

1166-1204 GORDON STREET CITY OF GUELPH

URBAN DESIGN BRIEF

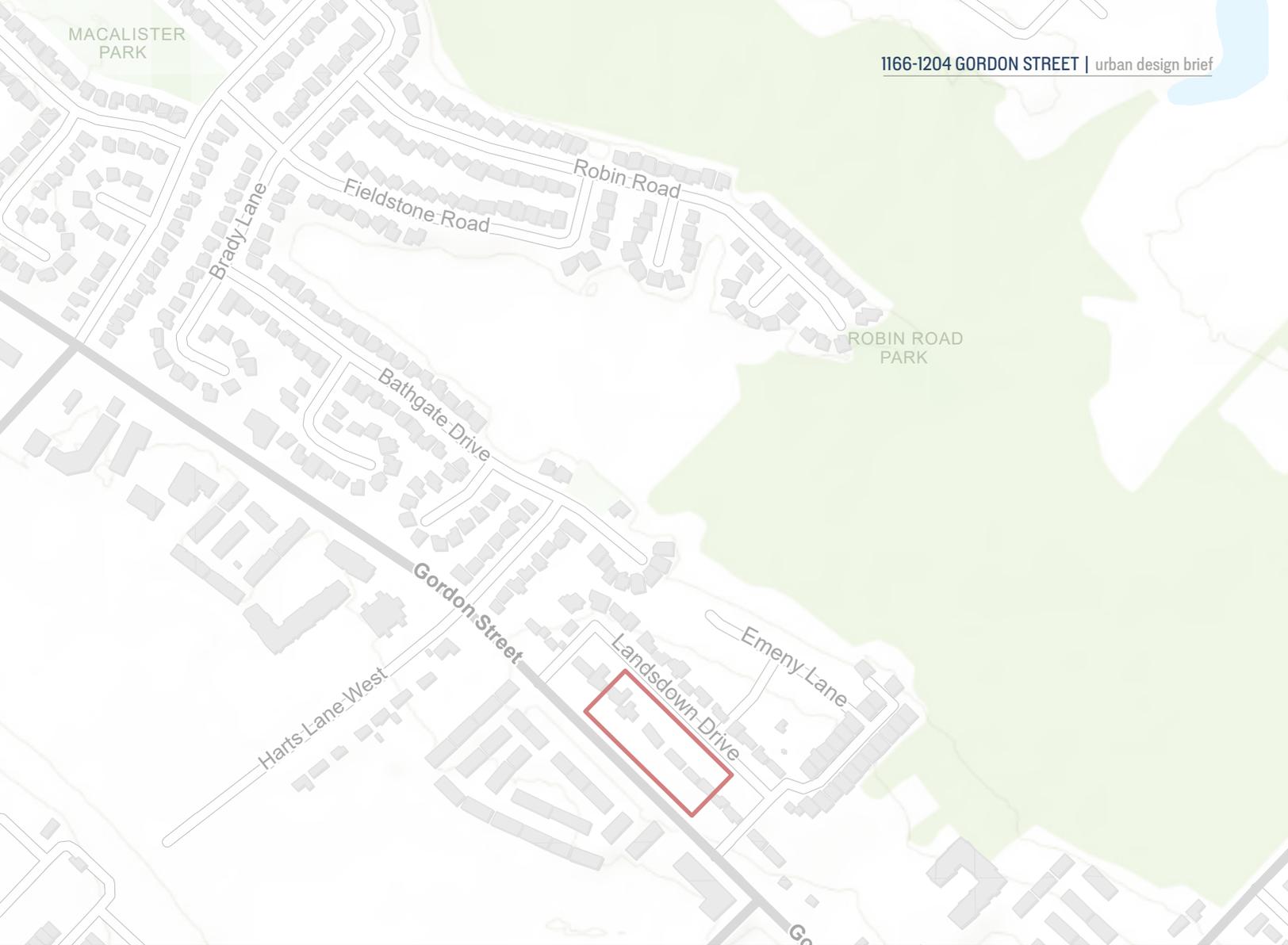
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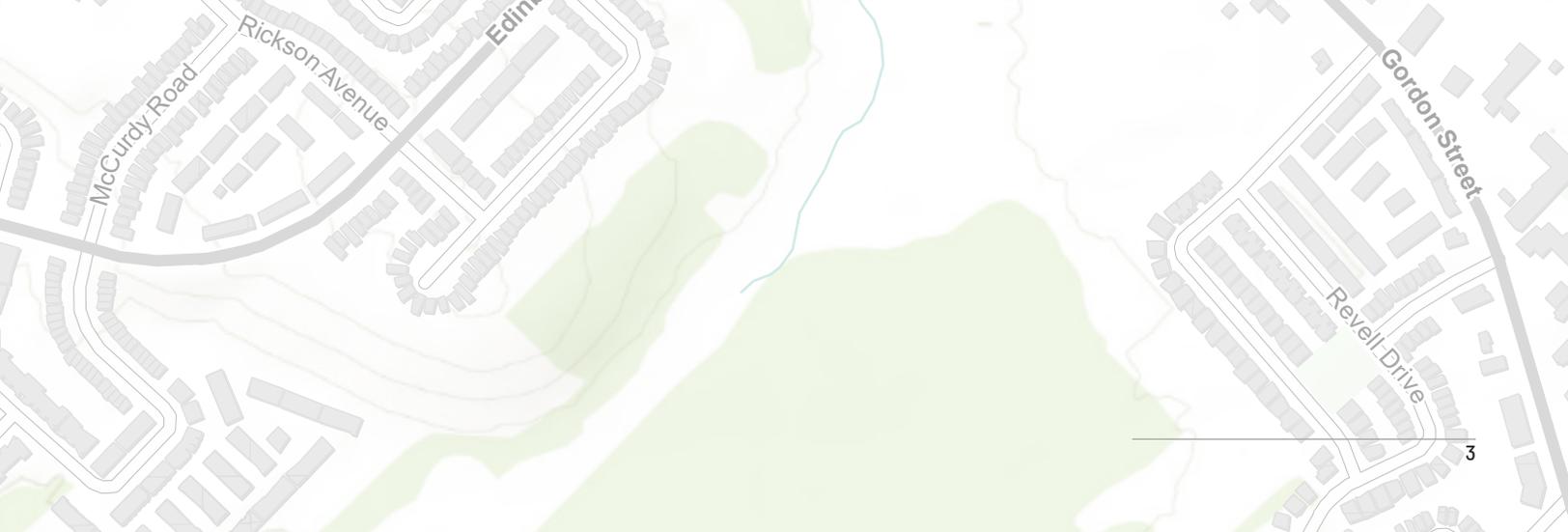


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INTRODUCTION



1.0 | INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by GSD Development & Management Inc. to prepare an Urban Design Brief in support of Official Plan and Zoning By-law Amendment applications for 1166 – 1204 Gordon Street in the City of Guelph (hereinafter referred to as the “subject lands”).

The applications were originally submitted in March 2022 and are municipally known as OZS22-007. The applications would permit an increased density in the “Medium Density Residential” designation, rezone the lands, and establish site-specific zoning provisions to facilitate the construction of two six-storey apartments fronting on Gordon Street and street townhouses fronting onto Landsdown Drive.

The subject lands are located in south Guelph on the east side of Gordon Street, north of the intersection of Arkell Road and Gordon Street. The subject lands are comprised of six properties which are presently developed with single detached dwellings and have an area of approximately 1.12 hectares and a frontage of 171 metres on both Gordon Street and Landsdown Drive.

POLICY FRAMEWORK

The subject lands are designated *Medium Density Residential* and are within a *Strategic Growth Area* (the *Gordon Street / Arkell Road Intensification Corridor*) in the City of Guelph Official Plan. The Medium Density Residential designation permits multiple unit residential buildings including apartment buildings and townhouses at a height from 2 – 6 storeys and a density between 35 and 100 units per hectare. The *Gordon Street / Arkell Road Intensification Corridor* establishes a density target of 120 residents and jobs combined per hectare.

The proposed development has a density of 155 units per hectare for the apartment site and 62 units per hectare for the townhouse site. An Official Plan Amendment is required to permit the increased density for the apartments.

The subject lands are currently zoned “Residential Single Detached (R.1B)” in the City of Guelph Zoning By-law (1995)-14864. Multiple dwellings are not a permitted use in the R.1B zone, necessitating a Zoning By-law Amendment. The apartment block is proposed to be zoned R.4B / RM.6 and the townhouse block is proposed to be zoned R.3B / RM.5, each with site-specific exceptions.

PURPOSE OF THIS URBAN DESIGN BRIEF

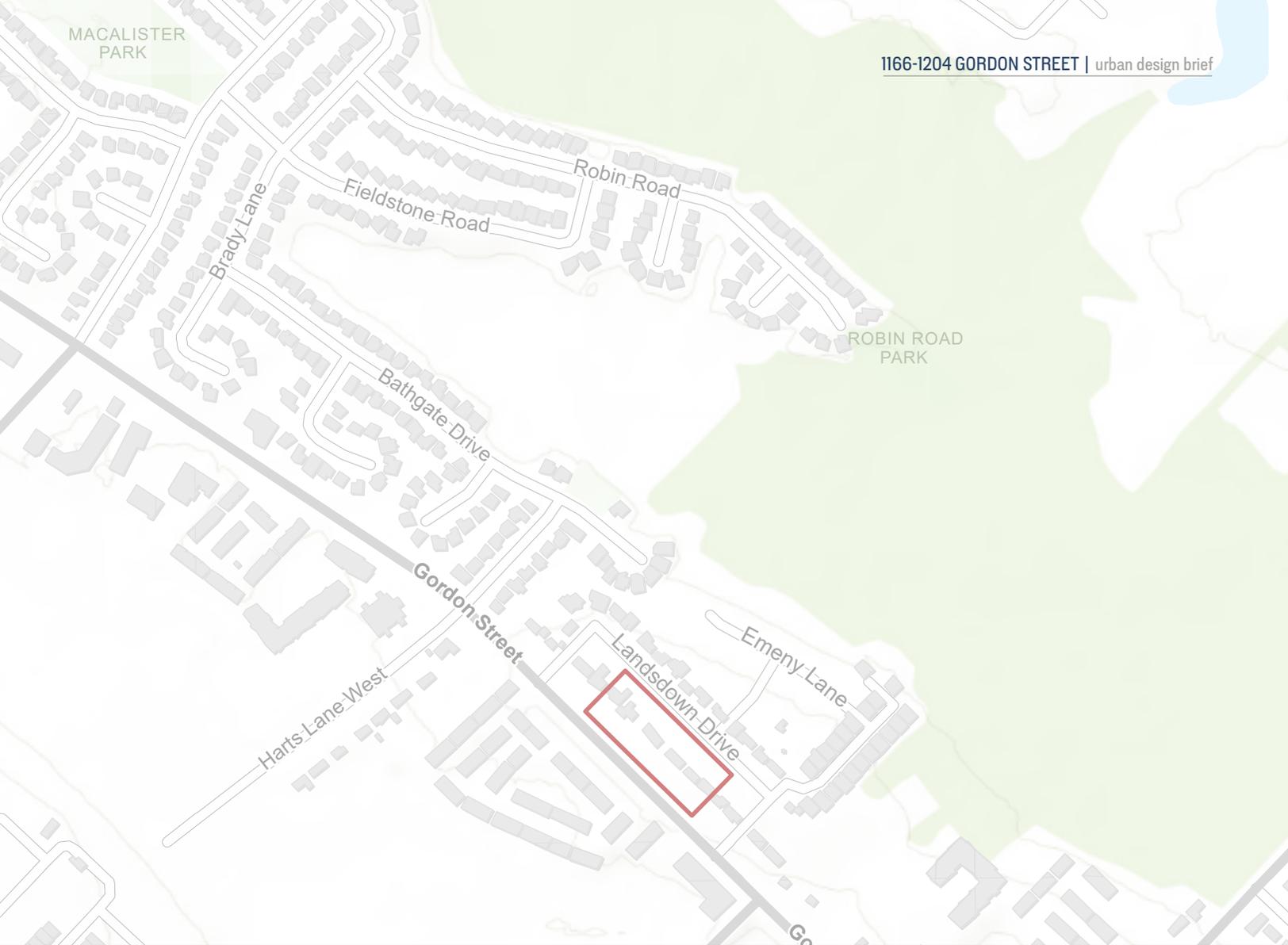
The purpose of this Urban Design Brief is to describe the physical arrangement of the proposed development, describe how the proposal conforms to the City of Guelph Official Plan policies and is consistent with the City’s design directives, and provide design direction that supports the efficient use of infrastructure in the area, investment in the community, and active transportation.

MHBC has prepared this Urban Design Brief to explain and illustrate how the proposed development represents an appropriate design solution and has met City’s design directives as well as overall planned urban structure and growth objectives.

The document begins with analysis of the site and the influential surrounding context in Section 2. Section 3 describes the design vision and objectives and the conceptual plan. Section 4 provides a review of applicable design policies and directives and how the development proposal complies with or impacts are mitigated through design.

This design report has been prepared in accordance with the City of Guelph Terms of Reference for Urban Design Briefs (June 2019).

Site plan approval will be required to address more detailed building and site design matters. At that time, this report will assist in providing direction for the site plan approval.



CONTEXT



2.0 | CONTEXT

Location and Site Characteristics

The subject lands are located in south Guelph on the east side of Gordon Street, north of the intersection of Arkell Road and Gordon Street (**Figure 2.6**). The subject lands are comprised of six properties which are presently developed with single detached dwellings and have an area of approximately 1.12 hectares and a frontage of 171 metres on both Gordon Street and Landsdown Drive.

Vegetation on the subject lands is typical of single detached development with grassed lawns, trees, and private gardens. A Tree Management Plan confirms that the subject property contains 70 private trees.

The subject lands generally slope from northeast to southwest with an approximate two metre fall from Landsown Drive to Gordon Street.

Street Network

The lands are well connected to the City's street network via Gordon Street and Landsdown Drive. Gordon Street is a Primary Street with a right-of-way width of 30 metres, two travel lanes in each direction, a dedicated bicycle lane in each direction, no street parking, and sidewalks on both sides. Gordon Street provides north-south access through the City from Highway 401 through downtown. An additional northbound right turn lane is proposed at the intersection of Gordon Street and Arkell Road. The existing dwellings on the subject lands are accessed from Gordon Street via individual driveways.

Landsdown Drive is a local road with a right-of-way width of approximately 20 metres. It has one lane of travel in each direction and one sidewalk along the west, abutting the subject lands. Landsdown Drive connects to Gordon Street at the north and to Valley Road at the south, providing access to low density residential dwellings.



Figure 2.0 - Aerial View Looking North



Figure 2.1 - Aerial View Looking South

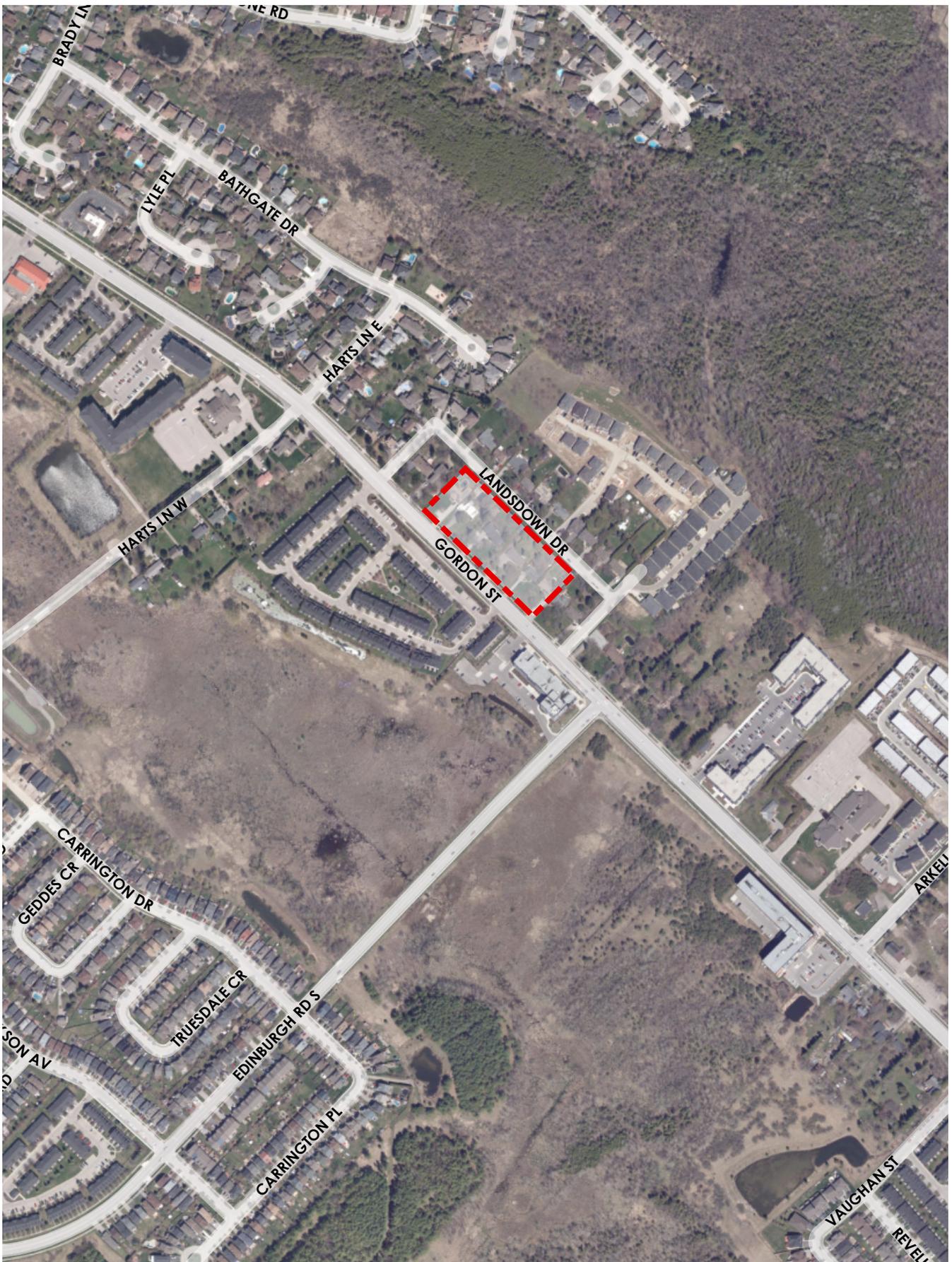


Figure 2.2 - Location Plan

Active Transportation

The subject lands have access to dedicated bicycle infrastructure along Gordon Street, providing connections through the City to downtown. Sidewalks are provided along Gordon Street and one side of Landsdown Drive and connect to the surrounding sidewalk network.

Schedule 6 to the Official Plan identifies proposed City trails adjacent to and through the natural heritage feature east of the subject lands, providing connections from Arkell Road to Kortright Road East and to the east.

Sidewalks and onroad painted bicycle lanes are located on both sides of Gordon Street and connect with the surrounding active transportation networks.

Transit

The subject lands are well served by existing public transit. Multiple Guelph Transit bus routes travel along this portion of Gordon Street, with the nearest stops located a one minute walk from the subject lands (Gordon Street and Valley Road and Gordon Street and Landsdown Drive).

GO Transit has two routes along Gordon Street with a stop at the intersection of Gordon Street and Arkell Road, with one route travelling from Guelph to Mississauga and the other from Guelph to Vaughan.

Surrounding Uses

The surrounding area is mixed-use with Gordon Street experiencing redevelopment to medium-rise buildings at increased densities. Examples include the Solstice condominiums (five and seven storeys), Liberty Square (five storeys), Arkell lofts (four storeys), Ten77 condominiums (four storeys), 1329 Gordon Street (nine storeys), and other planned developments proximate to the Gordon Street and Arkell Road intersection.

Residential uses to the east of the subject lands, including those on Landsdown Drive, are low density residential. Commercial areas located at the intersections of Gordon Street and Arkell Road and Gordon Street and Kortright Road.



Figure 2.3 - Google Earth Images of Surrounding Area

Parks and Open Space

The subject lands are well served by existing parkland. Bathgate Drive Park is within a five minute walk and includes a playground. Robin Road Park is also accessible from the subject lands through the intervening low density residential neighbourhood.

Trails are proposed through the natural area to the east and will connect with existing trails including the Westminster Woods Trail, accessed from Arkell Road.

Amenities

The subject lands are within the Rickson Ridge Public School, Ecole Arbour Vista Public School, Centennial CVI, and JF Ross CVI catchment areas of the Upper Grand District School Board. Within the Wellington Catholic District School Board, the subject lands are served by St. Michael Catholic School and Bishop Macdonell Catholic High School. A new secondary school is planned for Arkell Road and Victoria Road South and would serve the surrounding area.

Institutional uses, including the University of Guelph, are accessible from the subject property via active and public transportation. Places of worship, recreation uses, and commercial centres are proximate or accessible via active and public transportation. A grocery store (Zehrs) is approximately 2 kilometres from the subject lands.



Figure 2.4 - Google Earth Image of Bathgate Drive Park

Built Form

As Gordon Street intensifies in accordance with the direction of the Official Plan, the predominant built form type will continue to transition from low rise to medium rise. Beyond Gordon Street, it is anticipated that the existing low rise residential building form consisting of single detached and townhouse buildings will continue to be dominant.

Summary

In summary, the subject lands are located along an Intensification Corridor that is well served by public and active transit. In accordance with the direction of the Official Plan, the built form along Gordon Street is transitioning to medium rise building types that support transit and are compatible with the low rise residential uses adjacent to the Gordon Street corridor.

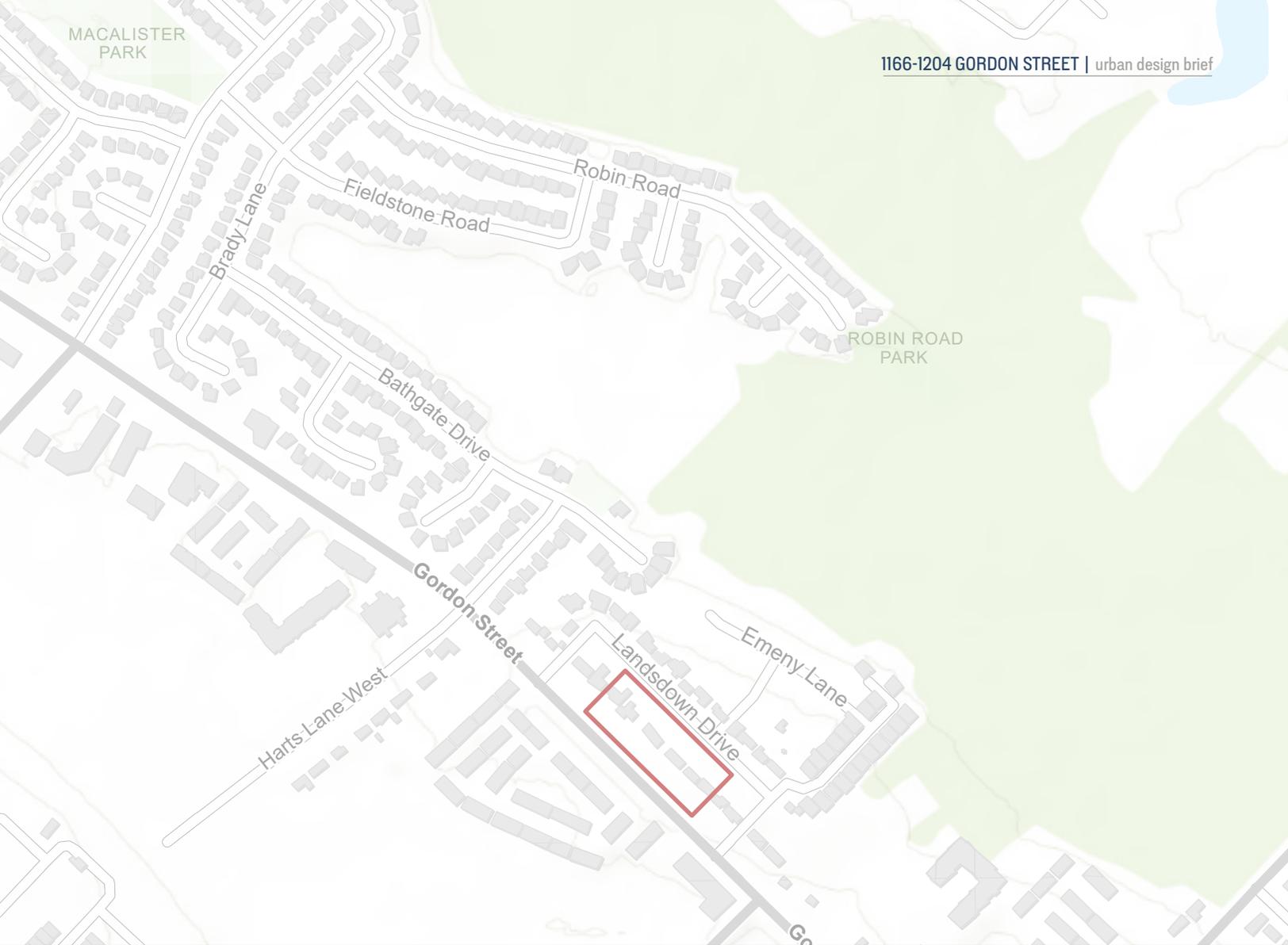
Given the subject land's surrounding context and adjacent uses, it is appropriate for redevelopment of more intense residential uses that are more pedestrian and transit focused and are compatible with adjacent low density residential uses.



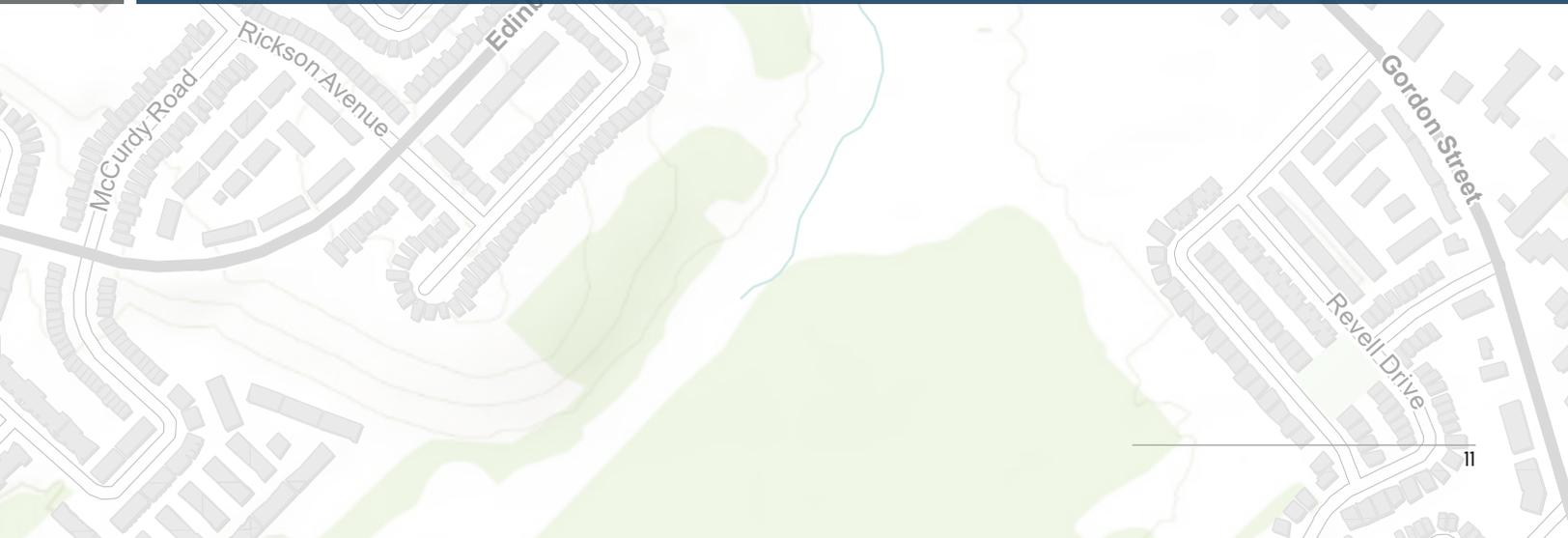
Figure 2.5 - Google Earth Image of Ecole Arbour Vista Public School



Figure 2.6 - Context Plan



DESIGN VISION & CONCEPT



Hamilton Corner

3.0 | DESIGN VISION & CONCEPT

VISION

The revised development proposal refines the original proposal in response to comments received from residents, agencies, and staff. The revised proposal continues to propose that the subject lands be developed in two parcels with the apartment buildings and associated surface and underground parking on one parcel and the townhouses on another.

The intent is to direct the six storey apartments to Gordon Street and the three storey townhouses to Landsdown Drive, creating a transition in height from Gordon Street to the single detached and townhouse dwellings in the immediate vicinity. S

A compact built form is proposed that supports the efficient use of infrastructure and community investment in the area and promotes a greater share of travel trips via walking and cycling. The six existing individual accesses onto Gordon Street will be eliminated, enhancing the pedestrian realm, improving safety for cyclists using the bicycle lanes along Gordon Street, and improving the function of Gordon Street, an arterial road. Access to the interior surface parking lot for the apartments is proposed from Landsdown Drive and is screened from view from either street. Each of the proposed townhouses has an attached garage and front door facing Landsdown Drive.



Figure 3.0 - Rendered Concept Plan prepared by MHBC Planning

DESIGN OBJECTIVE

The following design objectives were considered in the design:

1. Develop the subject lands in an efficient manner that supports a compact urban form and promotes walking, cycling, and transit use that is informed by the unique site conditions including topography and existing trees.
2. Create a residential infill that transitions height and density from Gordon Street to the adjacent low density residential neighbourhood.
3. Locate the apartment buildings along Gordon Street with an active and connected interface with Gordon Street.
4. Situate the townhouses along Landsdown Drive with facades that are complementary to the dwellings on the east side of Landsdown Drive.
5. Create amenity spaces for future residents that provide opportunities to enjoy the outdoors and are centralized to the development, when possible.
6. Provide for two accesses from Landsdown Drive that access an internal surface parking lot and underground parking that is screened from view from both street frontages.
7. Establish a safe, connected, and accessible pedestrian route through the subject lands that connects Gordon Street to Landsdown Drive.
8. Provide landscaping along Gordon Street that will allow for the establishment of a consistent street frontage with a continuous row of healthy trees along the street located on private property.
9. Create an enhanced design and placement of landscaped open spaces engaging the public street.
10. Achieve a high quality of architectural design and construction that is modern and complementary to the surrounding neighbourhood.
11. Minimize the visual impacts of utilities and services on the pedestrian realm within the subject lands.
12. Utilize landscaping that is low maintenance and appropriate for the local climate.
13. Maintain as many mature trees as possible while facilitating redevelopment.



Figure 3.1 - Architectural Rendering prepared by Broadview Architect Inc.

CONCEPTUAL PLAN

Based on the design vision and objectives, the subject lands are proposed to be redeveloped with two six-storey apartments with surface and underground parking and with three-storey townhouses. In total, the development will provide 122 apartment units and 21 townhouse units. Two accesses are proposed from Landsdown Drive which provide access to a surface parking lot and underground parking for the apartment buildings.

The components of this conceptual plan will be facilitated through an Official Plan Amendment and Zoning By-law Amendment which this Urban Design Brief supports and future Site Plan Approval. The proposed development is described as follows:

Built Form and Massing

The proposed townhouses are three-storeys in height and are 6 metres in width and approximately 12 metres long. Each unit features an attached single car garage and has a primary entrance along the front façade, which is Landsdown Drive. The townhouses comply with all setbacks with the exception of the rear yard, which faces the apartments, and do not meet the required lot area (145.5 square metres proposed whereas 180 square metres is required).

The proposed apartments are six-storeys in height and are approximately 67 metres long by 16.4 metres wide. The first storey is distinguished from the additional storeys through an increased height and colour and includes two storey units along the Gordon Street frontage. The top floor of each building is stepped back and has a façade that is primarily glazing. The apartments comply with all setbacks but require a site-specific exception to permit an increased floor space index (1.59 where 1.5 is permitted) and an increased angular plane (47.6 degrees whereas 45 degrees is permitted). The massing is oriented to Gordon Street with a transition to the townhouses on Landsdown Drive.

Density

The subject lands are 1.1 hectares in size and have an overall density of 127 units per hectare. With 122 units, the proposed density of the apartment block is 155 units per hectare, which requires an Official Plan and Zoning By-law Amendment. The proposed apartment units range from one to four bedrooms, with a portion of the first floor units providing two-storey units along the Gordon Street frontage.

The townhouse site is proposed to be 3,308 square metres in size and include 21 units for a density of 62 units per hectare.

The density supports the objectives for intensification in a strategic area. Density is focused to Gordon Street which implements the Official Plan.



Figure 3.2 - Architectural Rendering prepared by Broadview Architect Inc.

Architectural Style & Articulation

The proposed apartments will feature a contemporary architectural style that will be articulated through an interesting mix of materials including brick, precast concrete, metal siding, and glazing to define horizontal and vertical elements and defined entrance features.

The townhouses include many of the features of the apartments and include decorative porches and black and tan brick to define the first storey and the middle of each unit, creating vertical interest.

Amenity Space

Amenity space for the townhouses is provided in private rear yards of each unit. For the apartments, amenity space is provided in at grade common outdoor amenity areas and within the first floor of each building. The outdoor amenity areas are located in between the apartments and at the north and south end of the apartments, as well as in an area at the north of the site.

Connections and Access

The conceptual plan provides multiple accesses to the site that are logical and provide for safe and accessible access to the development and from Gordon Street to Landsdown Drive. Landsdown Drive provides access to all units, either through private driveways in the case of the townhouses or via surface and underground parking for the apartments. Multiple pedestrian connections are provided from each apartment building, and an accessible path that connects the sidewalks along Gordon Street to the sidewalks along Landsdown Drive is provided at the north of the subject lands. This accessible path connects to paths at the rear of the apartments and connects all of the outdoor amenity spaces.

Parking

One parking space is provided within each attached townhouse garage, and an additional space is provided in the driveway. This exceeds they by-law requirement.

For the apartments, parking is provided in a rear surface parking lot and in underground parking. Access to the underground parking located in the connected basements of the apartments is provided from the surface parking lot at the rear of each building. Due to the topography of the site, a portion of the underground parking level is above grade as viewed from the interior of the site, looking towards Gordon. The surface amenity area is on top of this portion of the parking garage and glass railings are included for safety. The parking provided exceeds the by-law requirement.

Landscaping

The conceptual plan identifies that the provided landscaping for the apartments and the townhouses is in excess of the by-law requirements. A landscape plan has been provided in support of the application and consists of a mix of trees, shrubs, ground cover, and perennials that will be planted to provide interest in the built form.

The conceptual landscape plan illustrates a high degree of design and visual interest along Gordon Street. Through the combination of enhanced elevations and high quality landscaping, the proposed development will activate the streetscape and provide visual interest. The landscape plan assists in breaking up the massing of the buildings through repetition in planting materials.

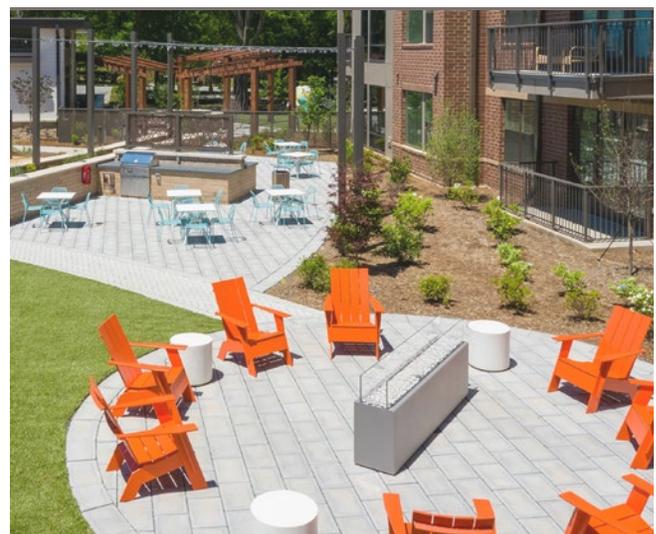
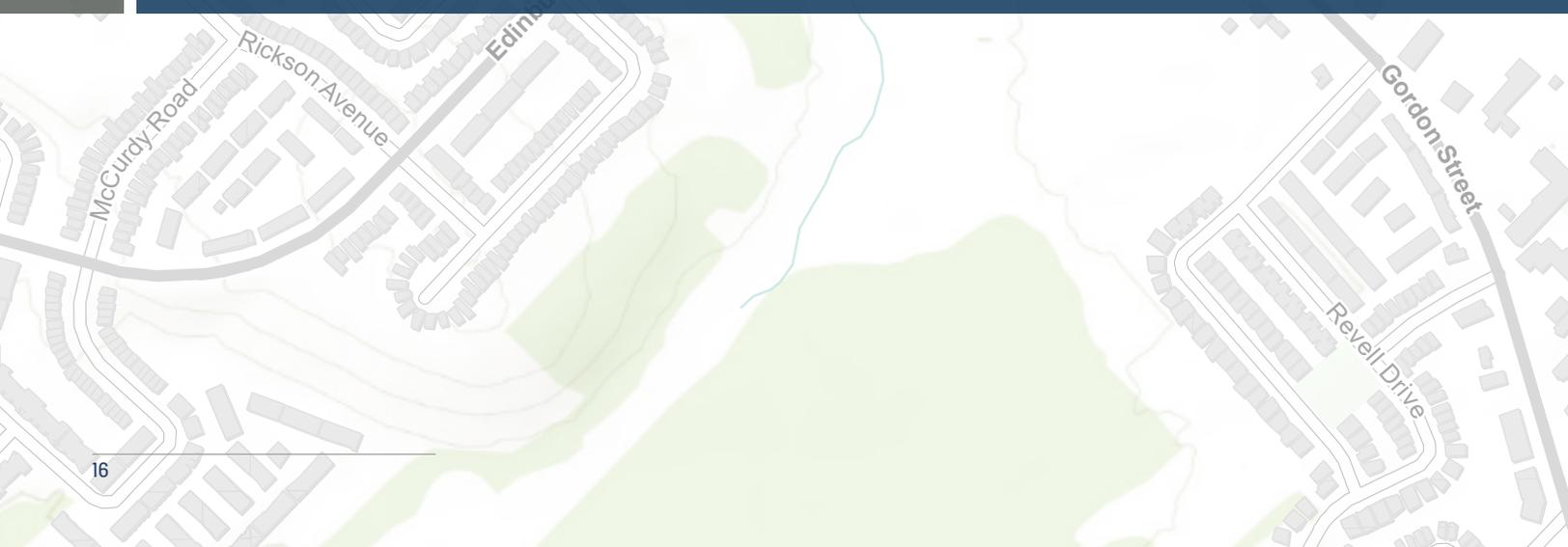


Figure 3.3 - Amenity area inspirational image



POLICY REVIEW & RESPONSE

Hamilton
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4.0 | POLICY REVIEW & RESPONSE

CITY OF GUELPH OFFICIAL PLAN

The City of Guelph Official Plan (the “Official Plan”) provides direction on urban design, permitted land uses, building heights and development densities.

The Official Plan defines an urban structure and planned functions as well as development and land use policies that support the City’s Smart Guelph principles. The Plan promotes the creation of compact, complete, multi-modal communities that have iconic spaces and encourage social, economic, and cultural interaction. It requires that new buildings be designed to address the street and complement existing neighbourhood character while promoting diversity in urban form and architectural design. It promotes a more compact urban form that creates a comfortable, walkable and pedestrian friendly public realm.

The subject lands are located within the *Built-Up Area* and are further identified as within an *Intensification Corridor* and are designated *Medium Density Residential*. The density target for intensification within the Gordon Street / Arkell Road is 120 residents and jobs combined per hectare and the maximum net residential density of the *Medium Density Residential* designation is 100 units per hectare. While the proposed development has an overall density of 127 units per hectare, the land is proposed to be severed into a parcel for the apartments and a parcel for the townhouses. The apartment site will have a density of 155 units per hectare. This will be addressed in the Official Plan Amendment.

Conformity with the Official Plan and the requested Official Plan Amendment are addressed in detail in the Planning Justification Report. This section of this Urban Design Brief addresses the Urban Design policies of the Official Plan.

Sustainable Urban Design

Policy 8.1.1 states that: *“The design of site and building development will support energy efficiency and water conservation through the use of alternative energy systems or renewable energy systems, building orientation, sustainable building design, low impact stormwater infiltration systems, drought-resistant landscaping and similar measures”.*

Low Impact development infiltration galleries are proposed for rooftop storm flows. Mature trees are proposed to be retained whenever possible, with new trees planted to enhance the surrounding tree canopy and shade amenity areas.

The project is currently at the Official Plan and Zoning By-law Amendment stage and details relating to potential sustainable measures for the engineering and building design have not been determined. Sustainable building measures will be considered during Site Plan Approval.

Policy 8.1.2 states that: *“New development shall be integrated with the existing topography where possible to maintain the physical character of the area and minimize the amount of grading and filling required.”*

Site grading has been designed to match the existing perimeter grades.

Public Realm

Policy 8.1.2 states that: “New residential developments shall be designed to be integrated and connected to surrounding existing neighbourhoods; providing full pedestrian and vehicular access including access to transit”.

The proposed concept plan has been organized and arranged to integrate and connect with the existing neighbourhood in terms of built form and connections for pedestrians and vehicles. Redevelopment of the subject lands will result in efficient use of land that is well served by existing public and active transportation networks.

Section 8.2.4 states that: “Block lengths shall be reasonably short especially within Community Mixed-use Nodes and Intensification Corridors and shall optimize connectivity for pedestrians and encourage walking. Longer blocks shall have adequately sized mid-block pedestrian links.”

The subject lands are within an Intensification Corridor. The apartments are separated by a 15 metre wide outdoor amenity area which visually breaks up the massing along Gordon Street.

Policy 8.1.11 states that: “New development shall be designed to contribute to a pedestrian-oriented streetscape. This may be achieved through the use of strategies that are appropriate for the proposed development and the site’s context such as:

- i. locating built form adjacent to, and addressing, the street edge;
- ii. placing principal building entrances towards the street and corner intersections;
- iii. maintaining or extending a continuous building façade or streetwall along the street;
- iv. providing for active uses that provide an interface with the public realm that enhances the liveliness and vibrancy of the street (e.g. seating, cafés, patios, displays);

- v. incorporating weather protection measures such as canopies, awnings, building projections or colonnades, where possible;
- vi. ensuring that street elements are coordinated with those within the public street right-of-way; and
- vii. ensuring that the placement of above-ground utilities do not visually detract from a cohesive streetscape through such strategies as clustering utilities in appropriate locations or containing them in other streetscape features.”

The proposed concept plan has been designed to contribute to a pedestrian-oriented streetscape. The apartments and townhouses are oriented to their respective street frontages and address their street edges with continuous facades. Principle building entrances are provided from the street. The first floor of the apartments provides two-storey units along the Gordon Street frontage that have private connections to the sidewalk along Gordon Street.

During Site Plan Approval, care will be taken to ensure that street elements and utilities are coordinated in the streetscape.

Built Form: Low Rise Residential Forms

Policy 8.5.1 states: “To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within older, established areas of the city are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas”.

The surrounding homes on Landsdown Drive do not have a consistent visual character. The homes generally range from one to two storeys and are well set back from the street edge with intervening mature vegetation.

The proposed development complements the visual character of the area through the use of similar materials (brick) with trees planted in the front yards.

Policy 8.5.2 states that: *“Dwellings should be sited with a consistent setback to provide human scale streets. Designs should incorporate features such as prominent entrances and front porches to encourage social interaction and allow for views along the street”*.

A setback of six metres is proposed for all townhouses. Front porches are provided for each unit.

Policy 8.5.3 states: *“To ensure garages do not dominate the streetscape in new development and to promote “eyes on the street” the Zoning By-law shall limit their width such that garages do not generally exceed half the width of the house. Furthermore, the Zoning By-law shall limit garage door projection so that most garage doors are recessed and do not project ahead of the front wall of the house”*.

Garages are proposed to be three metres wide, which is half the width of the house. The front door and patio of each unit projects ahead of the front wall of the house.

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

Policy 8.6.1 states: *“New buildings shall address the street. Buildings will enhance the rhythm and frequency of the immediate vicinity, and where appropriate will have entrances and windows that face the street.”*

The apartments are oriented towards Gordon Street with entrances and windows that face and animate the street.

Policy 8.6.5 states that: *“Buildings adjacent to the street edge and at sites with high public visibility shall*

be designed to take into account their high public visibility by incorporating elements such as increased height, roof features, building articulation and high quality finishes and windows.”

The subject lands are located along Gordon Street, which is an arterial road and Intensification Corridor that is well served by public and active transit and provides a connection from Highway 401 to downtown Guelph. As such, the subject lands are highly visible.

The apartments have a high quality finishes and windows that are modern. The building is articulated with and has a distinct first and sixth floor.

Section 8.6.7 states that *“Buildings will be designed to completely screen roof-top mechanical equipment from public view.”*

The rooftop mechanical equipment is enclosed within a mechanical penthouse.

Policy 8.6.10 states: *“Where appropriate, a building’s first storey shall generally be taller in height to accommodate a range of non-residential uses.”*

While the apartments are proposed to be entirely residential, the first storey is taller than other storeys and is distinct with additional glazing and different colour brick.

Policy 8.6.14 states: *“Site and building design should support and facilitate future intensification and redevelopment including strategies for building expansions. For example, ensuring that upper storey volumes can be infilled to create additional floor area.”*

The subject lands are proposed to be developed at a density that exceeds the maximum density permissions of the Official Plan, requiring an Official Plan Amendment. The proposed density is appropriate for the site and it is not anticipated that future expansions will be required.

Built Form: Mid-rise Buildings

Policy 8.8.1 states: “The following policies apply to mid-rise building forms, which generally means a building between four (4) and six (6) storeys:

- i. mid-rise buildings shall be designed to frame the street they are fronting while allowing access to sunlight and adjacent properties;
- ii. mid-rise buildings shall be designed to ensure that servicing and automobile parking are appropriately located and screened. Generally, this means that parking is provided underground or at the rear or side of the building;
- iii. pedestrian access shall be provided to the principal entrance from the public realm;
- iv. where buildings front onto a public street and are greater than 30 metres in length, building entrances should be located at regular intervals;
- v. where buildings are taller than four (4) storeys, building length may be restricted through the Zoning By-law to reduce impacts such as shadowing; and
- vi. shadow, view and microclimate studies may be required to determine potential impacts arising from mid-rise buildings.”

The proposed development locates buildings along street frontages while screening surface parking from view and providing underground parking and provides regular building entrances from the adjacent street. Microclimate impacts have been assessed in a wind study and shadow study, the results of which have been incorporated into the design and will be further addressed during Site Plan Approval.

Parking

Policy 8.12.8. states that: “Surface parking areas adjacent to ground-related residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls”.

The surface parking area for the apartments back onto the rear yards of the townhouses. A wooden fence and new tree plantings are proposed and will provide separation while reducing nuisance associated with headlight glare.

Access, Circulation, Loading, and Storage Areas

Policy 8.13.3 states that: “Private roads and internal driveways required for site circulation shall be designed to be comfortable pedestrians, cyclists and vehicles. They should be physically defined by raised curbs and, where appropriate, landscaped where they intersect with a parking area or driveway. Internal driveways or roads will be used to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement. Internal driveways will be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network.”

The conceptual plan illustrates how the site has been designed with an internal driveway and sidewalk system to ensure comfortable and safe pedestrian and vehicular movement. Pedestrian and vehicular traffic are separately and appropriately defined.

Policies 8.13.4-5 require that: “Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems. Pedestrian systems shall incorporate landscaping, pedestrian scale lighting and be defined by distinct materials and/or raised walkways.”

An accessible pedestrian path is proposed at the north of the subject lands, providing a connection from Gordon Street to Landsdown Drive. Landscaping, lighting, and materials used that will promote the pedestrian realm will be defined during Site Plan Approval.

Lighting

Section 8.16 of the Official Plan requires that: *“All sites and buildings have sufficient levels of lighting for safety and identification and that lighting shall be oriented and shielded to minimize the infringement of light or glare on adjacent properties and to preserve the night sky. It requires that there is adequate pedestrian-scaled lighting on walkways and parking areas.”*

Details regarding the lighting plan for the site and homes will be provided during site plan approval. The lighting plan will ensure the above policies are met.

Landscaping and Development

Section 8.17 has policies regarding landscaping and buffer strip requirements, including appropriate plant material for new development. It states that landscaping shall:

- i. *“create visual interest by framing important views and focal points;*
- ii. *stabilize slopes and, where appropriate, naturalize areas of a site;*
- iii. *complement built form; and*
- iv. *contribute to the creation of a high-quality public realm. This section also promotes the planting of trees to help define the streetscape and image of the area.”*

A landscape plan has been prepared in support of the Official Plan and Zoning By-law Amendment applications. Proposed landscaping will complement the built form and contribute to the public realm, including a prominent landscaped amenity space between the apartment buildings which is viewable from Gordon Street.

Safety

Policy 8.18.1 requires that sidewalks are visible, accessible and aligned with well-used public spaces. Policy 8.18.2 states that “new development should be designed in a manner that:

- i. *provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas;*
- ii. *clearly marks the transition or boundary between public and private spaces;*
- iii. *includes materials that allow for the built environment to be effectively and efficiently maintained;*
- iv. *provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and*
- v. *provides for multiple walking routes, where appropriate.”*

The proposed development includes 139 units, each of which has windows into the surrounding pedestrian realm or into the internal amenity and parking areas of the subject lands, providing “eyes on the street”. The private backyards of the townhouses are clearly defined and separated from common amenity areas and public spaces with fences. Lighting and cladding materials will be further refined during Site Plan Approval. The apartment buildings have multiple accesses, allowing residents to travel to easily access Gordon Street, the underground parking garage, or the rear surface parking garage.

Accessible Design

The Official Plan requires the implementation of accessibility standards and designs through development, including transportation and parking in accordance with the Accessibility for Ontarians' Disability Act and the Ontario Building Code (Section 8.19.1).

The development will be consistent with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario Building Code (OBC). The detail of the AODA features will be confirmed through the site plan process to ensure adequate accessible parking is provided on site and universal access is provided.

CITY OF GUELPH URBAN DESIGN MANUAL

The Guelph Urban Design Manual (November 2017) demonstrates and provides guidance on the use of urban design excellence to create a complete and distinctive community that enhances the sense of place enjoyed by its citizens consists of three parts. Volume 1 contains the overarching urban design vision which supports the policies and objectives of the Official Plan, Volume 2 details the Urban Design Action Plan, and Volume 3 provides design standards.

BUILT FORM STANDARDS FOR MID-RISE BUILDINGS AND TOWNHOMES

Volume 3 includes Volume 3C: Built Form Standards for Mid-rise Buildings and Townhomes (April 2018) and address issues such as buildings, massing, setback, coverage, stepbacks, parking and lighting. This document was consulted during the design of the conceptual plan for the subject project.

The purpose of the design standards are to ensure that the development and design of townhomes are appropriate based on the existing context and contemporary urban design practices. These standards provide guidance and interpretation to assist in implementing the Official Plan policies.

These standards apply to the entire City except for downtown and were informed by Official Plan policy direction to achieve a compact built form that is high quality, sustainable and provides a strong pedestrian environment.

Mid-Rise Buildings

Section 7.0 provides policy direction for mid-rise buildings, stating that such buildings should:

- i. *"Create consistent intensification along key corridors and mixed-use nodes through built form that frames streets and wide landscaped boulevards;*
- ii. *Offers variety within the building envelope, through materials, massing and façade articulation;*
- iii. *Be designed to mitigate the impacts of built form as it relates to access to sunlight and proximity to neighbouring properties;*
- iv. *Create an effective transition between low-rise neighbourhoods and existing or future tall buildings;*
- v. *Offer a flexible building form to allow for adaptation over time and within the building;*
- vi. *Create comfortable, green, accessible and usable outdoor spaces;*
- vii. *Provide animated streetscapes through at-grade use and design;*
- viii. *Be located in areas serviced by public transit; and,*
- ix. *Look at opportunities to provide accessible units."*

Townhouses

The following Design Principles relate specifically to the vision for townhouses. Townhouses should:

- i. *“Contribute to creating visual interest and diversity in the built environment. However, new buildings within older, established areas of the City are encouraged to be designed to complement the visual character and architectural design elements found in these areas;*
- ii. *Offer direct access to outdoor spaces and amenities;*
- iii. *Site buildings with a consistent setback to provide human-scaled streets, including the provision of appropriate setbacks to streets and separation distances between townhouse groupings;*
- iv. *Establish clear requirements within landscaped setbacks that promote the conditions for mature tree growth;*
- v. *Consist of frontages lined with street trees and connected sidewalks; and*
- vi. *Locate and design garages and parking to minimize visual impacts on the streetscape through parking below-grade or along rear lanes, wider townhouse units and well considered at-grade parking areas.*
- vii. *Look at opportunities to provide accessible townhouse units.”*

Standards

The following table summarizes the design standards for the proposed development and how the conceptual plan adheres or response to the recommended standards outlined in the Urban Design Manual. Where the standard is different from the recommended, a discussion about the appropriateness of the deviation follows.

Building Massing, Scale, and Transitions

Applicable standards for apartments:

The front yard of a mid-rise building that has residential uses at-grade should generally be built 6 metres from the front property line.

Setback is 6.031 metres

The side yard setback for a mid-rise building should be a minimum of 3 metres to encourage a porous connection between the front and rear yards of new development.

Setback is approximately 10 metres from the building to the side yard and 3.2 metres adjacent to the townhouses

The rear yard setback for a mid-rise building should be a minimum of 7.5 metres to protect for appropriate rear yard transition or access roads where appropriate.

Rear yard setback is 18.8 metres

Mid-rise buildings should incorporate a stepback of a minimum of 1.5 metres between the fourth and fifth floors to ensure the appropriate scale and massing of the building and to secure usable patio space. Stepbacks must relate to the existing context, planned use of adjacent properties, and consider transitioning uses.

A stepback is provided on the sixth floor at the north and south sides of the apartments. The proposed massing is appropriate for the surrounding context, which is an Intensification Corridor where increased height and density is directed.

Where buildings are taller than four storeys, the length of mid-rise buildings should not exceed 75 metres to reduce impacts such as shadowing (OP Policy 8.8.1 v).

Each apartment building is approximately 67 metres long.

Inform building design by existing and planned neighbourhood context, including significant architectural datum lines or cornices.

The cladding material and building design reflect the neighbourhood context.

Mid-rise buildings should define street edges and face onto public parks or accessible open spaces.

The apartments are oriented to Gordon Street and have a defined street edge.

Buildings should use the existing natural grade and be designed to complement adjacent developments where possible.

Grades are matched at property lines, and the central amenity area which is on top of the underground parking level appropriately utilizes the existing grade into a building feature.

Where grade transitions must occur they should be integrated into the landscape design of the site.

See above.

Where identified, all building frontages that face a main street should be designed as active frontages with significant windows and building entrances.

The primary building entrances and private entrances into each two-storey apartment unit are provided from Gordon Street. Enlarged windows with black brick cladding provide for a distinct frontage.

Where buildings are located on a site with variable topography, stair and/or ramp access should be provided at the established street grade where required. Landscaped landings are required after a run of 5 stairs. The overall height from the sidewalk to building entrance or door sill should not exceed 1.5 metres (to ensure that development appropriately responds to and integrates site topography).

Access ramps at a 5% slope are provided for accessibility through the subject lands.

Balconies should be included within the building envelope and should not project over sidewalks to reduce building massing and shadowing and over-look on the pedestrian realm.

Balconies are not proposed.

In areas where built form will abut natural areas, ensure that development applies appropriate transitions to these areas that minimize the impact of development.

Not applicable as the subject lands do not abut natural areas.

Where a mid-rise building is proposed to exceed the height of adjacent buildings, the City may require the new building to be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape. Mid-rise developments should have sensitive transitions between the public and private realm, including landscaping, seating elements, commercial spillover areas, and 45 degree angular planes where appropriate.

Low density residential uses are located to the north, south, and east of the subject lands. The apartments are oriented towards Gordon Street, furthest from the low density uses. Stepbacks are provided between the fifth and sixth storey and landscaping is utilized to soften the impacts of the built form.

When a mid-rise building site is transitioning to adjacent low density residential designations at the rear or side lot line (such as a low density residential designation, parks or natural areas) a 45 degree angular plane between uses should be used to ensure that the impacts of height, overlook and shadow are mitigated.

The angular plane has been assessed from Gordon Street and is addressed in the Zoning By-law Amendment. A Shadow Study has been provided to assess impacts of the proposed development on the adjacent low density residential uses and determined that shadow impacts will be minimal in the spring, summer, and fall.

Mid-rise building footprints are to consider existing conditions, such as trees and grades. Such features should be embraced on the site as assets.

Mature trees are proposed to be preserved whenever possible. Grade will be matched at all property lines.

Applicable standards for townhouses:

New on-street townhouse developments with attached garages should have a minimum front yard setback of 6 metres (to ensure adequate driveway depth for one visitor car parking space). Developments with rear yard garages should have a minimum front yard setback of 5 metres.

The front yard setback is 6 metres.

Front yard setbacks on infill sites should match the existing residential front yard setbacks.

A front yard setback of 6 metres is proposed, which is consistent with surrounding development and in compliance with the Zoning By-law.

On-street and off-street townhouses should have a minimum side yard setback of 1.5 metres to provide residents with access between the front and rear yard.

A side yard setback of 1.5 metres is provided.

On-street and off-street townhouses should have a minimum rear yard setback of 6 metres to ensure adequate rear yard space.

A rear yard setback of 6.28 metres is proposed, which requires a Zoning By-law Amendment.

Townhouse blocks adjacent to the street should not exceed 8 units to encourage permeability throughout the community. Back-to-back and stacked townhouse blocks should not exceed 48 metres in length.

The townhouses are divided into blocks from 6 to 8 units.

Townhouse blocks are to consider existing trees and grades. Such features should be embraced on the site as assets.

Existing trees will be maintained where possible.

Ground Floor and Street Edge Design

Applicable standards for apartments:

The base of mid-rise buildings should be articulated through design elements such as front doors, front yards, canopies, overhangs, patios, and a rhythm of shop fronts (OP Policy 8.6.1).

The first floor is distinguished from upper floors through building entrances, colour, enlarged windows, and a taller floor height.

Where appropriate, a building's first storey shall generally be taller in height to encourage flexibility of use over time. A minimum ground floor height of 4.5 metres is recommended where there is not an existing established street wall. Where an existing street wall has a positive overall character, the ground floor height of the new development should aim to complement the existing conditions (OP Policy 8.6.10).

A first floor height of 3.6 metres is proposed, which is higher than other floors. There is not established street wall in this neighbourhood. The height of 3.6 metres is compatible with the adjacent single detached dwellings.

Where a mid-rise building features residential uses at grade, the base should feature significant semi private front yards which include, steps, landscaping, and seating where appropriate.

Private entrances are provided to the ground floor residential units along Gordon Street. Further utilization of the front yard will be determined during Site Plan Approval.

Primary entrances to the base of mid-rise buildings must be barrier free and provide sufficient clearance for pedestrian walkways.

Due to the topography of the subject lands it is not possible to make the entrances along Gordon Street barrier-free. A barrier-free pedestrian access is provided from Gordon Street at the north of the site, and barrier free access is provided from the underground parking garage and from the rear surface parking area.

Where mid-rise buildings include townhouse units at grade, they shall follow the relevant guidelines for Townhouse units in Section 8.0.

See below.

Pedestrian access shall be provided to the principal entrance from the public realm (i.e. a municipal sidewalk or public park) (OP Policy 8.8.1 (iii)).

Provided from Gordon Street.

Where buildings front onto a public street and are greater than 30 metres in length, building entrances should be located at regular intervals (OP Policy 8.8.1 (iv)).

Provided from Gordon Street.

Mid-rise buildings should employ 'bird-friendly' design. Designs should avoid the use of untreated reflective glass and reduce light pollution in the night sky. The use of visual markers on design surfaces (i.e. fritted glass, fenestration patterns) is strongly encouraged.

To be determined during Site Plan Approval.

Applicable standards for townhouses:

On-street townhouse units with an integrated front garage should be a minimum of 6 metres wide to ensure that 50% of the front facade contains windows and doors are facing the street.

The townhouses are 6 metres wide with integrated garages that are 3 metres wide.

Main building entrances should face the street. On corner units, the main building entrances should face the higher order street. Corner units should also address both streets with a side elevation that includes windows and details consist with the front elevation.

The main building entrances face Landsdown Drive.

Main dwelling unit doors should be on the same level or storey (a maximum of 1.2 metres) as the garage level to avoid long runs of stairs.

The doors are located to avoid long stairs.

Garages should not project further than the main building.

Garages are along the main wall façade and do not project.

To promote a positive relationship between buildings and the street it is recommended that the sill of the grade related front door be no higher than 1.2 metres above the height of the sidewalk, unless there are topographical changes on the site. In such cases, an average of 1.2 metres to a maximum of 1.5 metres is appropriate.

Ground floor of the townhouses is 1.5 metres.

Porches and stairs are permitted to encroach up to 2.5 metres into the front yard setback.

Noted.

Articulation, Façade Design, and Materials

Applicable standards for apartments:

A range of materials for façade design are encouraged to promote visual diversity in texture and colour, reflecting varied built form materials used within Guelph, including brick and stone.

Brick, metal, and concrete of varying colours are proposed to promote visual diversity.

Architectural variation within development blocks is encouraged to reduce sameness in design. Design components should be complementary within the development as a whole.

The two apartments are proposed to be very similar to each other to promote cohesiveness. The townhouses are proposed to have similar cladding to the apartments to create a unified development.

Façades should feature designs that emphasize both horizontal and vertical elements including windows, projections, recesses and canopies (OP Policy 8.6.1).

Horizontal and vertical elements are emphasized through varying brick colours and parallel windows.

All buildings should be finished with prominently natural and durable materials such as stone and brick. Generally, replica materials such as pre-cast concrete panels made to look like stone or brick are not recommended within the first 3 storeys of a building within signature areas, i.e. along Gordon Street and within the older built-up area.

Brick is proposed for all six storeys.

Primary building elevations (those that interact with a main street frontage) should feature a high-quality of design, and may include canopy structures and arcades.

The Gordon Street frontage features high quality architecture with large amounts of glazing that complement the pedestrian realm.

Secondary building elevations (those that do not face a public street) should complement the primary building façade through a similar level of design.

The rear of the building has a similar façade to the Gordon Street frontage.

Recessed or partially recessed balconies should be required to be integrated into the building design and massing to create a cohesive, high quality design.

The proposed development does not include balconies.

Applicable standards for townhouses:

A range of high-quality materials for façade design are encouraged to promote visual diversity in texture and colour, reflecting varied built form materials used within Guelph, including brick and stone. The use of large areas of vinyl and EIFS are strongly discouraged.

The facades are proposed to be black and tan brick with aluminum framed windows.

Diversity between individual townhouse units is recommended to promote variety and visual interest.

The townhouses are identical in design to facilitate efficient construction. The varied block lengths, landscape elements, and spacing between the townhouse blocks will provide variety.

Primary building elevations (those that contain the principal building entrance) should feature a high level of façade articulation.

The townhouses include porches and articulated facades along Landsdown Drive.

Façades should feature designs that emphasize a variety between units and highlight the building elements including windows, projections, recesses and canopies.

Front entrances are highlighted through porches that differ in colour from the rest of the building materials.

Site Organization and Design

The conceptual plan, together with the elevations, renderings and landscape plan, illustrates an efficient site design that incorporates the directions of Section 6.0 as follows:

1. Establishes a good relationship between buildings and the street;
2. Provides appropriate transition zone between the building and the street;

3. Creates a balance between built form and open space;
4. Screens parking from view;
5. Encourages healthy lifestyle choices, such as active modes of travel;
6. Contributes to greening streets and development sites;
7. Creates connections to adjacent streets; and,
8. Respects site constraints such as existing trees and grading, engineering requirements, utilities, and noise.

Sustainable Site Design

The following standards are included in Section 6.1:

Sustainable site and building design is encouraged that reduces energy and water consumption, improves air quality, water quality, and waste management (OP Policy 8.1.1).

The proposed development is compact and makes efficient use of infrastructure and public amenities. Specific design elements will be determined during Site Plan Approval and sustainability.

Site design should promote alternative modes of transportation including walking, cycling and public transit.

The location of the subject lands within a corridor that is well served by active and public transit, as well as the provision of ample bicycle parking and connections to the surrounding pedestrian network, work to promote non-vehicular travel.

Low Impact Development (LID) measures should be incorporated as part of site landscaping (in areas determined to be appropriated by City Staff) (OP Policy 8.1.1).

Site Plan design and approval will consider and evaluate the effectiveness of LID measures and techniques as part of the site design.

Indigenous plant species that are drought and salt resistant are recommended and should be the predominant type of landscaping used. The establishment of pollinator habitat is also encouraged (OP Policy 8.1.1).

The proposed landscape plan includes drought and salt resistant, low-maintenance plants as well as pollinating supportive plantings.

A focus on consolidated landscaped areas that support a mature tree canopy is required.

Landscaped areas are consolidated into three main areas with tree retention and tree planting a major focus.

Parking, Access, Circulation, and Loading

The conceptual site plan organizes the site to efficiently use the land, provide efficient circulation for pedestrians and vehicles, appropriately transition from the existing uses and public realm, and minimize the visual impact of parking.

Standards:

Underground or structured parking is encouraged to reduce or eliminate the need for surface parking. Underground parking does not require a street setback although it should not impede soil volumes required for tree planting (i.e. medium trees). Where parking cannot be located underground due to watertable constraints and surface parking is required, parking must be set back from the street and screened by building placement and/or extensive landscaping features (OP Policy 8.12.1 & 8.12.2).

An underground parking floor is proposed within the connected basements of the apartment buildings. All surface parking is screened from view by the proposed apartments and amenity space.

Surface parking areas should generally be located at the rear or side of buildings and within the required setback. Surface parking areas shall not be permitted immediately adjacent to the corners of an intersection (OP Policy 8.12.1 & 8.12.3).

All surface parking is screened from view by the proposed apartments and amenity space.

Residential visitor parking should be provided through below grade structures or small surface lots, depending on site size and unit count.

Visitor parking will be delineated during Site Plan Approval.

In a mid-rise building, barrier free access should be provided from municipal sidewalks and parking areas to the building (OP Policy 8.12.4).

Barrier free access is provided via an accessible ramp at the north of the site. Topography creates a constraint with regard to accessible entrances from the sidewalk.

For townhouses, front yard paths should provide direct access to each unit from the sidewalk (OP Policy 8.12.4).

While front yard paths are not proposed, access to the sidewalk is provided via driveways.

Bicycle Parking

Standard:

Bicycle parking shall be provided and conveniently located. Visitor bicycle parking spaces should be located in visible and accessible locations: at grade, within right-of-ways, and near building entrances and pedestrian walkways (OP Policy 8.12.7). The location of bicycle racks should not impede pedestrian movement, accessibility or snow clearing.

Long term bicycle parking is proposed within the parking garage, while temporary outdoor bicycle parking is proposed at the rear of the building nearest the building entrances.

Common Amenity Area

Standards:

If a development has more than 20 units, and more than 10 units have 3 or more bedrooms, a children's play area should be provided.

25 three bedroom units are proposed and 9 four bedroom units are proposed. A children's play area is not currently proposed as a play area is accessible in Bathgate Park, which is a five minute walk from the subject lands.

A minimum of 50% of the required Common Amenity Area shall be accessible at-grade outside, in one contiguous area. To ensure spaces are usable and appropriately scaled, the width to depth proportion of a Common Outdoor Amenity Area should not exceed 4:1. For example a 600 square metre amenity space would have an approximate width of 49 metres and a depth of 12 metres.

Three outdoor amenity areas are provided on the subject lands, with the majority located at the north of the site. Each area has an appropriate proportion to ensure it is usable.

Common Outdoor Amenity Areas must include multiple functions or activities that encourage meeting, gathering or play (i.e. play area, seating, community garden, shade structure, barbecues, water features). Cluster complementary common elements like a common mailbox or bicycle parking near Common Outdoor Amenity Areas.

A detailed landscape plan will be prepared in support of Site Plan Approval.

Common Outdoor Amenity Areas must be directly connected to a local street; a park, natural heritage or open space; or the building. They shall not be surrounded by parking.

Each of the outdoor amenity areas is connected to the building or, in the case of the northern area, via a pedestrian pathway. They are not surrounded by parking.

Common Outdoor Amenity Spaces should be located away from building servicing, parking and loading functions. If this is not possible, servicing areas should be heavily screened with a landscaped buffer and a fence.

The amenity areas are not located adjacent to loading functions. Due to the size of the subject property, the areas are proximate to parking. A detailed landscaping plan will be prepared in support of Site Plan Approval and will further examine screening.

Consider microclimate effects through the orientation, location and landscaping of Common Outdoor Amenity Areas; provide a balance of sun, shade and protection from wind.

A wind study has been prepared in support of the applications and concludes that all grade level areas within and adjacent to the site will have acceptable wind conditions for pedestrian use throughout the year. The exception is the outdoor amenity space along the north of apartment building 1. Mitigation may be required for this area depending on programming.

All common outdoor amenity spaces should have barrier free connections to the building and public right of way and host site furnishings that meet AODA standards.

AODA will be addressed through site plan approval.

Where a mid-rise apartment development has less than 20 units, a minimum of 30m² per unit must be provided as Common Outdoor Amenity Area. For each additional unit, an additional 20m² should be provided per unit.

Addressed in the Zoning By-law Amendment.

Landscaped Open Space

The following standards will be addressed as part of the detailed landscape design in support of Site Plan Approval.

Standards:

A minimum of 50% of the total landscaped area requirement must be covered by soft landscaping, excluding on-street townhouses, in order to provide a comfortable pedestrian space that accommodates tree and shrub growth, and to provide clear transitions between the public and private realm.

- A minimum of 1 tree and 5 shrubs must be planted for every 45m² of required landscaped area to ensure sufficient vegetative cover for pedestrian comfort and stormwater management.
- High standards for planting density, quality and variety at main building façades on public street frontages and in landscape buffers shall be applied.
- Landscaping treatments should provide visual interest at all times of the year through a mix of coniferous and deciduous trees, and plantings that flower, change colour or lose leaves at different times.

- For mid-rise buildings, landscaped Open Space should consist of 40% of the lot area for mid-rise building sites.

The apartments are proposed to have a landscaped area of 43.9%, in excess of by-law requirements.

Where townhouse units wrap the base of mid-rise buildings, 50% of the front yard should consist of soft landscaping, in order to provide a comfortable pedestrian space that accommodates tree and shrub growth, and to provide clear transitions between the public and private realm.

Lighting

In accordance with Section 6.7 of the standards, sufficient and appropriate lighting will be provided throughout the proposed development to ensure visibility, safety and character. Lighting will be detailed during site plan approval but will ensure it's designed to minimize infringement, accent the building design and landscaping, and pedestrian scaled.

Utilities and Solid Waste

In accordance with Section 6.9 of the standards, utility meters will be clustered and placed to mitigate their view and appearance on the internal street. Utility metres locations and a waste collection strategy will be designed to City standards, at the site plan stage.

Summary

A planning report as been prepared in support of the Official Plan and Zoning By-Law amendments and provides a detailed analysis of the proposed development. Part 6.0 of the planning report provides a review of the applicable land use policy framework. Based on the foregoing, the proposed development conforms to the City of Guelph Official Plan.

URBAN DESIGN CONCEPT PLANS FOR THE GORDON STREET INTENSIFICATION CORRIDOR

The City of Guelph has developed concept plans for the Gordon Street Intensification Corridor between Harvard Road and Clairfields Drive. The concept plans are intended to illustrate a cohesive vision for the intensification of Gordon Street through sample redevelopment concepts.

The subject lands are within Demonstration Site 4 (see **Figure 4.0** below), which directs massing to Gordon Street with townhouses along Landsdown Drive, has vehicular access from Landsdown Drive, and includes internal parking that is screened from both streets.

The need for a public park within the Site 4 area was identified and will be supported by the proposed development through cash-in-lieu of parkland.

The proposed development implements the concept plan for Site 4 and implements the urban design principles of the Urban Design Concept Plans for the Gordon Street Intensification Corridor.

Conceptual Urban Design Illustration for Area 2 - Harts Lane to north of Arkell Road

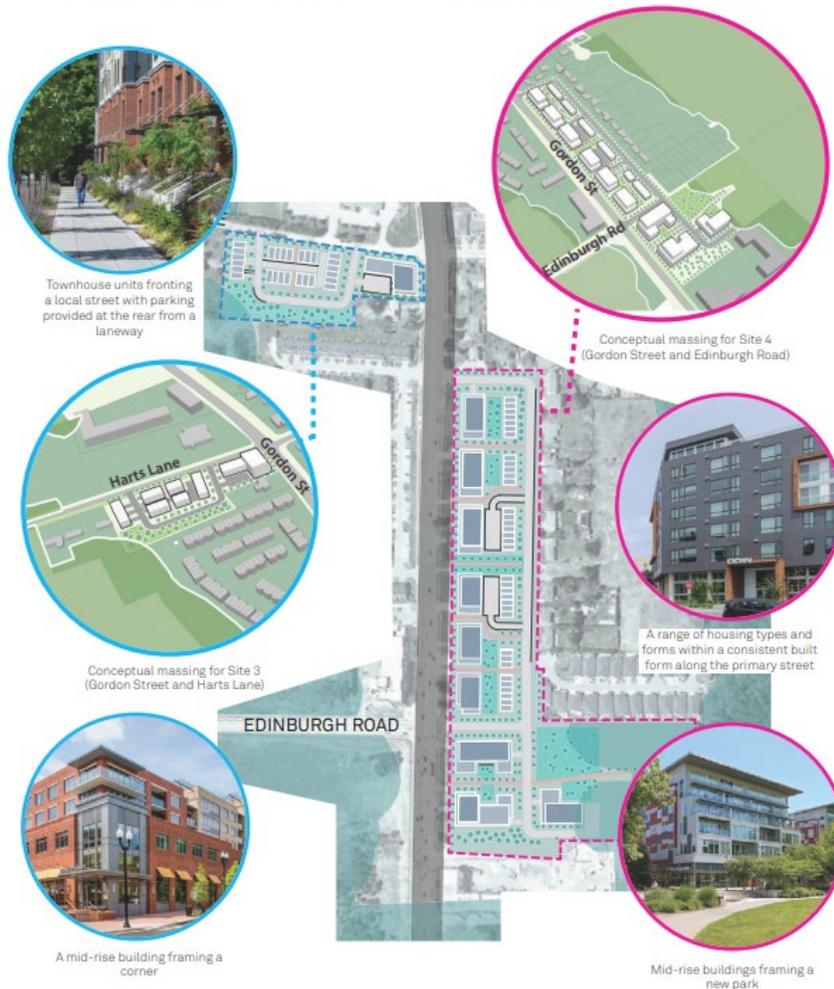
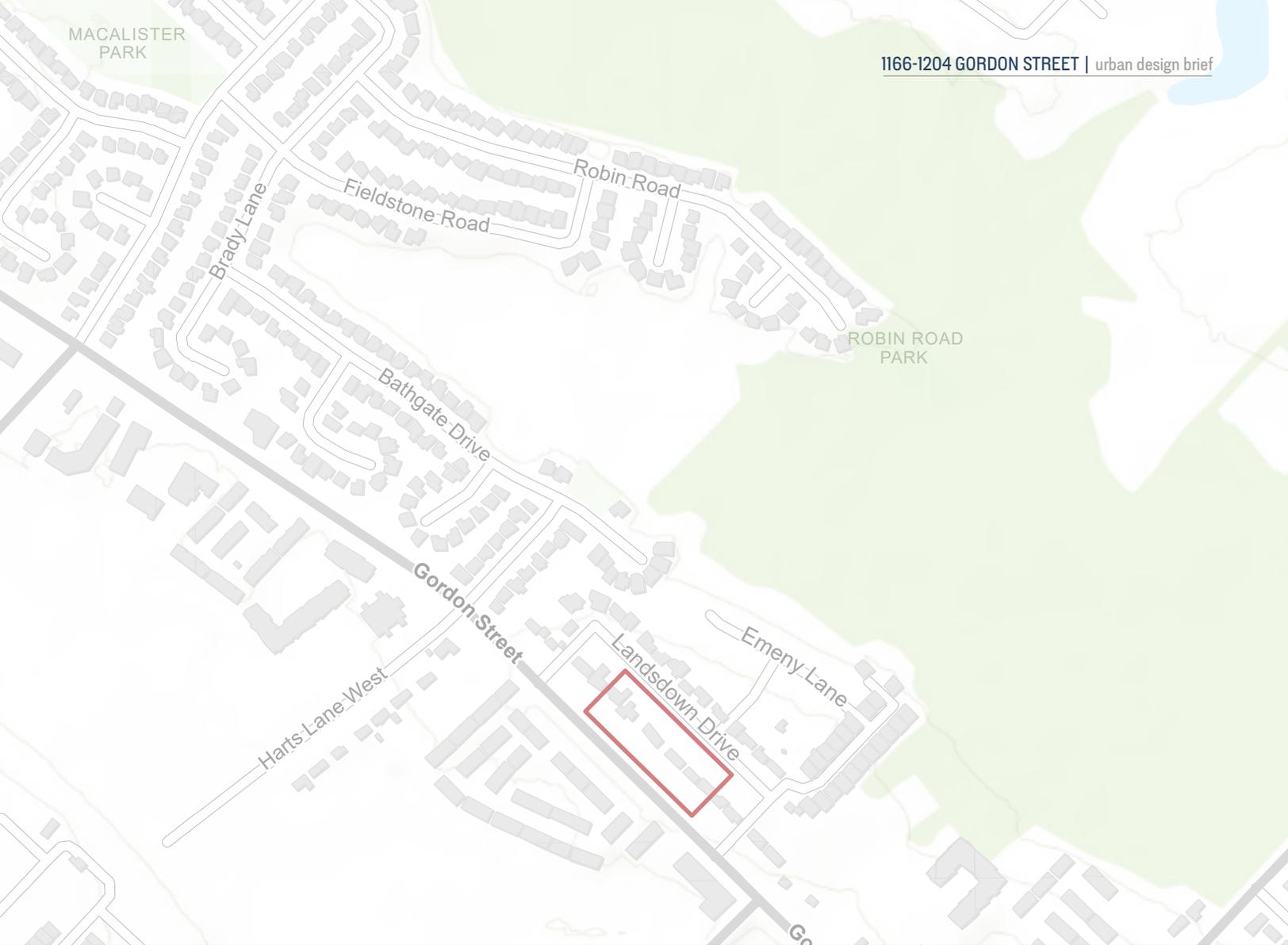


Figure 4.0 - Demonstration Site 4 from Gordon Street Intensification Corridor



CONCLUSION



5.0 | CONCLUSION

The proposed design is an appropriate redevelopment of the subject site for more intense residential use in a manner that is sensitive to its context and provides appropriate design measures to transition from existing residential homes.

The placement, scale, massing, and character of the proposed buildings will complement the surrounding neighbourhood and will not have any adverse impacts on adjacent properties. Functionality of the site has been thoughtfully considered and integrated with the surrounding low density residential neighbourhood. Pedestrian connections and the street edge promote active transportation and create a pedestrian-oriented streetscape.

The development supports the objectives of the City's Official Plan to achieve a high standard of urban design, architecture, and place-making that contributes to a compact urban form, complete communities, and creates a comfortable, interesting, and walkable public realm. The proposal supports the City's overarching design directives by proposing a residential development that will reflect a high standard of design excellence; is visually distinctive; human-scaled, safe, secure, and walkable; is compatible with surrounding uses; and minimizes adverse impacts.

In conclusion, the proposed design has considered and achieves the intent of the urban design policies outlines in the Official Plan and the design standards from the Urban Design Manual and Urban Design Concept Plans for the Gordon Street Intensification Corridor.



Figure 5.0 - Rendered Concept Plan prepared by MHBC Planning



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