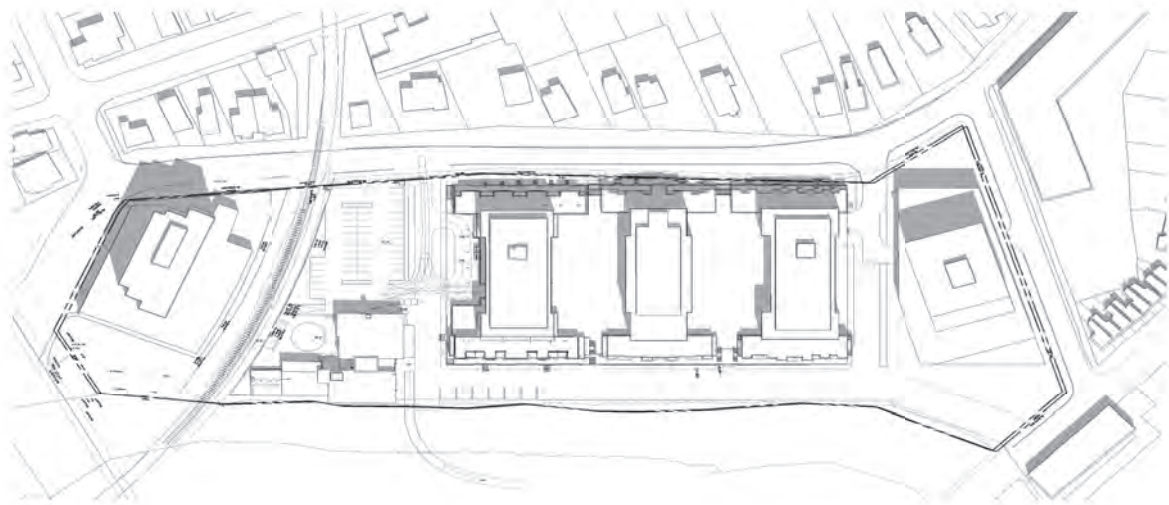
JANUARY 2015

3. DEVELOPMENT CONCEPT

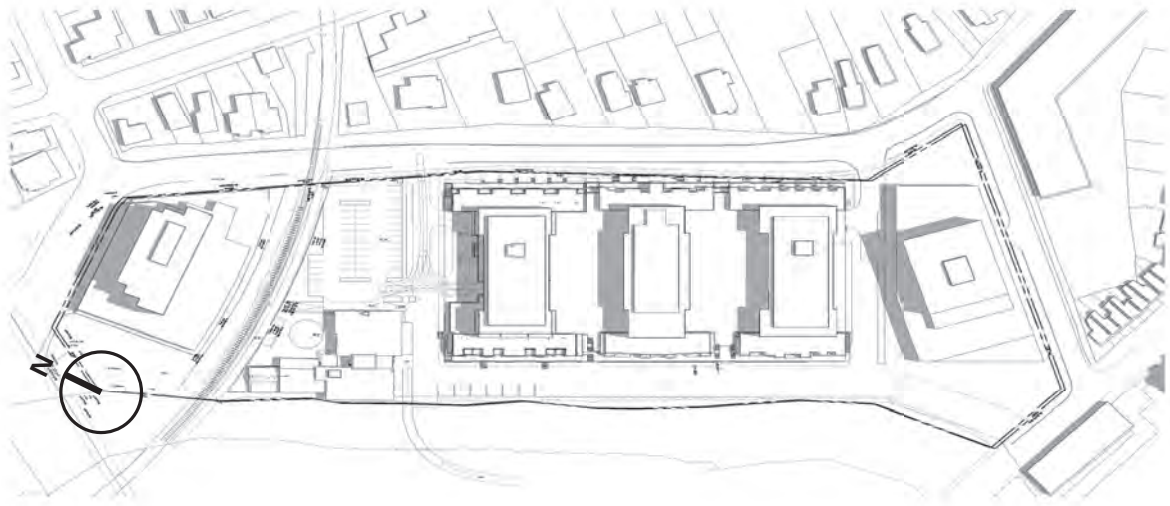
3.2.3 SHADOW STUDIES (SUMMER SOLSTICE)



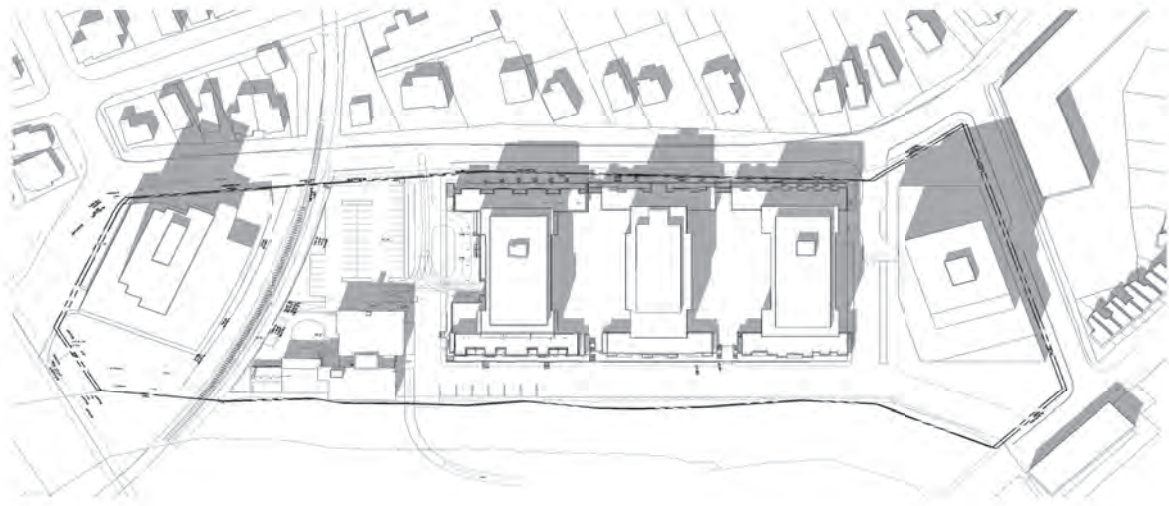
10am, June 21st



2 pm, June 21st



12 pm, June 21st



4 pm, June 21st

5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

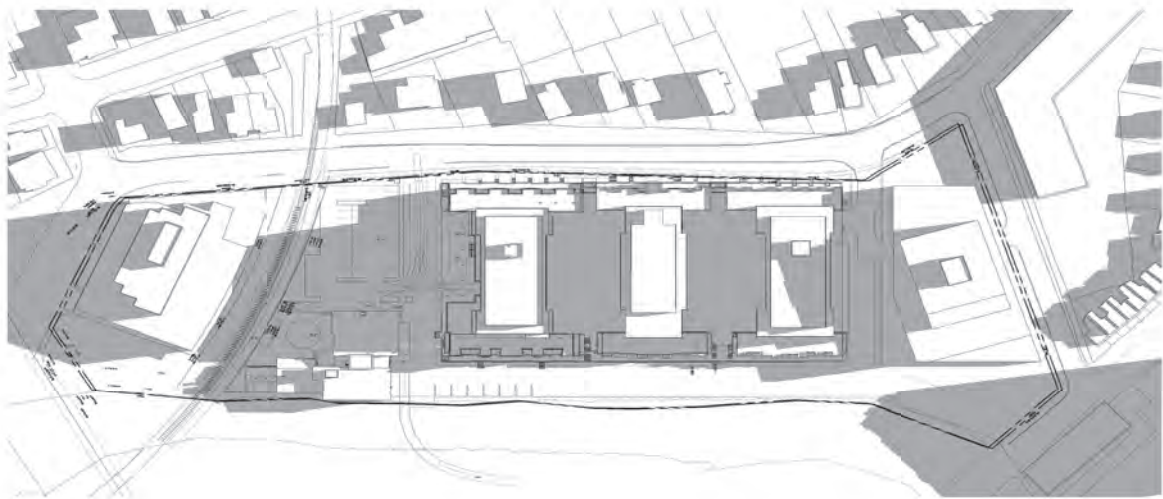
FUSION HOMES

PROJECT NO. 13-120

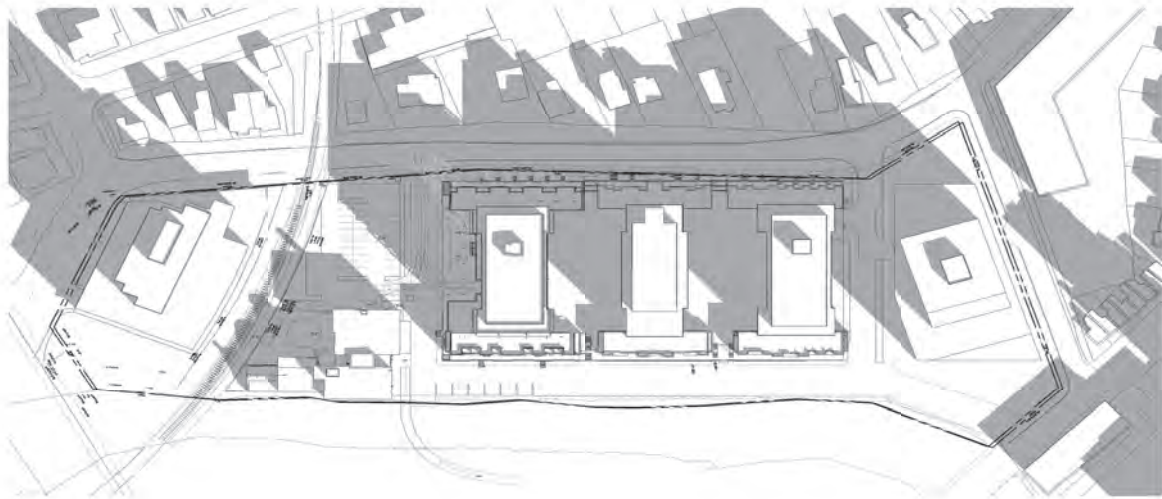
JANUARY 2015

3. DEVELOPMENT CONCEPT

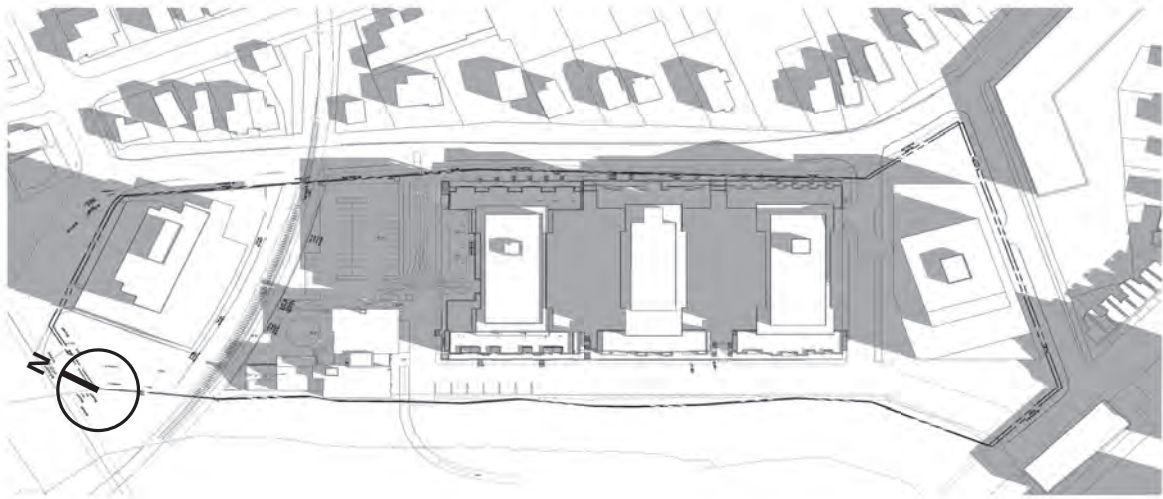
3.2.3 SHADOW STUDIES (WINTER SOLSTICE)



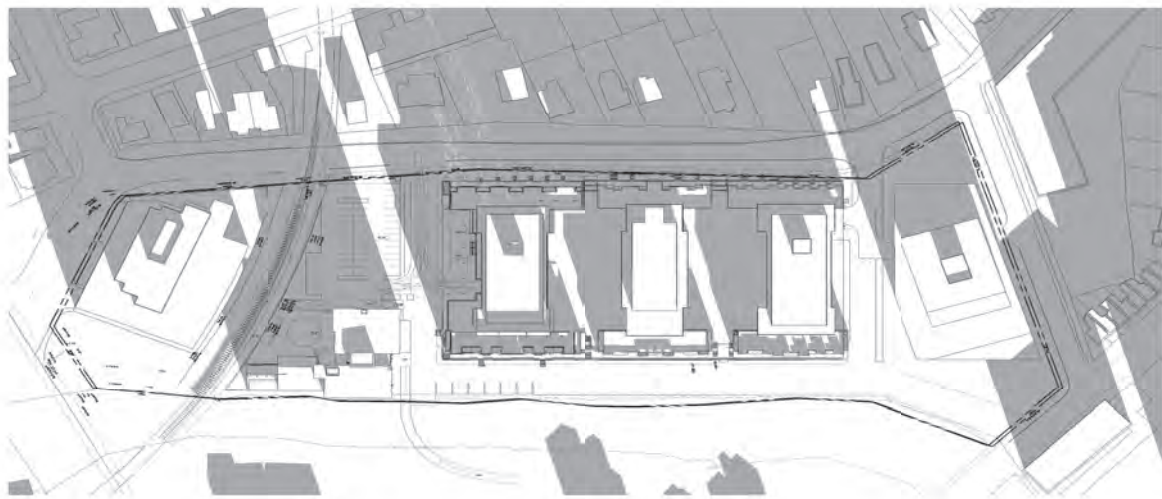
10am, December 21st



2 pm, December 21st



12 pm, December 21st



4 pm, December 21st

5 ARTHUR STREET SOUTH

PROPOSED RESIDENTIAL DEVELOPMENT | GUELPH, ONTARIO

FUSION HOMES

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4. ASSUMPTIONS AND UNIT MIX

Assumptions:

The Demonstration Plan provides for density of 2.0 FSI exclusive of structured parking and space within the heritage building as stipulated in the Downtown Secondary Plan. Consistent with the Secondary Plan, the built area of the development utilized in the FSI calculation includes as residential, commercial and mixed-use floor area but excludes the area of above and below-grade structured parking.

Unit Mix:

5 Arthur Street South will include a mix of unit types varying in size and affordability to promote the development of a diverse neighbourhood in the Downtown with a variety of housing choices for young professionals, empty nesters, and everyone in between.

Affordable Housing:

Understanding that the City of Guelph identifies the provision of diverse housing options to meet the needs of current and future generations as an important strategic objective for the community, 5 Arthur Street South shall provide for an appropriate range of housing types and densities.

The City determined that in 2008, units with a market value less than \$237,000 were affordable for the purposes of home ownership. The applicable value will be adjusted as the project unfolds in consultation with the City of Guelph based on inflation and other economic factors. To meet the projected requirements of current and future residents of the regional market area, 5 Arthur Street Developments 2278560 Ontario Inc. will continue to monitor this information and implement the appropriate minimum targets for the provision of housing which is affordable to low- and moderate-income households.

5. PHASING AND IMPLEMENTATION



PHASE 1

Phase 1 is proposed to include the first portion of building south of the heritage buildings, including one mid-rise building plus the associated low-rise townhouse development against Arthur Street South and the River Walk.

The construction of the River Walk will occur in step with the phased development of the buildings on site. Starting with Phase 1, a temporary walkway over Phases 2 to 4 is to be established as part of Phase 1, and part of the Site Plan Approval for that phase.

Traffic and Access Considerations:

It is expected that access to the first phase of development will be gained through the construction of the northernmost portion of the secondary street connecting to Arthur Street South. Temporary surface parking could also be provided adjacent to the Heritage building. Pedestrian access to the River Walk will be provided by a walkway from Arthur Street.



PHASE 2

Phase 2 is proposed to build upon the Phase 1 construction increment by the addition of one mid-rise and the associated low-rise townhouses further south along Arthur Street South and an extension of the developed River Walk. The treatment and use of the lands left undeveloped in early phases should be considered as part of the overall phasing strategy for the site.

Traffic and Access Considerations:

Access to the second phase will be gained through its connection to Phase 1 of the development. Phase 2 will have a lobby on Arthur Street South for its occupants.



PHASE 3

Phase 3 is proposed to build upon the Phase 1 and 2 construction increment by the addition of the final mid-rise building and the associated low-rise townhouses within the central portion of the site and further extension of the River Walk.

Traffic and Access Considerations:

Access to Phase 3 will be through its connection to Phases 1 and 2 and its connection to the southernmost secondary street.

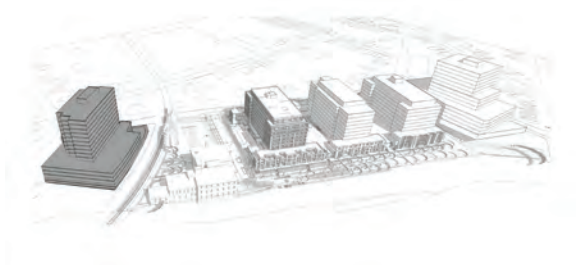


PHASE 4

Phase 4 is proposed to develop the southernmost parcel adjacent to Cross Street, Neeve Street, and Mill Square. The River Walk, River Square and river access will be completed.

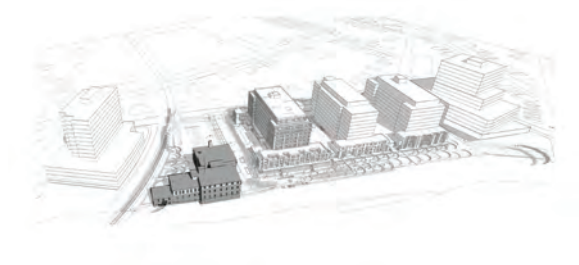
Traffic and Access Considerations:

Development on Phase 4 lands would include the connection of the secondary street through to Cross Street beneath the proposed building. Phase 4 would also include the development of the secondary walkway connection to the River Walk.



PHASE 5

Phase 5 is proposed to develop the northernmost parcel adjacent to Elizabeth Street.



PHASE 6

Phase 6 includes the existing heritage building, Heritage Square and the adjacent parking court / open space. Although delineated as the 6th phase, the heritage building may be redeveloped at any time in conjunction with any of the phases 1-5.

Traffic and Access Considerations:

Phase 5 is relatively self-contained from a traffic and access perspective. Access to parking within the building would be gained directly from Arthur Street South. There will be pedestrian access around the building to connect to Elizabeth Street along the river.

Traffic and Access Considerations:

Traffic considerations would be the same as for Phase 1. A pedestrian path will be located from the River Walk to the Guelph Junction Railway.

5 ARTHUR STREET SOUTH

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