

# STREETSCAPE MANUAL & BUILT FORM STANDARDS

PUBLIC MEETING | JUNE 2, 2014

## INTRODUCTION

### WELCOME

Welcome to the third public consultation session for the Downtown Guelph Streetscape Manual and Built Form Standards. This evening's open house will provide you with an opportunity to review the draft recommendations, listen to a presentation by the project team, ask questions following the presentation, and provide your comments via sticky note and comment sheet. For additional information, please visit [www.guelph.ca/placemaking](http://www.guelph.ca/placemaking).

### AGENDA

6:30pm	Doors Open and Sign-In
6:30-7:15pm	Display Board Viewing
7:15-7:40pm	Presentation
7:40-8:00pm	Question and Answer Period
8:00pm	Concluding Remarks and Guided Tour of St. George's Square

Please use sticky notes to post your comments directly on the display boards and fill out a comment sheet to provide additional feedback. Your comments will be reviewed by the City of Guelph and the consultant team, before the draft reports go to City Council for consideration.

### BACKGROUND

The City has carried out a Local Growth Management Study, completed a major re-writing of its Official Plan (Council-adopted in June, 2012) and a Downtown Secondary Plan for the City's Urban Growth Centre (Council-adopted in May, 2012). The City is beginning to move forward with the implementation of these documents.

As a primary location for intensification, Downtown Guelph has the capacity and the historic character to develop into a unique cultural/tourist destination and expand its role as a local economic driver. In its lead-up to the Downtown Guelph Secondary Plan the City completed a number of background documents, in particular the Urban Design Action Plan (2009). All of the documents mentioned above are available on the City's website.

Council adopted the Downtown Secondary Plan in 2012, which anticipates more residents and businesses Downtown. Based on this, the City is updating the Downtown Streetscape Manual (previously called the Downtown Public Realm Manual, 2001) and the Downtown Built Form Standards (previously called the Downtown Private Realm Manual, 2001).

### STUDY AREA

The Streetscape Manual and Built Form Standards address all lands within the boundary of Downtown Guelph, as identified within the Downtown Secondary Plan (2012). The precise boundaries of the study area are delineated in the adjacent map.



(Left) View looking north along Carden Street; and (Right) view looking east toward Douglas Street from St. George's Square.



(Left) View looking north along Douglas Street; and (Right) View looking south toward Church of Our Lady Immaculate from Norfolk Street.



(Left) View looking north along Macdonell Street; and (Right) View looking north toward Macdonell Street from Church of Our Lady Immaculate.



Study Area Boundary

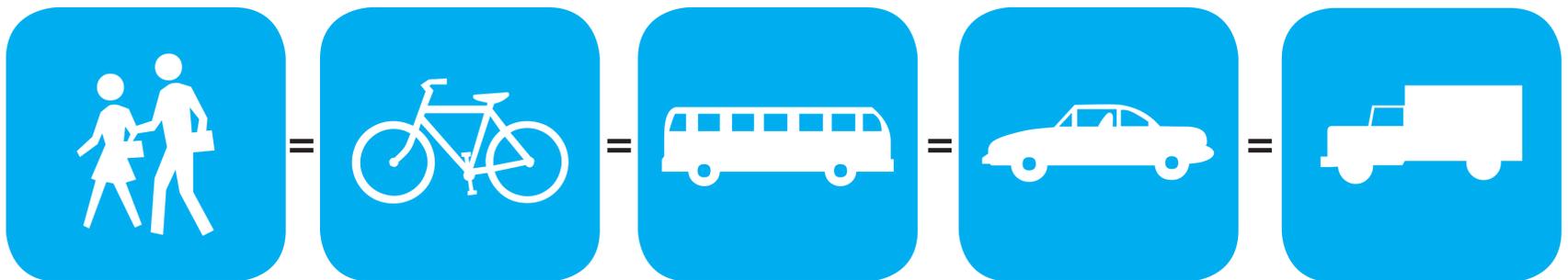
# STREETSCAPE MANUAL

## PRIORITIZATION

The past half century in Downtown Guelph has been dominated by the personal vehicle. Streets have been altered from their original 19th century form to accommodate the safe and efficient movement of the motor vehicle.

With renewal comes the opportunity to re-balance the allocation of space within the street right-of-way. Flattening the prioritization hierarchy will better prioritize pedestrians, cyclists and transit users in Downtown. On constrained streets in particular, where

there are competing demands for space, pedestrians should be given equal priority to the demands of vehicles. A reduction in speed on all downtown streets is an equally critical evolution. By adopting an equitable approach to the allocation of space within the right-of-way - often called a 'Complete Streets' approach - Downtown's streets will be best positioned to respond to the demands of a newly intensified core and support the principles of the Downtown Secondary Plan.



## DOWNTOWN AS A PLACE

More people, jobs, buildings and activities are being strategically attracted to permanently increase and grow this historic urban centre and change its dynamic. Downtown Guelph's public realm projects need to be focused on creating space for everyone. Design discussions need to support all forms of access and constantly improve linkages in order to leverage present and future assets for maximum effect.

The public realm decisions in Downtown need to support local business while celebrating and building on Guelph's unique community identity. Creating a place where people want to

meet, watch the scene and interact with a wide range of people reinforces that the place is itself part of the destination. This is a fundamental goal of the economic development strategy for Downtown.

Giving the public space of Downtown Guelph a strong identity coupled with a clear facilitating role reduces the risk of creating isolated initiatives and supports the collective productivity of the area.



View of Wyndham Street looking south towards Church of Our Lady Immaculate.

# STREETSCAPE MANUAL & BUILT FORM STANDARDS

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## STREETSCAPE MANUAL

### FLEXIBLE STREETS

Flexible streets slow vehicles and intentionally blur the boundary between pedestrian and vehicle space, allowing the boulevard and roadway to read as one space and adapt to a variety of conditions. In contrast to traditional streets - which utilize a conventional raised curb and gutter - flexible streets place all users and elements of the street at the same level, allowing for unrestricted movement between roadway and boulevard zones. Flexible streets also increase safety for pedestrians and cyclists as they inherently require that vehicles move slowly through them. Flexible streets offer numerous advantages over traditional streets, as they:

- Increase pedestrian safety;
- Are planned with design speed equaling operating speed;
- Are adaptable to the many functions of the street;
- Provide safe travel options for all travel modes;
- Balance high quality public spaces with the requirements of the transportation network;

- Reinforce a Sense of Place and enhance the unique identity of downtown Guelph;
- Create new places for play, rest and gathering within the municipal right-of-way;
- The barrier-free street profile promotes active lifestyles for people of all ages and ability levels;
- Transform into a social/gathering space during events; and
- Promote traffic flow (e.g. less dependence on traffic lights) while slowing vehicles down through an integrated blend of traffic-calming measures.

Key downtown streets identified to transition to a flexible street model are Macdonell Street, Wyndham Street (north of Carden), Quebec street, Douglas Street, Baker Street, and Carden Street. These streets will create a network of unique and highly programed public spaces for the City and local community.



Wyndham Street has angled parking on the west side and parallel on the east



Macdonell Street transitions to a curbless design



A flexible street approach applied to Quebec Street



Douglas Street receives special paving treatment to unify the right-of-way

### TRADITIONAL STREETS

The traditional street model for remaining Downtown streets has been reconsidered to better serve priority modes of transportation and support the local business function. Traditional street designs are primarily differentiated from flexible streets in that they offer a conventional raised curb and gutter system. They will be improved over the existing examples by offering:

- Optimum planting conditions for street trees to ensure health and longevity;
- A consistent palette of materials and elements ;
- A balance of space allocation to multiple modes of transportation;
- Conformance with the Municipality's Facility Accessibility Design Manual (FADM); and
- Wider boulevards and dedicated on-street parking on retail streets to support commercial function.



Uni-directional cycle tracks, similar to the example shown here in Chicago, will provide cyclists with a high quality, protected route through Downtown Guelph.

# STREETSCAPE MANUAL

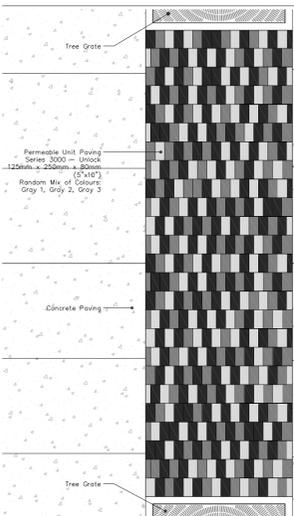
## MATERIAL PALETTE

## UNIT PAVING PATTERN



### Permeable Precast Concrete Unit Pavers

Permeable precast concrete unit pavers for street tree & furnishing zone where above a tree pit. Optional use in on-street parking lane.



### Precast Concrete Unit Pavers

Traditional precast concrete unit pavers for on-street parking lane and street tree and furnishing zone where not above a tree pit.



### Brushed Concrete Paving

Cast-in-place concrete paving with a brushed concrete will form the accessible route on all streets to meet AODA requirements.

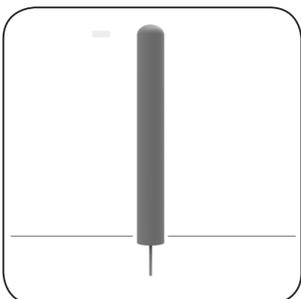
A 'pixelated' unit paving pattern, using a colour palette of three neutral greys, will add visual interest to the street and boulevard. When applied to all streets over time, the pattern provide material continuity and identity throughout the centre. This pattern has the added benefit of easy reconstitution after disturbance.

Areas of unit paving occur in three places: the planting and furnishing zone on flexible and traditional streets; the on-street parking lane for flexible streets; and on Douglas Street.



Examples of 'pixelated' paving patterns.

## SITE FURNISHINGS PALETTE



### Bollard

Powdercoated galvanized steel bollard to delineate the divide between roadway and boulevard on flexible streets.



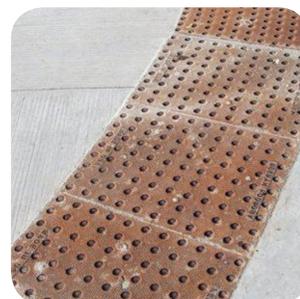
### Bike Ring

Stainless steel bike ring suitable to lock up two bicycles.



### Tree Grate

A durable, low maintenance tree grate that conforms to accessibility standards.



### Detectable Warning Surface

Cast iron detectable warning plates are extremely durable and easy to install.



### Backed Bench

A slim profile coupled with a strong cast aluminum structure and wood slat seat and back make the neoliviano bench versatile seating for public spaces.



### Planter

Glass fiber reinforced concrete planter.

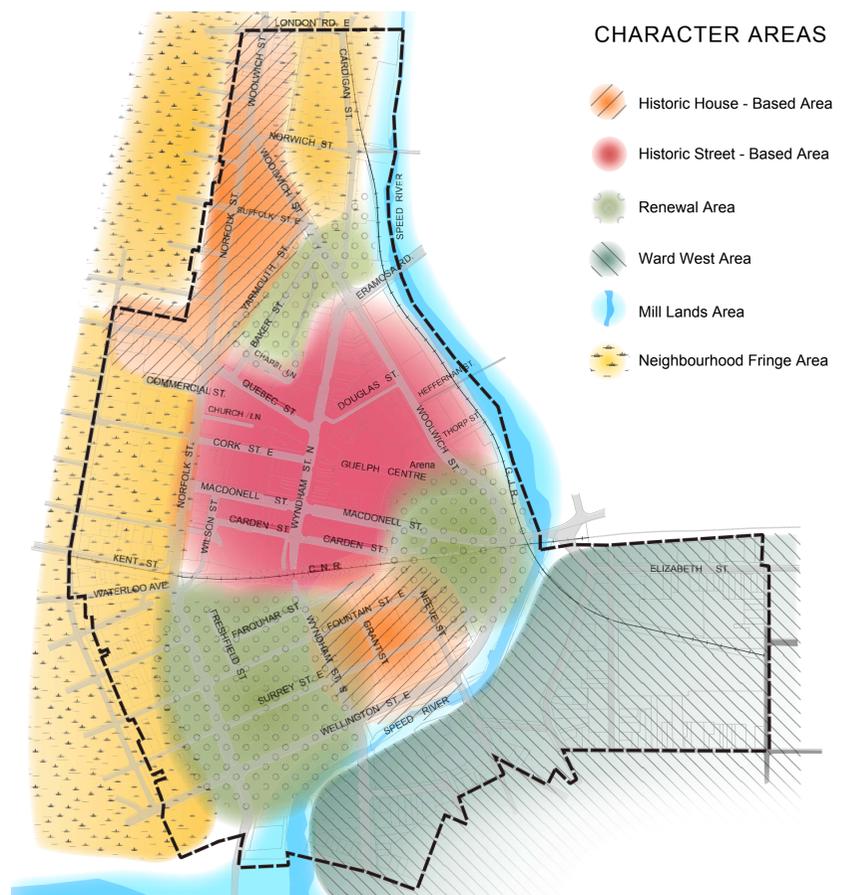
# BUILT FORM STANDARDS

## DESIGN PRINCIPLES FOR IDENTIFIED CHARACTER AREAS

The Built Form Standards identifies a series of six Character Areas, which address both area-specific and typology-specific built form conditions throughout Downtown Guelph. The document identifies each Character Area typology, outlining relevant conditions and associated design principles. This information should be read in conjunction with relevant general guidelines recommendations.

The Character Areas were developed through a combination of site analysis and assessment of the existing built form context; historical research; consultation with Heritage Guelph; review of relevant Downtown Secondary Plan policies; and Downtown strategic Assessment recommendations.

For the purpose of this study, Character Areas are illustrated as bubble diagrams, with un-delineated boundaries. The intention of this illustration is to allow for a degree of interpretation over the location of Character Area boundaries when evaluating development proposals on a case-by-case basis. For more information, please refer to Section 3.1 of the Built Form Standards for Downtown Guelph.



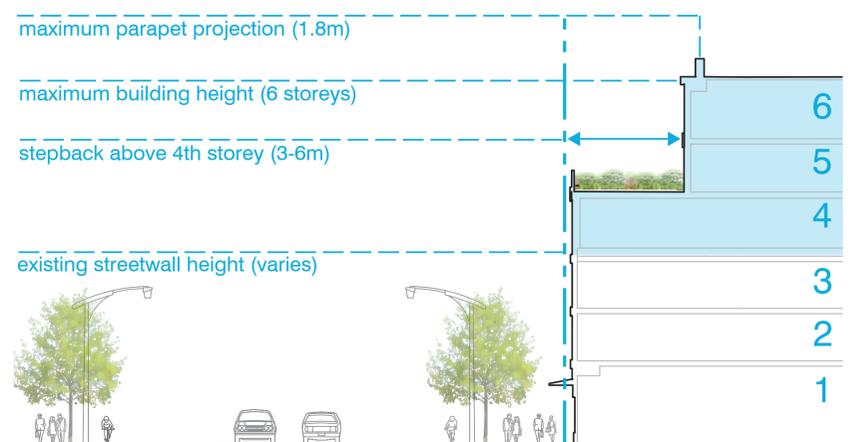
Map illustrating identified Character Areas in Downtown Guelph.

## SITE AND BUILDING DESIGN GUIDELINES FOR BUILT HERITAGE RESOURCES

The Built Form Standards incorporate five Performance Standards to ensure that both site and building design alterations to built heritage resources maintain the design integrity of these historic developments and support the vision and principles of the Downtown Secondary Plan. These Performance Standards, which are in addition to those in Section 3.3 and 3.4, apply to all built heritage resources. Lands that are adjacent to designated heritage properties may also be relevant based on a Heritage Impact Assessment, which may be required. These include Performance Standards for the following:

- 1: Height and Massing
- 2: Setbacks and Stepbacks
- 3: Ground Floor Condition
- 4: Materials
- 5: Roofs, Cornices and Parapets

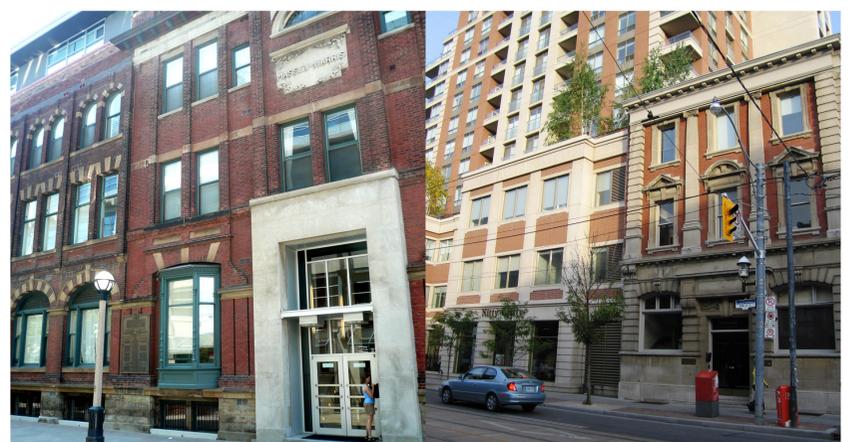
The following captions and illustrations summarize key recommendations. Please refer to Section 3.2 of the Built Form Standards for more information.



Setbacks and stepbacks of alterations should balance the look and form of the existing built heritage resource.



Alterations to built heritage resources should include materials similar or complementary to those found within original building facades.



The height and massing of alterations should be sensitive to, and complement, the existing built heritage resources.

# BUILT FORM STANDARDS

## SITE DESIGN STANDARDS FOR ALL BUILDINGS

The Built Form Standards incorporate six Performance Standards to ensure that site design for new buildings and alterations to all buildings support the vision and principles of the Downtown Secondary Plan. These include Performance Standards for the following:

- 6: Setbacks
- 7: Publicly Accessible Open Space
- 8: Private Amenity Space
- 9: Public Art
- 10: Parking, Access, Loading and Servicing
- 11: Sustainable Site Design

The following captions and illustrations summarize key recommendations. Please refer to Section 3.3 of the Built Form Standards for more information.



Structured parking should be clad in high quality materials and wrapped in active at-grade uses. Servicing / loading areas should be at the rear of the site.



Buildings should address adjacent streets while incorporating appropriate setbacks to maintain streetwall continuity and to achieve appropriate transitions between the public and private realm.



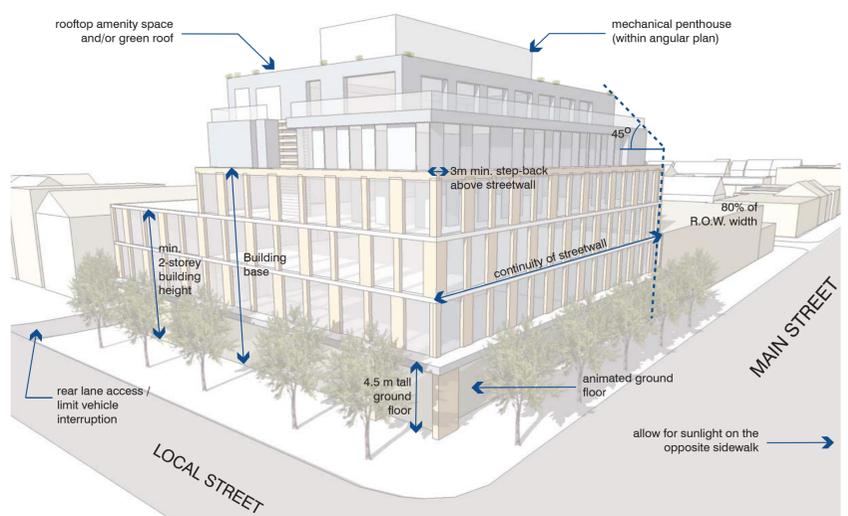
Private amenity space should be sited and oriented to capitalize on sunlight penetration and dimensioned to suite intended user needs.

## BUILDING DESIGN STANDARDS FOR ALL BUILDINGS

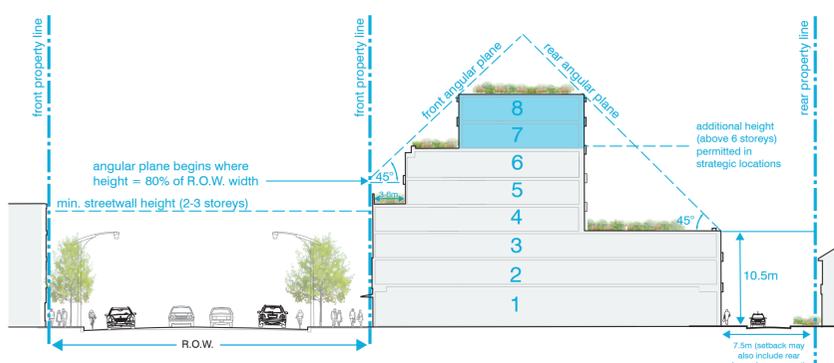
The Built Form Standards incorporate ten Performance Standards to ensure that building design for new buildings and alterations to all buildings support the vision and principles of the Downtown Secondary Plan. These include Performance Standards for the following:

- 12: Height
- 13: Massing
- 14: Stepbacks
- 15: Angular Planes
- 16: Articulation and Detailing
- 17: Ground Floor and Building Entrances
- 18: Materials
- 19: Roofs, Cornices and Parapets
- 20: Lighting, Awnings, Canopies and Signage
- 21: Sustainable Building Design

The following captions and illustrations summarize key recommendations. Please refer to Section 3.4 of the Built Form Standards for more information.



Building heights should generally respond to the established low to mid-rise character of Downtown Guelph.



Angular planes should be used on a discretionary basis to evaluate the massing and height transitions of proposed developments.



Establish appropriate height transitions to existing adjacent developments, and suitable interfaces with adjacent streets, intersections, and open spaces.

# ST. GEORGE'S SQUARE

## OPPORTUNITIES



St. George's Square, Circa 1902.



St. George's Square, Circa 1925.



St. George's Square, Circa 1940.



St. George's Square, Circa 1964.

## CASE STUDIES



### The Heart of the City

Transform St. George's Square into a major cultural node and destination, which will anchor Downtown Guelph by providing opportunities for business activation space, the self-activation of the space through informal daily use, and for use during major events.

### Imageability & Placemaking

Promote the revitalization of St. George's Square and the surrounding Downtown by transitioning the space to comfortably accommodate all modes of transportation.

### Flexibility

Create a vibrant and animated destination on a year-round and daily basis, in addition to creating a desirable space for major events.

### Edge Activation

Activate the edges of the Square with street-related uses. Existing physical barriers and grade changes should be removed to free-up valuable space for pedestrian amenities.

### Connectivity & Wayfinding

Extend flexible street treatment into the Square and provide seamless connectivity throughout the centre.

### Market Square, Kingston, Canada

- Market Square in Kingston is a flexible space immediately behind City Hall in a historic downtown retail district.
- Host to a public market, running since 1801.
- High-quality granite paving provides a blank palette to host markets, events and performances.
- Area transforms into a skating rink during winter months for seasonal interest.



### Market Square, Pittsburgh, United States of America

- Market Square in downtown Pittsburgh was redeveloped in 2010 to great fanfare.
- Previously bisected by two roads, the square was completely transformed into a flexible, multi-purpose space that hosts frequent markets and events.
- A generous boulevard provides businesses that front the square room to use.



### Old Town Square, Prague, Czech Republic

- One of two main public squares in historic Prague, created in the 12th century as a marketplace.
- Public art and adjacent architecture serve as focal points, lending the square its modern day identity.
- Flush surface allows for maximum flexibility and permeability.
- Roads on two sides of plaza frame the square.
- Busy edges with cafe patios and shop.



### Place d'Armes, Montreal, Canada

- The renewal of Place d'Armes in Old Town Montreal transformed this historic square into a space that speaks to the identity of the City and respects contemporary uses.
- A palette of high quality materials and furnishings - granite paving, cobbles, wood seating, lighting - are respectful of the heritage context but speak a contemporary language in their use.
- The square is designed all at one level to facilitate easy access in and out of the central space.

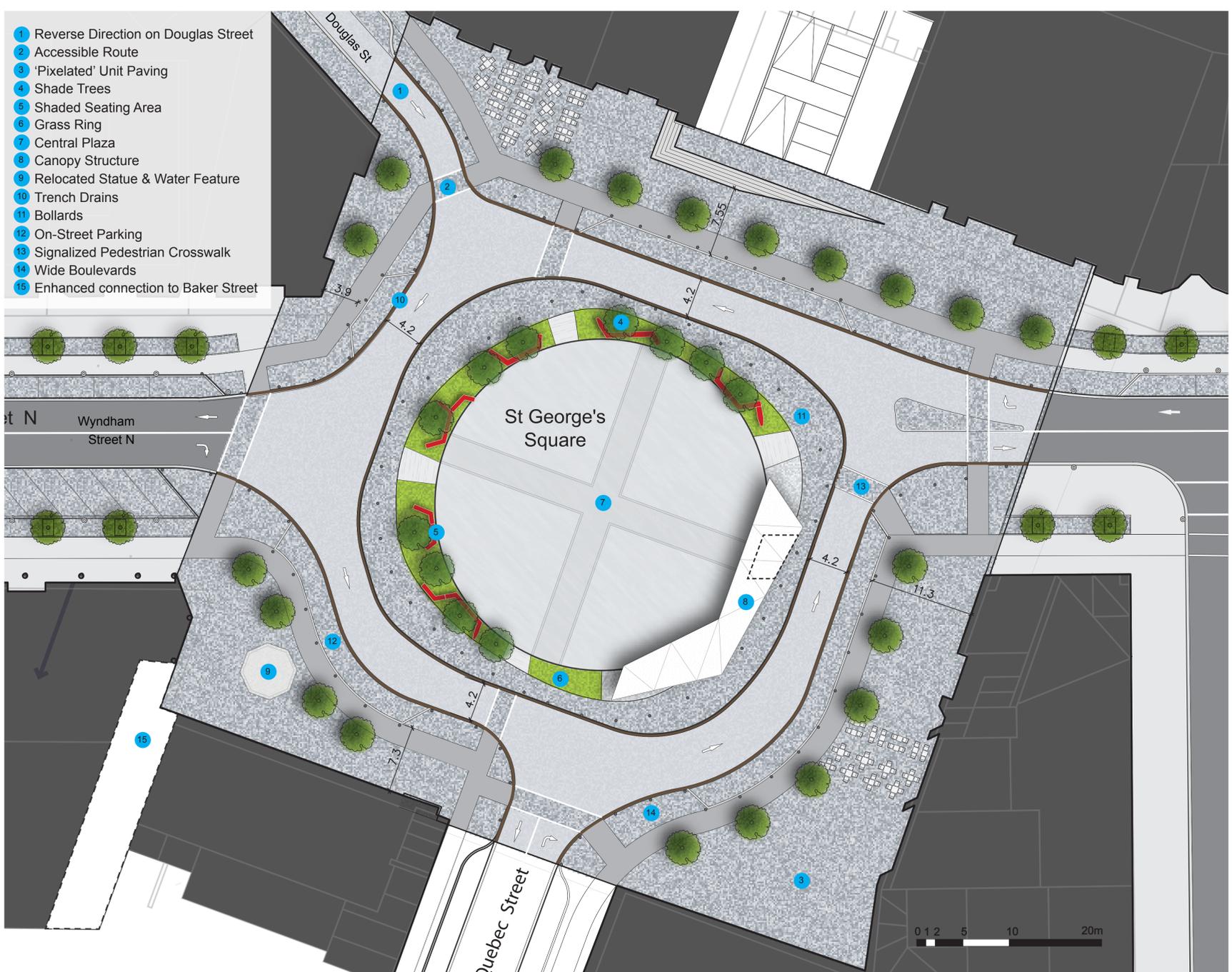
# ST. GEORGE'S SQUARE

## GUIDING PRINCIPLES

The following six core principles provide the foundation for the conceptual redesign of St. George's Square in Downtown Guelph. The principles incorporate general objectives and specific targets of the Concept Plan, articulating what is important and providing guidance to discussions that will shape the future of the area. The principles are as follows:

- 1 Support Local Business and Daily Activities
- 2 Unify the Square
- 3 Less is More
- 4 Make it Beautiful
- 5 Make it Comfortable
- 6 Improve Connections to other Downtown Anchors

## ST. GEORGE'S SQUARE CONCEPT PLAN



## OBJECTIVES

In addition to satisfying the intent of each guiding principles, the redesign of St. George's Square should:

- Create an environment for daily activities;
- Activate the corners by re-establishing connections between building edges and adjacent streets;
- Simplify the space, allowing for greater flexibility;
- Establish uniform grading throughout the square;
- Establish new public amenities;
- Provide convenient parking for shopping and visiting;
- Improve the image of the Square;
- Reduce the barrier effect of the road;
- Enhance connections to adjacent streets and other important downtown destinations;
- Create places where healthy businesses can flourish;
- Celebrate the rich history of the Square;
- Slow traffic moving through the Square;
- Provide a range of seating options throughout the Square;
- Be universally accessible;
- Incorporate sustainable approaches such as Low Impact Development;
- Plant new street trees to establish a continuous tree canopy;
- Encourage families to visit downtown;
- Promote St. George's Square as a hub for Public Art exhibits; and
- Create a place that feels like a true public square.

# ST. GEORGE'S SQUARE

## ST. GEORGE'S SQUARE CONCEPT RENDERING



*The conceptual redesign of St. George's Square creates space for everyone to use and enjoy.*

## IMPACTS OF CHANGE

### Pedestrian Impacts

St. George's Square is segmented into two primary areas for the use of pedestrians: the Central Square and Boulevards. The Central Square is primarily where events will occur and is safely protected from the road. Boulevard areas - fronting shops and services - provide a comfortable experience for pedestrians, protecting them from the roadway through the use of bollards.

The curbless, flush design is also an important component of increasing the walkability of the Square as it allows for permeability between all areas. During large events, the Square will function as one large plaza, free from the encumbrance of a system of raised curbs. During day-to-day use, pedestrians will be able to cross the roadway and enter the Central Area easily. Finally, pedestrians will benefit from the proposed changes to roads that move through the Square as vehicles will slow dramatically, thus reducing the risk of serious collision.

### Transit Impacts

Several buses currently pass through St. George's Square, both leaving and returning to the Central Station. This is planned to continue. The demand for transit in the Square is driven by the Old Quebec Street Mall, which has a concentration of health service offices. To provide convenient access to the Mall, a transit lay-by has been provided immediately in front of the Mall entrance. The lay-by will accommodate two buses and should provide a raised curb to allow for the operation of accessible bus ramps.

### Traffic Impacts

The proposed redesign of the Square seeks to better balance space allocations for vehicles versus boulevard and aims to allow vehicles to flow continuously, and in one direction only. Vehicles will need to move slowly through the Square as there will be more pedestrians using the space as well as new on-street parking bays. Both of these factors will passively calm traffic through the Square. The new configuration, however, will likely result in similar travel times as the increased distance and slower speeds will be offset by the removal of the traffic signal. Corner radii have been designed to accommodate transit vehicles and bollards have been offset from the inside of each corner to allow for large trucks (WB-20) to pass through the Square.

### Operational Impacts

St. George's Square will require a higher level of maintenance as it will incorporate many new features, amenities, materials and furnishings. The operational impacts, however, will not be entirely new to City staff as they will be similar to what has been recently experienced in Market Square. Specifically, winter operations in the square will require special attention (similar to the flexible streets model that has been proposed for key downtown streets). Accumulated snow should be removed promptly to ensure that all areas of the Square remain universally accessible. This will require specialized equipment in addition to great care to ensure that site furnishings are not damaged.

# NEXT STEPS

## IMPLEMENTATION OF STREETSCAPE MANUAL

### Phasing and Integration

- Phasing and integration strategy should prioritize projects based on need and benefit, allowing City to understand planned future context; and
- Important to review / modify strategy throughout the process.

### Detailed Design

- Detailed design exercise must be undertaken to translate general design concepts into functional layouts prior to implementation.

### Environmental Assessments

- City must determine if the project will require a Class EA and in what class the assessment should be undertaken.

### Mitigating Construction Impacts

- Strategies to mitigate impacts should be explored;
- Consult with internal / external stakeholders; and
- City will need to make the final decision on the preferred method of construction staging.

### Coordination with Utility Providers

- Where possible, infrastructure should be renewed concurrently with street reconstruction;
- Planning must occur early and often with utility providers to ensure construction efforts are coordinated and efficient.

### Accessibility Considerations

- All streets should be compliant with the latest FADM standards.

### Maintenance and Operations

- City should prepare an operating and maintenance manual that itemizes the projects materials and design details; and
- City should develop a systematic monitoring system.

### Solid Waste

- Detailed analysis required for demand, placement, collection method, and system efficiency.

### Training and Outreach

- Educate public on the benefits and operational considerations for flexible streets and upgraded features of traditional streets.

## IMPLEMENTATION OF BUILT FORM STANDARDS

### Policy and Process Amendments

#### Planning Act Tools

- Community Improvement Plan (Section 28);
- Minimum / Maximum Standards in Zoning (Section 34);
- Height and Density Bonusing (Section 37); and
- Site Plan Control - Exterior Design Control (Section 41).

#### Downtown Secondary Plan Amendments

- Review / amend following adoption of Built Form Standards; and
- Review every 5 years.

#### Zoning By-law Amendments

- Review / amend following adoption of Built Form Standards; and
- Review every 5 years.

#### Sign By-law Amendments

- Review / amend following adoption of Built Form Standards; and
- Review every 5 years.

### Integrated Design Approach

#### Evaluation Checklist

- Stand-alone document;
- Applicant evaluates project in advance of submission to City;
- Assists City in review / evaluation of proposal.

#### Design Review and Awards

- Applicant submits Urban Design Brief in support of proposal;
- Assists City in review / evaluation of proposal.
- Establish dedicated / permanent Design Review Panel;
- Introduce independent third party architectural peer review;
- Establish Design Awards Program.

### Monitoring, Updating and Exemptions

#### Monitoring and Updating

- Public information sessions;
- Follow-up meetings with City Staff;
- General project file; and
- Amendments to the Built Form Standards.

#### Exemptions

- Identifying and determining appropriateness

## IMPLEMENTATION OF ST. GEORGE'S SQUARE

### Planning for Change

#### Short Term Tasks

- Begin Capital Planning
- Explore cost sharing options / alternate funding methods;
- Consult with utility providers; and
- Continue consultation with DGBA.

#### Medium - Long Term Tasks

- Retain Landscape Architect and Transportation Engineer;
- Develop construction phasing approach;
- Consult with public / stakeholders;
- Acquire agreements to permit enhancement of Baker Street / St. George's Square connection;
- Plan for increased level of maintenance / operation;

- Develop funding / implementation program for public art; and
- Streamline event hosting approval process.

### Construction Phasing

Develop a phasing plan to organize construction sequencing / guide redevelopment efforts. This may follow a one, two, or three-phase approach.

### Costing

The current capital plan does not include the full reconstruction of St. George's Square. Based on preliminary cost estimates and budget forecasts, the order of magnitude of additional investment is estimated to be \$6.0-6.5 million based on the proposed design concept. This reflects a level of quality similar to Market Square.