

URBAN DESIGN BRIEF

105 Elmira Road North

City of Guelph
Official Plan Amendment and Zoning By-law Amendment

January 2025



URBAN DESIGN BRIEF

105 Elmira Road North

City of Guelph
Official Plan Amendment and Zoning By-law Amendment

January 2025

Prepared for:
Killam Apartment Subsidiary II Limited
Partnership and HIP Investments Inc.
74 Grand Avenue South, Suite 201
Cambridge ON
N1S 0B7

Prepared by:
GSP Group Inc.
72 Victoria Street South, Suite 201
Kitchener, ON
N2G 4Y9

TABLE OF CONTENTS

1. BACKGROUND.....	4
1.1 Proposal	4
1.2 Purpose	4
1.3 Supporting Studies and Materials.....	5
PART 1 – SITE DESCRIPTION AND SURROUNDING CONTEXT	6
2. PHYSICAL CONTEXT	7
2.1 Site Definition	7
2.2 On-site Attributes	7
2.3 The Site in Context	8
2.4 Transportation Context.....	8
2.5 Immediate Context	9
3. RESPONSE TO DESIGN POLICY AND GUIDELINE FRAMEWORK.....	12
3.1 Response to Official Plan Policy.....	12
3.2 Response to Built Form Standards for Mid-Rise Buildings and Townhouses.....	18

PART 2 – DEVELOPMENT CONCEPT	25
4. PROPOSED DEVELOPMENT	26
4.1 Site Design.....	26
4.2 Built Form and Transitions.....	27
4.3 Parking	34
4.4 Amenity Areas	35
4.5 Access, Accessibility Circulation, Loading, and Storage	37
4.6 Lighting and signage.....	37
4.7 Architectural Treatment and Materials	39
4.8 Microclimate Condition	42
4.9 Streetscape and Landscape Plan	46
5. CONCLUSION.....	49
APPENDIX A - SHADOW STUDY	50

1. BACKGROUND

1.1 Proposal

GSP Group Inc. has been retained by Killam Apartment Subsidiary II Limited Partnership and HIP Investments Inc. (the “Owners”) for the property municipally known as 105 Elmira Road North in the City of Guelph (the “Subject Property” or “Site”). The Proposed Development is a 6-storey residential building comprising 126 dwelling units, with a single site access from Willow Road and 144 surface parking spaces located behind the building.

The Urban Design Brief should be read in conjunction with the Planning Justification Report also prepared by GSP Group, which sets out the planning rationale for the development application.

1.2 Purpose

- An Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) are required to facilitate the Proposed Development on the Site. An Urban Design Brief was identified as a required component of a complete application as per the Pre-Submission Consultation Record dated August 28, 2024 with the City of Guelph staff.
- The Urban Design Brief has been prepared in accordance with the City of Guelph’s Terms of Reference for Urban Design Briefs. Based on the matters for consideration and evaluation identified

in the pre-submission consultation record, this Urban Design Brief contains:

PART 1 - Physical Context

- Description of the existing physical conditions on the Site and characterization of the Site’s surrounding area and neighbourhood context (Section 2);
- Outlines the general Official Plan design policies and Urban Design Guidelines that are relevant to the Site and the proposed development’s design (Section 3);
- Assessment of the proposed design concept with respect to relevant design policies and guidelines (Section 3);

PART 2 - Development Concept

- Description of the design components of the proposed development (Section 4); and
- Summary of the report findings (Section 5).

1.3 Supporting Studies and Materials

The Urban Design Brief has considered the following plans and reports prepared in support of the subject application:

- Site Plan prepared by ABA Architects ;
- Floor Plans and Elevations prepared by ABA Architects;
- Angular Plane Drawings prepared by ABA Architects;
- Amenity Diagram prepared by ABA Architects;
- Landscape Concept Plan prepared by GSP Group;
- 3D Renderings prepared by ABA Architects;
- Shadow Study prepared by ABA Architects; and
- Pedestrian Wind Letter of Opinion, prepared by Gnobi Consulting Inc



PART 1 – SITE DESCRIPTION AND SURROUNDING CONTEXT

2. PHYSICAL CONTEXT

2.1 Site Definition

The Site is located at the northeast corner of Elmira Road North and Willow Road in Guelph. The Site is legally described as Plan 61M-68, Block 180, and municipally known as 105 Elmira Road North. The Site covers an area of approximately 2.4 acres (9,709 square metres) in size and has a frontage of approximately 64.6 metres along Elmira Road North and 126.1 metres along Willow Road.

2.2 On-site Attributes

The Site is currently a vacant block and was pre-graded as part of the Chillico Heights subdivision. This Site is labelled as Block 180 in the subdivision plan. Based on the topographical survey completed by MTE, the Site is relatively flat, sloping at approximately 2.0%, and generally drains to a low area located in the west corner within the Site, adjacent to Elmira Road North. There are no existing driveways to the Site off either of the municipal roads. There are sidewalks, grassed boulevards, and curbs along both Elmira Road North and Willow Road abutting the Site. There are two existing hydro poles on Willow Road and one on Elmira Road North fronting the Site.



Fig.1: Site Context

2.3 The Site in Context

Located on Guelph's western edge, the Site occupies a transitional area where urban development meets rural landscapes. The surrounding area within the 800-metre radius features a blend of residential, commercial, and community uses. Immediately to the north, east, south, and west, the neighbourhood is primarily residential, with single detached dwellings as the predominant building type. These are mainly 1- to 2-storey buildings, along with a few townhouse developments along Willow Road and Imperial Road. Residential lots vary in size and configuration but generally follow a suburban pattern, with rectangular lots that include front and rear yards.

Further north, the Northwest Industrial Park along Speedvale Avenue West serves as an industrial and commercial corridor, housing businesses like Linamar Gear, Corvex Manufacturing, and Polycon Industries. These 1- to 2-storey industrial facilities with large surface parking lots provide local employment while maintaining separation from the residential areas to the south.

The surrounding street network combines grid and curvilinear patterns that support a walkable suburban environment. Elmira Road North, running north-south, connects the Site to major thoroughfares like Speedvale Avenue and Paisley Road, providing access to Guelph's commercial, industrial, and residential districts, as well as the city center.

The Site is within 900 metres of a Community Mixed-Use Centre, which serves as a key commercial

and service hub offering a variety of retail, office, and community facilities. This proximity enhances convenient access to essential goods, services, and employment opportunities for future residents.

Additionally, the Site is close to various commercial amenities that meet daily needs. Nearby retail options include Costco Wholesale, Zehrs Markets, Circle K, Pet Valu, LCBO, TD and RBC banks, multiple dining options, Tim Hortons, and Starbucks. Smaller retail shops, restaurants, and service-oriented businesses along Elmira Road and Paisley Road cater to local residents, ensuring accessibility to goods and services within the neighbourhood.

The Site is within a comfortable 400- to 800-metre walking distance from multiple parks, recreational facilities, and community amenities. As per Schedule 6 – Open Space System: Trail Network, further east of the Site, Dunhill Place Playground is accessible from Willow Road via the existing City's trail. West of the Site, Ellis Creek Park offers a play area via the existing City's trail from Elmira Road North, while Earl Brimblecombe Park to the south, located behind Mitchell Woods Public School, provides open fields and playgrounds. In addition to surrounding parks, West End Community Centre located within 500 metres from the Site, serves as a community recreational centre which includes a full range of facilities ranging from sports facilities, library and meeting rooms.

2.4 Transportation Context

The Site has frontage onto Willow Road to the south

which is a curvilinear road that operated in an east and west direction. Willow Road is identified on Schedule 5 – Road and Rail Network of the City of Guelph’s Official Plan as an arterial road. Willow Road is a two-lane with a bike lane on both sides. Elmira Road North to the west of the Site is also an arterial road as per Schedule 5 running north-south and consists of a two-lane with a bike lane on both sides.

The Site is well connected to the City and Region’s arterial road network and have convenient access to the Provincial highway network (Highway 6/7). The Site is well-served by transit, with a stop located less than 200 metres south along Elmira Road North and east on Willow Road. Key transit routes, including routes 17, 18, 20, and 10, provide direct connections to other parts of Guelph, including Guelph Central Station. Additionally, the presence of bike lanes on both sides of Elmira Road North and Willow Road further enhances the accessibility and multi-modal connectivity of the Site, supporting active transportation options for residents and visitors.

2.5 Immediate Context

The Site’s immediate context is oriented and described based on Project North, which aligns with the design layout and development plans for clarity and consistency, rather than True North, which is aligned with geographic north.

NORTH:

Immediately to the north of the Site, five single-detached dwellings have rear yards directly backing

onto the Site’s boundary. Additionally, at the northwest corner of the Site, one single-detached dwelling flanks the property and fronts onto Elmira Road North. These residences form part of a low-density residential neighbourhood with landscaped yards.

EAST:

To the east of the Site, single-detached residential dwellings with rear yards directly abut the Site’s boundary. These homes form part of a low-density residential neighbourhood with landscaped yards and well-maintained streets.

SOUTH:

To the south, the Site fronts onto Willow Road, an arterial road with two lanes and bike lanes on both sides. Across Willow Road, there is a townhouse development situated on a corner lot with frontages on both Willow Road and Elmira Road North. This development introduces a denser residential context compared to the single-detached dwellings to the north and east.

WEST:

Immediately west of the Site, Elmira Road North, an arterial road with two lanes and bike lanes on both sides, forms the boundary. Along Elmira Road North, there are four single-detached dwellings with frontages on the road. Additionally, one single-detached dwelling flanks onto Elmira Road North, with its frontage on Willow Road. Further north of these four detached dwellings lies a wooded area.



Fig.2: View of the northern site boundary with adjacent single-detached homes and landscaped yards.



Fig.3: View east from Willow Road public sidewalk, showing single-detached homes with rear yards abutting the Site's boundary.



Fig.4: View south from Willow Road sidewalk, showing townhouses introducing a denser residential context compared to single-detached homes to the north and east.



Fig.5: View west from Elmira Road North, showing four single detached dwellings.

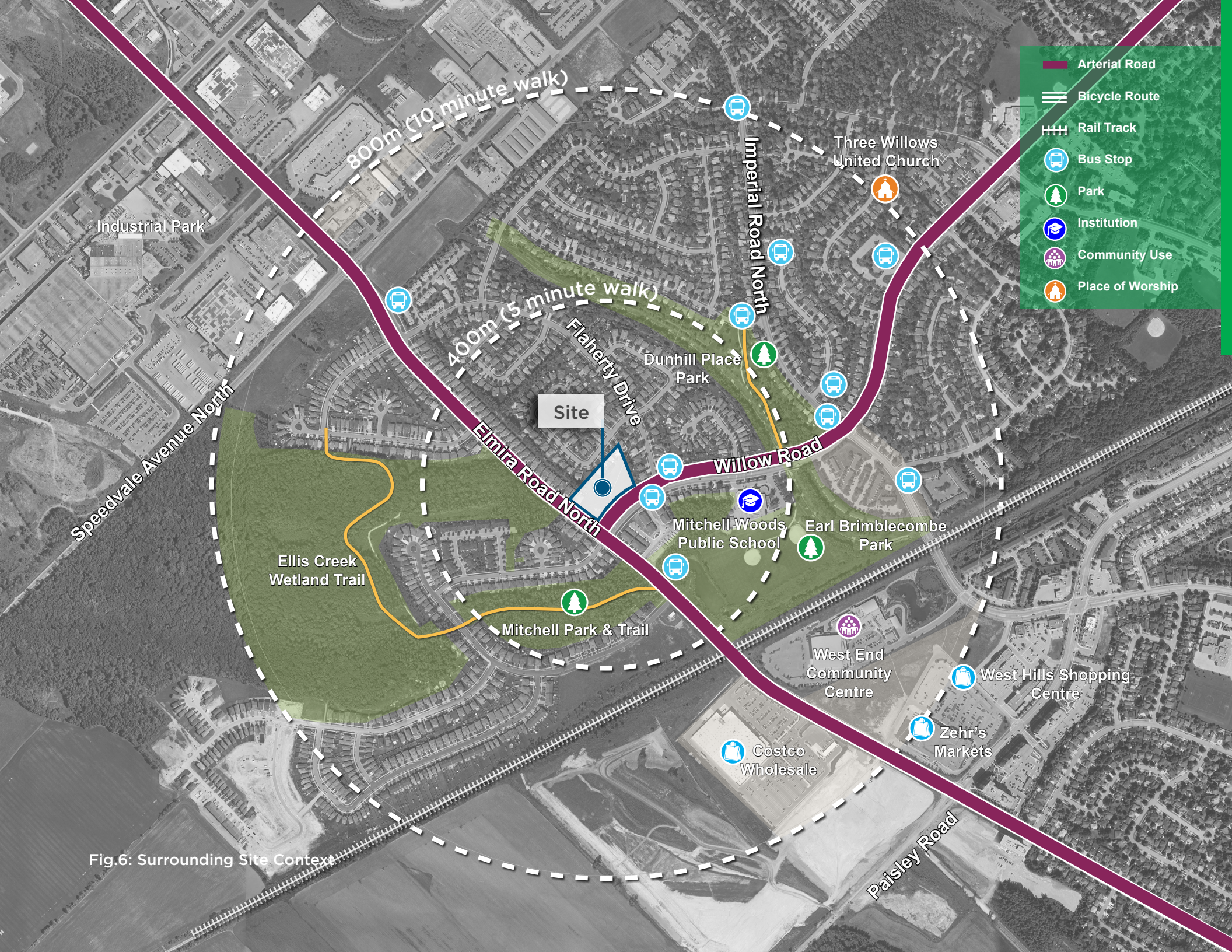


Fig.6: Surrounding Site Context

3. RESPONSE TO DESIGN POLICY AND GUIDELINE FRAMEWORK

The applicable Urban Design Policies from Section 8 of the Official Plan and the Urban Design Guidelines provided in the Built Form Standards for Mid-Rise Buildings and Townhouses will be referenced to ensure the proposed development aligns with the City's vision and design standards.

3.1 Response to Official Plan Policy

Policy 8.1 Sustainable Urban Design

- The proposed development incorporates a range of measures to support energy efficiency and water conservation. Building systems will include high-efficiency features such as electric domestic hot water heaters, air source heat pumps, and variable speed pumps and fans to optimize energy use. Additionally, the development will use low-flow plumbing fixtures, LED lighting, and energy-efficient appliances to reduce energy consumption. The building's rooftop will be designed to support solar panel installation, ensuring flexibility for immediate or future adoption of renewable energy systems.
- Sustainable water management will be supported through drought-tolerant landscaping, which will feature native and hardy plant species requiring minimal irrigation. The development team is also exploring rainwater collection and recycling for irrigation purposes to further enhance water conservation efforts. Low-impact stormwater management techniques will be integrated into the site design to improve infiltration and mitigate runoff impacts.
- The site and building design respect the existing topography and minimize grading and filling where feasible. The development team has carefully planned the placement of buildings and infrastructure to align with the site's natural contours, preserving the physical character of the area. This approach reduces the environmental impact of site preparation and ensures that the development integrates seamlessly into the surrounding landscape. Landscaping will further enhance the site's natural features, maintaining its connection to the existing environment.
- The proposed development promotes walkability and accessibility, aligning with the principles of a 15-minute city. The site is strategically located within a 5 to 10-minute walk of key amenities, including grocery stores, community centres, libraries, and restaurants, ensuring that residents have convenient access to daily needs. Furthermore, the site is well-served by bus routes within 200 metres (3 minutes walking distance), providing direct access to the wider Guelph area.

and supporting reduced reliance on personal vehicles. The inclusion of bicycle parking and pedestrian-friendly pathways further enhances connectivity, encouraging active and public transportation options for residents.

Policy 8.2 Public Realm

The proposed development aligns with the Public Realm policies outlined in Sections 8.2.2 and 8.2.3 as follows:

- The development provides direct vehicle and pedestrian access to Willow Road and Elmira Road North, both arterial roads, ensuring integration with the surrounding neighbourhood and full access to the broader street network and transit services.
- The inclusion of sidewalks and pathways within the Site supports pedestrian connectivity, integrating the development into the existing urban fabric.
- The proposed design integrates with the pedestrian and bicycle networks, connecting directly to the existing bike lanes on Elmira Road North and Willow Road, while ensuring convenient pedestrian access throughout the site.
- Transit stops on both Willow Road and Elmira Road North are within close proximity, supporting the integration of viable transit services and ensuring accessibility for residents.

The proposed development aligns with Policy 8.2.3.11 by contributing to a pedestrian-oriented streetscape

through the following strategies:

- The building is positioned along Willow Road and Elmira Road North frontages, ensuring it engages with the street edges.
- The primary entrance is oriented towards the street and corner intersection, enhancing accessibility and visibility from the public realm.
- The development establishes a defined street wall along Willow Road and Elmira Road North, reinforcing a cohesive and pedestrian-friendly streetscape.
- The ground floor design incorporates features that actively engage with the public realm. Along Elmira Road North, the indoor amenity rooms are designed with large windows that provide visibility and interaction with the street, contributing to a vibrant streetscape. On Willow Road, the at-grade dwelling units are enhanced with private patio spaces that connect directly to the public sidewalk via walkways. Each patio features secure doors with locks, offering direct access to the units while maintaining a welcoming and accessible interface with the surrounding public realm.
- Weather protection measures such as building projections and overhangs are integrated into the design, providing shelter and comfort for pedestrians.
- Street elements, including walkway connections and landscaped areas, are aligned with the public right-of-way to create a seamless and visually

cohesive transition between the development and the public streetscape.

- Utilities will be thoughtfully located and clustered to avoid visual clutter, ensuring they do not detract from the cohesive and pedestrian-oriented streetscape.

Policy 8.6 Built Form: All Built Forms other than Low Rise Residential Forms

The proposed development aligns with Policy 8.6: Built Form as follows:

- The principal entrance of the building is prominently located at the corner intersection, directly accessible from adjacent streets, ensuring visibility and ease of access for pedestrians.
- The building is positioned close to the street edge along Willow Road and Elmira Road North, reinforcing an active street presence and pedestrian-oriented environment.
- As a corner building, the design includes a striking canopy that frames the entryway, providing both shelter and architectural emphasis. Vertical and horizontal accents, combined with contrasting materials and warm-toned highlights, draw attention to the corner and enhance its visual prominence.
- The building design addresses its high visibility with large windows, high-quality finishes, and articulated façades. Balconies add depth and activity, while the feature wall and windowed

cladding emphasize the prominent corner, creating a visually engaging streetscape.

- The building is located in close proximity to the intersection of Willow Road and Elmira Road North, with entrances that are visible from the intersection, emphasizing this key urban node.
- Rooftop mechanical equipment will be fully screened from public views, maintaining the visual integrity of the building from all vantage points.
- The design features a rhythmic arrangement of large windows framed with warm accent materials on the upper storeys, while the first two storeys incorporate a pair of smaller windows for each unit, set within darker grey cladding. This variation in window size and pattern adds visual interest and emphasizes the transition between the ground level and the upper levels. Projecting balconies further enhance the façade by adding depth and articulation, effectively breaking up the building's mass and contributing to its overall visual appeal. Additionally, landscaping and other architectural elements work in harmony to soften the structure's presence and reduce the perception of bulk, ensuring the building integrates seamlessly into its urban context.

Policy 8.8 Built Form: Mid-rise Buildings

The proposed development aligns with Policy 8.8: Built Form for Mid-rise Buildings as follows:

- The six-storey mid-rise building is designed to frame the street frontages along Willow Road

and Elmira Road North, reinforcing the urban streetscape.

- Surface parking is located at the rear of the building, screened with landscaping and buffer strips to minimize visual impact from the public realm, maintaining an active and pedestrian-friendly streetscape.
- The building includes direct pedestrian access from the public realm to the principal entrances, ensuring seamless and safe connectivity for pedestrians.
- With a building frontage exceeding 30 metres, multiple building entrances are strategically placed to enhance accessibility and reduce monotony.
- As the building exceeds four storeys, its design includes modulated facades and massing strategies to reduce impacts such as shadowing and enhance compatibility with adjacent properties. The wind and shadow studies demonstrate that the proposed development meets all applicable criteria and effectively addresses potential impacts.

Policy 8.11 Transition of Land Use

The proposed development aligns with Policy 8.11: Transition of Land Use as follows:

- The proposed mid-rise building is oriented along Elmira Road North and Willow Road, and is separated from adjacent low-rise residential uses with setbacks and the proposed parking area.

- To the north, the building is setback 19.0 metres from the side yard of the adjacent property line located at 115 Elmira Road North. In between the proposed building and the adjacent property within the above-noted setback, an at-grade amenity terrace and at-grade common amenity area are provided. Within the at-grade amenity area, pergolas with seating, including privacy screens and barbeques, along with hedges and other plantings are provided to limit the visual impact of the building on adjacent uses. Similarly, trees are provided near the north property line of the Site as a landscape buffer to limit the visual impact of the proposed building on adjacent properties.
- To the east, the building is setback 23 metres from the rear yard property line of the adjacent property located at 2 Flaherty Drive. In between the proposed building and the adjacent property within the above-noted setback, the parking area entrance, including parking spaces and a concrete sidewalk are provided. Additionally, trees are provided near eastern property line of the Site as a landscape buffer to provide additional visual buffering between the proposed building and adjacent properties.

Policy 8.12 Parking

The proposed development aligns with Policy 8.12: Parking through the following considerations:

- Surface parking areas are located at the rear of the building, avoiding placement between the

front of the building and the street. Generously sized landscape strips and screening elements are incorporated along the street edge to enhance the public realm while providing visually pleasing views into the site. Landscaping, including trees and shrubs, is strategically used to screen parking areas and soften their impact on the streetscape.

- No surface parking areas are located immediately adjacent to the intersection of Willow Road and Elmira Road North, ensuring compliance with this policy, and emphasizing the building's prominence at this corner.
- Well-defined pedestrian walkways are provided, connecting the surface parking areas and municipal sidewalks directly to the building's main entrances. These walkways are designed to be safe, accessible, and integrated into the site's pedestrian network, with landscaping along the pathways to enhance the pedestrian experience.
- The parking layout integrates landscaped strips to divide the surface parking into smaller, defined sections, promoting a more organized and visually appealing design. Additionally, a 3-metre landscape buffer is provided around the perimeter of the site where it abuts the surface parking area, offering a visual buffer from adjacent properties.
- Bicycle parking is provided in close proximity to the building entrances and is integrated into the site's design to ensure convenience and accessibility for cyclists. Provisions for sheltered bicycle parking are included at grade to enhance

functionality and encourage active transportation.

- Surface parking areas adjacent to ground-related residential uses are separated by a walkway and a 3-metre landscaped buffer, providing clear visual and physical separation while enhancing privacy and minimizing impacts.

Policy 8.13 Access, Circulation, Loading and Storage Areas

The proposed development aligns with Policy 8.13: Access, Circulation, Loading and Storage Areas as follows:

- The site includes a singular shared driveway entrance from Willow Road to minimize access points and reduce pedestrian conflicts.
- The primary driveway entrance is framed by landscaped strips, enhancing its definition, and integrating it with the overall site design.
- Internal driveways provide clear circulation for vehicles, pedestrians, and cyclists. Raised curbs and landscaping are used to define these spaces, ensuring safe and efficient movement. The internal circulation layout divides the site into smaller functional areas and provides connectivity with adjacent spaces.
- Shared pedestrian walkways are integrated with large, landscaped areas, providing direct connections between building entrances, public sidewalks, and transit stops.

- Loading, waste pick-up, and service areas are located at the rear of the building and are well-screened to minimize visibility from public streets and residential areas. These areas are integrated into the design without impacting the streetscape.
- No outdoor storage is located between the building and the street or at intersections.

Policy 8.17 Landscaping

The proposed development aligns with Policy 8.17: Landscaping and Development as follows:

- Landscaping is used extensively around the building, with trees and planting beds along the perimeter and pedestrian areas.
- Sloped areas will be stabilized to accommodate outdoor amenity area which will feature a pergola with seating and BBQ areas, along with seating surrounded by plantings.
- The design will include diverse tree and shrub species, offering seasonal interest and creating visual contrast with the built form.
- Trees along the roadways provide shade and improve the streetscape, while landscaped buffers soften the edges of parking areas.

Policy 8.18 Safety

The proposed development aligns with Policy 8.18: Safety as follows:

- Sidewalks and walkways are well-defined, visible,

and aligned with public spaces, connecting to bike racks, public transit, and surrounding amenities.

- The arrangement of amenities, such as the pergola and seating areas, promotes visibility and informal surveillance (“eyes on the street”).
- Landscaped areas and planting define the transition between public and private spaces while maintaining a welcoming environment.

Policy 8.19 Accessible Design

The proposed development aligns with Policy 8.19: Accessible Design as follows:

- Six accessible parking spaces are located directly adjacent to the building’s interior on the east side, ensuring safe and efficient access to the rear entrance vestibule.
- Two centrally located elevators provide convenient access to all areas within the proposed building.
- All accessibility standards will be fully addressed and adhered to during the detailed site and building design process.

3.2 Response to Built Form Standards for Mid-Rise Buildings and Townhouses

Guideline 6.1 Sustainable Site Design

The proposed development aligns with Guideline 6.1: Sustainable Site Design as follows:

- The proposed building contains 140 bicycle parking spaces, including 14 short-term spaces located on the exterior of the building and 126 long-term spaces located in the interior of the building. The exterior bicycle parking spaces are located directly at the corner of the proposed building along Elmira Road North and Willow Road. Two bicycle rooms are provided within the interior of the proposed building, consisting of “Bike Room A,” located at the north side of the proposed building adjacent to the south of the amenity terrace at the north of the Site, and “Bike Room B,” located on the south side of the proposed building, adjacent to the main entrance vestibule, which promotes the utilization of cycling.
- In total, 30 electric vehicle parking spaces are provided, 2 of which being accessible spaces. Overall, this represents 20% of the total overall parking.
- The Site is in close proximity to transit, including 2 transit stops, bi-directional, located at the corner of Willow Road and Faherty Drive, southeast of the Site.
- The proposed building is “L-shaped” and is located on an exterior lot. The parking lot, located northeast of the proposed building, is oriented primarily east-to-west, providing great access to sunlight. Similarly, the common amenity area, located on the northwest side of the Site north of the proposed building, has no east-to-west obstructions and will have great access to sunlight.
- According to the pedestrian wind study prepared in support of the proposed development, key pedestrian areas, including the main entrance, grade-level amenity area, and surrounding sidewalks are expected to remain below typical safety thresholds and will post minimal risk to pedestrians
- An infiltration gallery is proposed underneath the proposed parking lot, which will result in a net gain in annual infiltration over pre-development conditions.
- A preliminary landscape concept plan has been prepared at this stage of the application process. The use of permeable paving for patios and passive use areas will be considered during the detailed design phase, ensuring it aligns with site-specific requirements and can be supported by a regular maintenance plan.
- The selection of plant species will be addressed during the detailed landscape design phase. Indigenous, drought-resistant, and salt-tolerant species will be prioritized in alignment with OP Policy 8.1.1.

- The proposed development incorporates consolidated landscaped areas along the streetscape of Elmira Road North and Willow Road, where feasible, to support the establishment of a mature tree canopy. These areas are thoughtfully designed to enhance the public realm, provide shade, and contribute to a greener and more inviting streetscape environment.

Guideline 6.2 Parking, Access, Circulation and Loading

The proposed development aligns with Guideline 6.2: Parking, Access, Circulation and Loading as follows:

- The proposed surface parking lot is located to the rear, or northeast of the proposed building and its visibility from the street is therefore minimized. At the northwest of the Site, the parking area is screened by extensive landscaping provided as buffering adjacent to each respective property line bordering the proposed parking area, as well as the amenity terrace and its furnishings.
- Garbage will be stored in the dedicated garbage room located within the interior of the L-shaped building on the northeast side. Waste will remain securely stored indoors until it is moved to the designated pickup location for public collection services at the scheduled pickup time, in accordance with municipal guidelines.
- Barrier-free access is provided through the inclusion of an internal sidewalk, which connects to the proposed surface parking lot on the east side of the Site adjacent to the west side of the proposed drive aisle. Access to the common amenity area and amenity terrace on the northwest side of the Site is provided from Elmira Road North.
- The parking area is divided into smaller and defined sections through the inclusion of a landscape strip, which includes endcap islands, as well as the utilization of curb bump-outs to promote slower travel speeds while minimizing the visual impact of the parking area.
- A 2.75-metre-wide crosswalk, demarcated through surface paint, connects the interior parking spaces to the concrete sidewalk adjacent to proposed building to support safe and accessible pedestrian circulation within the Site.
- On the north side of the east portion of the “L-shaped” building, a 6.05-metre buffer is provided between the edge of the parking space and the building wall, which contains landscaped area as well as 2 metre-wide concrete sidewalk to provide further buffering and accessible space between the proposed building and the parking area.
- On the east side of the north portion of the “L-shaped” building, 2 metre-wide concrete sidewalk wraps around the edge of the building to connect to the outdoor amenity area and the proposed run area.
- Sidewalks are provided between the main entrance

and the municipal sidewalk, as well as a sidewalk connecting the parking area to the municipal sidewalk adjacent to Willow Road.

- Visitor bicycle parking is provided adjacent to the main entrance, connected to the municipal sidewalks through sidewalks included on the Site.
- “Bike Room B” is located within the proposed building on the south side of the proposed building and can be accessed from a sidewalk which connects to the municipal sidewalk on Willow Road.
- “Bike Room A” is located within the proposed building on the east side of the north portion of the “L-shaped” building, which is directly accessible from the sidewalk adjacent to the proposed building surrounding the parking lot.

Guideline 6.3 Common Amenity Area

The proposed development aligns with Guideline 6.3: Common Amenity Area as follows:

- The proposed development does not meet the criteria requiring a children’s play area, as it does not include more than 10 units with 3 or more bedrooms.
- Although the development does not strictly meet the 50% outdoor amenity requirement, the proposed outdoor common amenity area is designed as a well-defined and functional space that maintains a continuous flow between indoor and outdoor amenities. The outdoor amenity

terrace, dog run, and landscaped seating areas are strategically positioned to ensure usability, accessibility, and effective programming of space, creating a seamless transition between these shared spaces. Additionally, the layout of the outdoor amenity area is more compact and proportionally balanced, resembling a square rather than an elongated space, thereby aligning with the intent of the guideline to provide appropriately scaled outdoor areas. Furthermore, the Site is located in a transitional urban-rural area with strong connectivity to existing parks, recreational facilities, and community amenities within walking distance. Given the proximity to off-site amenities such as Dunhill Place Playground, Ellis Creek Park, and the West End Community Centre, residents have ample access to additional open spaces, reinforcing the effectiveness of the proposed amenity design.

- The proposed 719.2 square metres of outdoor common amenity area includes a dog run area at the northwest of the Site and an amenity terrace south of the dog run. The dog run area features potential amenities such as pet hurdles, hoops, a pet hydrant, and a waste receptacle. A pet wash station, accessible via an exterior door, is located nearby for convenience. Raised planters with decorative fencing provide a visual buffer between the amenity terrace and the dog run. The amenity terrace consists of four distinct seating areas, separated by privacy screens, and furnished for multiple functions, including intimate tables, seating for small and large groups, and two

barbecue areas to support social gatherings.

- “Bike Room A” is located directly adjacent to the south of the amenity terrace, which provides efficient access to and from the space.
- Direct formalized access from Elmira Road North to proposed dog run is provided, as well as provided from the Site’s internal walkway connection abutting the parking area.
- The common outdoor amenity areas are directly connected to the building, the internal sidewalk network, and Elmira Road North, ensuring accessibility and integration with the surrounding environment. They are not surrounded by parking.
- Privacy screens provide visual buffering between the parking area and the amenity terrace, and landscaping is provided to provide visual buffering between the parking area and the proposed dog run.
- The common outdoor amenity areas maintain a continuous flow with the interior spaces, providing seamless connectivity while accommodating year-round use.
- The orientation, location, and landscaping of the outdoor amenity areas provide a balanced mix of sun, shade, and wind protection. No adverse microclimate impacts are anticipated.

Guideline 6.4 Landscaped Open Space

The proposed development aligns with Guideline 6.4: Landscaped Open Space as follows:

- The landscape design will incorporate a range of plant materials, including trees, shrubs, grasses, and perennials, to provide a diversity of colour, texture, and seasonal visual interest. Both coniferous and deciduous species will be included to ensure year-round appeal.
- Plant materials will prioritize native, drought-resistant, and low-maintenance species in alignment with OP Policy 8.17.2. A mix of flowering and seasonal plants will be included to enhance visual interest and biodiversity
- High standards for planting density, quality, and variety will be applied to the main building façades along Elmira Road North and Willow Road. These treatments will create a sense of enclosure, pedestrian comfort, and an inviting streetscape environment.

Guideline 6.7 Lighting

The proposed development aligns with Guideline 6.7: Lighting as follows:

- At the time of Site Plan approval the lighting details will be provided to the satisfaction of the City.

Guideline 6.8 Rooftop Mechanical and Mechanical Systems

- The proposed development aligns with Guideline 6.8: Rooftop Mechanical and Mechanical Systems as follows:
- A mechanical penthouse is provided on the roof of

the eastern portion of the “L-shaped” building and is screened with materials and colours similar to the materials and colours featured throughout the proposed building.

- The mechanical penthouse is setback greater than 1.5-metres from the building mass, and fits within the applicable respective angular planes.

Guideline 6.9 Utilities and Solid Waste

The proposed development aligns with Guideline 6.9: Utilities and Solid Waste as follows:

- The proposed transformer, located at the southeast corner of the Site, will be screened by fencing.
- There will be no outdoor storage of any items on-site.
- A garbage and recycling room are provided within the building on the first floor on east side of the northern portion of the “L-shaped” building.
- A mail delivery room, mail pick-up room, mechanical room (including water meter, booster pump, and fire pump), and an electrical and telecommunications room are provided within the building on the first floor the north side of the southern portion of the “L-shaped” building.

Section 7.0 – Mid-Rise Buildings

Guideline 7.1 Building Massing, Scale and Transitions

The proposed development aligns with Guideline 7.1:

Building Massing, Scale and Transitions as follows:

- At-grade residential units are provided on the ground floor of the portion of the proposed building fronting Willow Road, which complies with the recommended 6.0-metre setback (exterior).
- The interior side yard setback of 19 metres is provided with direct access from the public sidewalk along Elmira Road North to the building and the Site.
- The exterior side yard setback is 6 metres from Willow Road facing property line and it generally aligns with the abutting existing residential building at Flaherty Drive.
- The 23.1-metre rear-yard setback accommodates the access and egress aisle for the proposed at-grade parking area.
- The proposed development does not include a 1.5-metre setback between the fourth and fifth floors. However, the intent of the setback guideline, as outlined in section 8.8 of the Official Plan, has been carefully considered, and the design ensures that the building’s massing and scale remain appropriate for the context. The primary objective of this guideline is to mitigate issues such as excessive shadowing, wind impacts, and privacy concerns while maintaining appropriate transitions between adjacent land uses.

The Shadow Study Analysis and Wind Study Analysis conducted for the proposed development demonstrate no negative impacts on the

surrounding environment. Additionally, the development provides a significant rear yard setback of 23.1 metres towards the existing residential buildings along Flaherty Drive and an interior side yard setback of 19 metres where the adjacent residential building flanks the north side of the site. The angular plane diagrams further confirm that the proposed building remains within the recommended 45-degree angular plane, ensuring compatibility with the surrounding built form.

Furthermore, the building's massing and orientation have been designed to effectively frame the street, in alignment with section 8.8 of the Official Plan. The relationship to grade, setbacks, and building orientation has been thoughtfully addressed to minimize any potential negative impacts on neighbouring properties. The absence of a stepback does not compromise the overarching goal of creating an appropriately scaled mid-rise building that transitions sensitively to its surroundings.

- The proposed building exceeds four storeys but is designed with an “L-shaped” form to reduce its perceived length along both Elmira Road North and Willow Road, ensuring compliance with the intent of OP Policy 8.8.1(v). The design includes modulated facades and articulated massing, with recessions for balconies and changes in material and color to break up the visual scale of the building. These measures effectively mitigate shadowing impacts and ensure compatibility with adjacent properties.

Additionally, the shadow study confirms compliance with the City's guidelines, demonstrating that shadows cast by the building do not result in adverse impacts on adjacent public and private spaces, residential amenity areas, or the public realm. The building's design responds to and aligns with the objectives of the policy while maintaining functionality and aesthetic appeal.

- The proposed building design has been informed by the existing and planned neighbourhood context, incorporating features such as modulated façades, architectural articulation, and material choices that reflect the scale and character of the surrounding area. Significant architectural datum lines, such as the horizontal separation between the base (floors 1 and 2) and upper levels (floors 3-6), have been emphasized using changes in material and color, creating a strong visual connection to the neighbourhood's architectural patterns.
- As the Site is an exterior lot, both the frontage along Willow Road and Elmira Road North are designed to include active frontages, with significant entrances, windows, vertical and horizontal material changes, symmetrical fenestration which contributes to the rhythm of the design, and projections and recessions in the building contribute to visual interest and the framing of the corner of Willow Road and Elmira Road North.
- Balconies are largely included within the building footprint, but do project over outside of the

building envelope, which contributes to depth and visual interest in the development, breaking up the long building length.

- The proposed building and its placement on the Site have considered a 9-metre by 9-metre sight line triangle and is setback an appropriate distance ensure pedestrian and motorist safety.
- An analysis of the proposed angular planes is provided in Section 5.9 of this Urban Design Brief. The proposed angular plane along Willow Road is 46-degrees, which represents a minor deviation of 1-degree from the City of Guelph's requirement of 45-degrees. The angular plane along the north interior side yard is 49-degrees, which represents a minor 4-degree variation from the City of Guelph's requirement of 45-degrees. The angular plane along Elmira Road North is 43-degrees, which complies with the City of Guelph's angular plane requirement. The angular plane along the rear yard at the east of the Site is 41-degrees, which complies with the City of Guelph's angular plane requirement.

Guideline 7.2 Ground Floor and Street Edge Design

The proposed development aligns with Guideline 7.2: Ground Floor and Street Edge Design as follows:

- The ground-level of the proposed building contains patios, recessions, large, equally spaced windows, and is 3.60-metres in height, which is adequate in size to allow for flexibility of the ground floor over time.

- The proposed building's at-grade, street-fronting residential units are screened by vegetation and contain protected balconies to ensure privacy and a distinction between private and public space.
- The main entrance of the proposed building has been designed to be prominent on the corner of Elmira Road North and Willow Road and has adequate connection (3 connection points) to the public realm.

Guideline 7.3 Articulation, Façade Design and Materials

The proposed development aligns with Guideline 7.3: Articulation, Façade Design and Materials as follows:

- The proposed building is largely constructed with precast concrete, using a variation in colour and finishing texture to provide a visual diversity horizontally and vertically.
- Balcony projections, as well as recessions in the building envelope contribute to the emphasis of vertical and horizontal elements of the primary elevations along Elmira Road North and Willow Road.



PART 2 - DEVELOPMENT CONCEPT

4. PROPOSED DEVELOPMENT

4.1 Site Design

The proposed building consists of a 6-storey residential development containing 126 units, with 462.7 square metres of indoor amenity area, 719.2 square metres of exterior amenity area and a total of 144 vehicle parking spaces, including 6 accessible spaces, and 140 bicycle parking spaces.

As the Site is an exterior lot, the building is an “L-shaped” building positioned to frame Elmira Road North and Willow Road, with a prominent entrance at the corner of Elmira Road North and Willow Road, with surface parking spaces located at the rear of the Site (to the northeast of the building), with an access aisle connecting to Willow Road to screen the parking area from each respective road to maintain a continuous street edge and minimal disruption of pedestrian sidewalks and traffic flows.

From Willow Road, the building is setback 6 metres, is setback 4.37 metres from Elmira Road North (3.27 metres to the edge of the balcony), which are intended to animate the streets while providing sufficient space for comprehensive landscape treatments, street tree plantings, and the maintenance of the sight triangle at the corner of Elmira Road North and Willow Road. The interior side yard setback to the north is 19.09-metres, which accommodates the amenity terrace and proposed dog run area, providing

adequate separation between the proposed building and the adjacent 2-storey single-detached dwelling to the north. To the east, the rear yard setback is 23.4-metres, which accommodates the proposed drive aisle to the parking lot located southeast of the proposed building, as well as the sidewalk connection to the Site’s internal sidewalk network from the municipal sidewalk along Willow Road. This rear yard setback provides adequate separation between the proposed building and the adjacent 2-storey single-detached dwelling fronting Flaherty Drive.

The main residential entrance to the building is provided along the corner of Willow Road and Elmira Road North, and is accessible from the corner of these roads, as well as a sidewalk connection from the sidewalk of each respective road. The building design also includes a separate entrance to a bike storage room off of Willow Road, “Bike Room B.” The building design also includes secondary entrances to residential units fronting Willow Road. Additional access points to the mechanical/electrical room, mail room, lobby, move-in room, garbage area, the second bike room, “Bike Room A,” pet wash area, amenity terrace, and outdoor amenity area are provided within the interior of the “L-shaped” building, adjacent to the southwest of the parking lot.

The proposed indoor amenity areas, totaling 462.7 square metres, include a party room (flexible space),

fitness room, yoga studio, games and recreation room, coworking space, coffee lounge, family area, and a lounge, providing diverse opportunities for social engagement and recreation. The 719.2 square metres of outdoor amenity space include a dog run to the northwest, an amenity terrace with four distinct seating areas buffered by privacy screens, and two barbeque areas, along with adjacent seating areas and landscaping features to visually buffer the amenity spaces from one another and the parking lot.

Vehicular and pedestrian access to the Site is proposed from Willow Road connecting to the surface parking area to the rear of the proposed building.

4.2 Built Form and Transitions

The proposed building is a 6-storey residential building, measuring 21.10 metres to the top of the parapet (not including 3.5-metre mechanical penthouse) with a total of 126 units with a total Gross Floor Area of 12,287.0 square metres.

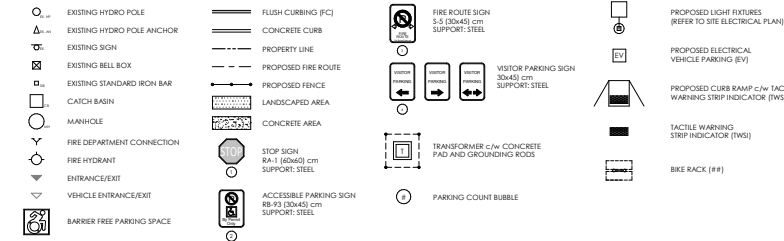
The building is positioned to line the Elmira Road North and Willow Road frontages, with a 6-metre setback from Willow Road and a 4.37-metre setback to Elmira Road North and the surface parking is provided to the northeast (rear) of the building. Recessions in the building form, which accommodate the balcony space, contribute to a variation and breaking up of the building and are featured on all facades of the building. A change in building material and material colour creates vertical and horizontal separation in the building's design, with three distinct sections including the base (floors 1 and 2), the middle

section (floors 3-6), and the mechanical penthouse.

Floor 1 primarily consists of amenity space on the west side of the building fronting Elmira Road North, which includes tall floor-to-ceiling windows to promote natural surveillance in the neighbourhood. Along Willow Road on the south side of the building, equally spaced windows, and secondary suite entrances, fit with at-grade patio space, sidewalk connections to Willow Road, further promote natural surveillance and “eyes on the street,” along with landscaping treatments to provide privacy. On the interior of the “L-shaped” building, adjacent to the parking lot, similar features and treatments are featured to ensure consistency throughout the façade. The grey-concrete façade, with white concrete accents, spans to the second floor, which creates a horizontal separation between Floors 1-2 and Floors 3-6, contributing to the maintenance of human-scale design. On Floor 2, balconies provide additional private amenity space while contributing to “eyes on the street,” with balconies present around the entirety of the building to ensure site-wide natural surveillance.

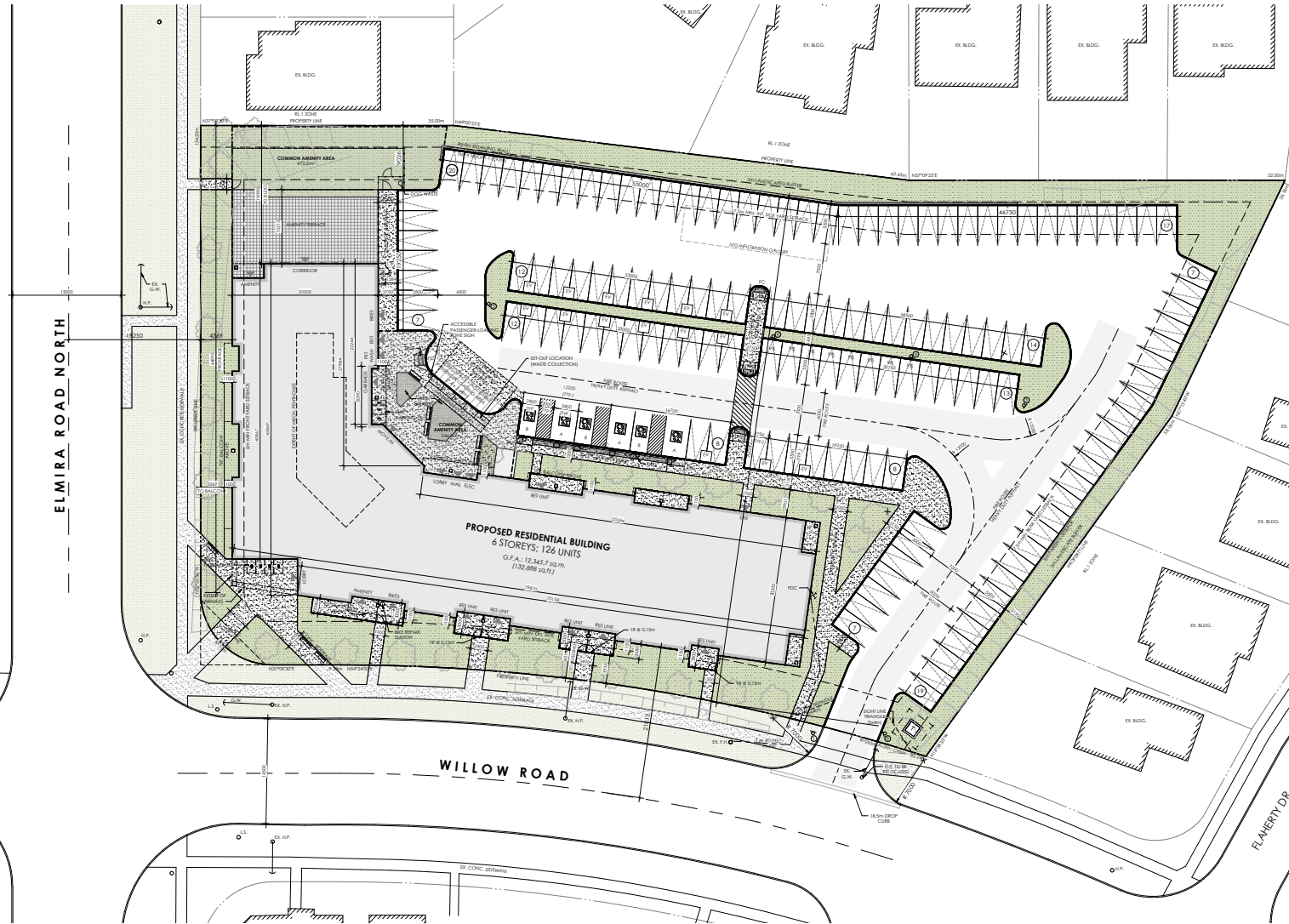
Floors 2-6 are primarily texture light-grey concrete, with each floor separated vertically by white concrete. Above each equally spaced window, accent-coloured concrete vertically frames the window, adding vibrancy and contrast within the building. Balconies are provided on Floors 2-6 which provide additional private amenity space while contributing to “eyes on the street,” with balconies present around the entirety of the building to ensure site-wide natural surveillance.

SITE PLAN LEGEND



SITE PLAN NOTES

- LEGAL DESCRIPTION: BLOCK 180 ON PLAN 61M-68
- SITE INFORMATION TAKEN FROM BSR&D LTD.
- FOR SITE GRADING, SERVICES & STORM WATER MANAGEMENT REFER TO DRAWINGS PREPARED BY MTE
- FOR LANDSCAPE WORK REFER TO DRAWINGS PREPARED BY GSP
- FOR SITE LIGHTING REFER TO DRAWINGS PREPARED BY S-A
- ALL ROADS & ISLANDS SHALL HAVE 150mm CURBS UNLESS NOTED OTHERWISE.
- CURB RADIUS = 1.20m UNLESS OTHERWISE DIMENSIONED.
- STANDARD PARKING STALLS TO BE 2.75m x 5.5m. BARRIER FREE PARKING STALLS TO MEET CITY OF GUELPH REQUIREMENTS FOR TYPE 'A' (3.4m x 5.5m) AND TYPE 'B' (2.4m x 5.5m) INCLUDING ALL APPLICABLE ACCESS AISLES (2.0m WIDE).
- LIGHT FIXTURES & BOLLARDS ARE NOT TO OBSTRUCT PEDESTRIAN MOVEMENT.
- ALL OUTDOOR LIGHTING MUST BE FULL CUT-OFF & HAVE NO GLARE.
- WIRE PROTECTION FENCING SHOULD BE ERRECTED AROUND ALL EXISTING LANDSCAPED AREAS AND SHOULD REMAIN ON SITE FOR THE DURATION OF THE CONSTRUCTION.
- ALL ROOF-TOP EQUIPMENT TO BE SCREENED AND/OR LOCATED SO THAT IT CANNOT BE VIEWED FROM THE STREET.
- SIGNAGE (BUILDING, Pylon & OTHERWISE) NOT APPROVED VIA THE SITE PLAN APPROVAL PROCESS.
- ANY MULTIPLE UNIT IDENTIFICATION SIGNAGE TO HAVE REFLECTIVE LETTERING.
- THERE WILL BE NO OUTDOOR STORAGE OF ANY ITEMS ON SITE.
- ALL GARBAGE TO BE STORED INTERNALLY UNTIL SCHEDULED PICK-UP.
- NO SNOW STORAGE ON-SITE. EXCESS SNOW TO BE REMOVED.



Residential Townhouse RM-6 Zone (Legal Description: BLOCK 180 ON PLAN 61M-68)				Zoning Bylaw 2023-20790
Zoning Regulation RM-6 Zone	Required	Provided	Compliance	
Maximum Density (units/ha)	200	129	No	
Minimum Lot Frontage (m)	30	64.6	Yes	
Minimum Front Yard (Elmira Rd.)	6	4.3m	No	
Minimum Exterior Side Yard (Willow Rd.)	6	6.0m	Yes	
Minimum Interior Side Yard	7.5	19.0m	Yes	
Minimum Rear Yard	7.5	23.1m	Yes	
Maximum Building Height (ft storeys)	6	6	Yes	
Minimum Common Amenity Area (20 sq.m./DU)	2,520.0	1,181.9	No	
Exterior Common Amenity Areas		719.2	No	
Interior Common Amenity Areas		462.7	No	
Minimum Buffer Strips (m)	40%	35%	No	
Garbage, Refuse Storage and Compostors	3	3	Yes	
Angular Plane from Front Lot Line (Elmira Road)	45 degrees	43 degrees	No	
Angular Plane from Exterior Side Lot Line (Willow Rd.)	45 degrees	46 degrees	No	
Angular Plane from Int. Side Yard (North)	45 degrees	49 degrees	No	
Angular Plane from Rear Yard (East)	45 degrees	41 degrees	Yes	
Parking Data				
Parking Dimensions	2.75m x 5.5m	2.75m x 5.5m	Yes	
Off-Street Parking - Residential	263	144	No	
Accessible Parking				
Type A - Accessible Spaces = 3		3	Yes	
Type B - Accessible Spaces = 3		3	Yes	
Bike Parking				
Short Term (Exterior)	139	139	Yes	
Long Term - Horizontal (Interior)		13		
Long Term - Stacked (Interior)		12		
		94		

Units	Front End Bins (Yd3)			240 L Carts Green
	Grey	Blue	Total	
6 Yd3 Bins	1.2	20	30	50
4 Yd3 Bins	3.4	5.1	8	13
	5.1	7.5		

Fig.7: Site Plan prepared by ABA Architects

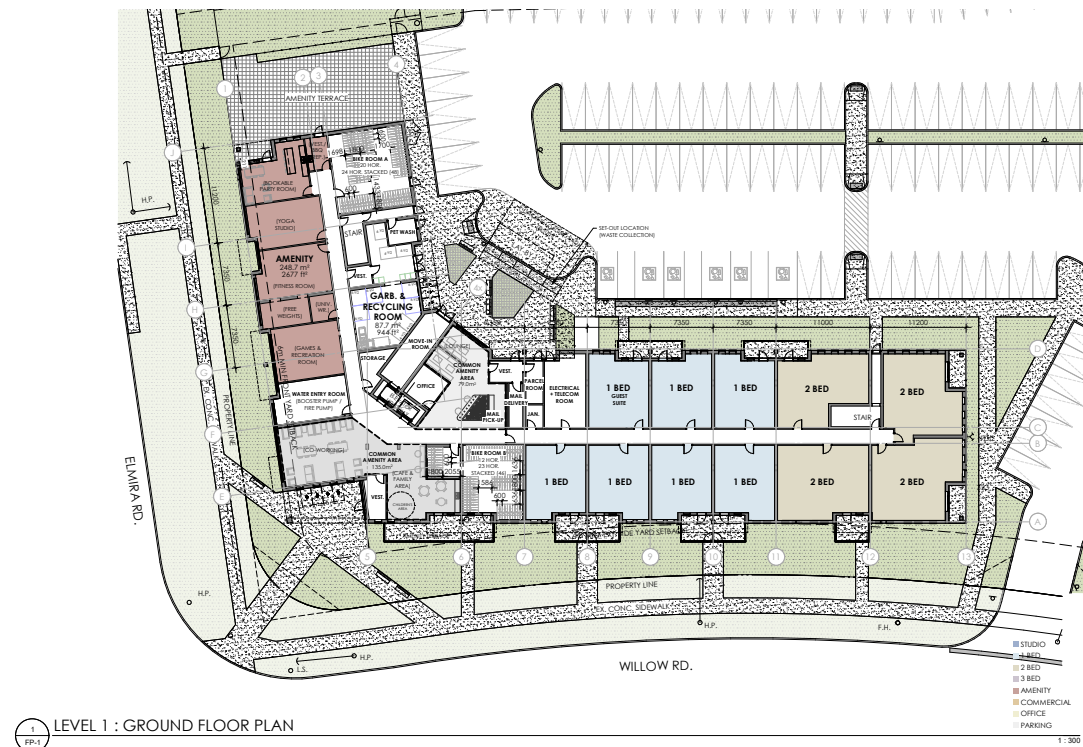
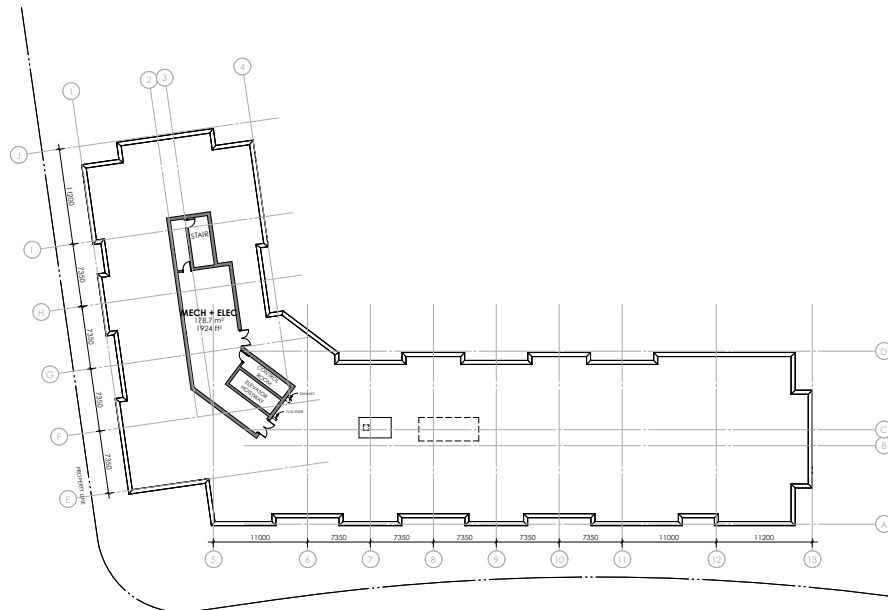


Fig.8: Floor Plans prepared by ABA Architects



2 LEVELS 3-6 TYPICAL FLOOR PLAN

1:300



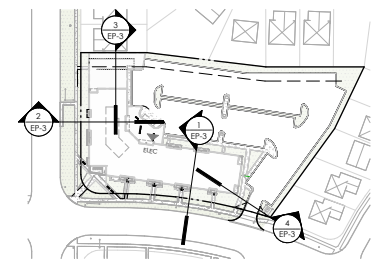
1 ROOF

1:300

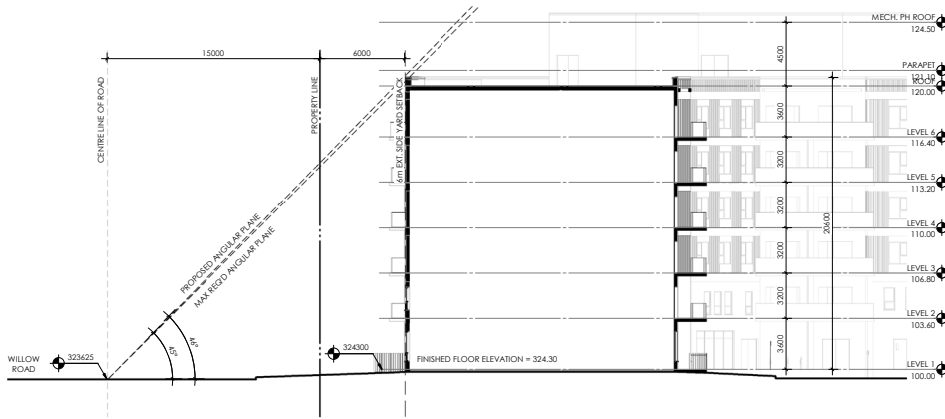
Fig.9: Floor Plans prepared by ABA Architects

Given the rectangular footprints along Elmira Road North and Willow Road, architectural articulation measures, such as a combination of vertical and horizontal elements, projections and recessions, balconies, fenestration details, and material changes and material colour changes reduce the visual impact and overall scale of the development. Each façade is designed and articulated to avoid blank walls and spark visual interest.

A 45-degree angular plane is measured from the centreline of Willow Road to the top of the Proposed Development, and 46-degrees to the top of the parapet. Similarly, on the interior side yard along the north elevation, a 49-degree angular plane is proposed. At the property line to the top of the parapet. The intent of the policy was considered in the design of the building and while the 45-degree angular plane was not met to the top of the parapet and only to the top of the building, the proposed design positively responds to the general intent. The 45-degree angular plane exists to protect against particular potential adverse impacts, most notably shadowing and overlook. The proposed angular plane from the centreline of Elmira Road North is 44-degrees, and the proposed angular plane from the property line along the rear yard (east) is 41-degrees, which meets the 45-degree angular plane requirement.

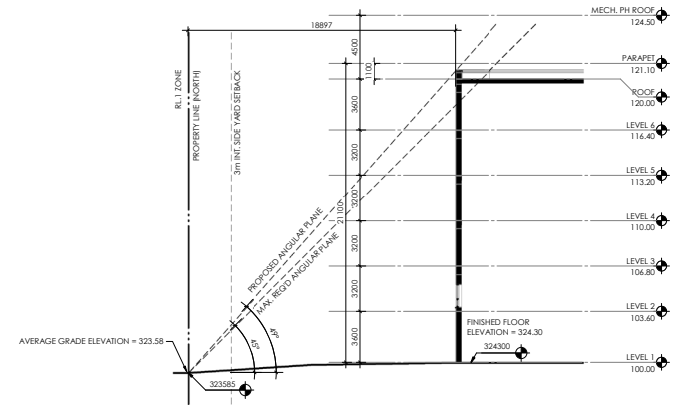


KEY PLAN



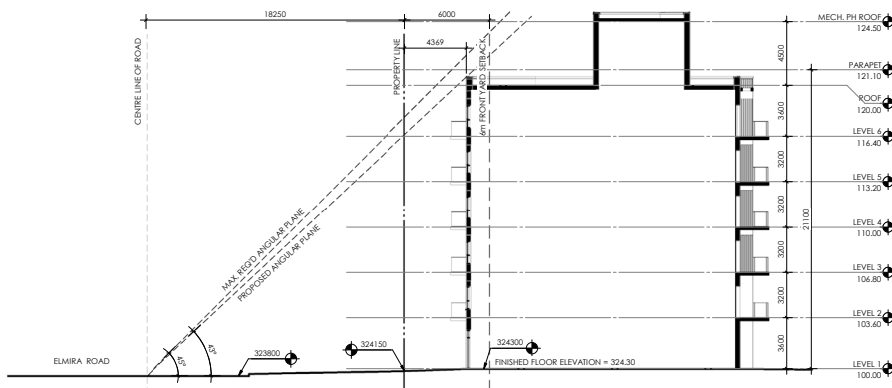
1 Angular Plan (Willow Rd.)

1:200



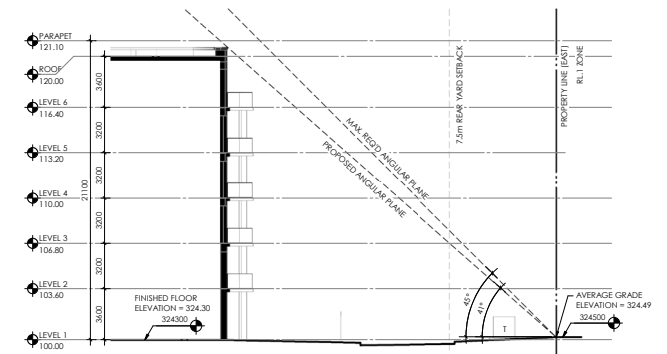
3 Angular Plan (Int. Side Yard - North)

1:200



2 Angular Plan (Elmira Rd)

1:200

















4 Angular Plan (Rear Yard - East)

1:200

Fig.10: Angular Plan Diagrams prepared by ABA Architects

MATERIAL LEGEND PRELIMINARY - MATERIALS AND TEXTURES ARE SUBJECT TO CHANGE

 PRECAST CONCRETE COLOUR: LIGHT GREY	 VISION GLASS	 CURTAIN WALL GLAZING: CLEAR	 METAL PANEL COLOUR: DARK GREY
 PRECAST CONCRETE COLOUR: WHITE	 SURFACE MOUNTED GLAZED GUARD RAIL GLAZING: CLEAR COLOUR: BLACK	 SPANDREL GLAZING COLOUR: DARK GREY	 METAL AWNING/CANOPY COLOUR: ACCENT COLOUR
 PRECAST CONCRETE COLOUR: DARK GREY	 WINDOW + DOOR FRAMES COLOUR: BLACK	 PAINTED INSULATED HOLLOW METAL DOOR AND FRAME COLOUR: GREY	
 PRECAST CONCRETE COLOUR: ACCENT COLOUR	 CONCRETE COLOUR: NATURAL	 METAL CAP FLASHING COLOUR: DARK GREY	



1 EAST ELEVATION
EP-1



2 NORTH ELEVATION
EP-1



3 WEST ELEVATION
EP-1



4 SOUTH ELEVATION
EP-1

Fig.11: Building Elevations prepared by ABA Architects

4.3 Parking

Parking is provided at the rear of the proposed building and is shielded from Elmira Road North and Willow Road by the proposed building. Access to the parking area is provided along the east side of the Site through an access driveway fronting Willow Road. Access to the parking area for pedestrians is provided along the east side of the Site through a sidewalk connecting to the municipal sidewalk along Willow Road. A landscape strip, with end-cap islands is provided in the centre of the parking lot to limit its visual impact. Similarly, curb bump-outs are used throughout the parking lot to promote slower speeds of travel to increase pedestrian safety. In total, 144 parking spaces are provided, including 6 accessible spaces. The 6 accessible spaces are provided on the south side of the parking lot, directly adjacent to the sidewalk surrounding the rear of the building, providing efficient access to the proposed building. In total, 30 electric vehicle spaces are provided, 2 of which being allocated to the accessible spaces, representing 20% of the overall parking.

The proposed building contains 139 bicycle parking spaces, including 13 short-term spaces located on the exterior of the building and 126 long-term spaces located in the interior of the building. The exterior bicycle parking spaces are located directly at the corner of the proposed building along Elmira Road North and Willow Road. Two bicycle rooms are provided within the interior of the proposed building, consisting of “Bike Room A,” located at the north side of the proposed building adjacent to the south of the amenity terrace at the north of the Site, and “Bike

Room B,” located on the south side of the proposed building, adjacent to the main entrance vestibule, which promotes the utilization of cycling.

4.4 Amenity Areas

In total, 719.2 square metres of outdoor common amenity area is provided, including a dog run area located at the northwest of the Site, an amenity terrace situated south of the dog run area and adjacent to the north of the proposed building, as well as seating areas near the building. The amenity terrace includes four distinct seating areas, each buffered from one another and from the parking area through privacy screens. The terrace features furnishings designed to support multiple functions or activities, including intimate tables, seating, couches for larger groups, and smaller seating and table arrangements for fewer individuals. Additionally, two barbeque areas are proposed to accommodate social events for various groups. Plantings are strategically provided to create a visual buffer between the amenity terrace and the dog run.

A total of 462.7 square metres of indoor common amenity area is provided on the first level, located along the west side of the proposed building. The indoor amenity areas include a party room (flexible space), fitness room, yoga studio, games and recreation room, co-working space, coffee lounge, family area, and a lounge.

In addition to the shared amenity areas, individual balconies and at-grade patios for the dwelling units supplement the overall amenity offerings, providing private outdoor spaces for residents to enjoy.

A pet wash station is also proposed in close proximity to the dog run. This facility is accessed via an exterior

door connected to the internal sidewalk and allows residents to care for their pets adjacent to their play area. It is important to note that the pet wash station is not included in the calculation of the common amenity areas.

All amenity areas will be maintained by the Owner of the Site.

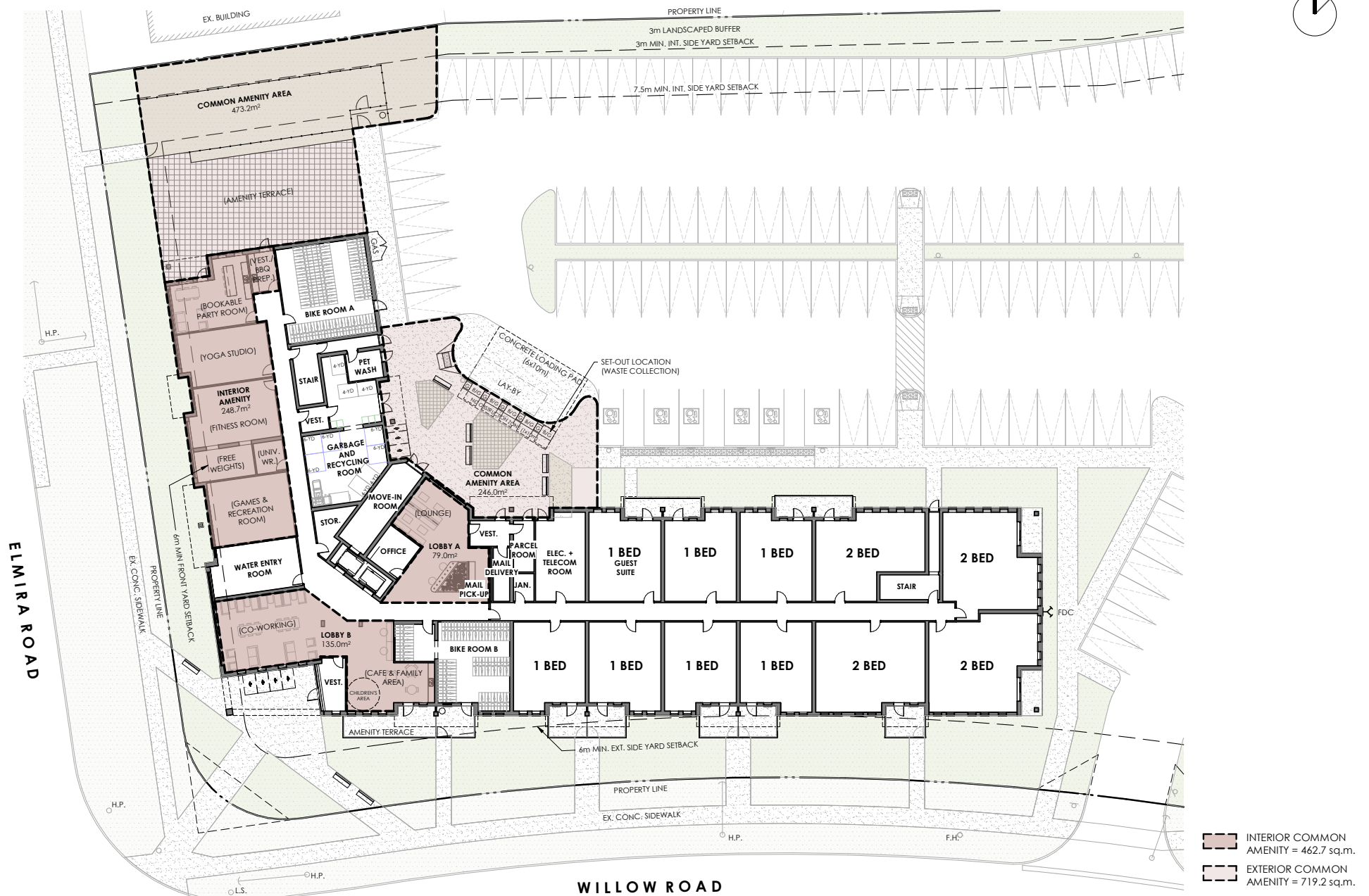


Fig.12: Amenity Diagram prepared by ABA Architects

4.5 Access, Accessibility Circulation, Loading, and Storage

A singular vehicle access point is located at the southeast corner of the Site which provides vehicular access from Willow Road. The provision of a singular access point allows for a continuous pedestrian zone in front of the building along Willow Road and Elmira Road North. The driveway leads to the drop-off area, loading space for residential moving trucks and garbage collection, which are provided at the rear of the building in the interior corner of the “L-shaped” building. Drop-off area will be surfaced appropriately to facilitate barrier-free access to the building from the sidewalk and the parking area.

A pedestrian access point is provided on the east side of the proposed building, adjacent to the west of the proposed vehicle access point.

Garbage collection for the site will be managed through public garbage pickup services. Dedicated garbage rooms are proposed inside the building to securely store waste. On collection days, garbage will be wheeled out to the designated pickup location in accordance with the City’s schedule and requirements.

Tree plantings, opaque fencing, landscaped edges, as well as a landscape strip with end-cap islands will minimize the aesthetic impact of the surface parking.

4.6 Lighting and signage

Detailed lighting plans will be developed considering the City’s Lighting Guidelines for Lighting Plans. This includes guidelines concerning the location, fixture and bulb types and distribution of lighting. Ultimately, the goal will be to provide sufficient, even lighting levels that highlight safe circulation along sidewalks and building entrances as well as adding architectural emphasis, all of which considers light trespass requirements.

Municipal address signage will be determined at the detailed design stage, scaled and designed to fit with the development’s proposed architectural character and image.

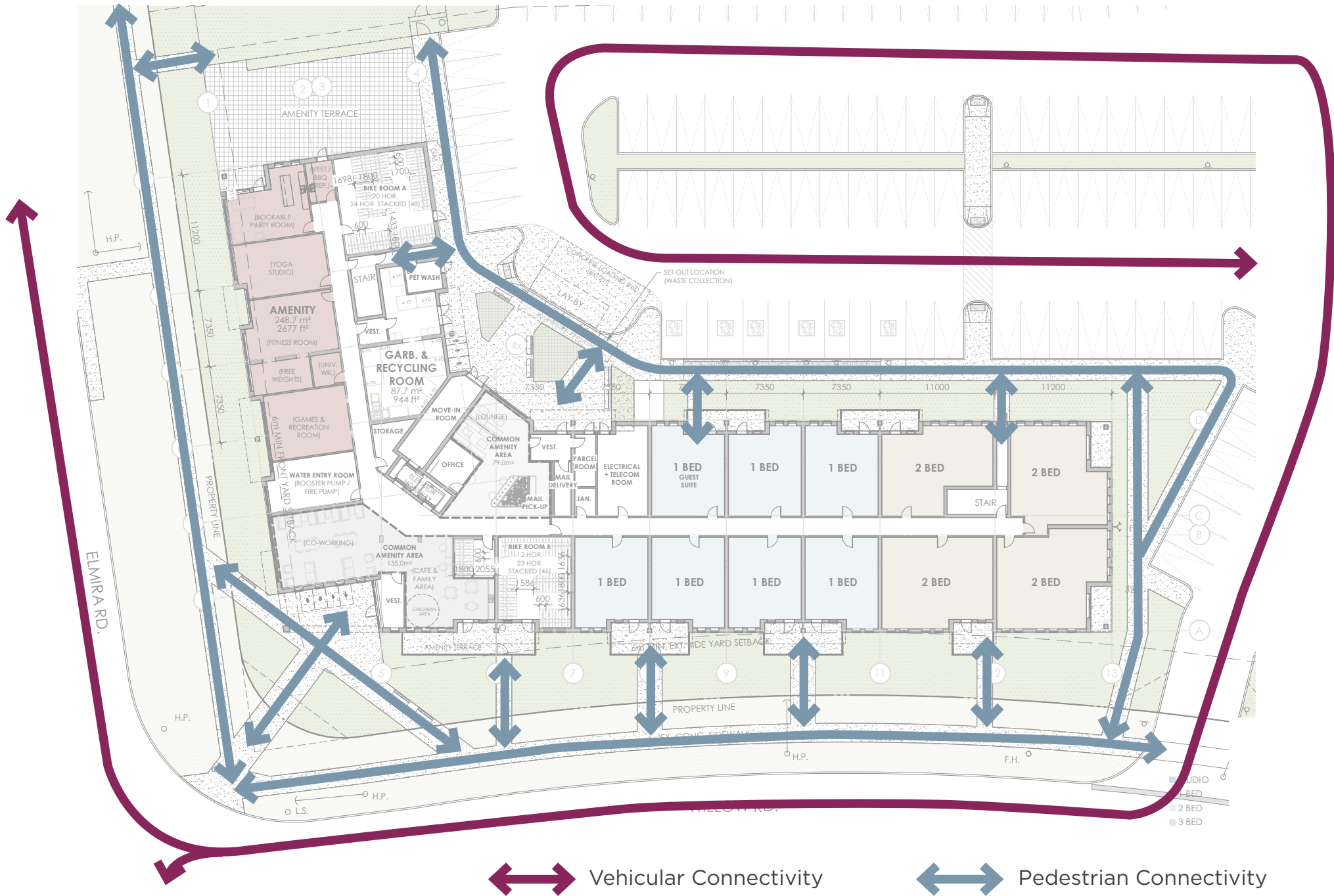


Fig.13: Circulation Diagram

4.7 Architectural Treatment and Materials

A high-quality façade design is contemplated to integrate with and complement the surrounding neighbourhood, drawing inspiration from Mitchell Woods, the most noteworthy landmark in the vicinity, as well as other relevant building reference imagery (see Fig. 14). The architectural design seeks to enhance the streetscape along Elmira Road North and Willow Road while reflecting key design principles observed in the landmark, including a strong base, horizontal articulation, vertical breaks through inset glazing, and a well-defined entrance with a canopy feature.

Architectural elements such as entrances, windows, balconies, and building projections and recessions articulate the facades on all sides of the development, eliminating blank walls and creating visual interest. A high degree of transparency is incorporated along all building elevations, particularly on the first-floor plane. Along the west elevation facing Elmira Road North, the area accommodating the amenity rooms features extensive clear glass, spanning from the base to the top of the first floor, to maximize daylight, enhance views, and foster active frontages. The primary residential entrance is prominently positioned at the corner of Elmira Road North and Willow Road, defined by high glazing, architectural detailing, and enhanced landscaping to create a distinct sense of arrival.

The proposed building materials have been selected for their quality, durability, and sustainability. The

primary materials include precast concrete in light grey, white, dark grey, and an accent colour, complemented by clear curtain wall glazing, dark grey spandrel glazing, grey doors and frames, dark grey metal cap flashing, dark grey metal panelling around the mechanical penthouse, and accent-coloured metal awnings/canopies. These materials, along with the architectural language of the development, reference the character of Mitchell Woods through the use of symmetry, protruding bays, and material contrast. The conceptual design will continue to evolve and be refined through the Site Plan process.

MITCHELL WOODS PUBLIC SCHOOL AS NOTEWORTHY LANDMARK IN PROXIMITY

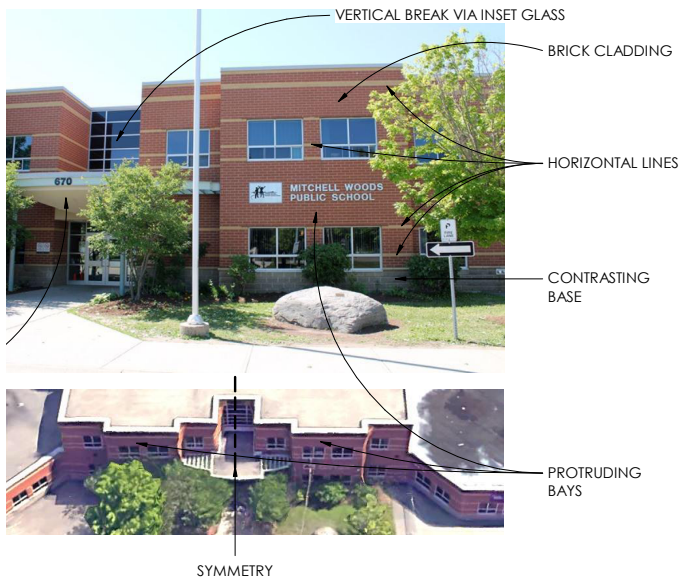


Fig.14: Reference Imagery



1
EP-2
VIEW 1 : FROM WILLOW ROAD

KEY PLAN

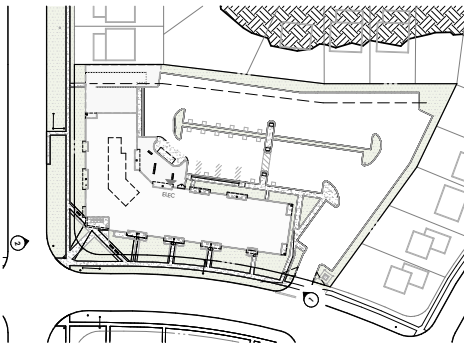


Fig.15: 3D Renderings prepared by ABA Architects

2
EP-2
VIEW 2 : FROM INTERSECTION OF ELMIRA ROAD NORTH AND WILLOW ROAD



4.8 Microclimate Condition

Shadow Study Analysis

ABA Architects prepared the Shadow Study graphics for the proposed development (enclosed in Appendix A of this Urban Design Brief). The shadow impact from the proposed building is analyzed based on the City's TOR as follows:

1. Residential amenity spaces

The shadow study confirms that the proposed development meets the sunlight access criteria for residential amenity spaces on April 21, June 21, and September 21. The outdoor amenity space receives sufficient sunlight, with incremental shadows lasting no more than one hour per day and not exceeding two consecutive test times. This ensures that the amenity spaces remain functional and usable throughout the spring, summer, and fall seasons.

Findings:

April 21

- Morning (8:00 AM to 10:00 AM): Shadows from the building primarily fall to the west and north of the proposed site, partially covering the outdoor amenity terrace. These shadows dissipate significantly by 10:00 AM.
- Mid-day (11:00 AM to 1:00 PM): The outdoor amenity terrace remains free of incremental shadows, receiving at least two hours of continuous sunlight, ensuring compliance.

- Afternoon (2:00 PM to 4:00 PM): Shadows extend to the northeast, affecting adjacent areas but not overlapping with the terrace for more than one consecutive test time.

Compliance: The residential amenity spaces on April 21 receive adequate sunlight exposure, with incremental shadows lasting no more than one hour during the day.

June 21

- Morning (8:00 AM to 10:00 AM): Shadows are shorter due to the high sun angle, with minimal impact on the outdoor amenity spaces. The terrace receives continuous sunlight during these hours.
- Mid-day (11:00 AM to 1:00 PM): The outdoor amenity space is completely unobstructed by shadows, enjoying uninterrupted sunlight.
- Afternoon (2:00 PM to 4:00 PM): Incremental shadows are minimal, with no prolonged shading of the residential amenity spaces.

Compliance: During June 21, the outdoor amenity spaces meet the criteria for sunlight access, with no incremental shadows lasting for more than two consecutive test times.

September 21

- Morning (8:00 AM to 10:00 AM): Shadows follow a similar pattern to April 21, initially affecting the west and north edges of the site but receding by 10:00 AM. The outdoor amenity space retains

adequate sunlight access.

- Mid-day (11:00 AM to 1:00 PM): Sunlight coverage of the outdoor amenity terrace is uninterrupted during these hours.
- Afternoon (2:00 PM to 4:00 PM): Incremental shadows extend eastward but do not exceed the one-hour limit for the residential amenity spaces.

Compliance: The residential amenity spaces on September 21 receive sufficient sunlight, meeting the criteria with no incremental shadows lasting for more than one hour.

2. Children's play area, school yards, tot-lots, play areas and park features, outdoor amenity areas used by seniors, outdoor amenity areas associated with commercial and employment areas

There are no children's play areas, school yards, tot-lots, senior's outdoor amenity areas within close vicinity of the proposed development that might be impacted.

3. Public realm including sidewalks, open spaces and plazas

1. The proposed development meets the shadow impact criteria for the public realm on September 21:
2. Opposite sidewalks receive sufficient sunlight for four total hours, including the critical mid-day period and two additional hours in the morning or afternoon.

Public open spaces and plazas achieve a Sun Access Factor of at least 50%, ensuring adequate sunlight for comfort and usability.

Findings:

Sidewalk Sunlight

- Morning (9:00 AM to 11:00 AM): The shadow study indicates incremental shadows from the development on the opposite sidewalks along Elmira Road North and Willow Road during early morning hours. However, shadows recede significantly by 10:00 AM, providing sufficient sunlight coverage during this period.
- Mid-Day (12:00 PM to 2:00 PM): The shadow analysis confirms no incremental shadows on the opposite sidewalks during the critical two-hour period, ensuring full compliance with this part of the criterion.
- Afternoon (3:00 PM to 5:00 PM): Shadows extend towards the northeast in the late afternoon, partially covering the opposite sidewalk. However, sunlight is maintained for at least one additional hour during this time.

Conclusion: The development meets the requirement of providing four total hours of sunlight to the opposite sidewalk on September 21, including the critical mid-day period and at least two additional one-hour periods in the morning or afternoon.

Sun Access Factor for Open Spaces and Plazas

Assessment: The Sun Access Factor is calculated by measuring the average sunlight coverage of open spaces or plazas during the designated time intervals. Based on the shadow study, the plaza and landscaped areas near the main entry receive sunlight during most of the day on September 21, with shadows impacting only portions of these areas during early morning and late afternoon.

Compliance: The Sun Access Factor for the open spaces and plazas exceeds the 50% threshold, ensuring adequate sunlight access for usability and functionality during the shoulder season.

4. Community gardens, turf and flower gardens in public parks

- There are no community gardens, turf, or flower gardens impacted by the proposed development.

5. Cultural heritage resources

The shadow study indicates no incremental shadows affecting cultural heritage resources.

The shadow analysis confirms that the proposed development at 105 Elmira Road North complies with the City of Guelph's shadow impact criteria. Residential amenity spaces, public sidewalks, plazas, and open spaces maintain sufficient sunlight access, ensuring usability, comfort, and functionality for residents and the broader community. Incremental shadows are minimal and fall within acceptable thresholds, with no significant impacts on sensitive areas.

Wind Study Analysis

The Pedestrian Wind Letter of Opinion, prepared by Gnobi Consulting Inc., evaluates the wind conditions for the proposed development at 105 Elmira Road North. The assessment concludes that the development is well-suited to the local wind climate, creating a pedestrian-friendly environment throughout the year.

Wind conditions at the Site are expected to be comfortable for sitting and standing during the summer and fall, while remaining suitable for standing or walking in the winter and spring. The design of the main entrance, positioned away from exposed corners and featuring a vestibule, ensures comfortable conditions for pedestrians. Similarly, the grade-level amenity areas are predicted to maintain a pleasant wind environment for passive outdoor activities during the warmer months.

The study also confirms that wind speeds across key pedestrian areas, including entrances, amenity spaces, and sidewalks, will remain below safety thresholds, posing minimal risk to users. Overall, the assessment highlights that the proposed design aligns with pedestrian comfort and safety standards, and no additional wind mitigation measures are necessary.



Fig.16: Landscape Concept Plan prepared by GSP Group

4.9 Streetscape and Landscape Plan

The landscape concept plan, prepared by GSP Group, outlines a thoughtful approach to the outdoor spaces for the proposed development at 105 Elmira Road North. The plan integrates the development seamlessly with its surroundings while creating functional, visually appealing, and environmentally sensitive outdoor areas.

Tree-lined sidewalks along Elmira Road North and Willow Road enhance the streetscape and promote walkability, offering shade and visual appeal. The at-grade residential units along the building's façade have direct access to the public sidewalks on Elmira Road North and Willow Road. These units are complemented by landscaped areas featuring trees and greenery, which enhance privacy, provide a buffer between the units and the public realm, and create a more inviting streetscape. The indoor amenity areas located at the northwest corner of the building seamlessly connect to the outdoor amenity terrace, which is highlighted in the landscape concept. This area includes a custom trellis, lounge seating, dining spaces, bistro seating, and a BBQ area. These amenities are designed to encourage social interaction and create a community-focused outdoor experience. Additionally, a dog run is incorporated into the design, offering a dedicated space for pet-friendly activities.

The building's main entry plaza at the southeast corner is emphasized in the landscape plan with feature paving, bicycle parking, and seating areas. This design promotes a welcoming and functional

transition between the public realm and the building's interior.

The plan incorporates landscaped buffers around key functional spaces, such as move-in room and garbage room, to soften the visual impact of these operational areas while maintaining aesthetic continuity. The parking areas are thoughtfully integrated with landscaped buffers and tree plantings, which reduce visual impact and contribute to a sustainable and attractive site design. Overall, the landscape concept balances functionality and aesthetic value, creating a cohesive and pedestrian-friendly environment that enhances the quality of life for residents and the broader community.

While the on-site landscape and amenity areas provide functional spaces for residents, their design is complemented by the site's proximity to a wide range of off-site amenities within walking distance. The site is located within 400 to 800 metres of several parks and recreational facilities, including Dunhill Place Playground, Ellis Creek Park, and Earl Brimblecombe Park. These parks provide open fields, playgrounds, and trails that enhance access to outdoor activities for residents. Additionally, the nearby West End Community Centre offers a range of amenities, including sports facilities, a library, and meeting rooms, further supporting recreational and social needs. These accessible off-site amenities complement the on-site spaces and provide variety and choice for residents.

In the context of delivering 126 purpose-built rental units, the combination of thoughtfully planned on-

site landscaped and high quality amenity spaces, alongside the accessibility of diverse off-site amenities, ensures that the development meets the needs of its residents while avoiding unnecessary costs and promoting a cost-conscious approach that blends seamlessly with the surrounding community.

4.10 Sustainable Urban Design

The proposed development exemplifies principles of sustainable urban intensification by offering a compact, high-density community along Elmira Road North and Willow Road. The site's strategic location provides convenient access to essential commercial, retail, and institutional uses within Guelph. Nearby amenities include Costco Wholesale and gas station, the West End Community Centre, Guelph Public Library, Guelph Fire Station, Zehr's Markets, cafes, banks, a liquor store, and various restaurants. This alignment with the province-wide goal of creating 15-minute cities supports a community-oriented lifestyle where daily needs can be met within a short walk or transit ride.

Key sustainability features of the proposed development include:

Electric Vehicle (EV) Integration:

The development will provide electric vehicle (EV) charging stations for residents, promoting the shift to low-emission transportation.

Energy Efficiency and Greenhouse Gas Reduction:

- Completion of an energy model during design

development to meet or exceed SB-10 building code requirements and achieve targets for energy and greenhouse gas reductions under the CMHC ACLP program.

- Fully electric systems, including VRF or air source heat pump technology for heating and cooling.
- Variable speed pumps and fans to optimize energy use.
- Integrated heat recovery for amenities and suite ventilation.
- Use of electric domestic hot water heaters.
- Installation of energy-efficient appliances, LED lighting, and low-flow plumbing fixtures.
- Reduced window-to-wall ratios with window U-values of U-0.35 and operable windows to promote natural ventilation.

Sustainability Features in Design:

- The rooftop structure will be designed to accommodate solar panels, ensuring future or immediate adoption of renewable energy systems.
- Bike parking to encourage active transportation and reduce reliance on personal vehicles.
- Proximity to public transit: The site is serviced by bus routes within a 3-minute walk (200m) and is close to commercial and community uses that support a reduction in vehicle ownership dependency.

Landscape and Environmental Stewardship:

- Landscaping will feature native, hardy, salt-tolerant, and drought-tolerant species to minimize maintenance and irrigation needs.
- Replacement of trees removed during construction in accordance with the City's Tree By-law.
- Exploration of rainwater collection and recycling for irrigation to enhance water efficiency.
- Minimal irrigation requirements in landscaping, confirmed by the project's landscape architect.

Waste Reduction Initiatives:

- The development will explore participation in the City's green bin program for compostable kitchen and yard waste.

Smart Building Features:

- Smart metering for individual suites to allow residents to monitor and track energy usage.
- Installation of smart thermostats in all residential units and amenity spaces to improve energy management and reduce energy consumption.

The proposed development's commitment to sustainability reflects a holistic approach that addresses environmental, social, and economic factors. By integrating energy-efficient systems, promoting active and public transportation, and incorporating environmentally conscious design elements, the development supports Guelph's sustainability goals while offering a high-quality living environment.

5. CONCLUSION

The Urban Design Brief prepared for the proposed 6-storey residential building at 105 Elmira Road North in Guelph provides a comprehensive evaluation of the development's alignment with the City's Official Plan policies, Urban Design Guidelines, and Built Form Standards. The Proposed Development includes 126 dwelling units, 462.7 square metres of indoor amenity space, 719.2 square metres of outdoor amenity space, and 144 parking spaces, with 20% allocated to electric vehicles and 140 bicycle parking spaces.

The development seeks to intensify land use in a manner that aligns with the principles of sustainable, pedestrian-friendly, and context-sensitive urban design. The design incorporates an “L-shaped” building layout, active frontages along Elmira Road North and Willow Road, and a well-integrated public realm with landscaped streetscapes, enhanced pedestrian connectivity, and accessible design features. Surface parking is discreetly positioned at the rear, maintaining an uninterrupted and visually appealing streetscape.

Key features of the Proposed Development include:

- The proposed building integrates with the existing neighbourhood context, maintaining appropriate setbacks, at grade active street frontages, landscaped buffers, and design transitions to adjacent low-rise residential areas. The building complies with angular plane requirements or closely aligns with their intent to ensure minimal impacts on surrounding properties.
- The building's orientation, inclusion of native and drought-resistant plantings, provisions for electric vehicle charging stations, and focus on bicycle parking promote sustainable living and active transportation.
- A balanced mix of indoor and outdoor amenities, including a dog run, BBQ areas, and seating spaces, cater to diverse resident needs. The proximity to parks, recreational facilities, and commercial amenities further supports the residents' quality of life.
- Pedestrian pathways, active street edges, and articulated building façades enhance the streetscape, contributing to a vibrant and cohesive public realm. Features like architectural canopy, ample glazing, and ground-level patios improve connectivity and engagement with the neighbourhood.
- The development is within 900 metres of a Community Mixed-Use Node, providing convenient access to retail, services, and employment opportunities, further reinforcing its walkability and integration into the urban fabric.
- Safety and accessibility are prioritized through clear sightlines, well-lit pedestrian pathways, and barrier-free design elements, ensuring the development supports inclusivity and mobility for all residents.

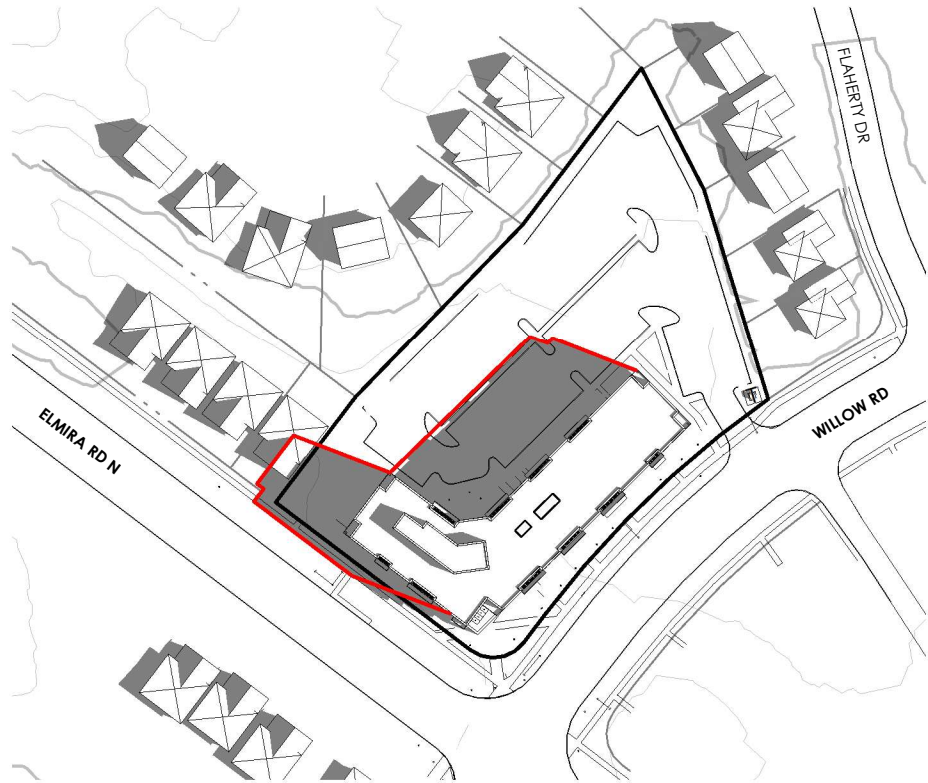
APPENDIX A - SHADOW STUDY



APRIL 21 - 8AM



APRIL 21 - 9AM



APRIL 21 - 10AM



APRIL 21 - 11AM



APRIL 21 - 12PM

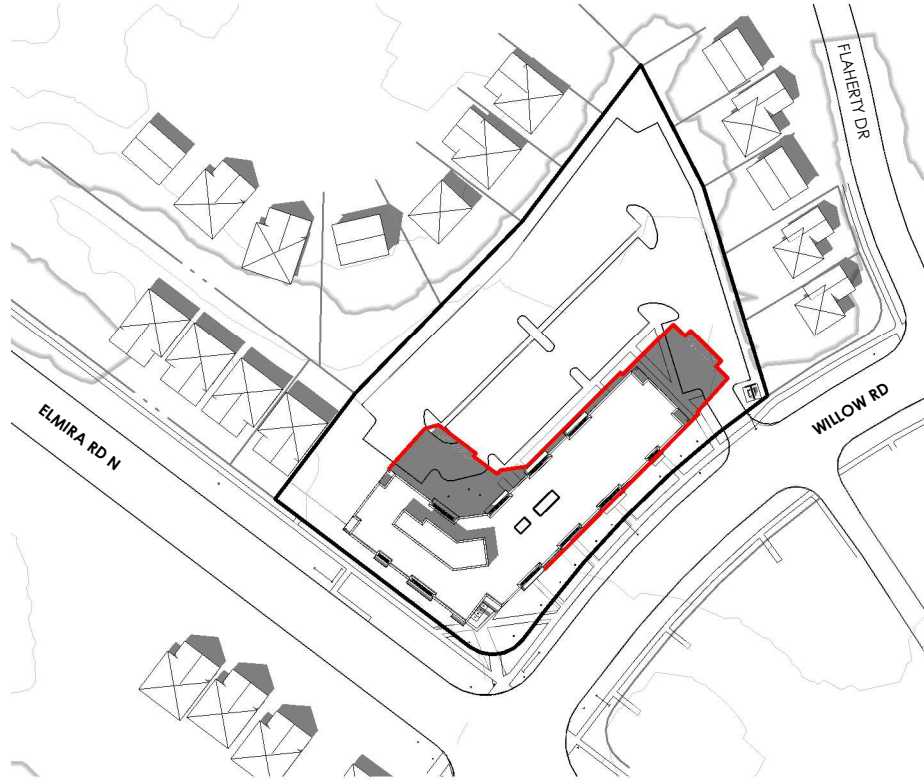


APRIL 21 - 1PM





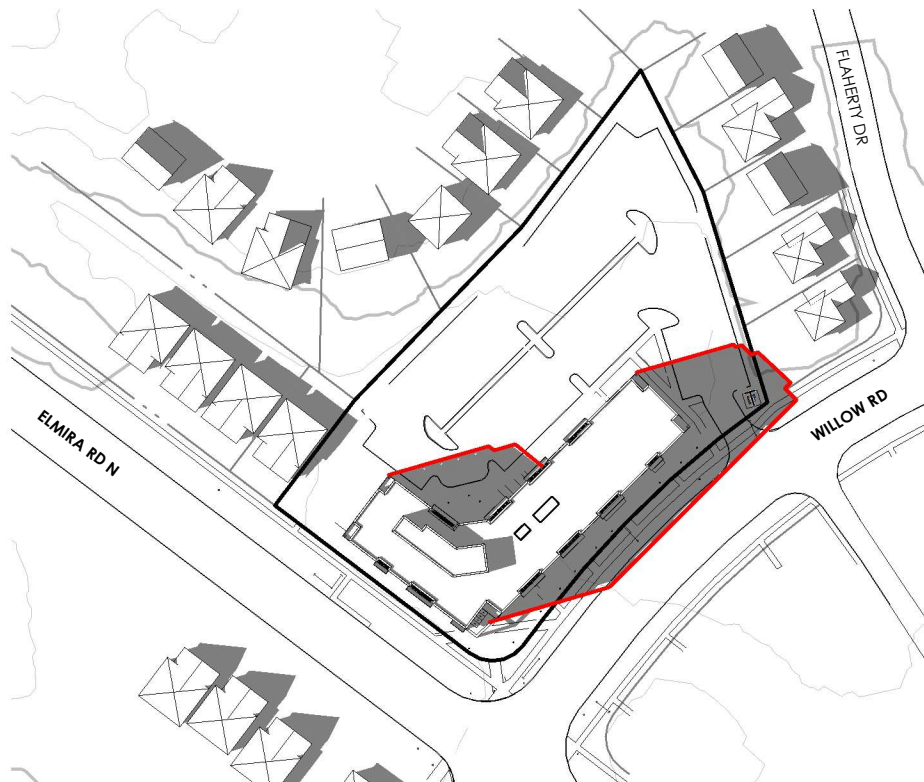
APRIL 21 - 2PM



APRIL 21 - 3PM



APRIL 21 - 4PM



APRIL 21 - 5PM



APRIL 21 - 6PM

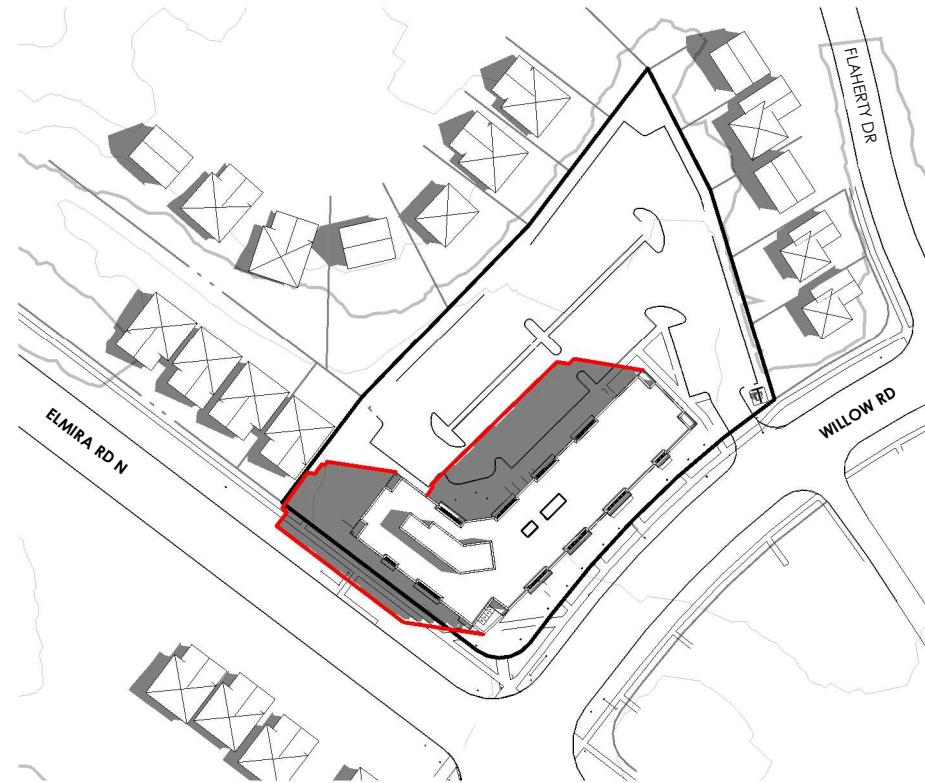




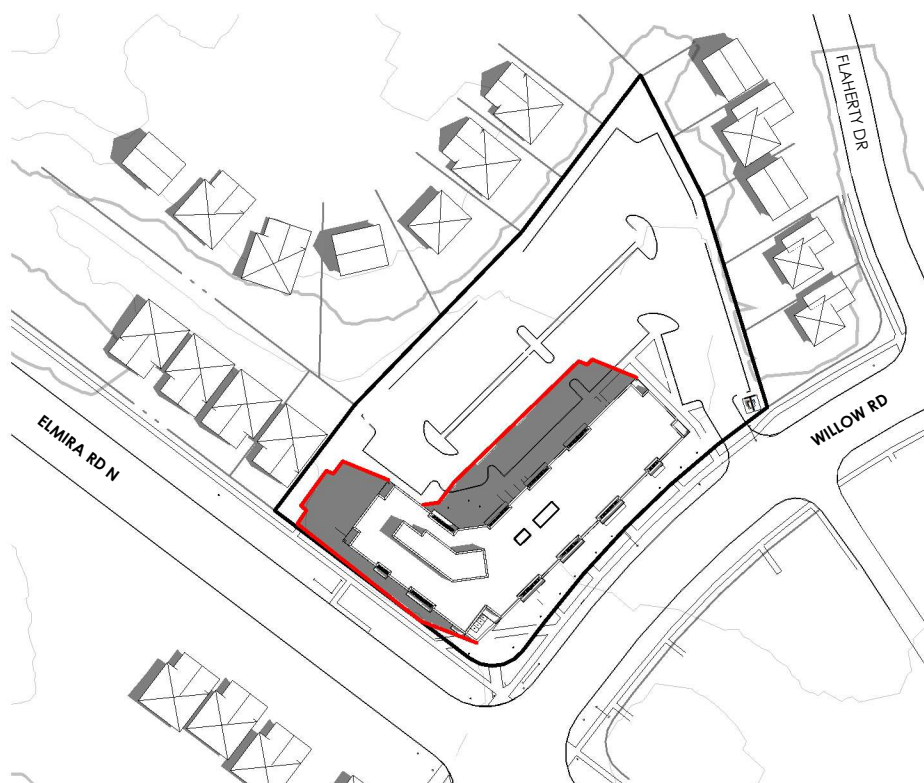
JUNE 21 - 8AM



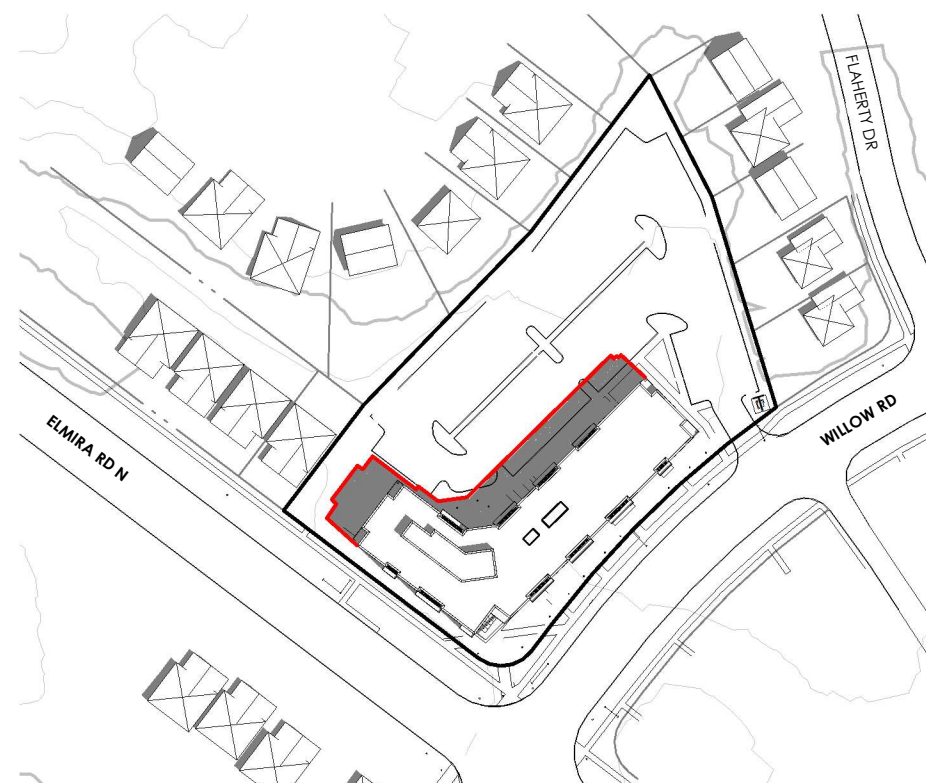
JUNE 21 - 9AM



JUNE 21 - 10AM



JUNE 21 - 11AM

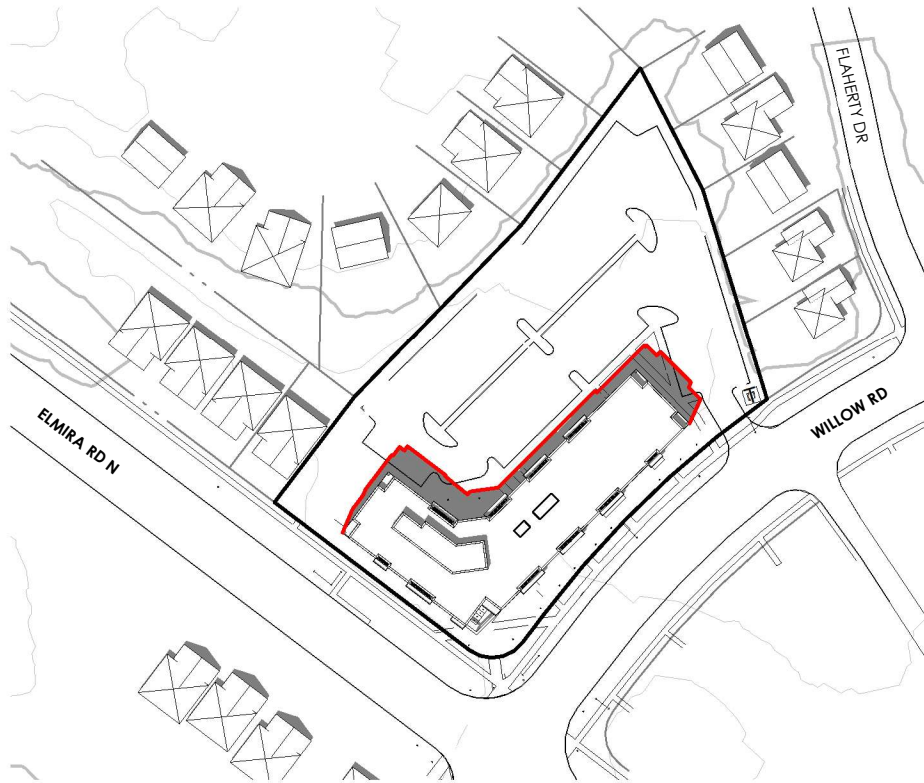


JUNE 21 - 12PM

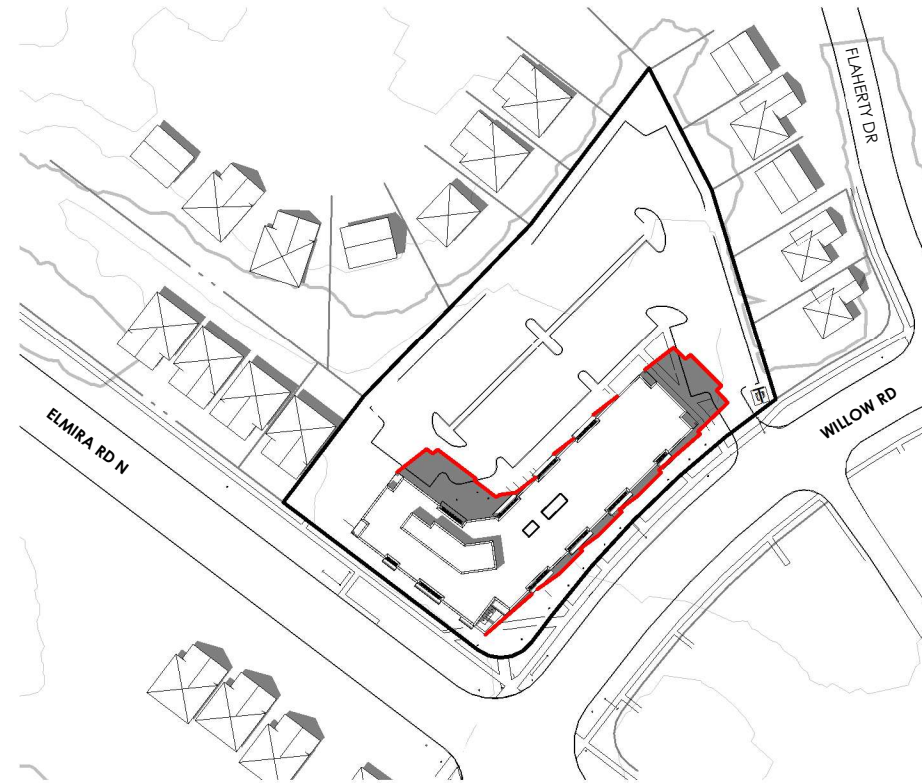


JUNE 21 - 1PM





JUNE 21 - 2PM



JUNE 21 - 3PM



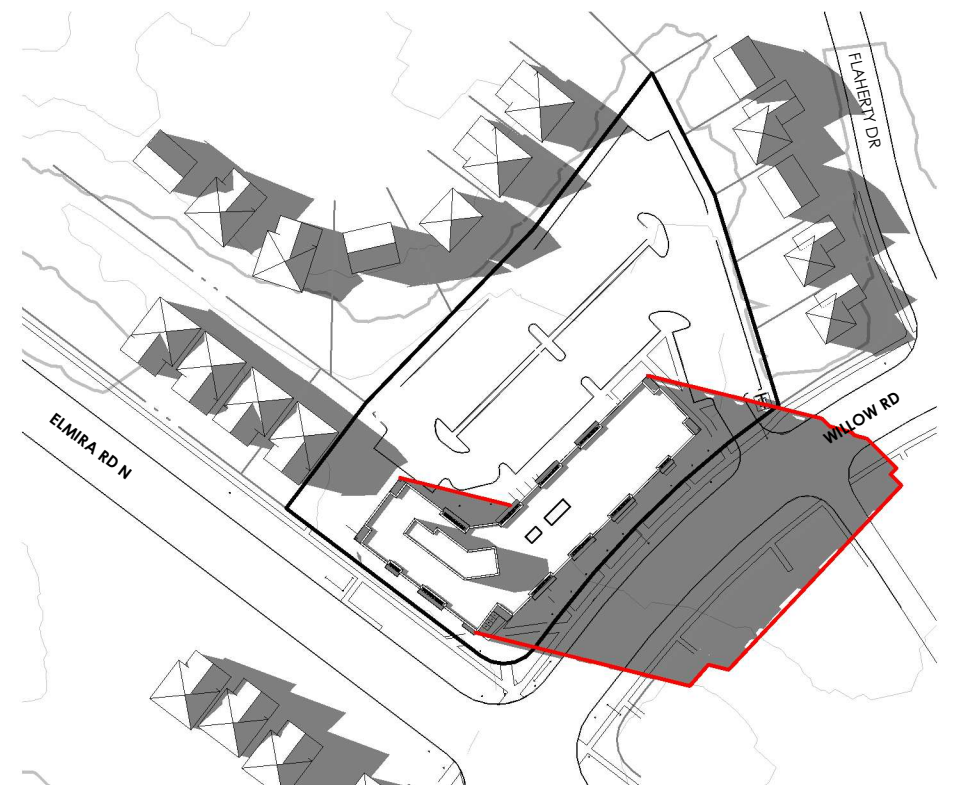
JUNE 21 - 4PM



JUNE 21 - 5PM



JUNE 21 - 6PM



JUNE 21 - 7PM





SEPTEMBER 21 - 9AM



SEPTEMBER 21 - 10AM



SEPTEMBER 21 - 11AM



SEPTEMBER 21 - 12PM

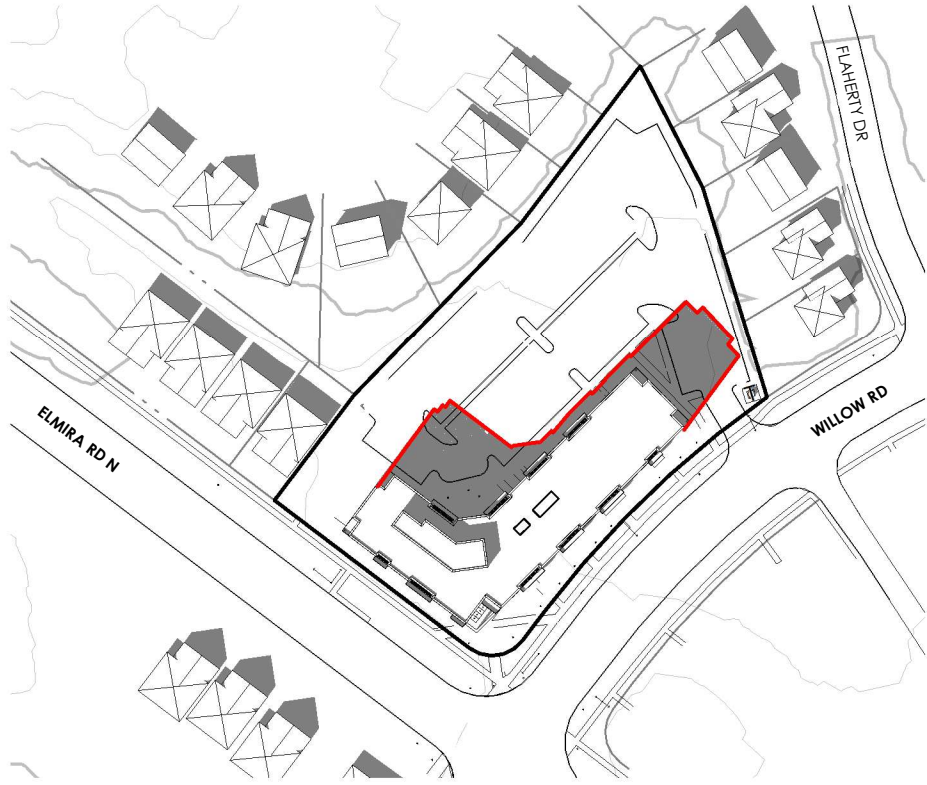


SEPTEMBER 21 - 1PM



SEPTEMBER 21 - 2PM





SEPTEMBER 21 - 3PM



SEPTEMBER 21 - 4PM



SEPTEMBER 21 - 5PM





DECEMBER 21 - 10AM



DECEMBER 21 - 11AM



DECEMBER 21 - 12PM



DECEMBER 21 - 1PM



DECEMBER 21 - 2PM



DECEMBER 21 - 3PM