



URBAN DESIGN BRIEF

140 Hadati Road

Prepared for: Dotty Lakes Inc.

Prepared by MHBC Planning
with support graphics provided by ABA Architects

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Table of Contents

Section 1	2
1.0 Introduction	2
1.1 Site Description and Contextual Analysis	2
1.2 Vision, Goals and Objectives	5
Section 2	6
2.0 Site Design	6
2.1 Building Design	6
2.2 Unit Design	6
Section 3	9
3.0 Response to City of Guelph Official Plan Policies and Guidelines	9
3.0.1 Urban Design Policies – City of Guelph Official Plan	9
3.0.2 City of Guelph Urban Design Manual	12
3.0.3 Built Form Standards for Mid-Rise Buildings and Townhomes.....	13
Section 4	18
4.0 Conclusions	18

Appendices

Appendix A: Site Plan

Section 1

1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Dotty Lakes Inc. (the “Owner”) to prepare an Urban Design Brief in support of the proposed redevelopment (the “development”) planned on the property municipally addressed as 140 Hadati Road (the “subject property”). To permit the proposed development, Official Plan and Zoning By-law Amendments are required. The owner proposes to redevelop the lands by demolishing the existing commercial building and replacing it with a new stacked townhouse building with 24 residential units, surface parking and a common outdoor amenity area.

This Urban Design Brief has been prepared in accordance with the City of Guelph Terms of Reference for Urban Design Briefs (June 2019) and the urban design comments from the Pre-Submission Consultation meeting held on November 10, 2021. The purpose of this Urban Design Brief is to describe the development proposal including the design objectives, provide insight as to why design decisions are appropriate given the site specific context and describe how the proposal is consistent with and supportive of the City of Guelph urban design policies and directives.



Above: Subject site showing the existing built form which will be removed as part of the proposed redevelopment. View from Hadati Road. *Source: Google Earth*

1.1 Site Description and Contextual Analysis

The subject property is located approximately 3 kilometres north of downtown Guelph. The site has frontage onto Hadati Road, Upton Crescent and Leacock Avenue. The subject property is rectangular in shape and has an area of 0.25 hectares (2,537.39m²).

The subject property is located in a residential neighbourhood in the southeast portion of the City and is surrounded by primarily single-detached and semi-detached residential dwellings. Other public services, such as schools, parks and recreational facilities are also located in the residential neighbourhood.

Hadati Road serves as a collector road for the residential area, with a connection to Victoria Road and a terminus at Auden Road. Leacock Avenue and Upton Crescent are local streets that each connect with Hadati Road and that generally provide access to the existing residential properties in the area.

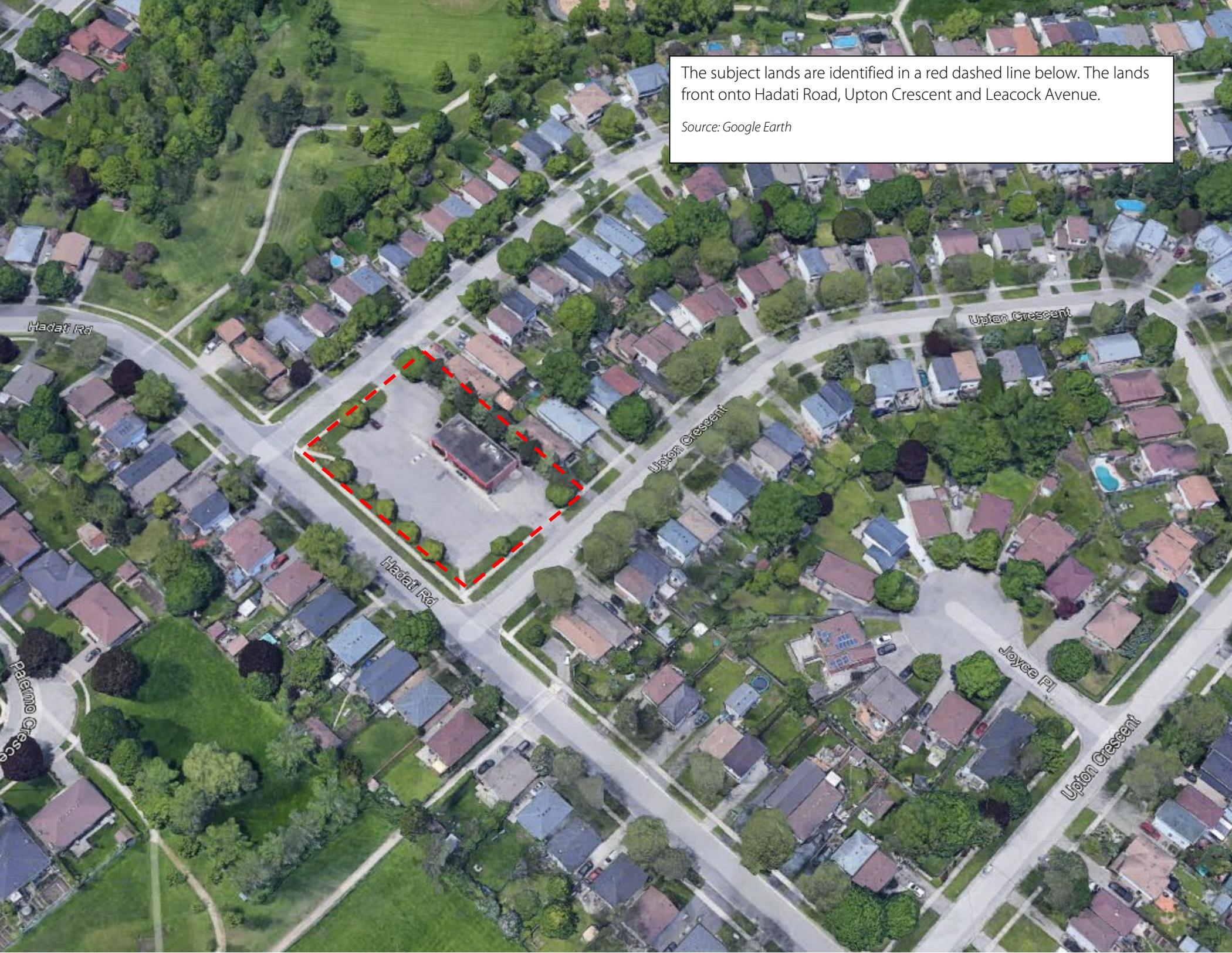
The site is currently occupied by a 1-storey commercial building with a surface parking lot. Uses on site include a convenience store and a take-out restaurant. A landscape buffer surrounds the site along all frontages which includes various trees and shrubs. Vehicular access is provided through 2 points, along Upton Crescent and Leacock Avenue and pedestrian access is provided via sidewalks along all frontages.



Above: Subject site showing the existing built form which will be removed as part of the proposed redevelopment. View from Leacock Avenue. *Source: Google Earth*

The subject lands are identified in a red dashed line below. The lands front onto Hadati Road, Upton Crescent and Leacock Avenue.

Source: Google Earth



The surrounding area includes primarily residential uses with a mix of services and amenities. The surrounding land uses are generally described below:

NORTH: Immediately to the north of the subject property are single-detached and semi-detached residential dwellings fronting along Leacock Avenue. Further north is the Peter Misersky Park that links to Hadati Road through a trail. *Source: Google Earth*



SOUTH: Immediately south are residential dwellings which front onto Upton Crescent and Hadati Road. *Source: Google Earth*



EAST: Directly east of the subject lands are single-detached residential dwellings which front onto Upton Crescent. *Source: Google Earth*



WEST: To the west, adjacent Hadati Road, are low-rise residential dwellings. Further west, behind those dwellings is St. James Catholic High School. *Source: Google Earth*



1.2 Vision, Goals and Objectives

The vision for the development is to provide a more compact built form that supports the efficient use of infrastructure and community services, while providing much needed diversity in housing choice.

The following objectives have been identified for the purposes of achieving the vision for the redevelopment.

- Create a strong visually appealing street edge along Hadati Road, and at the corners of Leacock Avenue and Upton Crescent that will more directly activate the streetscape;
- Create low-rise residential infill that transitions appropriately from existing single detached dwellings;
- Provide for development that will be supportive of alternative transit modes, and will encourage future residents to walk to and from nearby residential, commercial, open space, services and public amenities;
- Create a development which incorporates sustainable design principles and techniques;
- Provide more housing choice to the neighbourhood by introducing a more compact built form;
- Create appropriate common amenity areas for future residents that provides places to gather, play, interact and enjoy the outdoors;
- Establish a safe, interconnected and accessible pedestrian network through the site;
- Achieve a high-quality level of architectural design that has a distinct identity and style reflective of the current time and complementary to its surroundings;
- Use landscaping and plantings to enhance the pedestrian realm within the site and along the street.

Section 2

2.0 Site Design

The proposal contemplates the demolition of the existing commercial building on site and the development of a new stacked townhouse building. The building includes 24 residential units, varying in size from 2 and 3 bedroom units, each with their own exterior entrance.

The proposed building will be 3.5 storeys in height and will be oriented towards the Hadati Road street frontage. Surface parking will be provided to the rear of the building and a common outdoor amenity space will be provided on the corner of the site closest to Upton Crescent.

Vehicular access to the development is proposed from two driveways, generally in the same location as the existing driveways from Leacock Avenue and Upton Crescent. The driveways will provide access to the rear of the building and the parking spaces. A total of 26 parking spaces are proposed, including 1 barrier-free parking space and 2 spaces reserved for visitors. The parking area is screened from the residential properties to the rear via a 3m landscape strip and fencing.

Pedestrian access is proposed through the site via a sidewalk which ranges from 1.6 – 2.1 m in width. The sidewalk will connect to both Upton Crescent and Leacock Avenue. There may be opportunities to provide an additional connection to the sidewalk on Hadati Road through the design of the outdoor common amenity area.

A common amenity area is proposed in the corner nearest the intersection of Hadati Road and Upton Crescent. The amenity space is proposed to be 265 m². Further details for the amenity space will be established at the site plan development stage.

2.1 Building Design

The building is proposed to address Hadati Road. The 3.5 storey building will be accessed from private entrances proposed along the street frontage, with access from 3 separate points.

The façade of the building includes masonry materials, with glass rails along balconies and basement units. Arches are proposed at the top of the building to help differentiate the 3 different sections of the building for residential units. Metal panelling is also proposed on the façade of balconies to help create an enhanced design.



South elevation of the proposed townhouse (view from Hadati Road), prepared by ABA Architects

2.2 Unit Design

As previously mentioned, a mix of 2 and 3 bedroom units are proposed. The design includes 6 single storey three-bedroom suites, 6 single storey two-bedroom suites and 12 two storey two-bedroom suites. The suites vary in size to offer housing choice, including family-sized units.

The proposed site plan and floor plans for the building design are located in **Appendix A** of this report.



Arched roofs to provide differentiation between 3 sections of the building

Brick masonry façade

Metal panelling to create an enhanced design

Glass guards to provide enhanced visual façade while ensuring safe use of balconies and basements

Stone detailing for an enhanced design

Building design elements (view from Hadati Road)

Source: Perspective by ABA Architects

Section 3

3.0 Response to City of Guelph Official Plan Policies and Guidelines

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

The subject property is designated Low Density Residential in the City of Guelph Official Plan (Schedule 2 – Land Use Plan). The proposed Official Plan Amendment proposes a Special Policy Area designation to the site to permit an increased maximum height of 4 storeys and 12 metres as well as an increased maximum density of 95 units per hectare.

The Official Plan defines the urban structure and planned functions as well as development and land use policies that support the City’s SmartGuelph 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 which creates a comfortable, walkable and pedestrian friendly public realm.

The subject property is located within the Built-Up Area and therefore development of the site contributes to the City’s intensification target (Section 3.7.1-3) and supports a more compact urban form. A compact urban form is defined in the Official Plan as a land use pattern that encourages the efficient use of land, walkable communities, mixed land uses, is in proximity to transit and reduces need for infrastructure.

Intensification is generally supported in the Built-Up Area in so much that an appropriate transition to adjacent areas is achieved, attractive and vibrant high quality public open space are created and development supports transit, walking and cycling for everyday activities (Section 3.7.3). Intensification of the subject property is desirable and appropriate as the site is a currently

underutilized site along a Collector Road in an established residential neighbourhood.

3.0.1 Urban Design Policies – City of Guelph Official Plan

Section 8 of the City’s Official Plan contains urban design policies and identifies key principles and objectives that apply to the design of residential homes including townhouses.

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”*.

The project is currently at the Official Plan and Zoning By-Law Amendment stage, and details relating to potential sustainable measures for the engineering design 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”*.

Overall site grading has been designed to generally match existing road grades and 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. Development of the subject property will utilize and underdeveloped parcel of land within the existing urban fabric that is already connected to services and amenities.

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 orient the building towards Hadati Road to form a strong street edge with principle entrances facing the street. During site plan approval, care will be taken to ensure that street elements and utilities are coordinated in the streetscape and do not cause a negative visual impact. The placement of the building closer to Hadati Road provides additional physical separation from the residential properties to the north.

Built Form: Low Rise Residential Forms

Policy 8.5.1 states that *“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 existing homes in the surrounding community do not possess a consistent visual character or architectural style. A mix of single-detached, semi-detached, bungalows and 2-storey homes are present in the surrounding community. A mix of materials and architectural styles are present. The proposed development will ensure that the new stacked townhouse development complements the residential vernacular of the area and provides visual interest from the street.

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”.*

The proposed development fronts onto Hadati Road and is setback over 6m to the front doors and 4.5m to the front porches. The townhouse block provides a human scale development as the entrances are oriented towards the street frontage and appropriate setbacks are provided to create a strong street edge and define a comfortable pedestrian realm.

Policy 8.5.4 states that *“Rear lane development is generally encouraged. On narrow lots and particularly along arterials and within mixed-use areas, residential developments shall generally incorporate rear lanes to help create attractive streetscapes and minimize the impact of driveways on the pedestrian realm.”*

Although the lands do not abut a lane, the site has been designed so that the driveway and parking area are located to the rear of the building. The parking area is visually screened by building massing, minimizing the visual impact on the pedestrian realm.

Parking

Policy 8.12.1 states that *“Building placement in combination with landscaping shall be used to screen surface parking areas. Surface parking areas should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the public realm, surface parking areas shall be designed in a manner that contributes to an attractive public realm by providing screening and landscaping. Generously sized landscape strips incorporating combinations of landscaping and/or decorative fencing or walls should be provided adjacent to the street edge to provide aesthetically pleasing views into the site while screening surface parking areas.”*

The surface parking area for the proposed development has been situated towards the rear of the site and is screened by the building and the proposed common amenity area. A Landscape area is provided along the rear property line to screen the parking lot from the residential houses to the north.

Policy 8.12.4 states that *“Walkways should be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). These walkways should be well articulated, safe, accessible and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.”*

A 1.6-2.1 m sidewalk is provided from the parking to the two adjacent streets. Additional pedestrian connections will be considered through the common amenity area. The building has been oriented to the street rather than the parking area – direct pedestrian connections are available from the municipal sidewalks on all three streets.

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 proposed conceptual plan proposes a 3m landscape area along the rear property line.

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 for 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. Accesses have been aligned to provide a distinct driveway path and connect out to Leacock Avenue and Upton Crescent.

Policy 8.13.4-5 requires 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.”*

There is an existing sidewalk along all 3 frontages that will be preserved in the design of the proposed development. The internal driveway and site circulation will have a 1.6 – 2.1 m concrete sidewalk which will connect to the existing sidewalks. The building entrances have direct connections to the sidewalk on Hadati Road.

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 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.*

The conceptual landscaping has been designed to provide separation from the adjacent properties to the north, to soften the edge along the three street frontages and to allow for a large common outdoor amenity area. The common amenity area will be appropriately designed as a focal point for the development. Landscape materials within the area along the north side of the site will be designed to provide visual screening.

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) *v) provides for multiple walking routes, where appropriate.”*

The proposed concept plan includes sidewalks along all sides which connect to the internal pedestrian sidewalk. The concept plan supports the Crime Prevention through Environmental Design (CPTED) design principles including opportunities for informal surveillance by providing “eyes on the street” through townhomes that face and front the street, visible entrances with porches/stoops and large windows overlooking the street and open spaces. With the interior layout of the building, there will also be eyes on the parking area and the intent is to make the common outdoor amenity area an inviting place to gather.

In addition, through the site plan approval process, the landscape design will consider visibility, sight lines and the delineation between the public and private realms. Appropriate levels of lighting will be provided throughout the site.

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.

3.0.2 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.

3.0.3 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 as well as recommendations for the future comprehensive zoning by-law update.

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.

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

- 1/ 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;
- 2/ Offer direct access to outdoor spaces and amenities;
- 3/ 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;
- 4/ Establish clear requirements within landscaped setbacks that promote the conditions for mature tree growth;
- 5/ Consist of frontages lined with street trees and connected sidewalks; and
- 6/ Locate and design garages and parking to minimize visual impacts on the streetscape through parking below-grade

7/ Look at opportunities to provide accessible townhouse units.

The following section 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

Building massing and scale refers to the size, shape and form of a building. Transition refers to how a building responds to the adjacent land uses or built form to mitigate negative impacts such as excessive shadowing, wind and lack of privacy. Townhouses should provide appropriate transitions to other buildings, low-rise neighbourhoods, cultural and natural heritage, parks and open spaces, and other sensitive uses. This may be done through considerations given to building orientation, setbacks, stepbacks, angular plane, relationship to grade, and land uses.

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

The land encompass the entire block from Upton Crescent to Leacock Avenue. The building has been situated closer to the street than the current commercial building, with a setback that is much more consistent with the existing front yard setbacks in the area.

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

The building is situated a significant distance from the rear lot line. As this is a stacked townhouse, each unit does not have its own 'back yard' – rather, a common outdoor amenity space has been included to provide outdoor space for the residents.

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

The detailed grading design will be determined at the Site Plan Stage.

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

The townhouse development respects the existing trees and grades along all road frontages. Detailed grading design will be determined at the Site Plan Stage.



Perspective rendering of the rear elevation of the site, prepared by ABA Architects

GROUND FLOOR AND STREET EDGE DESIGN

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 building design includes all entrances along Hadati Road, the higher order street, as well as the inclusion of windows along the Leacock Avenue and Upton Crescent frontages.

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.

The stacked townhouse design includes lower and upper units, both accessed via stairs. While the stairs will be raised above grade, it forms part of the overall building design and will become an appealing architectural element.

Lower level units that are accessed from the front of buildings should not overly impact the character of the street or have an overwhelming appearance of stairs to lower level terraces.

The basement level units are accessed from the front of the building and to ensure a cohesive frontage are covered with glass guards which preserve the appearance of the townhouse block.

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

As per the submitted elevations, the porch/stairs encroach approximately 1.75m into the front setback.

ARTICULATION, FAÇADE DESIGN AND MATERIALS

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. Primary building elevations (those that contain the principal building entrance) should feature a high level of façade articulation. Secondary building elevations (those that do not feature the principal building entrance) should complement the primary building façade through a similar level of design. Townhouses located on corner sites should be designed to have 2 primary facades with an equal level of articulation on each street oriented façade.

The proposed townhomes will feature a mix of high-quality materials on the front exterior façade to create a high level of articulation and beautiful exterior expression of the townhomes. Secondary elevations will be complementary to the primary front façade and details will be provided during site plan approval.

The townhome blocks with units exposed to the public realm will have a side elevation that has an equal level of design as the primary front.

Secondary elevations will be complementary to the primary front façade and details will be provided during site plan approval.

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

The proposed façade has been designed to articulate the building elements including the second and third storeys, front entrance and canopy over the stoop. Instead of a variety between units, a consistent façade design has been utilized to create harmony and a sense of calm, balanced contemporary style as opposed to variety for the sake of variety which is a nod to a more traditional style. The same exterior façade for all units can have a strong and beautiful impact and references historic brownstones and rowhomes that traditionally had identical facades and compliment the surrounding character of the area.

SITE ORGANIZATION AND DESIGN

The conceptual plan illustrates an efficient site design that has:

- 1/ Established a good relationship between buildings and the street;
- 2/ Provided appropriate transition zone between the building and the street right of way;
- 3/ Created a balance between built form and open space;
- 4/ Reduced the visual impact of parking;
- 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

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

Utilization of this vacant land within an existing neighbourhood promotes a more sustainable form of development that promotes alternative modes of travel and utilizes existing infrastructure. An energy initiative report has been submitted in support of this application which outlines further measures being considered for the proposed development.

Building location and orientation should maximize exposure to natural light and consider microclimate effects.

The proposed height and mass of buildings will not create negative microclimates within the site or on adjacent properties. All units are provided with operable windows for natural ventilation/cooling when possible.

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). Permeable paving is encouraged for patios and passive use areas, but should only be used where a regular maintenance plan can be implemented.

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

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).

Details regarding the landscaping plan will be provided during site plan approval but measures which will utilize drought and salt resistant, low-maintenance plants as well as the appropriateness for pollinating supportive plantings will be considered.

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

Landscape areas have been consolidated to provide a large common amenity area and to include a 3.0 m wide landscape area along the shored northerly property line.

PARKING, ACCESS, CIRCULATION AND LOADING

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

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).

The surface parking area has been located internal to the site away from the intersection such that its visibility is minimized to the extent possible.

Surface parking areas adjacent to ground related residential uses should be separated by a landscaped buffer strip incorporating combinations of landscaping and/or decorative fencing or walls (OP Policy 8.12.9).

The surface parking area is proposed internal to the site with a 3m landscape strip along the northerly property line to soften the transition to the neighbouring properties.

COMMON AMENITY AREA

The proposed common amenity area has been defined and located to provide a comfortable, inclusive and safe place for the future residents to have additional outdoor space for their enjoyment.

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.

The entire common amenity area is accessible, at-grade and outside the building. The amenity area has sufficient frontage onto the municipal streets and provides for 'eyes on the park' from adjacent units and the public realm.

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.

Details regarding the uses of the amenity area and design elements will be provided during site plan approval.

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

The location of the common area will provide for a protected outdoor space that receives sunlight during the day in colder winter months. Consideration of landscaping and shading to help mitigate heat will be detailed on the landscape plans at the site plan stage.

Incorporate site lighting, but ensure that it does not trespass into individual units or encourage use beyond acceptable daytime hours.

Site Lighting will be determined through the site plan stage.

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

Connections to the amenity area provide for barrier-free sidewalks and walkways internal to the space.

SUMMARY

A Planning Justification Report has been prepared in support of the Official Plan and Zoning By-Law amendment application and provides a detailed analysis of the proposed development. Part 4.0 of the Report provides a review of the applicable land use policy framework including the City's Official Plan. Based on the foregoing, from an urban design perspective, the proposed development conforms to the City of Guelph Official Plan.

Section 4

4.0 Conclusions

The proposed design is an appropriate redevelopment of the subject site for a residential use in a manner that is sensitive to its context and that 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, while providing housing choice in a low-rise built form. The internal driveway, pedestrian connections and street edge formed will promote walking and an improved streetscape appearance. The stacked townhouse development will have a high standard of design and will use high quality building materials. Functionality of the site has been thoughtfully considered and integrated with the adjacent residential community.

The development supports the objectives of the City's Official Plan to achieve a higher standard of urban design, architecture and place-making that contributes to a compact urban form, complete communities and that creates a comfortable, interesting and walkable public realm. The proposal supports the City's overarching design directives by proposing a residential development which 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 outlined in the Official Plan and design standards from the Urban Design Manual.

LEACOCK AVE

UPTON CRESCENT

HADATI ROAD

