

Volume 2



Urban Design Action Plan

DRAFT

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Introduction

The purpose of the revised Urban Design Action Plan is to shape urban design in Guelph moving forward based on the City's Official Plan.

The City's role in achieving urban design excellence

Urban design excellence requires coordinated efforts from the public and private sectors to maximize the benefits of development. Collaborative urban design adds significant value to a project, a community and the city as a whole.

The City's role should go beyond regulating development, providing infrastructure and operating community facilities. The Urban Design Action Plan focuses on five City responsibilities:

1. Adopting and updating general urban design policies, standards and guidelines to guide the implementation of the Official Plan Amendment and the review of subdivision, rezoning, site plans and public infrastructure projects.
2. Preparing and updating land use and urban design concept plans and studies for significant areas of change within the city.
3. Identifying and implementing strategic public realm and infrastructure projects, including road construction, public transit, park and open space improvements, cultural and recreation facilities, public art, streetscapes and trails.
4. Conducting transparent and effective review and approval processes for development applications and capital projects, integrating various disciplines, engaging affected communities and focusing on urban design objectives.
5. Promoting urban design excellence through public projects, ongoing communications, and educational initiatives.

Background

The Urban Design Action Plan is one tool for implementation of the City's land use vision established through Official Plan Amendment (OPA) 48 (Phase 3 of the Official Plan update). OPA 48 was approved with modifications by the Ministry of Municipal Affairs and Housing on December 11, 2013 and is currently under appeal.

The Urban Design Action Plan addresses the Official Plan vision, objectives and policies and discusses how these can be achieved through urban design. It also addresses current challenges in realizing the vision. Throughout this document reference to specific Official Plan sections is provided to connect the reader to the related policies. Official Plan Amendment 48 is available online at guelph.ca/official-plan

How the Action Plan is organized

This document builds on the established vision, objectives and policies of the Official Plan. It is divided into three parts:

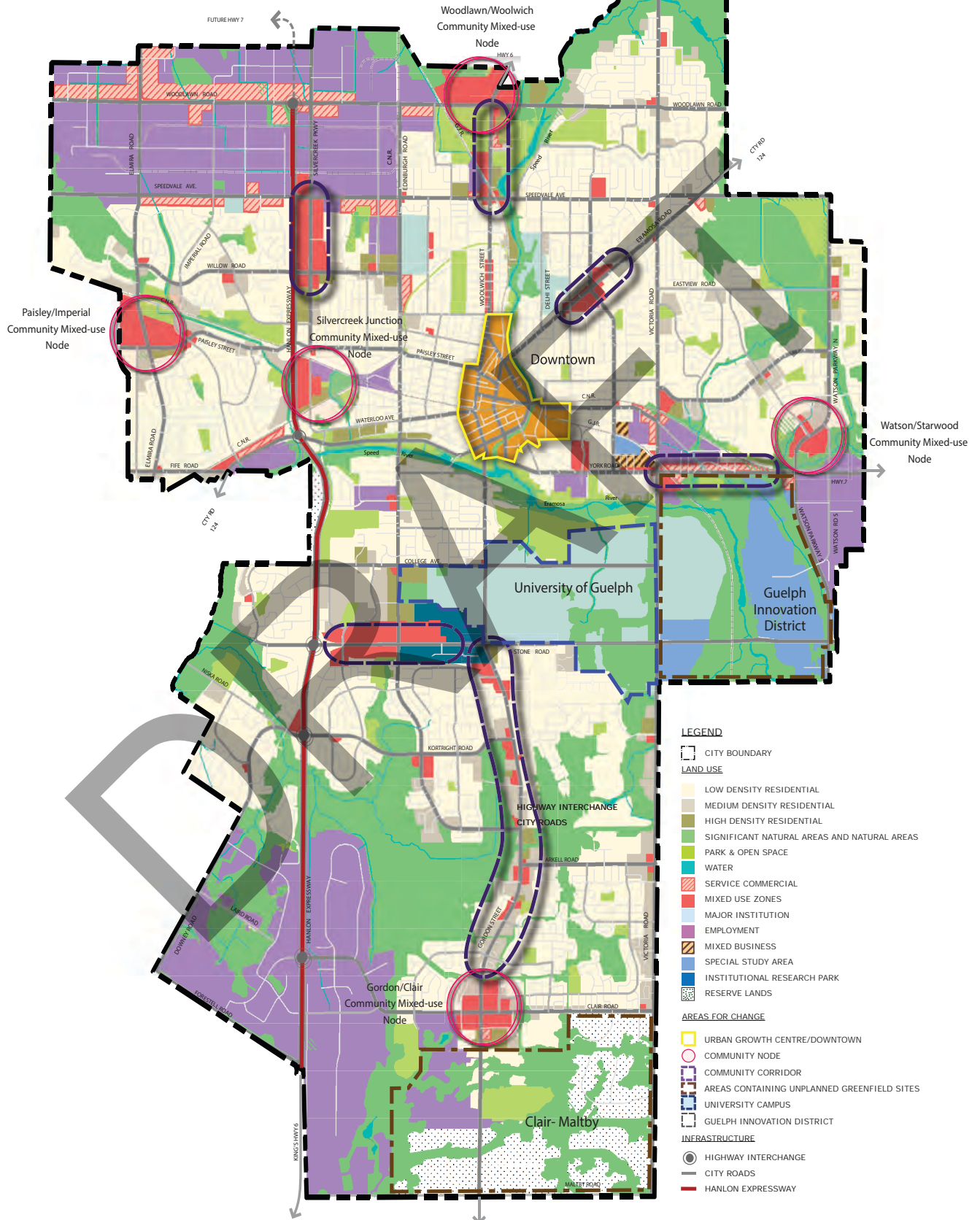
Part 1: Opportunity areas focuses on distinct areas in the city with potential for significant change. It also considers city-wide opportunities. The recommended actions in Part 1 address the plans, policies and projects that should be developed and implemented. Each section in Part 1 briefly describes an opportunity area, its urban design vision, recommended objectives and actions, as well as challenges.

Part 1 also contains tables that outline expected outcomes of the actions for each opportunity area, the general timeframe for implementation and whether or not the action requires a new allocation in the City's budget. The tables also highlight priority actions. It is recommended the City initiate priority actions within the next two to three years and, in the case of plans, studies, guidelines and processes, complete them within the next three to five years.

Part 2: Organizational improvement focuses on the processes and programs the City should improve or initiate to ensure urban design objectives are met and awareness about urban design increases. A section on project review describes general strategies related to consultation, communication and identifies specific actions that support them. A section on promotion and education outlines initiatives the City should pursue to ensure City staff and Guelph citizens are informed about the importance of urban design.

Part 3: Urban design policy directions focuses on strengthening City policies and regulations. Policy directions are included that are primarily intended to guide the comprehensive Zoning Bylaw regulations and are largely based on the Official Plan update.

DRAFT Opportunity Areas



Part 1: Opportunity areas

The map on the previous page illustrates Guelph's urban structure and identifies opportunity areas. These areas are expected to see further development and redevelopment in line with urban design objectives as the city continues to grow. Other parts of the city will continue to evolve in a more modest way.

Two larger areas of change are the Guelph Innovation District (GID) and the Clair-Maltby Secondary Plan (CMSP). The GID will be a mixed-use, residential and employment area near the University of Guelph. The CMSP is located in the most southerly portion of the City. Although not directly addressed by this action plan, the CMSP is going through a separate process which will incorporate many of the same themes while emphasizing the importance of urban design in its development.

Part 1 of the Action Plan addresses the following areas:

- Downtown
- Community mixed-use nodes
- Intensification corridors
- Employment areas
- Neighbourhood infill and residential development
- City-wide opportunities



Downtown

Downtown Guelph is being transformed. More people, jobs, buildings and activities are being strategically added to the area to increase and grow this historic urban centre. Guelph's historic downtown has been identified as an Urban Growth Centre through the provincial Places to Grow Plan. The City's Downtown Secondary Plan aligned with Places to Grow and plans for an additional 6,000 residents and 1,500 jobs in Downtown by 2031.

Downtown Guelph is also a major destination, serving as the centre for civic and religious institutions, offices, tourism, retail, entertainment, commercial and social services, and a range of cultural facilities. The multimodal transit terminal is located in Downtown Guelph with improved facilities and enhanced local and interregional transit services.

In regards to the private realm, the last few years have seen the first significant private investments in more than 20 years. Downtown is characterized by many brownfield and otherwise complicated development sites. There has been significant uptake of financial incentive programs offered through the Downtown

Community Improvement Plan; however Downtown development economics continue to be a challenge. Maintaining momentum is key, this requires consistent focus on the downtown as a destination, an employment centre and a neighbourhood.

In the public realm replacing deficient infrastructure creates the opportunity to think about the future design of these public spaces. Infrastructure can also be strategically aligned with private development to continue to foster growth. In addition, the public realm creates space for everyone. The public realm decisions in Downtown must also 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 range of people reinforces that the downtown is itself part of the destination.





Since 2009, the City has undertaken a number of actions in the Downtown:

- ✓ Completed the Downtown Secondary Plan
- ✓ Amended the Urban Design and Public Art Official Plan policies
- ✓ Implemented the Downtown Community Improvement Plan
- ✓ Approved the Downtown Streetscape Manual and Built Form Standards
- ✓ Developed the St. George's Square Concept Plan
- ✓ Built Guelph Central Station
- ✓ Built Market Square
- ✓ Approved over 1,000 dwelling units and 100,000 square feet of commercial development

The following key urban design actions will be prioritized through the Downtown Implementation Strategy:

- Completing the update to the Downtown Zoning Bylaw to implement the urban design policies of the Downtown Secondary Plan and built form directions
- Further community engagement and detailed design prior to reconstruction of Wyndham Street North, St. George's Square, and other streets to be reconstructed downtown
- Prepare and execute an implementation strategy for redevelopment of the Baker Street site including designing and building a new library
- Prepare Downtown Riverfront Open Space Master Plan to guide short and long-term improvements within the Speed and Eramosa river corridors
- Establish a permanent wayfinding program in the downtown with tourism and business interests
- Continue to use and support "tactical urbanism" (see page 2-35 for definition) to test ideas and engage the community
- Acquire land to establish riverfront parkland
- Implement identified pedestrian bridges to provide better connectivity
- Develop a public art master plan supported by a sustainable funding policy
- Redesign the Wellington/Woolwich/Macdonell intersection to enhance walkability and legibility as shown in the Downtown Streetscape Manual
- Use a team-based, multidisciplinary approach to build high-quality public projects (e.g. parking structures, road reconstructions).

The vision

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.



Downtown Secondary Plan massing vision—March 2010 workshop

Examples from other municipalities



High quality contemporary architecture.



Stepbacks shape the massing of buildings.



Visible front doors can help enhance streets.



Shopping within mixed use buildings.



Well articulated buildings.



Community mixed-use nodes

The five community mixed-use nodes define and shape the city by creating focal points for development. They are central connecting points in a neighbourhood that have a mix of residential, commercial and institutional buildings, such as shopping areas, community uses, and medium to high density housing.

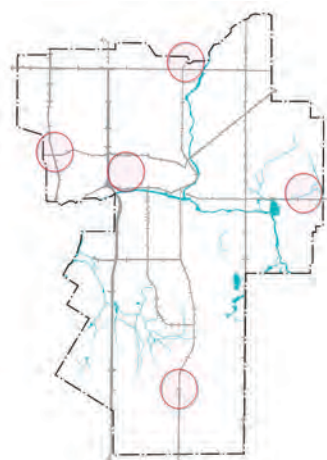
From a policy perspective they contain multiple land use designations such as high density residential in combination with commercial and institutional uses.

The range and mix of permitted uses together aim to achieve the vision of pedestrian-oriented and transit-supportive areas with amenities and commercial uses in proximity to residential neighbourhoods. Over the long-term the nodes are intended to become urban villages that will feature main streets with on-street parking, street trees, multi-storey buildings and a mix of retail, services and residential, encouraging more active and social neighbourhoods.

Changing the nature of the community mixed-use nodes will require strong urban design, as well as land use policies and a development industry willing to take an alternative approach. It may also require public investment in the form of civic open spaces, institutions or community facilities to attract residents and employment.

Since 2009, the City has undertaken a number of actions in community nodes:

- ✓ Updated Official Plan policies (OPA 48), include requiring urban design concept plans for major development proposals and for urban villages. Specific sections include policies for city structure (Section 3: Planning Complete and Healthy Communities), urban design (Section 8) and land use (Section 9)
- ✓ Developed the Watson/Starwood Community Mixed-use Node Urban Design Concept Plan
- ✓ Developed the Paisley/Imperial Mixed-use Node Urban Design Concept Plan
- ✓ Developed the Woodlawn/Woolwich Mixed-use Node Urban Design Concept Plan
- ✓ Developed the Gordon/Clair Mixed-use Node Urban Design Concept Plan



The vision

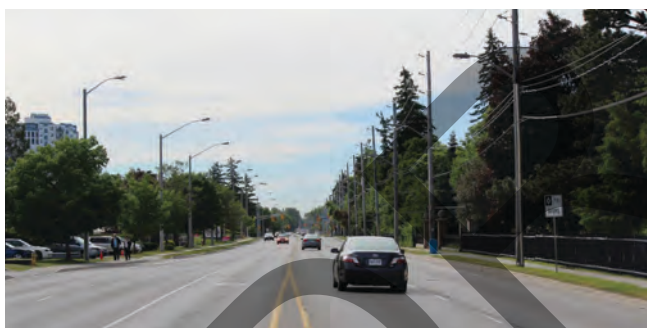
Transform Guelph's five major community mixed-use nodes into distinct urban villages with mixed-use, high-density housing, transit, cycling and pedestrian-friendly features that provide balanced live-work opportunities.



Starwood Drive and Watson Parkway today.



Vision for Starwood Drive and Watson Parkway.



Woolwich Street today.



Vision for intensification along Woolwich Street.

Challenges

- A large portion of available commercial lands are operating as low-density, single-storey retail with surface parking
- Primary roads that are generally not pedestrian friendly (e.g. no on-street parking to calm or buffer traffic)
- Existing development that does not allow for intensification due to market demands for large surface parking areas
- Integration and connection of active public uses (e.g. parks, community and recreation centres, libraries)
- Consumer demand and the nature of the development market in Guelph restricts design excellence and the adoption of alternative standards
- Providing space for green infrastructure (trees)
- Ensuring intensification can be supported by municipal services

Examples from other municipalities



Civic spaces for passive enjoyment and beauty.



Mid-rise mixed-use buildings on central sites.



Housing above or behind stores.



Mixed-use buildings and transit-supportive density.

Objectives

1. Develop residential and office uses as well as live-work opportunities.
2. Develop a grid-like network of streets that provide a framework for intensification and encourage walking and cycling.
3. Establish attractive, usable, open spaces.
4. Use trails to link community mixed-use nodes to nearby green spaces.
5. Define a distinct character for each node through architecture, public art, open spaces and streetscape design.
6. Integrate public transit and development in convenient locations within each node.

Actions	Outcomes	Target dates	Budget status	Project status
1. Create Commercial Development Built Form Standards for vacant sites, redevelopment and greyfields.	GS	2017-2018	Allocated	○
2. Guided by the Official Plan and the directions appended to this document, amend the Zoning Bylaw to include urban design regulations and update zoning in community mixed-use nodes, especially built form regulations, permitted uses, height and parking ratios.	PR	2017-2020	Allocated	○
3. Create a design toolbox to accommodate an integrated approach to placemaking.	UD	TBD	Not required	○
4. Prepare a Community Improvement Plan for community mixed-use nodes that prioritizes areas for reinvestment and considers financial incentives for redevelopment, such as tax increment equivalency grants (TIEGs), application fee waivers and development charge waivers.	PR	TBD	Required	○
5. Invest in streetscape improvements that encourage space for green infrastructure, pedestrian, bicycle and transit-friendly multi-modal strategies.	GS	TBD	Required	○
6. In conjunction with future development, implement civic space and other public improvements in the community mixed-use nodes.	PR	TBD	Required	○

2016 Status

- Completed
 - ◐ Partially Completed
 - Not Started
 - Priority Action
- GS** Guideline/Standards
 - PR** Policies/Regulations
 - UD** Urban Design Plan



Intensification corridors

As Guelph grew in the latter half of the 20th century, commercial development naturally located itself along primary roads, six of these corridors—Gordon Street, Woolwich Street, Eramosa Road, Silvercreek Parkway, Stone Road and York Road—have a variety of low-density commercial uses servicing the surrounding neighbourhoods and the City as a whole.

From a policy perspective, intensification corridors are planned to achieve:

- increased densities to support existing and planned transit levels;
- a mix of commercial, office, institutional and residential uses; and
- a range of local services.

Functionally, these are not unlike community mixed-use nodes, but are often older and therefore have greater potential for redevelopment or infill development.

Being a regional shopping destination that has seen growth and reinvestment, the Stone Road corridor is unique among the six intensification corridors. The mall and the proximity of the university campus and research park have the potential to attract residential infill development.

Gordon Street, the historic “highway into town” from the south, is different. While retaining some of its natural and cultural heritage, it is gradually being intensified and can accommodate significantly more density.

In the case of Gordon Street, Woolwich Street and York Road, the image of intensification in particular to Guelph visitors must also be an important consideration.

To further encourage redevelopment in these six intensification corridors and ensure it occurs in the context of a holistic vision for each corridor, it will be necessary to review them and clearly articulate how they may develop over time.



These are also important mobility corridors that will continue to see significant vehicular traffic but need to be designed to encourage transit use, walking and cycling. In particular in some corridors (e.g. Gordon Street, Stone Road and Woolwich Street) the City is exploring including higher order public transit. In addition to describing the appropriate character for each corridor the streetscape should also be reviewed to make the roads safer and attractive to pedestrians and cyclists.

Since 2009, the City has undertaken a number of actions in intensification corridors:

- ✓ Updated Official Plan policies (OPA 48) and land use designations, include providing mixed-used development in proximity to transit and transportation corridors. Specific sections include policies for city structure (Section 3: Planning Complete and Healthy Communities), urban design (Section 8) and land use (Section 9).
- ✓ Developed the Woolwich Intensification Corridor and Mixed-use Node Urban Design Concept Plan



Conceptual vision for Woolwich Street intensification corridor near Marilyn Drive.

The vision

Create more efficient and complete communities, while accommodating growth, enhancing mobility and improving the visitor experience along main transportation corridors and key access routes in Guelph.

Challenges

- The primary entrance corridors into Guelph contain a varied range of land uses including commercial, suburban residential, urban residential, industrial, rural and natural heritage
- Reverse lot frontage conditions along some intensification corridors makes it difficult to intensify and create transit and pedestrian-friendly streetscapes
- Most arterial and collector roads are designed primarily to facilitate vehicular traffic and do not encourage walking and cycling
- Lot sizes and land ownership patterns may make consolidation and coordinated intensification difficult
- Wide arterial roads and sparse urban fabric make for a poor pedestrian environment
- Modest private investment along some corridors hampers significant changes

Examples from other municipalities



Active uses at street level.



Transit-supportive densities achievable through different forms of housing.



Distinctive buildings facing the street.



Housing diversity, including townhouses.









Mid-rise mixed use buildings on central sites.

Objectives

1. Increase medium and high density housing.
2. Increase pedestrian-oriented, mixed-use development.
3. Reinforce and revitalize established neighbourhood commercial centres.
4. Enhance sidewalks and cycling facilities for comfort and safety.
5. Continue to accommodate goods movement where necessary.
6. Link different land use and character areas along primary routes.
7. Maintain and celebrate significant heritage features.

2016 Status

-  Completed
-  Partially Completed
-  Not Started
- GS** Guideline/Standards
- PR** Policies/Regulations
- UD** Urban Design Plan
-  Priority Action

Actions	Outcomes	Target dates	Budget status	Project status
1. Create Commercial Development Built Form Standards for vacant sites, redevelopment and greyfields.	GS	2017-2018	Allocated	
2. Guided by the Official Plan and the directions appended to this document, amend the zoning bylaw to include urban design regulations. Pre-zone intensification corridors, especially built form regulations, permitted uses, height and parking ratios.	PR	2017-2020	Allocated	
3. Prepare Intensification Corridor Concept Plan and guidelines for: Gordon Street, Stone Road, Eramosa Road and Silvercreek Parkway. These plans should be used to guide redevelopment, intensification, streetscape design and connectivity for pedestrians, cyclists and transit riders. The plans should respond to the varying character of each corridor.	UD	2016-2019	Required (partial)	
4. Prepare a York Road Community Plan to review land use, function, design and character of this intensification corridor.	PR/UD	TBD	Required (partial)	
5. Review and consider a Community Improvement Plan for intensification corridors that prioritizes corridors for reinvestment and considers financial incentives for redevelopment, such as tax increment equivalence grants (TIEGs), application fee waivers and development charge waivers. Focus on specific intensification corridors (Woolwich Street, Silvercreek, York Road).	PR	TBD	Required	
6. Prepare urban design strategies and streetscape guidelines for Woolwich Street, Stone Road and Eramosa Road corridors.	PR	TBD	Required	



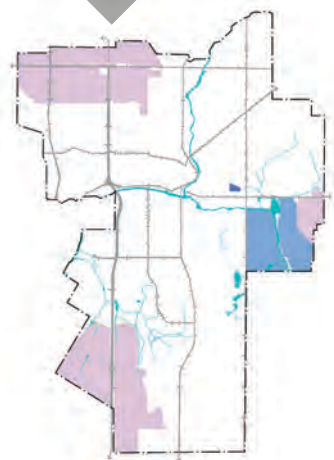
Employment areas and Guelph Innovation District

As Guelph's population and economy grow, its primarily industrial employment areas will grow and evolve. The city, through Official Plan policies and land use regulations is planning to accommodate a range of employment types occupying a variety of building types, from small office buildings to large warehouses. In addition to employment areas, office buildings are planned to locate downtown, in community mixed-use nodes and along intensification corridors, where office workers can support and benefit from commercial activity and public transit. With Guelph's major industrial areas located at gateways to the city, significant attention should be paid to their image.

As the Community Energy Plan notes, "business parks" are prime candidates for large-scale sustainability measures. A greater focus on sustainable industrial development should also make Guelph a more attractive place to invest and work. As a prime example, the Guelph Innovation District, situated on the west side of the Eramosa River in the block defined by York, Watson, Stone and Victoria roads, has been planned as a mixed-use employment district that will provide for a range of live/work/play opportunities. Plans include a knowledge-based innovation cluster intended to appeal specifically to the agri-innovation, clean and high-tech businesses, as well as the health and related science sectors. The area will also be served by public transit with quick links to downtown and the university area.

Since 2009, the City has undertaken a number of actions in the employment areas:

- ✓ Completion of the Guelph Innovation District Secondary Plan
- ✓ Updated Official Plan urban design policies (OPA 48) for employment areas require urban design standards adjacent to arterial, collector and provincial highways. Specific sections include policies for employment lands (Section 3: Planning Complete and Healthy Communities), urban design (Section 8) and land use (Section 9).





Conceptual public art and gateway design treatment for the Hanlon Creek Business Park.

The vision

Enhance existing and new employment areas by capitalizing on and protecting the natural settings and creating consistent and attractive streetscapes.

Challenges

- Truck operations, vehicular traffic and the prevalence of surface parking have adverse impacts on the environment through air pollution, noise and stormwater run-off
- Competitive regional real estate markets make it difficult to attract prestige employment uses and enforce high design standards
- Diverse types of employers and facilities make it difficult to establish and enforce consistent urban design standards
- Lack of pedestrian and cycling facilities and transit service to business parks

Examples from other municipalities



Articulated building with high quality material.



Maximize safety, comfort and amenity.



Vegetated or "green" roofs can be integrated as part of urban design measures.

Objectives

1. Intensify existing employment areas.
2. Improve the appearance of employment areas by emphasizing landscape and architectural features.
3. Establish a consistent streetscape quality in employment areas.
4. Provide a range of amenities for workers close to employment areas.
5. Enhance environmental areas adjacent to employment areas.
6. Minimize the adverse impacts of new industrial uses on natural systems through low impact development.
7. Ensure employment areas are well connected to transit and cycling networks.



Buildings facing pedestrian-oriented streets.

Actions	Outcomes	Target dates	Budget status	Project status
1. Guided by the Official Plan, amend the zoning bylaw to include urban design regulations for existing and new employment areas with a focus on reducing surface parking, supporting different modes of travel and integrating green infrastructure.	PR	2017-2020	Allocated	○
2. Through Block Plans for the Guelph Innovation District develop high standards of urban design in accordance with the Secondary Plan and the Official Plan.	GS/PR	2017-2019	Not Required	○
3. Complete the Hanlon Creek Urban Design Guidelines.	GS	2017	Not Required	◐
4. Develop and implement a phased landscaping program for key gateways to existing industrial areas, aligning the program with streetscape guidelines for City roads and the Hanlon Expressway.	UD	TBD	Required	○

2016 Status

- Completed
- ◐ Partially Completed
- Not Started
- GS** Guideline/Standards
- PR** Policies/Regulations
- UD** Urban Design Plan
- Priority Action

Neighbourhood infill and residential development

As Guelph's neighbourhoods age, they will inevitably change—demographically and physically. Much of the new development that will occur in and adjacent to established neighbourhoods will bring new types of housing, some at higher densities than previous or surrounding development.

Development can help:

- create neighbourhoods that enable and encourage residents to walk to schools, parks and shops;
- accommodate a mix of housing types, employment and live-work opportunities; and,
- offer variety and beauty in architecture, open spaces and natural heritage areas.

Change can be healthy for a community when it renews buildings, expands housing options or otherwise improves the quality of a neighbourhood. It will also help the City achieve the objectives of its Official Plan.

One of the challenges the City will face in the years ahead will be integrating new “infill” development within existing neighbourhoods. Some of these areas are potential heritage districts, and others, while not historic, have distinct character. Many neighbourhoods have not seen substantial change since their initial development. The City and developers will need to be more proactive about

planning infill development. Adopting clear policies, zoning, guidelines and engaging communities before applications are made will help ensure infill projects are positive neighbourhood additions that support growth targets and help create more complete communities.

In strategic areas, where redevelopment, renewal and intensification would clearly enhance a community, sites should be “pre-zoned” to encourage compatible infill projects.

Since 2009, the City has undertaken a number of actions for neighbourhood infill and residential development:

- ✓ Updated Official Plan urban design policies (OPA 48) for intensification establishes separate policies for residential land uses within the built-up area of the city and the designated greenfield area and refines the development criteria for multi-unit residential intensification proposals. Specific sections include policies for urban design (Section 8) and land use (Section 9).
- ✓ Updated urban design policies for residential development
- ✓ Requiring urban design briefs and pre-consultation meetings for larger developments to ensure more complete and detailed infill development applications (e.g. townhouses, apartments)



Many of Guelph's existing neighbourhoods will experience change.



Example of infill development in Guelph.

The vision

Use neighbourhood infill and residential development to enhance the quality of life in existing Guelph neighbourhoods and manage growth sustainably by creating a mix of housing types within walkable communities while protecting natural and cultural heritage.



Mix of housing types: Townhouses adjacent to single-detached housing.



Linear open spaces for connectivity and amenity.

Challenges

- Local resistance to neighbourhood change
- Generality of current policies and lack of specific plans for neighbourhoods in transition
- City resources required to process infill applications
- Potential for lengthy, costly approval process discourages developer investment
- Integrating existing trees into new developments
- Ensuring intensification can be supported by municipal services



Well-articulated townhouses.



Mix of housing types within a Guelph neighbourhood.

Neighbourhood Infill

Actions	Outcomes	Target dates	Budget status	Project status
1. Update engineering standards to enable compact and innovative streetscape and community design, including street trees, stormwater management, cycling infrastructure and pedestrian amenities.	GS	2017-2018	Allocated	●
2. Review opportunities for sensitive infill development, especially within the older areas of Guelph that surround the Downtown (i.e., Zoning By-law Map 66) including neighbourhood commercial centres through the Intensification Analysis and Cultural Heritage Action Plan. Based on this work: <ul style="list-style-type: none"> • Conserve built heritage and cultural heritage landscape resources where identified and appropriate; • Review and update zoning bylaw regulations to permit minor and sensitive infill projects; and, • Work with the community to develop design criteria for key sites ahead of redevelopment. 	PR/GS	2017-2020	Allocated	●
3. Undertake Heritage Conservation District Studies for priority areas identified by the Cultural Heritage Action Plan.	GS	TBD	TBD	○
4. Through the City's formal pre-consultation process, encourage applicants to consult with the surrounding community prior to making an application.	PR	2017-2018	Not Required	○
5. Complete urban design standards for townhouses and mid-rise buildings that address such issues as building, massing, setbacks, coverage, stepbacks, parking and lighting.	GS	2017	Allocated	●

2016 Status

- Completed
- ◐ Partially Completed
- Not Started
- GS** Guideline/Standards
- PR** Policies/Regulations
- UD** Urban Design Plan
- Priority Action

Objectives

1. Plan for the development of vacant or underused sites within established areas in ways that support the City's growth management and urban design objectives.
2. Ensure infill development is sensitive to its context and enhances the quality of the neighbourhood.
3. Provide a range of housing types with a mix in each community to meet the needs of a range of incomes and lifestyles.
4. Integrate existing natural features into the design of new developments and preserve existing trees as much as possible to help retain the character and value of the neighbourhood.
5. Minimize the adverse effects of new communities on natural systems through low impact development.
6. Integrate opportunities for urban agriculture in the planning and design of public and private open spaces.

City-wide opportunities

Urban design can positively impact everyone whether it is at the neighbourhood scale or the city as a whole. This section focuses on important elements of urban design that present city-wide opportunities, including the challenges and opportunities.

Since 2009, the City has undertaken a number of actions regarding city-wide initiatives, including:

- ✓ The Urban Forest Management Plan
- ✓ Updated and elaborated on City-wide urban design Official Plan policies (Section 8)
- ✓ Participating in the University's 2013 Campus Master Plan process
- ✓ The 2013 Cycling Master Plan
- ✓ The draft Active Transportation Network Study

Transportation Planning

As further intensification is planned and greenfield areas are developed at higher densities, it will be critical to align transportation investment with new development. Frequent transit service should connect the City's community mixed-use nodes as well as overlay with intensification corridors. In addition, Official Plan objectives and policies are focused on connections and transit-supportive urban design should be implemented within greenfield areas of the City.

In 2017 Council has approved and is moving forward with a Transportation Master Plan update.

The vision

Align the City's long-term transportation planning (including transit) with the City's growth structure and planned population and employment increases.



Objectives

1. Aim to increase non-auto modal shares.
2. Ensure the City's long-term transportation planning including planned higher order transit corridors is integrated with the City's long-term growth strategy.
3. Enhance transit amenities and use design to improve the customer experience.



The university campus

The University of Guelph has a central role in contributing to the vibrancy and success of the city of Guelph. As recognized in the University's campus master plan, strengthened relationships with the City will be achieved through improvements that successfully integrate the campus into the surrounding urban fabric. As the city and campus continue to evolve, an emphasis should be placed on enhancing the visual and physical connections between the two.

The vision

Highlight entranceways into the University of Guelph campus and enhance campus edges with improved pathway links, landscaping, streetscaping, transit facilities and strategic developments.

Objectives

1. Maintain architecturally and culturally significant heritage buildings on the campus.
2. Maintain a high quality of new architecture and landscape architecture on the campus.
3. Establish attractive and consistent streetscapes within and bordering the campus.
4. Reinforce the distinct character, pedestrian-friendly environment and transit corridor function of Gordon Street through campus, enhancing the street's role as a gateway while linking uses and spaces on both sides.
5. Enhance connections to and through the campus for pedestrians and cyclists.
6. Ensure uses and built form at the edges of campus are compatible with adjacent neighbourhoods, other development and natural features.



Natural heritage and the urban forest

Guelph's rivers, creek corridors and other natural heritage features are integral to its urban design. As the city grows, its natural heritage system must be monitored, protected and enhanced. Except in highly sensitive areas, trails through or along natural heritage lands should be provided.

The value of trees to a city, not just in natural heritage areas but everywhere, cannot be overstated. Increasing urbanization and climate change necessitates closer monitoring of tree health and maintenance. Besides protecting existing mature trees, planting more trees on public land is one of the most cost-effective investments the City can make to improve its urban design.

The vision

Enhance Guelph's natural heritage system and urban forest. Use trees to define the character of neighbourhoods, streets and parks.

Objectives

1. Protect and enhance Guelph's natural heritage system as the city grows.
2. Foster an appreciation and local stewardship for the natural heritage system to support its long-term sustainability and resilience that incorporates opportunities for education, restoration and passive recreational activities.
3. Maintain and increase tree canopy cover within the city, in accordance with the Urban Forest Master Plan.



Utilities and lighting

As essential as they are, hydro lines, utility boxes and other above-ground utility infrastructure can diminish the attractiveness of a street or neighbourhood. The City should develop a long-term strategy with Guelph Hydro to bury hydro lines along main roads where they are currently above ground. In preparing area-specific plans and design guidelines, the City should work with all utility providers to include policies and guidelines aimed at minimizing the impact of utility infrastructure on the public realm. Placing utilities underground is a challenge as it does increase the cost and time of installation and therefore opportunities should continue to be reviewed.

Effective lighting is critical to one's feeling of safety and comfort in a city, and lighting techniques are an

important element in the design of the public realm. Lighting should be designed to be cost effective rather than inefficient excessive energy waste.

Objectives

1. Reduce the presence of hydro lines along the city's main roads.
2. Ensure adequate lighting along streets and other public spaces for safety.
3. Reduce light pollution and be night sky compliant.

Major Roadways

The Hanlon Expressway and other major roadways into Guelph provide a first impression of the city to most visitors arriving by vehicle. With the city's major industrial areas along these routes, they are a vital goods movement corridors. Along the Hanlon the landscape varies and development backs onto it. In keeping with the Ministry of Transportation (MTO) objectives, as more intersections become grade-separated, it will become a true expressway. With a long-term landscaping program in place, it could also become a "parkway" that reinforces Guelph's attachment to its natural heritage.



Objective

Transform major roadways to include additional trees and naturalized landscaping.

Active transportation

On-road cycling facilities and designated trails for walking, jogging, and cycling through parks, natural areas and other open spaces are important recreational assets and transportation routes. They are also essential to experiencing the different parts of the city.

Guelph has extensive trail and cycling networks, which are supported by master plans that outline how the networks should grow and improve in the future. The City should continue to implement the Cycling Master Plan and the Guelph Trail Master Plan. The trail master plan includes recommendations to update the document at regular intervals and seek partnerships and opportunities for new trails to meet the population needs and make key connections.

In addition, the city is completing an Active Transportation Network Study that proposes strategic trail upgrades to provide comfortable, low-stress alternative routes to the on-road cycling network.



Objective

Expand the network of off-road trails and on-street bicycle facilities in accordance with the Guelph Trail Master Plan and Cycling Master Plan.

City-wide opportunities

	Actions	Outcomes	Target dates	Budget status	Project status
Transit and transportation planning	1. Coordinate land use, urban design and transportation initiatives affecting mobility corridors as part of the Transportation Master Plan update. These corridors should be pedestrian, bicycle and transit-friendly.	N/A	2018	TBD	○
University campus	2. Continue to have regular meetings between City and University of Guelph planning staff to discuss new and ongoing projects and generally ensure campus development supports the City's broad urban design objectives. Strategies to be discussed and jointly pursued should include: <ul style="list-style-type: none"> • identification, protection and maintenance of heritage buildings and landscapes on campus; • landscape initiatives at the edges and gateways to campus; and, • identifying pedestrian and cycling routes through the campus for general public use protection of transit corridors and connections. 	N/A	Ongoing	Not Required	◐
	3. Refine and implement the master plan design concept for the Gordon Street streetscape through the University of Guelph campus (e.g. transit connections).	UD	TBD	Required	○
Natural heritage and the urban forest	4. As part of the Natural Heritage Action Plan consider: <ul style="list-style-type: none"> • bird-friendly guidelines to reduce bird strikes on new and existing buildings; • implementing green development standards; and, • guidelines for incorporating low impact development into private development. 	GS	2018-2020	Not Required	○
	5. Update tree guidelines for right-of-ways to ensure they reflect current best practices for sustaining street trees through the Tree Technical Manual.	GS	2016-2017	Not Required	◐
Utilities and lighting	6. Develop a strategy, with Guelph Hydro, for burying hydro lines along main roads.	GS	TBD	Required	○
	7. Develop site and building design lighting to provide effective and safe night-time visibility, while minimizing glare and light intrusion onto adjacent private properties, public lands and public rights-of-way.	GS	2017-2018	Required	○
Major roadways	8. Develop a Hanlon Beautification Program in conjunction with the Province and adjacent landowners, that coordinates landscaping projects with capital improvements, identifies annual City initiatives, and encourages landowners to plant native trees along the edge of the highway.	PR	2019	Not Required	○
Trails	9. Update the Guelph Trail Master Plan and complete the Active Transportation Network Study to expand walking and cycling network.	GS	2017-2019	Allocated	◐

2016 Status



Completed



Partially Completed



Not Started



GS Guideline/Standards



PR Policies/Regulations



UD Urban Design Plan

Part 2: Activating public space and institutional strengthening

Part 2 of the Action Plan focuses on how the City can activate and animate its public spaces by applying placemaking ideas. It also addresses how an urban design review of major public projects and private developments can be improved to ensure projects achieve urban design objectives. Finally, it also identifies strategies and actions aimed at broadly promoting a culture of urban design excellence.

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Placemaking

Managing and activating our public spaces

Greater density demands more public space and more investment in the quality and management of those spaces. Retiring Boomers and Millennials are increasingly willing to give up their backyards, and all the time and cost in maintenance they require, but they still need to get outside.

Good community places are often the hub for activities that act as the glue that binds the community, drawing people to them for companionship and relaxation. Examples of this might include a visit to the Saturday market, bake sales, a playground, a community garden, or a sidewalk café. A variety of events will attract a number of people at all times of day.

Social life in denser cities is more public and less private, which increases social connectedness. Public spaces host festivals, local markets and other events and public gatherings. These public spaces are a shared good. They require management and activation especially in denser neighbourhoods, such as the downtown and community nodes, and a greater sense of shared community. These spaces also contribute to making Guelph distinct, with its own style and charm, helping differentiate it from other cities and contributing to tourism and economic development.

This is known as placemaking. From an urban design perspective this includes promoting public art, engaging the community through tactical urbanism, wayfinding and public space management.

The vision

Use a placemaking approach to activate public spaces across Guelph.



Placemaking activates Wilson Street in front of the Farmers' Market.



Market Square is activated by the skating rink in the winter.



As public spaces, streets can be used to host events.

Public art

Public art can help animate public spaces. Public art, incorporated into buildings, infrastructure or landscapes, contributes to interesting and memorable places for residents and visitors alike.

Public art needs to be curated in order to give an area an identifiable sense of place. Whether contemplative or interactive, large scale or small, successful installations can animate public space by generating a sense of civic pride and belonging, by spurring curiosity and stimulating conversation and activity.

Building on its public art policy, the City needs to lead the way with the development of a community-engaged public art master plan and a sustainable funding policy.



Remember Flanders



Birds of a Feather



Time Line/Water Line

Tactical urbanism

Tactical urbanism interventions can be used to test out ideas in areas where change is expected. Tactical urbanism pilot projects include incremental improvements to test the function and appeal of ideas. This approach directly engages more people than traditional community engagement tactics since the intervention often takes place in the physical space people use. Examples include temporary plazas, temporary pedestrian and cyclist facilities. In 2015 the City experimented with a temporary pedestrian island on Macdonell Street to test one of the concepts of the Downtown Streetscape Manual. As part of that project, a questionnaire was conducted which found that approximately 70 per cent of the approximately 600 respondents would like to see more of these types of pilot projects.

A tactical urbanism approach could be used to improve St. George's Square and finalize its design.

Tactical Urbanism is a city and/or citizen-led approach to neighbourhood building using short-term, low-cost and scalable interventions, intended to encourage long-term change.



The temporary pedestrian island on Macdonell Street.



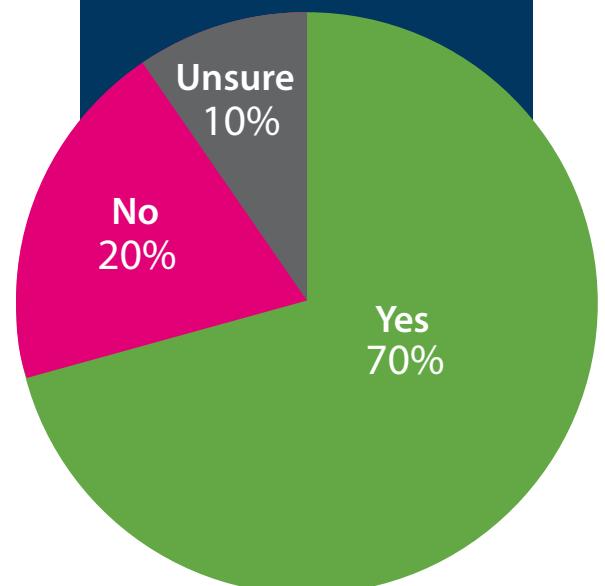
Managing and supporting the use of our public spaces

A well-functioning public realm is achieved when both public and private sector interests are balanced as both of these interests are key to the success of urban public spaces. Public space management seeks to create and sustain this balance. This includes elements such as signage, food trucks and sidewalk cafes.

A key part of this is public space programming. Programming refers to the wide variety of planned activities and to all the facilities, City agencies, and equipment related to those activities. Special events and programs give people a sense of ownership and responsibility for a public space creating lively public spaces that support economic development and tourism.

Would you support more of these types of public space pilot projects taking place?

2015 survey results from the temporary Macdonell Street pedestrian island.



Wayfinding

Wayfinding needs to be updated in Guelph to help newcomers and visitors navigate the city and to direct people to destinations. While some wayfinding currently exists, it is outdated.

Implementing a comprehensive and integrated wayfinding strategy can have a critical role in orienting people and helping them navigate through different parts of the city. In addition, wayfinding can also include a public information component such as directing drivers to where parking is available or showing visitors to downtown shops.

City staff and the Downtown Guelph Business Association have been piloting temporary wayfinding in the downtown. This work has established the design, destinations, and placement of signs in the downtown, however, an integrated city-wide and permanent wayfinding strategy should also be developed.










Temporary wayfinding signage in downtown Guelph.



Wayfinding can include other information such as the number of available parking spaces.

1. Increase the number of public art installations in highly visible public spaces, such as Guelph's downtown, community nodes, the riverfront, major parks and trails and, gateways to the city and new capital projects.
2. Increase the number of interactive public art installations, especially if they provide something for children to play with.
3. Continue to use tactical urbanism to test ideas and engage the community.
4. Manage the City's public space to balance both public and private sector interests and to support economic development.
5. Ensure newcomers and visitors can easily navigate to Guelph destinations.

Placemaking

	Actions	Outcomes	Target dates	Budget status	Project status
Public art	1. Develop a community-engaged public art master plan that identifies key locations for public art based on their distribution across the city, visibility and accessibility, proximity to growth areas, historic and cultural significance, and availability of funding.	GS	2017-2018	Required	
	2. Develop a public art funding policy to support the public art master plan that incorporates a range of funding mechanisms (such as per cent for art, annual allocations, opportunities for private/developer contributions) to build the public art reserve fund to ensure capacity for implementation and long-term sustainability of the master plan.	PR	2018	Required	
Tactical urbanism	3. Continue to use public space pilot projects to test ideas and engage the community.	N/A	Ongoing	TBD	
	4. Consider use of tactical urbanism to test and finalize the design of St. George's Square.	UD	2018-2020	Required	
Managing and enabling the use of our public spaces	5. Develop a streamlined and user-friendly event planning system that encourages community programming and animation of public spaces.	GS	2017-2019	TBD	
	6. Update and review the City's Sign Bylaw.	PR	2018-2019	Required	
Wayfinding	7. Create a city-wide wayfinding system that addresses directional signage as well as providing additional information such as directing drivers to where parking is available or showing visitors to downtown where shops are located.	GS	2018-2019	Required	

2016 Status



Completed



Partially Completed



Not Started



Ongoing

GS

Guideline/Standards

PR

Policies/Regulations

UD

Urban Design Plan

N/A Not applicable

Priority Action



Project review, engagement and education

Successful urban design relies on collaboration within the City, with the community and with developers. This section outlines procedures, processes and organizational changes to pursue and promote a culture of collaboration and planning decisions that support city-wide urban design objectives. In addition, it addresses the important role the City has to play in promoting urban design excellence, including communication and community engagement.

Review of public projects

An urban design review process for major infrastructure will demonstrate that the City is taking urban design seriously. Public projects have a significant and lasting impact on the physical environment in a city. An urban design review should be considered in the public sector capital project process, for elements such as infrastructure, buildings or parks. Generally, urban design should be recognized and involved early in the process when drafting requests for proposals and conceiving concept plans rather than later in the process after much investment has been made in design and engineering. Staff have begun implementing this type of approach to help projects achieve time lines and budget while avoiding delays late in the process.

Peer review

Improving the City's processes by integrating urban design is critical. One way to achieve this is to require major proposals to go through an urban design peer review done by an objective, third-party architect or urban designer. The City has successfully undertaken a peer review process for major private developments in the Downtown as well as in other key locations in the city. This process can benefit the individual projects and Guelph as a whole.

Alternatively, in other larger municipalities, urban design review panels have been implemented to provide an objective perspective. Review panels are comprised of planning and design professionals. This type of panel can improve collaboration on important and complex projects. Should the City implement an urban design panel, further work will be needed to define the mandate, make-up and process. The work of a successful panel would need to be guided by clear policies adopted by City Council. In other municipalities panels are comprised of local and non-local professionals in fields such as architecture, landscape architecture, urban design and planning. The panel may function like other advisory committees in Guelph, such as Heritage Guelph. A key challenge will be managing the process to ensure the panel's recommendations are consistent with City policy and to maintain a transparent streamlined review process for public and private development projects.

Communications and community engagement

As more intensification occurs in Guelph, clear communications and community engagement will be critical. This will include illustrating how proposed projects fit within and contribute to the broader City vision.

Computer models can be used to provide realistic drawings to show proposed new developments. For larger and taller developments the computer models can also provide information about wind and shadow effects.

More work should be undertaken to engage groups that are typically not well represented when traditional community engagement methods are used, such as youth. For example, using tactical urbanism can engage a wider cross-section of the community

to test out ideas at a low cost within the community they are planned (see the chapter entitled Placemaking). Another example is to develop presentations and walking tours on urban design and Guelph's historical evolution to be delivered to school groups.

Better communications and community engagement can ensure the process of reviewing development applications and major public works are transparent and effective. With more focus on urban design at the professional level within the City and greater community consultation, City Council can focus on the task of establishing urban design policies and planning priorities.



Tactical urbanism can engage a the public within the community where change is anticipated.

Education and promotion

Educating the public and promoting urban design will be critical in creating a culture that values urban design. For example, the 2014 Urban Design Summit provided the public with an opportunity to learn about how cities are designed to benefit everyone and how Guelph is proactively and thoughtfully focusing on good urban design. The public session was attended by approximately 300 people and the workshops were attended by 160 planning and urban design professionals. Continuing to initiate public symposiums or lectures and inviting well-known figures to speak on topics relevant to urban planning and design will increase awareness.

In addition, bringing back an urban design awards program, which was last implemented in 2006, would be an opportunity to promote and recognize the best of urban design within Guelph. This could include using an independent jury and holding an awards ceremony.

Since 2009, the City has undertaken a number of actions around project review, engagement and education:

- ✓ Amending the pre-application process to require more information earlier in the process.
- ✓ Hosted an Urban Design Summit (May 2014) which included a public lecture attended by approximately 300 people and workshops attended by 160 professionals.
- ✓ Held a public seminar called “This is Your Brain on Urban Design” (November 2015) which was attended by approximately 150 people.
- ✓ Created a computer model of future Downtown Guelph as part of the Downtown Secondary Plan.



As part of the Downtown Secondary Plan a computer model was developed to communicate the vision.

This is your brain on urban design!

Join us in celebrating World Town Planning Day and help us make Guelph even better, attend the **free** public seminar:

Thursday, November 26
7:30-9 p.m.
 Delta Guelph Hotel and Conference Centre
 90 Score Road West, Guelph

Register for your free tickets at
guelph.ca/urbandesign

Ever wonder how we are influenced by and react to public places such as a local park, store fronts, your street or neighbourhood? Neuroscientist and author **Colin Ellard** will talk about how urban design impacts our psychological well-being.



Learn about how Guelph is growing and evolving, what urban design is and why it matters, and how you can help make Guelph an even better place to live, work and play!

guelph.ca/urbandesign
[#udguelph](https://twitter.com/udguelph)
 519-837-5616



Public lectures can help increase awareness of urban design issues.

The vision

Give Guelph citizens more reasons to be proud of their city by promoting a culture of urban design excellence within the City of Guelph and with external stakeholders.



The 2014 public urban design seminar was attended by approximately 300 people.



Public lectures can promote a culture of urban design excellence.

Objectives

1. Maintain clearly defined, transparent and efficient review processes for development and capital projects.
2. Ensure urban design is integral to planning and development process and decision-making.
3. Maintain and enhance a collaborative and interdisciplinary culture at the City.
4. Increase awareness among developers and the public of the importance and value of urban design.



Engaging the community in urban design is critical.

Project Review

	Actions	Outcomes	Target dates	Budget status	Project status
Project review of public projects	1. Refine the review process for major public-sector capital projects, emphasizing the earlier involvement of urban design staff.	N/A	2017-2018	Not required	○
Peer review	2. Consider expanding the peer review process for key public and private projects. Alternatively, explore establishing a pilot project for an urban design review panel.	PR	2019	Required	○
Communications and community engagement	3. Prepare and maintain a digital model for key areas of the city for reviewing and presenting proposed development.	UD	2018-2019	Required	◐
	4. Complete terms of reference for wind and shadow studies that are required as part of proposed development applications.	PR	2018	Yes	○
	5. For larger development applications, require the submission of computer models and realistically rendered drawings to clearly communicate proposed applications.	PR	2018	Not Required	○
	6. Develop educational tours and presentations on urban design, growth and city's historical evolution that staff can deliver to school and other groups.	N/A	2018	Not required	◐
Education and promotion	7. Implement biennial public symposium or lecture, inviting well-known figures to speak on topics relevant to urban design and planning.	N/A	2017-Ongoing	Required	○
	8. Implement an urban design awards program by adding open space and community initiative categories, creating separate infill and conservation/adaptive reuse categories, and holding a public awards night.	N/A	2018-Ongoing	Required	○

2016 Status

- Completed
- ◐ Partially Completed
- Not Started
- Priority Action
- GS Guideline/Standards
- PR Policies/Regulations
- UD Urban Design Plan

Summary of priority actions

This section synthesizes and summarizes priority actions identified in the previous sections. It is recommended that these actions all be initiated in the next two to three years. Some of the actions will have implications on the City's operating and capital budgets, while many will have little financial impact. Staff will report to Council on progress made, actions completed, changes to the plan and initiatives planned for the upcoming year. Monitoring and updating the actions will be critical to keep it relevant and implementing it successfully.

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Priority actions	Area	Target start date	In current budget	Project status
1. Amend the zoning bylaw to include regulations related to urban design (e.g. mixed-use development, setbacks, stepbacks etc.).	CN, IC, EA, NR, CW	2017	Yes	○
2. Create Commercial Development Built Form Standards for vacant sites, redevelopment and greyfields.	CN, IC, CW	2017	Yes	○
3. Prepare a York Road Community Plan to review function, design and character of this intensification corridor.	IC	TBD	Partially	○
4. Update engineering standards to enable compact and innovative streetscape and community design including street trees, stormwater management, cycling infrastructure and pedestrian amenities.	NR, CW	2018	Yes	◐
5. Complete urban design standards for townhouses and mid-rise buildings (including mixed-use buildings) that address such issues as building, massing, setbacks, coverage, stepbacks, parking and lighting.	NR, CW, IC	2016	Yes	◐
6. Review opportunities for sensitive infill development, especially within the older areas of Guelph that surround the Downtown (i.e., Zoning By-law Map 66) including neighbourhood commercial centres through the Intensification Analysis and Cultural Heritage Action Plan. Based on this work: <ul style="list-style-type: none"> Conserve built heritage and cultural heritage landscape resources where identified and appropriate; Review and update zoning by-law regulations to permit minor and sensitive infill projects; and, Work with the community to develop design criteria for key sites ahead of redevelopment. 	NR	2017-2020	Partially	◐
7. Create an integrated and comprehensive city-wide wayfinding system that addresses directional signage as well as providing additional information such as directing drivers to where parking is available or assisting downtown visitors to discover where shops are located.	PM	2018	No	○
8. Develop a streamlined and user-friendly event planning system that encourages community programming and animation of public spaces.	PM	2017	No	○
9. Use tactical urbanism approaches to pilot projects to test ideas to activate public spaces and engage the community.	PM	Ongoing	TBD	↻
10. Complete terms of reference for wind and shadow studies that are required as part of proposed development applications.	PRE	2018	Yes	○
11. Implement biennial public symposium or lecture, inviting well-known figures to speak on topics relevant to urban design and planning.	PRE	Ongoing	TBD	↻
12. Prepare Intensification Corridor Concept Plan and guidelines for: Gordon Street, Stone Road, Eramosa Road and Silvercreek Parkway. These plans should be used to guide redevelopment, intensification, streetscape design and connectivity for pedestrians, cyclists and transit riders. The plans should respond to the varying character of each corridor.	IC	2016-2019	Partially	◐

2017 Status



Completed



Partially Completed



Not Started



Ongoing

CN Community mixed-use nodes**IC** Intensification corridors**EA** Employment areas and Guelph Innovation District**NR** Neighbourhood infill and residential development**CW** City-wide opportunities**PM** Placemaking**PRE** Project review, engagement and education

Part 3: Urban design policy directions

Strengthening the City's policies, zoning bylaw, guidelines and standards will be essential to achieving the objectives described and illustrated in the Urban Design Action Plan and City's Official Plan. The policy directions on the following pages are primarily intended to guide the comprehensive Zoning Bylaw regulations and are largely based on the Official Plan update. Before being implemented, these directions will be reviewed in the context of the comprehensive Zoning Bylaw update and further community engagement. While the directions may need to be refined in some cases to incorporate a degree of flexibility, the principles that underlie them will be maintained.

Specifically, this section provides zoning bylaw directions related to urban design for:

- City-wide zoning
- Residential zoning
- Mixed-use zoning
- Commercial zoning



City-wide zoning bylaw directions

To promote the development of diverse, more sustainable communities, the City shall consider the following urban design directions for incorporation into the city's zoning bylaw. These directions are based on Official Plan policies established through Official Plan Amendment 48 (OPA 48).

Built form (Key Official Plan Policies: 8.5-8.11)

1. A minimum building height of two (2) storeys should be required for uses fronting onto arterial or collector roads, identified Main Streets and at intersections to provide definition to streets and open spaces.
2. Where buildings are taller than four (4) storeys, buildings should be restricted to a maximum building length of 60 metres as measured along the front yard and exterior side yard to reduce impacts.
3. Built form regulations, such as stepbacks, angular planes and building setbacks should be used to appropriately shape building massing.
4. Maximum floorplate sizes of the tower portion of a high-rise building should be limited to encourage slender and elegant tall building designs.
5. A minimum tower separation between the tower portion of high-rise buildings should be required to allow for solar access and privacy.
6. Height transition regulations between high-rise and mid-rise buildings should be required to reduce adverse impacts on adjacent properties and/or the streetscape.

Parking (Key Official Plan Policies: 8.12)

1. The location of vehicular parking and servicing for mid-rise buildings should not be permitted in the front or exterior side yard in order to create a pedestrian friendly environment.
2. Vehicular parking for high-rise buildings should be required below grade with a limited percentage of surface parking permitted for visitor parking. Where appropriate, structured parking should be permitted and integrated into the building design.
3. Ensure parking in above-grade structures does not negatively affect street life.
4. Adequate screening should be required for above-grade parking lots adjacent to the public realm.
5. Long-term and short-term bicycle parking spaces should be required for new buildings and additions to existing buildings.
6. A buffer strip incorporating combinations of landscaping and/or decorative fencing or walls should be required for surface parking areas adjacent to ground related residential uses.
7. Where permitted, a maximum length of frontage used for surface parking along arterial roads should be established to ensure surface parking doesn't dominate the streetscape.
8. Review parking requirements, including parking ratios, parking space dimensions and the ratio of accessible parking spaces required (interior and exterior spaces).

Residential zoning bylaw directions

To encourage and guide residential developments especially within intensification corridors and mixed-use nodes, the City shall consider the following urban design directions into the City's zoning bylaw. These directions are based on Official Plan policies. Key Official Plan policies are found in section 8.5. The city is currently completing Mid-rise and Townhouse Built Form Standards which is anticipated to refine and propose additional zoning by-law directions.

1. The width of garages should be limited to ensure that garages do not dominate the streetscape. Generally front facing garages should be no wider than half the width of house.
2. Garages should not project beyond the main front wall of the building to promote "eyes on the street."
3. Reduce the maximum permitted number of townhouse units in a row.
4. Develop regulations for laneway housing.
5. Lots narrower than 9.0 metres should generally be serviced by rear lanes to minimize the impact of driveways, garages and parked cars on the pedestrian environment and character of communities.
6. Minimum and maximum front yard setbacks should generally be between 2.5 and 6.0 metres to ensure buildings frame the street and encourage social interaction.
7. Ensure front doors are facing the street.

Mixed-use zoning bylaw directions

To encourage and guide mixed-use developments, especially within intensification corridors and mixed-use nodes, the City shall consider the following urban design directions into the City's zoning bylaw. These directions are based on key Official Plan policies. Key policies are found in sections 8.6, 8.10, 8.12, 8.15, 8.20 and 9.4.2.

1. All buildings, other than low rise residential, should provide a minimum percentage of the surface area of the first storey façade facing a public street or public square to be comprised of transparent windows and/or active entrances in order for new buildings to address the street.
 - » In the case of a corner building, both facades facing a public street or public square should be comprised of a minimum percentage of transparent windows and/or active entrances.
 - » Where appropriate, regulate the distance between building entrances to achieve a rhythm and frequency of building entrances facing the street.
2. Based on concept plans approved by Council, consider identifying future urban squares in the zoning bylaw and establish active frontage requirements for properties surrounding the square.
3. Well designed, pedestrian-scaled outdoor display areas that contribute to a comfortable and safe public realm may be permitted in areas of high pedestrian traffic.
4. Minimum and maximum building setbacks should be required for mixed-use buildings to ensure buildings are consistently located close to the street edge and sidewalk.
5. A minimum first storey height of 4.5 metres should be required for mixed-use buildings to accommodate a range of non-residential uses.
6. Consider maximum parking standards to promote the efficient use of land and alternative modes of travel.

Employment zoning bylaw directions

To enhance existing employment areas and design new ones sustainably, the City shall consider the following urban design directions for incorporation into the City's zoning bylaw. These directions are based on key Official Plan policies. Key policies are found in sections 8.6, and 9.5.2.

1. Employment uses should be required to provide perimeter landscape buffer strips to delineate property boundaries and screen from adjacent uses.
2. Vehicular parking spaces should not be located in the front or exterior side yard of Industrial, Corporate Business Park and Institutional/Research Park properties.
3. Minimum and maximum building setbacks should be required for employment buildings to ensure buildings are consistently located close to the street edge and sidewalk.
4. A minimum first storey height of 4.5 metres should be required for employment buildings.

Commercial zoning bylaw directions

To enhance commercial areas, the City shall consider the following urban design directions for incorporation into the City's zoning bylaw. These directions are based on key Official Plan policies. Key policies are found in sections 8.6, and 8.10.

1. All buildings, other than low rise residential, should provide a minimum percentage of the surface area of the first storey façade facing a public street or public square to be comprised of transparent window and/or active entrances in order for new buildings to address the street.
 - » In the case of a corner building, both facades facing a public street or public square should be comprised of a minimum percentage of transparent window and/or active entrances.
 - » Where appropriate, regulate the distance between building entrances to achieve a rhythm and frequency of building entrances facing the street.
2. Minimum and maximum building setbacks should be required for commercial buildings to ensure buildings are consistently located close to the street edge and sidewalk.
3. A minimum first storey height of 4.5 metres should be required for commercial buildings to accommodate a range of non-residential uses.
4. Where permitted, service station buildings should comply with minimum and maximum setback regulations.
5. Drive-through facilities, where permitted by zoning, should be required to locate in rear and side yards, and provide a buffer strip between the drive-through lane and the adjacent property.
6. Drive-through facilities should not be permitted adjacent to sensitive land uses.

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