

URBAN DESIGN BRIEF

190, 202, 210 and 216 Arkell Road, City of Guelph



Date:

October 2018

OUR FILE 15246A

Prepared by:

MacNaughton Hermesen Britton Clarkson Planning Limited (MHBC)

540 Bingemans Centre Drive, Suite 200

Kitchener, ON N2B 3X9

T: 519-576-3650

F: 519-576-0121



URBAN DESIGN **BRIEF CONTENTS**

PART 1:

PHYSICAL AND POLICY CONTEXT

- 1.1 PHYSICAL CONTEXT
- 1.2 RESPONSE TO POLICY CONTEXT
- 1.3 URBAN DESIGN GOALS AND OBJECTIVES

PART 2:

PROPOSED DEVELOPMENT CONCEPT

- 2.1 SITE DESIGN
- 2.2 INTEGRATION WITH THE PUBLIC REALM
- 2.3 SUSTAINABLE URBAN DESIGN
- 2.4 CONCLUSION

APPENDICES

- A: RESPONSE TO URBAN DESIGN POLICIES CONTAINED WITHIN THE CITY OF GUELPH OFFICIAL PLAN
- B: RESPONSE TO CITY OF GUELPH URBAN DESIGN MANUAL



INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (hereinafter “MHBC”) has been retained by Crescent Homes to provide an Urban Design Brief in support of the applications for a Zoning By-law Amendment and a Draft Plan of Subdivision for the property municipally known as 190-216 Arkell Road in the City of Guelph.

This Urban Design Report has been prepared in accordance with the City of Guelph’s Urban Design Brief Terms of Reference to provide a detailed explanation of how the proposed development will fit into the overall context of the community and how the community at large will benefit from the development including how the proposed development responds to community sustainability and energy initiatives.

The purpose of this Design Brief is to establish key design principles and objectives as well as design direction to inform future site plan applications.

We look forward to discussing this development with you in further detail.
Yours truly,

MHBC

Andrea Sinclair, MUDS, BES, MCIP, RPP
Associate and Urban Designer

PART 1

PHYSICAL AND POLICY CONTEXT

PART 1 CONTEXT, GOALS AND OBJECTIVES



PHYSICAL CONTEXT

SITE DEFINITION

The subject lands are located on Arkell Road north of the intersection of Arkell Road and Summerfield Drive. The lands are 2.5 hectares in size, rectangular in shape, and currently developed with four single detached residential dwellings. The proposed development is detailed in Part 2 of this report and is to contain a total of 66 units in a combination of townhome and walk-up apartment style dwellings.

Surrounding land uses are illustrated on page 7 and summarized as follows:

NORTH A woodlot and regulated Grand River Conservation Authority Wetland is located north of the subject lands. Approved residential development is located further to the north.

EAST The lands to the east of the subject lands are developed with two and three-storey townhomes with frontage on Arkell Road and two-storey semi-detached houses in the rear including a stormwater management pond. A driveway leading to an estate residence also runs parallel to the east lot line of the subject lands. The Upper Grand District School Board has Official Plan and Zoning By-law Amendment applications for a proposed secondary school on the northwest corner of Arkell Road and Victoria Road South.

SOUTH A newer residential subdivision is located to the south of the subject lands. A townhouse development (Arkell Springs) is located on the southeasterly side of Arkell Road. Sir Isaac Brock Public School is located further south, along with multiple parks and an extensive trail system. Two trail entrances are located proximate to the subject lands.

WEST A single detached residential dwelling and woodlot is located west of the subject lands. Lands further to the west have been developed with stacked townhomes.

Overall, and as detailed in the Planning Justification Report submitted in support of the proposed development, the subject lands are surrounded by mainly low-rise residential land uses a woodlot and vacant lands.

The images on the following pages show the immediate surrounding context.

190-216 ARKELL ROAD, GUELPH



SURROUNDING CONTEXT



THE WOODLOT ILLUSTRATED ABOVE IS LOCATED WEST OF THE SUBJECT LANDS. THE ABOVE IMAGE ALSO SHOWS THE EXISTING CYCLING LANES ALONG ARKELL ROAD.



A LARGE MULTI—RESIDENTIAL DEVELOPMENT IS LOCATED FURTHER WEST OF THE SUBJECT LANDS NEAR THE INTERSECTION OF ARKELL ROAD AND GORDON STREET



NORTH

(PHOTO TAKEN LOOKING NORTH ALONG ARKELL ROAD) THE PRIVATE DRIVE IN THE ABOVE PHOTO LEADS TO A LARGE ESTATE HOME NORTH OF THE SUBJECT LANDS. THE WOODLOT TO THE NORTH IS ALSO VISIBLE IN THE ABOVE PHOTO.



EAST

RESIDENTIAL DEVELOPMENT PRIMARILY COMPRISED OF TOWNHOMES AND SEMI-DETACHED UNITS ARE LOCATED EAST OF THE SUBJECT LANDS. THE ABOVE IMAGE ALSO ILLUSTRATES THE GRADE CHANGE ALONG ARKELL ROAD.

SURROUNDING CONTEXT

SUBJECT LANDS AND IMMEDIATE SURROUNDINGS



A SMALL COMMERCIAL PLAZA IS LOCATED FURTHER EAST AT THE SOUTHWEST CORNER OF ARKELL ROAD AND VICTORIA ROAD. THE PROPOSED SECONDARY SCHOOL SITE IS LOCATED DIRECTLY NORTH OF THE COMMERCIAL PLAZA.



ARKELL CROSSING, A TOWNHOUSE DEVELOPMENT, IS LOCATED SOUTH OF THE SUBJECT LANDS.



THE SUBDIVISION SOUTH OF THE SUBJECT LANDS INCLUDES A RANGE OF UNIT TYPES, SCHOOLS, PARKS AND TRAILS.



AN EXTENSIVE TRAIL SYSTEM IS LOCATED SOUTH OF THE SUBJECT LANDS, WITH MULTIPLE ACCESS POINTS ALONG ARKELL ROAD.

ON-SITE ATTRIBUTES

The subject lands are generally level in gradient with only a slight elevation change sloping downward towards the rear yard of the property. Arkell Road on the other hand raises in elevation from Gordon Street to Victoria Road. As a result, the lands east of the subject lands are a higher elevation. The subject lands are municipally known as 190-216 Arkell Road and are described as follows:

190 Arkell Road is currently improved with a single detached residential dwelling situated generally in the centre of the lot. The property also contains an existing pond/ engineered depression and a asphalt driveway. Trees are dispersed throughout the front and rear yards;

202 Arkell Road contains one single detached residential dwelling, a large shed, and two smaller sheds in the rear yard. The dwelling located on 202 Arkell Road is located at the front of the property close to the street. Several trees are also located in the front yard;

210 Arkell Road contains one single-detached residential dwelling in the front portion of the lot located on Arkell Road and a shed located generally in the rear yard of the lot. Trees are contained in the front, side and rear yards; and,

216 Arkell Road contains one single detached dwelling and is a narrow rectangular shaped lot. There is one large canopied tree in the front yard and several trees in the rear yard along with a shed.

Together, these four properties are to be consolidated to accommodate the proposed development of the subject lands. None of the four individual properties or any immediately neighbouring properties are designated under Part IV or Part V of the Ontario Heritage Act, nor are the subject lands listed on the Heritage Registry. While the subject lands do not fall within the Significant Natural Areas, Natural Heritage System land use designation according to the City's Official Plan Schedule 1, the property immediately north of the subject lands is within this designation and under Official Plan Amendment No. 42, Schedule 10C is designated as Significant Woodlands. Furthermore, the northern portion of the subject lands falls within a Grand River Conservation Authority regulated wetland.

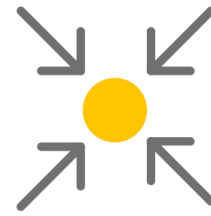


THE SUBJECT LANDS VIEWED FROM THE CURRENT TERMINUS OF DAWES AVENUE TO THE EAST. AS ILLUSTRATED ABOVE, THE SUBJECT LANDS ARE LOWER THAN THE EXISTING SUBDIVISION TO THE EAST.

THE SITE IN CONTEXT

Gateways

The subject lands are within 800 m from the Victoria Road South and Arkell Road Major Gateway between Guelph and the Township of Guelph/ Eramosa. This intersection acts as a node within the broader community. The proposed high school at the northwest corner of Arkell Road and Victoria Road will further strengthen the node.



NODE

A place where activity and circulation are concentrated

Street Network and Urban Pattern

The surrounding collector and arterial road network follows a grid pattern with major north/south roads (Victoria Street and Gordon Street). Arkell Road runs east/west and forms a main connection between the two north/south routes. The subdivision south of the subject lands has been developed primarily with a modified grid pattern. There are a number of private roads in the vicinity of the subject lands associated with various condominium developments.



URBAN FABRIC

The pattern of lots and blocks in a place

The general urban pattern along Arkell Road is units that are accessed via local and/or private roads. While many buildings have been designed to face Arkell Road, vehicular access to individual units is typically provided from internal streets. The proposed development continues this pattern. This will be illustrated further in Part 2 of this Brief.

Public Views and Vistas

There are no existing public views and vistas on the subject lands. However, the layout of the proposed development concept, including the proposed road alignment will result in a view terminus and vistas to and along the natural feature and wetland located at the north edge of the property. This will be illustrated further in Part 2 of this Brief.



VIEW TERMINUS

The end point of a view corridor, often accentuated by landmarks



VISTA

Direct and continuous views along straight streets or open spaces



THE SUBJECT LANDS ARE LOCATED WITHIN WALKING DISTANCE OF THE DESIGNATED 'MAJOR GATEWAY' LOCATED AT VICTORIA STREET AND ARKELL ROAD. THE INTENSIFICATION OF THE SUBJECT LANDS WILL ASSIST IN SUPPORTING THIS GATEWAY.

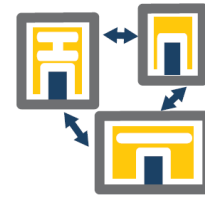


THE PROPOSED ENTRANCE TO THE DEVELOPMENT FROM ARKELL ROAD WOULD ROUGHLY ALIGN WITH THE EXISTING SUMMERFIELD DRIVE ENTRANCE ON THE SOUTH SIDE OF ARKELL ROAD THIS WILL ALLOW THE NATURAL AREA TO FORM A VIEW TERMINUS.

Barriers and Potential Connections

Existing barriers to the subject lands include the woodlot and GRCA regulated wetland to the north and northwest and the stormwater management pond to the east. As a result of the wetland, a 30 m development setback is required in the rear of the subject lands.

A potential connection, "Street A", is indicated on the conceptual site plan to connect Summerfield Drive to the south and potential future connections to Dawes Avenue to the north. "Street A" will have a right-of-way of 20.0 m. Proposed sidewalks and walkway connections will further enhance the connectivity of the area, in particular within the adjacent subdivision which does not currently connect to the west.



CONNECTIVITY

The ease of movement and access between a network of places and spaces

Transportation Systems Analysis

Roads and Vehicular Traffic

The street network surrounding the subject lands is summarized as follows. Arkell Road runs east-west between Victoria Road South and Gordon Street. Arkell Road is a designated Arterial Road in Schedule 5 of the City of Guelph Official Plan. Arkell Road has a designated right-of-way width of 30 m with a widening specification of 5 m on both sides of the street between Victoria and Gordon Streets.

Summerfield Drive is a Collector Road, that generally runs between Arkell Road and Victoria Road South. Dawes Avenue and Amos Drive are both Local Roads and are designed for low speeds having two lanes of undivided traffic.

Transit Network

The subject lands are located on an existing transit route and in close proximity to an existing transit stop with service. A stop is located at Arkell Road and Summerfield Drive and service is provided at 30-minute headways (2 buses per hour) during off-peak periods and 20-minute headways (3 buses per hour) during peak service.

The subject lands are also located on Route 56U – Colonial which provides seasonal Monday through Friday service from the months of September to April between the subject lands and the University of Guelph. Route 56U runs generally along Arkell Road, Colonial Drive, Goodwin Drive, Farley Drive and Gordon Street. The 56U has a stop located Arkell Road and provides service at 20-minute headways (3 buses per hour).



THE SUBJECT LANDS ARE LOCATED WITHIN WALKING DISTANCE OF THE DESIGNATED 'MAJOR GATEWAY' LOCATED AT VICTORIA STREET AND ARKELL ROAD. THE INTENSIFICATION OF THE SUBJECT LANDS WILL ASSIST IN SUPPORTING THIS GATEWAY.



THE PROPOSED ENTRANCE TO THE DEVELOPMENT FROM ARKELL ROAD WOULD ROUGHLY ALIGN WITH THE EXISTING SUMMERFIELD DRIVE ENTRANCE ON THE SOUTH SIDE OF ARKELL ROAD.

Active Transportation Network

The existing active transportation network consists of sidewalks and bike lanes on both sides of Arkell Road between Victoria Road South and Gordon Street. A multi-use gravel trail is located south of Arkell Road and west of Summerfield Drive. This trail runs generally parallel to Summerfield Drive. Additional trail connections are also provided out to Arkell Road (as illustrated on page 2). These trails connect to a broader trail system to the south which includes several kilometres of trails which connect to a variety of parks and amenity areas.

The adjacent diagram illustrates transit, trails, future trails and amenities within a 5 and 10 minute walk of the subject lands.

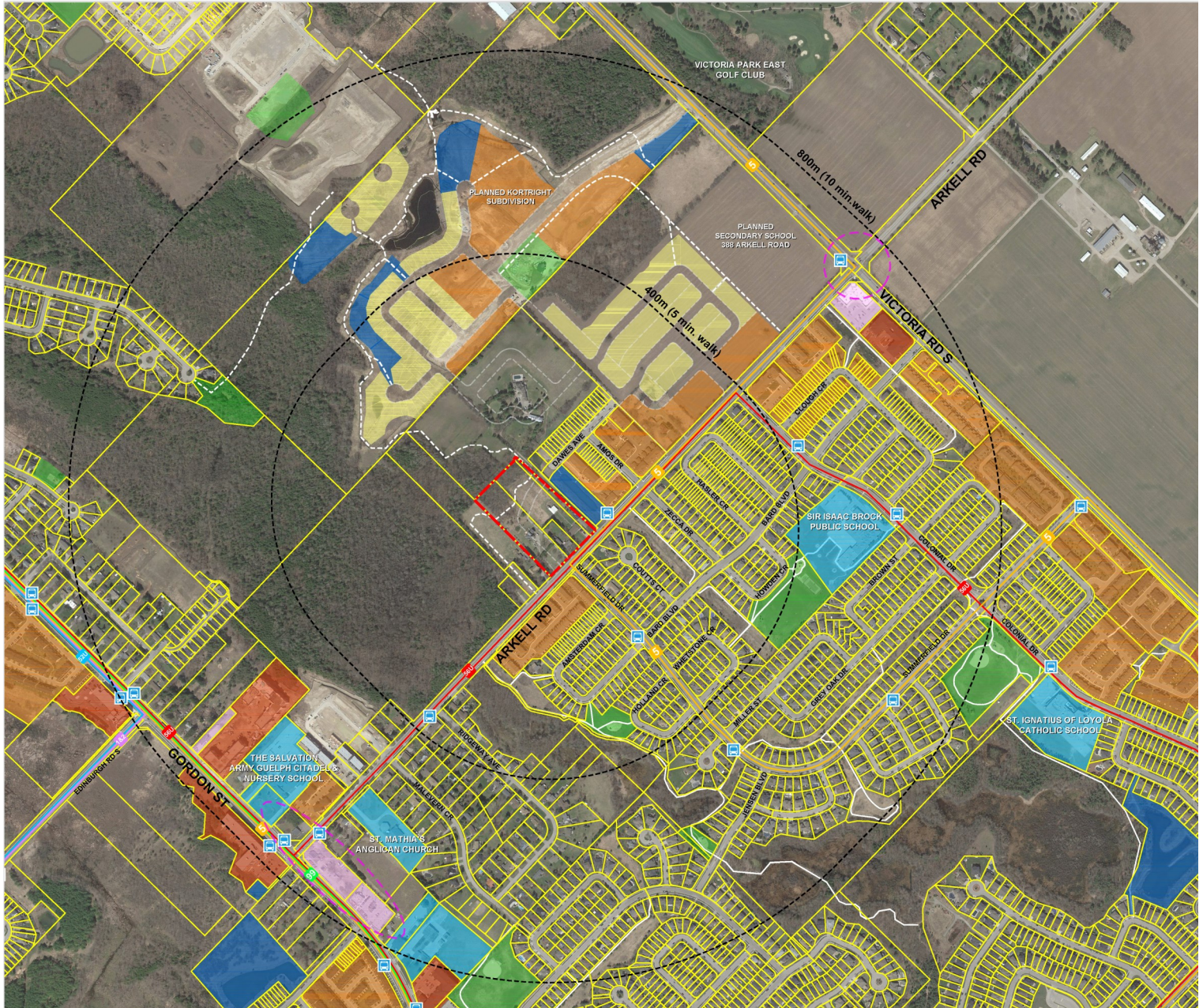
Open Space Systems

The subject lands are also bound by a number of open space systems. To the north and west of the subject lands is a woodlot designated as a Significant Woodland Area in the City of Guelph Official Plan Schedule 4C, Natural Heritage Systems. As previously noted, a GRCA regulated wetland is located within the woodlot. A multi-use trail is located to the south of the subject lands running parallel to Summerfield Drive. This trail is adjacent to a naturalized area and provides a pedestrian connection to Holland Crescent Park.

Heritage Elements

None of the four individual properties or any immediately neighboring properties are designated under Part IV or Part V of the Ontario Heritage Act, nor are the subject lands listed on the Heritage Registry.

ACTIVE TRANSPORTATION AND USES WITHIN A 5 AND 10 MINUTE WALK



- LEGEND**
- Subject Lands
 - Existing Trail
 - Proposed Trail
 - Neighbourhood Commercial Centre
 - Proposed Low Density Residential
 - Existing/ Proposed Medium Density Residential
 - Existing High Density Residential
 - Commercial
 - Institutional
 - Existing/ Proposed Park
 - SWM Facilities
- Guelph Transit Routes**
- #1 & #2 Edinburgh College
 - #5 Goodwin
 - #99 Mainline
 - #52U Kortright *
 - #56U Colonial *
 - Bus Stop Location
- * University Routes (April- September / Mon. to Fri.)





RESPONSE TO POLICY CONTEXT

The following section provides a design response to the following relevant planning and urban design policy documents:

- The City of Guelph Official Plan Chapter 8: Urban Design (2018);
- The City of Guelph Urban Design Manual (2017); and,
- Mid-rise and Townhouse Built Form Standards (2018)

THE CITY OF GUELPH OFFICIAL PLAN (2018)

Chapter 8 of the City of Guelph's Official Plan contains the City's Urban Design objectives and policies. The preamble to Chapter 8 confirms the City's position that good urban design is fundamental to the creation of enduring, attractive and valued environments which are memorable and flexible and can evolve to accommodate changes in use over time. The urban design policies contained in the City's Official Plan apply to all development within the city.

The proposed development is consistent with the intent of the urban design policies contained within the City's Official Plan. The table included in [Appendix A](#) of this design brief includes a comprehensive response to all relevant design policies. Our response to these policies is summarized more generally as follows:

- Residents of the proposed development will live within a 5 to 10 minute walk of amenities and transit stops.
- The development has been designed to be integrated and connected to surrounding existing development through the proposed extension of Dawes Avenue through the site and out to Arkell Road.
- The proposed development connects with the existing urban fabric of streets, open spaces and developed areas; responds sensitively and creatively to natural and other established features;; integrates with the pedestrian and bicycle networks; and supports the integration of viable transit service.
- Buildings are proposed to be oriented to provide public vistas of natural areas. The proposed street connection through the subject lands will create a view corridor and public vistas of Significant Natural Areas, the river valleys and park facilities.
- To create visual interest and diversity in the built environment, a variety of architectural designs are proposed.

- The proposed development concept includes units that are sited with a consistent setback to provide human scale streets. Building designs will incorporate features such as prominent entrances and front porches to encourage social interaction and allow for views along the street.
- Building placement in combination with landscaping will be used to screen surface parking areas from public streets.
- Walkways will be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). These walkways will be well defined, safe, accessible and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment.
- Building and site lighting will be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public roads.
- Landscaping will be used to create visual interest; complement built form; and contribute to the creation of a high-quality public realm.
- The selection of plant material adjacent to Natural Heritage System, will be indigenous and non-invasive to help prevent the degradation of the existing ecosystem through unwanted seed dispersal and shall provide for a diversity of species to minimize potential issues of significant plant losses due to disease, insects and/or fungal infestations.
- In consideration of City policies related to CPTED, the proposed development will be designed in a manner that: provides opportunity for informal surveillance of outdoor spaces ("eyes on the street"); clearly marks the transition or boundary between public and private spaces; includes materials that allow for the built environment to be effectively and efficiently maintained; and provides adequate lighting.

CITY OF GUELPH URBAN DESIGN MANUAL (2017)

The City of Guelph Urban Design Manual was approved by Council in 2017. The purpose of the Urban Design Manual is to: "demonstrate and provide guidance on the use of urban design excellence in the creation of a complete and distinctive community that enhances the sense of place enjoyed by Guelph citizens".

The Design Manual sets out the following vision for Neighbourhood Infill and Residential Development: *Use neighbourhood infill and residential development to enhance the quality of life in existing Guelph neighbourhoods and manage growth sustainably by creating a mix of housing types within walkable communities while protecting natural and cultural heritage.*

The proposed development responds to this vision by introducing a range and mix of housing types that includes stacked townhouses and street fronting freehold townhouses and a 30.0 m “no-build” wetland buffer that protects existing natural heritage features to the north of the subject lands. The subject lands are well connected to the existing trail system and the extension of Dawes Avenue will improve the overall walkability for the community.

The table included in **Appendix B** of this design brief includes a comprehensive response to relevant sections of the Urban Design Manual.

CITY OF GUELPH BUILT FORM STANDARDS FOR MID-RISE BUILDINGS AND TOWNHOMES (2018)

On April 10, 2018 Council approved the Mid-rise Townhouses and Built-form Standards Guideline document. The Standards provide the City's policy direction for the design of new townhouse and mid-rise buildings located outside of the downtown. The project also forms the basis for recommendations for a future update to the City's Zoning By-law and will be incorporated as part of the City's Urban Design Manual. The proposed development has been designed with consideration to these standards as summarized below:

The proposed development responds positively to the **site organization design policies** as follows:

- Street-fronting townhomes and stacked townhomes with primary entrances directed towards the public sidewalk establish a defined street wall;
- Landscaped setbacks of comparable distance to those existing on Summerfield Drive provide for a context-based transition between the building and the street right-of-way
- The proposed 30.0 m wetland buffer, amenity space and stormwater management pond balance built-form with open space;
- Landscaped setbacks and the siting of stacked townhouse blocks adequately screen parking areas;
- Pedestrian connections encourage healthy lifestyle choices and active transportation as a viable modal option;
- The proposed amenity space, stormwater management pond and 30.0 m “no-build” wetland buffer contributes to the greening of the site; and,
- The proposed pedestrian connections and sidewalks with frontage on Arkell

Road connect pedestrians to adjacent transit, retail outlets and the multi-use trail south of Summerfield Drive

The following provides a design response to the **key site design recommendations** recognizing that details related to matters such as landscaping, garage and driveway widths will be more appropriately dealt with at the site plan stage:

- A common outdoor amenity space will be provided between the two stacked townhouse blocks to accommodate a variety of active and passive programming. The amenity space will provide several pedestrian connections to the public sidewalk network, transit stops and surrounding streets.
- The proposed street fronting townhouses are of a maximum length of 8-units per block.
- The proposed site design has inter-connected pedestrian pathways to promote active transportation modes;
- Building orientation maximizes exposure to natural light as the townhouse blocks are adequately setback and of a maximum height of three-storeys and the proposed amenity space will provide a mix of sun and shade for users; and;

A number of the guidelines related to parking overlap with Official Plan design policies already detailed in Appendix A. The following is a design response to unique sections of the Built Form Standards not already covered off in the Official Plan policy review:

- Residential parking will be provided through private garages/driveways and a surface parking area(s) adequately screened from the street;
- Garbage collection will be located in an area screened from the street while allowing for full truck turning movements. Garbage collection areas will be located away from building entrances and amenity space where possible.
- Garage door projections and driveway dimensions will be detailed at the site plan approval stage.
- A minimum 3.0 m setback will be provided between building walls and surface parking spaces; and,
- Walkways will be provided within the parking area to ensure safe pedestrian movements.

The proposed development responds positively to the common amenity area General Standards in that:

- 100% of the amenity area will be accessible to those of all abilities and provided at-grade;
- Common elements including mail boxes will be clustered around the amenity area if possible;
- The amenity area will have a balance of sun and shade as it is located central to the site design between the proposed stacked townhouse buildings;
- Site lighting will be incorporated to ensure safety for pedestrians, however site lighting will not trespass into building interiors (to be detailed at the site plan approval stage); and,
- The total area of the amenity space will be determined at the detailed site plan approval stage.

The design of the site responds positively to the Landscaped Open Space design direction contained in the Built Form Standards. Tree and shrub planting and minimum soft-scape requirements will be detailed at the site plan approval stage, however they will be designed in accordance to the Built Form Standards for townhouses and stacked townhouses.

Tree planting for the proposed development will be detailed at the site plan approval stage. However the following provides a high level overview of recommended tree planting measures:

- Existing trees will be preserved where feasible;
- Where existing trees are not to be retained it is recommended that they be replaced at a 3:1 ratio;
- Further recommendation for tree planting and compensation is provided in the Environmental Impact Statement prepared by NRSI;
- Adequate soil will be provided to ensure health;
- Trees will be strategically located in key areas such as walkways and along street frontages to define edges and provide a mix of shade and sun; and,
- A diversity of species is recommended to be considered to prevent disease spread.

A detailed overview of the lighting envisioned for the subject site is provided in Part 2 of this report and will be finalized at the site plan approval stage. All proposed lighting for the site will respond positively to the Built Form Standards in that

adequate pedestrian scaled-lighting will be provided with energy efficiency in mind through LED bulbs that direct light away from the night sky. The use of warmer tones such as reds and yellows will be considered where feasible. Lighting is also proposed to provide visual interest and colour.

The proposed development responds positively to the townhouse specific Objectives and Standards and will:

- Consider all setbacks as outlined in Section 8.1 of the Built Form Standards documents including providing side yard setbacks between blocks of 1.5 m to allow for resident access between front and rear yards and a minimum of 4.5 m setback where feasible to allow for the planting of trees;
- The proposed townhouse blocks will not exceed 8-units in length;
- Where feasible use the existing natural grade to complement adjacent development and natural features;
- Provide for primary entrances onto the street to encourage the use of active transportation; and,
- Provide for a 30.0 m “no build” buffer between the site and adjacent wetland.

The proposed development responds positively to the Built Form Standards for street edge design in that it:

- Provides primary building entrances on the street with the principle building entrances for the proposed stacked townhouse units facing the higher order arterial road, Arkell Road;
- Main dwelling units will avoid long runs of stairs with entrances as close to the grade as feasibly possible; and,
- Provide for architectural detailing and articulation such as canopies, awnings, balconies and human-scaled lighting to define entrances and the building wall.

The proposed development will be designed with high quality materials for façade design that include a mix of stone, glass and brick. As detailed in Part 2 of this report, the massing of buildings will be broken up through the use of a number of techniques including architectural details, material variations at-grade, intrusions and extrusions, projection balconies and large windows. The proposed stacked townhouses which front onto the higher-order Arkell Road will feature enhanced elevations.

1.3

URBAN DESIGN GOALS AND OBJECTIVES

This Design Brief establishes a number of design goals and objectives to guide the development of the subject lands. These objectives will be used to guide future site plan applications. For the purpose of this document the design objectives have been grouped into four main themes:



Develop a community that is walkable and supportive of existing and future transit.

Medium density uses are appropriate along collector roads and potential future transit routes to encourage greater transit use.

Develop a well-connected network and hierarchy of streets, sidewalks and trails that enhance connectivity and safely accommodate various modes of active transportation.



Carefully design amenity spaces to enhance the identity of the area and create gathering points and spaces to promote pedestrian interaction.

Establish an open space network of integrated and connected private/public spaces, including natural open space, parks, trails and sidewalks.

Establish a range of active and passive amenity and recreation spaces that will serve all age groups and physical abilities.

CULTURAL &
NATURAL HERITAGE



Design the built form in a manner which is sensitive to the adjacent natural heritage system and mitigates impacts on natural features, functions, and linkages through buffers, development setbacks and other established practices.

VARIETY &
PLACEMAKING



Provide a diverse mix of land uses and unit types to support a vibrant diverse neighbourhood.

Ensure that the proposed development includes a range of housing types which will enhance the overall variety of the area.

Plan for context appropriate height and massing with highest density buildings along Arkell Road.

PART 2

PROPOSED DEVELOPMENT CONCEPT

PART TWO: PROPOSED DEVELOPMENT CONCEPT



SITE DESIGN

A conceptual site layout for the development of the subject lands is illustrated on the adjacent page. The proposed development is for a total of 66 units to be accommodated in townhouse and stacked townhouse buildings at a height that generally won't exceed three-storeys.

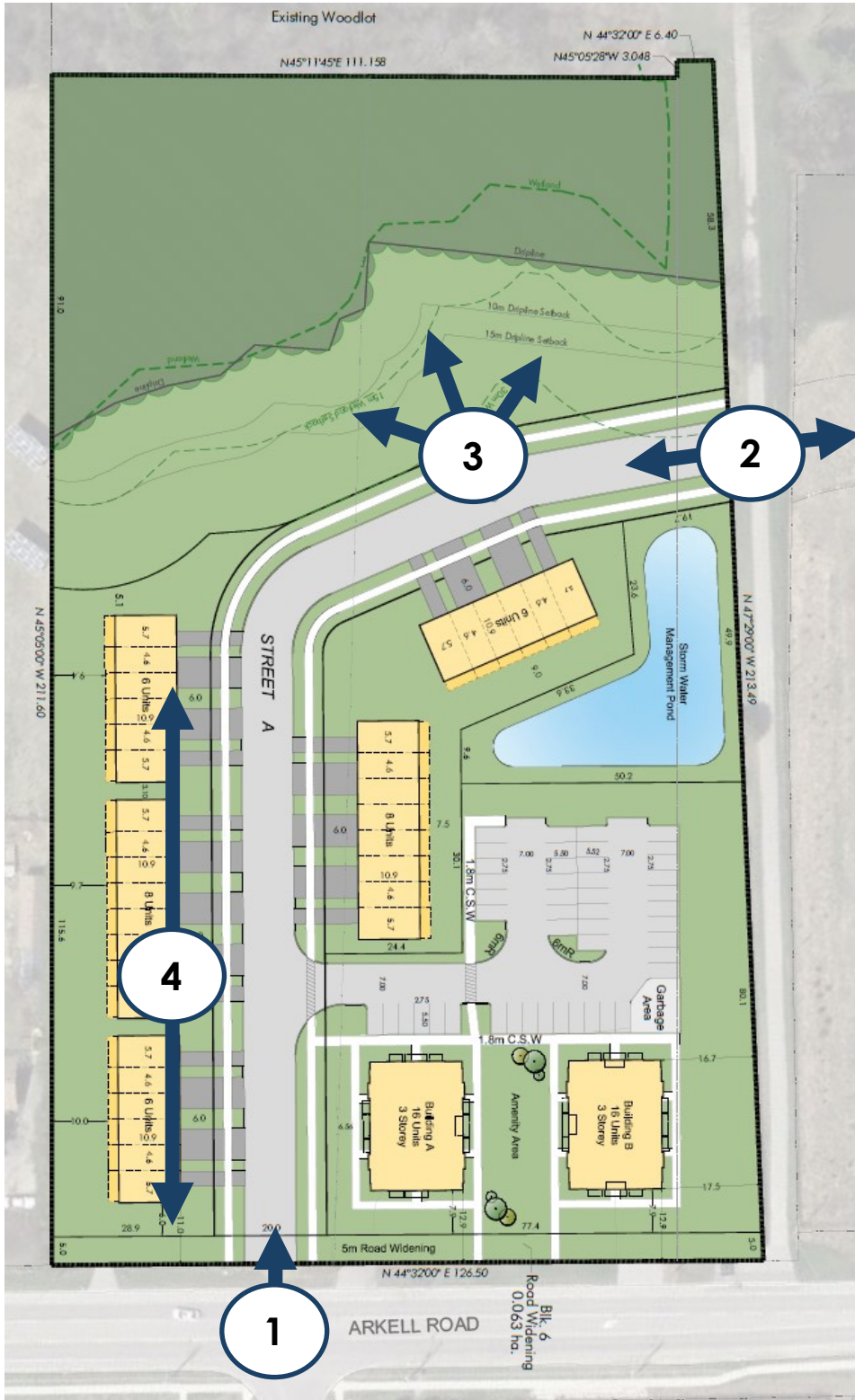
The townhouses proposed address the street in that all primary entrances will front onto a future public right-of-way, "Street A", and will be setback 6.0 m from the street, forming a consistent **street wall**. The proposed stacked townhouse buildings will have primary entrances oriented towards the Arkell Road streetscape. Multiple pedestrian connections are proposed which will connect to a future public sidewalk along Arkell Road. The site will be well connected to the existing active transportation network.

TRANSITIONS

The **building height transitions** with existing development to the east are gradual. The three storey building heights along Arkell Road are consistent with three storey buildings to the east. Internal townhouses are anticipated to be 2-3 storeys in height which is compatible with two storey dwellings to the east. Further transitions to the neighbouring residential developments will be achieved through:

- Townhomes of a comparable scale, height and massing to those already existing on Summerfield Drive;
- Stacked townhouse buildings of three-storeys in height that are of a comparable scale and massing to existing three and four storey multiple residential blocks located further east on Arkell Road and southwest of the intersection of Arkell Road and Victoria Street South;
- As comparable to other multiple residential blocks in the area, parking for the stacked townhomes will be accommodated in the rear to prioritize the public realm and enhance the pedestrian experience.

Overall, the proposed development maintains the low-rise residential character of the surrounding neighbourhood and accommodates street fronting townhouses and stacked townhouse blocks with similar setbacks, heights and massing to other existing development in the area.



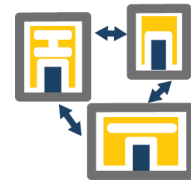
1



VIEW TERMINUS

The end point of a view corridor, often accentuated by landmarks

2



CONNECTIVITY

The ease of movement and access between a network of places and spaces

3



VISTA

Direct and continuous views along straight streets or open spaces

4



STREETWALL

The consistent edge formed by buildings fronting on a street

PUBLIC VIEWS AND VISTAS

The existing wetland/woodlot area at the northern edge of the subject lands will be retained with a 30.0 m buffer. The alignment of the proposed road running parallel to the natural feature will provide for **vistas** of the natural feature. Given the alignment of 'Street A' with Summerfield Drive, the natural heritage area will also provide a **terminating view** as one travels north along Summerfield Drive.

PARKING

Parking will be accommodated through a combination of private driveways/garages and a surface parking lot. The surface parking lot has been located away from the public streets and will be screened from the surrounding public realm through the use of landscaping, including landscaping associated with the proposed stormwater management pond. Overall the parking areas proposed for the subject lands have been designed to consider adequate screening from the streetscape, safe circulation for pedestrians, and are designed similar to those already existing in the surrounding residential area.

ACCESS, ACCESSIBILITY, CIRCULATION, LOADING AND STORAGE

Street 'A' will have barrier free sidewalks on both sides. These sidewalks will connect to existing sidewalks along Dawes Avenue to the east and to a future public sidewalk along the north side of Arkell Road. Three additional pedestrian connections are provided out the public sidewalk system along Arkell. These have been located proximate to the existing transit stop.

Loading and storage areas (if required) will be detailed at the site plan approval stage, however the conceptual plan attached herein provides that loading, storage and garbage collection can be accommodated within the surface parking area at the rear of the stacked townhomes.

ARCHITECTURAL TREATMENT AND MATERIALS

Building materials will be selected with durability, quality, sustainability and context in mind. Although building elevations have not yet been finalized, the images on the following page serve as a reference for the typical materials used in previous Crescent Homes developments. Final selection of materials and colour will be determined through the site plan process.

It is our intent that the final building elevations respond positively to the surrounding context and contribute to a sense of place and community in the Arkell Road area.



Potential material and colour mixes are illustrated in the adjacent photographs.

Building elevations will include a range of colours that are complementary to each other and a variety of materials to add interest to the façade.

Final material and colour selections will be made through a future site plan process.

**PRECEDENT IMAGES TO
PROVIDE GENERAL IDEA OF
INTENDED BUILT FORM**

The potential materials contemplated for the development of the subject lands respond to sustainability initiatives in that windows and high-quality exterior treatments will provide for energy efficiency and minimize the demand for excess heating and cooling .

The below figure provides an overview of the architectural treatment proposed for the stacked townhouse buildings. A variety of massing techniques will be employed to break up the façades and to provide visual interest. This includes having a variety of window sizes, projections, recessions, variations to the roofline and variations in building materials and colours.

In terms of style, the stacked townhouses will have a contemporary design, which is in keeping with the style of stacked townhomes found further to the west on Arkell. The internal townhomes will be designed with more traditional elements to fit in with the character of townhomes and semi-detached units along Dawes Avenue. Complementary colour schemes and/or material schemes will ensure that the entire development is visually cohesive.

PRECEDENT IMAGE TO PROVIDE GENERAL
IDEA OF INTENDED BUILT FORM



- | | |
|------------------------------------------|------------------------------|
| 1. Projection | 5. Variation in window sizes |
| 2. Recession | 6. Street fronting entrances |
| 3. Changes in building materials/colours | |
| 4. Roofline variation | |

PRELIMINARY RENDERING ONLY
(SUBJECT TO CHANGE)



Top Left: A preliminary rendering of the proposed stacked townhouse units facing Arkell Road features a contemporary building design and a mix of building materials and colours.

Bottom Left: Existing units located along Arkell Road, west of the subject lands. The proposed design of stacked townhomes on the subject lands will complement this more contemporary building style

PRELIMINARY RENDERING ONLY
(SUBJECT TO CHANGE)



Similar massing techniques to those outlined on page 27 will be incorporated into the design of street fronting townhomes. The ultimate design of the internal townhomes, including building materials and colours will be determined through a future site plan process.

LIGHTING AND SIGNAGE

The main building entrances of the townhouse blocks will incorporate pot lights for illumination of their entranceways. The main entryway to the stacked townhouse blocks will have significant lighting to delineate them as the main entrance to the development. Additional lighting will be provided within the central amenity area to enhance user safety and attract users to the amenity space at all times of day. On site lighting will be designed at a pedestrian-scale and will ensure safe movement along pedestrian routes at night.

Reasonable amounts of outdoor lighting will be used for safety, utility, and security. However, glare from exterior luminaries will be reduced and minimized through the use of full cut-off lighting. Light pollution will be controlled by minimizing non-target light. In particular light pollution will be minimized along the streetscape of the future "Street A" through landscaping and the siting of townhouse blocks fronting onto the street such that escaped light does not interfere with wildlife habitat.

Signage has not yet been determined, notwithstanding as only residential uses are proposed, we anticipate that signage will be minimal and will mostly be limited to addressing and designating fire routes and barrier-free accessible parking spaces within the proposed parking area.



PRECEDENT IMAGE TO PROVIDE GENERAL
IDEA OF INTENDED BUILT FORM

It is anticipated that building lighting will include lighting over entrances as well as decorative lighting for outdoor amenity areas (i.e. private balconies) lighting will also be incorporated onto side elevations to illuminate building elevations with less windows.



INTEGRATION WITH THE PUBLIC REALM

INTEGRATION WITH THE STREETScape

The proposed stacked townhouses will be integrated with the existing Arkell Road streetscape and have been designed with front elevations facing the street. The proposed buildings will be setback a comparable distance to the townhomes located to the east to provide for a continuous street wall and a sense of enclosure for pedestrians and active mode users. Landscaping proposed for the front yard setback area will be detailed at the site plan approval stage, however it is recommended that any street trees are planted in an orderly pattern to define the street wall.

The buildings will also be integrated with the existing Guelph Transit bus stop at Amos Drive and Arkell Road by providing primary access at the street frontage and not in the rear yard. The sidewalk network constructed as part of the development of the subject lands will provide for a continuous pedestrian connection to and from the proposed townhomes.

Five blocks of street fronting townhomes are also proposed to be constructed as part of the development of the subject lands. All townhomes proposed townhomes will front onto a future local road identified as "Street A" with a right-of-way of 20 m.

An amenity greenspace will be provided along the Arkell Road streetscape between the two proposed stacked townhouse buildings. The amenity area will be a semi-public, privately-owned public space and provide a pedestrian connection between the proposed parking area, public street and townhomes. This amenity space is integrated into the streetscape through being centrally located on the site's Arkell Road frontage in an area of high visibility, close to an existing transit stop. The detailed design, landscaping and programming of the amenity space will be determined at the site plan approval stage.

PUBLICALLY ACCESSIBLE OPEN SPACE AND FEATURES

The subject lands include and are adjacent to core natural features. Public views of these features are currently limited. Street 'A' through the subject lands is proposed to be single loaded along the natural feature and 30 metre buffer, which will allow for public views and vistas of the feature.

The proposed development passive amenity areas and opportunities for landscaping to enhance the public realm. The proposed development also includes a central amenity greenspace which is sited between the two stacked townhouse blocks and has frontage on Arkell Road. Detailed design of the amenity space will be finalized at through the site plan process. The following principles will guide the ultimate design of this space:

- Maximize visibility and public views to and from the Arkell Road streetscape through tree planting and landscaping;
- Select native plant and tree species that are drought tolerant and salt tolerant. Avoid plant materials that could create potential entrapment areas such as thick hedges;
- Provide opportunities for both active and passive programming including: open space for play and exercise and a mix of covered and uncovered seating areas;
- Provide pedestrian and active mode connections to increase the neighbourhoods connectivity for active transportation modes; and,
- Encourage the use of permeable pavers for hardscape features where possible to manage stormwater and overland flow.





SUSTAINABLE URBAN DESIGN

GENERAL ENVIRONMENTAL SUSTAINABILITY

The proposed development will be designed and built with consideration for various sustainability techniques. Energy efficient construction practices, building technologies, and mechanical systems will be encouraged.

Future residents wishing to seek alternative forms of transportation will have options for walking, biking, or public transit available. This will be facilitated by the provision of bicycle parking/storage within the development, as well as the provision of future pedestrian connections to both the existing sidewalk system and surrounding uses. The proposed development is located in close proximity to a number of transit stops, making public transit a viable option.

The provision of multiple residential buildings minimizes land consumption when compared to more dispersed forms of housing such as single-detached dwellings. The form of housing proposed minimizes the amount of surface parking required.

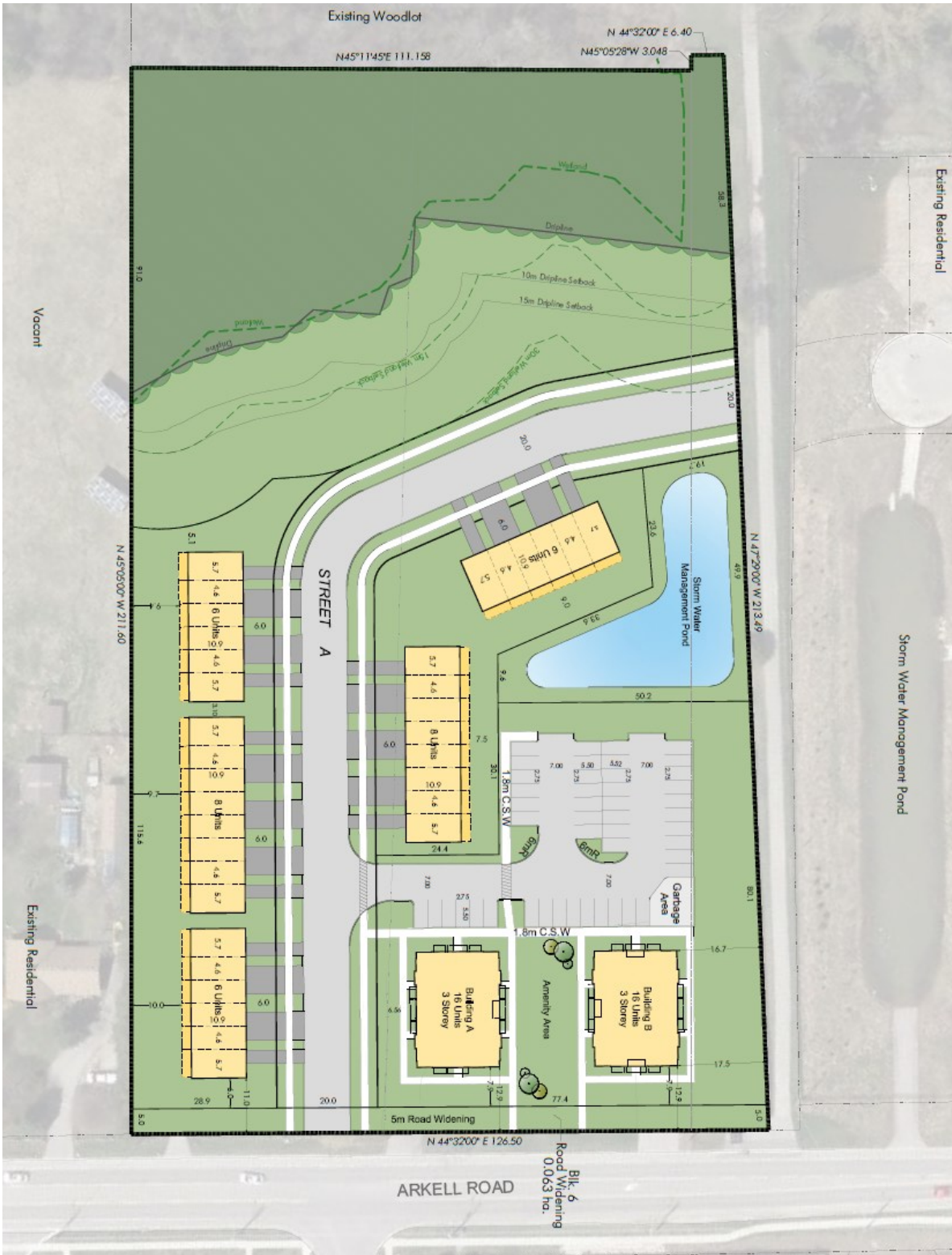
Future landscape plans will consider the use of drought and salt tolerant species and trees will be planted to provide shade opportunities.

As the northern portion of the site and lands to the north contain an existing wetland and woodlot, the sustainable urban design considerations for the proposed development focus on the preservation of these features. An Environmental Impact Statement and Tree Inventory and Protection Plan were prepared by NRSI in support of the proposed development.

ENERGY

Although materials and interior finishing will be finalized at the site plan approval and building permit stages, other Crescent Homes concepts have typically provided the following energy efficiency measures:

- Vinyl clad white windows with screens Energy/ Star qualified;
- Ceiling insulation to be minimum Energy/ Star qualified including cathedral and exposed floors;
- High efficiency Energy/ Star rated forced air; and,
- High efficiency gas hot water heater;





CONCLUSION

The proposed development responds positively to the City of Guelph's Official Plan policies and urban design objectives as well as the guidelines contained in the Urban Design Manual and Mid-rise and Townhouse Built Form Standards. Overall, the proposed development will contribute to the sense of place in the evolving residential community at Arkell Road and Summerfield Drive. The following points provide a highlight of the key urban design and public realm considerations of the proposal.

- The proposed development is walkable and supportive of future transit.
- The proposed development enhances connectivity in the area and safely accommodate various modes of active transportation.
- Amenity spaces will be carefully designed to enhance the identity of the area and create gathering points and spaces to promote pedestrian interaction.
- The proposed development establishes an open space network of integrated and connected private/public spaces, including parks, landscaped areas, a trail connection and sidewalks.
- The site has been designed in a manner which is sensitive to the adjacent natural heritage system and mitigates impacts on natural features, functions, and linkages through buffers, development setbacks and other established practices.
- The proposed development includes a range of housing types which will enhance the overall variety of the area.
- The proposal includes context appropriate height and massing with highest density buildings along Arkell Road.
- The proposed development will enhance the evolving neighborhood gateway of Arkell Road and Summerfield Drive by incorporating high quality architectural detailing, pedestrian-scaled lighting and contemporary design.

In our opinion the proposed development is appropriate for this location, responds positively to the design policies contained in the Official Plan, Design Manual and Built Form Guidelines, and will contribute positively to the character and built form of the broader community.

APPENDIX A

RESPONSE TO URBAN DESIGN POLICIES CONTAINED
WITHIN THE CITY OF GUELPH OFFICIAL PLAN

CITY OF GUELPH OFFICIAL PLAN URBAN DESIGN POLICIES

DESIGN POLICY	DESIGN RESPONSE
<p>Sustainable Urban Design 8.1.1 <i>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.</i></p>	<p>The shape and configuration of the site makes it difficult to achieve passive solar orientation for all units, however efforts have been made to orient dwellings in a manner which achieves passive solar orientation benefits where possible.</p> <p>The proposed buildings will be designed with the following a number of energy efficiency measures including: vinyl clad white windows with screens Energy/ Star qualified; ceiling insulation to be minimum Energy/ Star qualified including cathedral and exposed floors; high efficiency Energy/ Star rated forced air; and high efficiency gas hot water heaters.</p> <p>Drought-resistant landscaping materials will be incorporated into the development. Salt tolerant species will be incorporated in areas that abut sidewalks or the roadway.</p>
<p>Sustainable Urban Design 8.1.2 <i>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.</i></p>	<p>Where feasible the proposed development will respect the existing site grading. As detailed in the NRSI EIS, an erosion and sediment control plan is recommended prior to any construction activities.</p>
<p>Sustainable Urban Design 8.1.3 <i>New residential neighbourhoods shall be designed to ensure that most residents live within a 5 to 10 minute walk of amenities and transit stops.</i></p>	<p>The design brief illustrates uses within a five and ten minute walk of the subject lands. These uses include: transit, parks, schools, commercial uses and trails.</p>
<p>Public Realm 8.2.2 <i>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.</i></p>	<p>The proposed development provides for intensification that will be integrated with the Arkell Road Streetscape and Route 5 transit stop in that it will provide a future local road with a 20 m right-of-way, sidewalks on the north side of Arkell Road along the entire frontage, and an internal site pedestrian network and amenity space to minimize pedestrian access time to transit and Arkell Road</p>
<p>Public Realm 8.2.3 <i>Development proposals shall extend, establish or reinforce a modified grid like street network that:</i></p> <ul style="list-style-type: none"> <i>i) connects with the existing urban fabric of streets, open spaces and developed areas;</i> <i>ii) is highly interconnected;</i> <i>iii) responds sensitively and creatively to natural and other established features;</i> <i>iv) integrates with the pedestrian and bicycle networks;</i> <i>v) supports the integration of viable transit service; and,</i> 	<p>The proposed development includes the construction of a future street with a 20 m right-of-way. The street will complete the existing T-intersection of Summerfield Drive and Arkell Road and provide for the extension of Dawes Avenue. The development of the subject lands will also provide for an inter-connected pedestrian side-walk network with a sidewalk and amenity space proposed for the Arkell Road frontage to support integration with existing bus stops on Arkell Road.</p>

CITY OF GUELPH OFFICIAL PLAN URBAN DESIGN POLICIES

DESIGN POLICY	DESIGN RESPONSE
vi) is designed to maximize opportunities for solar gain while respecting the built form policies of this Plan.	<p>A 30.0 m buffer is proposed between the future "Street A" right-of-way and existing GRCA regulated wetland which is designated as a Natural Heritage Area in the City of Guelph's Official Plan.</p> <p>As previously noted the configuration of the site and required access points limits the ability to achieve ultimate solar gain for all units. Notwithstanding, approximately 60% of units are oriented for ideal solar gain.</p>
<p>Public Realm 8.2.7 Road design will balance the provisions for a safe, accessible, functional and attractive pedestrian-oriented environment with an acceptable level of motor vehicle traffic. To achieve a pedestrian oriented public realm and streetscape, a variety of techniques may be implemented, depending on the function and context of the road, including:</p> <p>i) widening sidewalks to allow for a comfortable pedestrian environment as well as retail displays, outdoor café seating, benches and shade street trees;</p> <p>ii) reduced lane widths;</p> <p>iii) provision of landscaped boulevards;</p> <p>iv) provision of on-street parking;</p> <p>v) provision of transit priority measures and bicycle infrastructure;</p> <p>vi) provision of regular intersections of roads to allow for the creation of a modified grid system; and</p> <p>vii) use of alternative road geometrics and materials at pedestrian crossing areas.</p>	<p>The development responds to the pedestrian-oriented public realm objectives of the Official Plan in that it will:</p> <p>i) Provide for sidewalks of 1.8 m in width to accommodate a comfortable pedestrian environment;</p> <p>ii) Provide a future local road with a right-of-way of 20.0 m that allows for the safe circulation of all modes;</p> <p>iii) Provide landscaped boulevards along the proposed internal road and Arkell Road;</p> <p>iv) Street 'A' has been designed at a right-of-way width suitable for on-street parking.</p> <p>v) The development is located along an existing transit route. Detailed site plans will include the provision of bicycle parking;</p> <p>vi) Future "Street A" will provide for a connection to complete the intersection of Summerfield Drive and Arkell Road and the broader establishment of a modified grid-like system within the community; and,</p> <p>vii) The use of alternative materials at pedestrian crossings internal to the site will be considered at the detailed design stage. Given the development has a relatively low number of units, along a local street, pedestrian crossings may not be warranted.</p>
Public Realm 8.2.11 New development shall be designed to contribute to a pedestrian-oriented streetscape. This may be achieved through the use of	The proposed development of the subject lands will contribute to a pedestrian-oriented streetscape. In response to Policy 8.2.11 we confirm:

CITY OF GUELPH OFFICIAL PLAN URBAN DESIGN POLICIES

DESIGN POLICY	DESIGN RESPONSE
<p><i>strategies that are appropriate for the proposed development and the site's context such as:</i></p> <p><i>i) locating built form adjacent to, and addressing, the street edge;</i></p> <p><i>ii) placing principal building entrances towards the street and corner intersections;</i></p> <p><i>iii) maintaining or extending a continuous building façade or streetwall along the street;</i></p> <p><i>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);</i></p> <p><i>v) incorporating weather protection measures such as canopies, awnings, building projections or colonnades, where possible;</i></p> <p><i>vi) ensuring that street elements are coordinated with those within the public street right-of-way; and</i></p> <p><i>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.</i></p>	<p>i). The proposed buildings will be oriented towards the street with primary frontages on future "Street" A to provide for a continuation of the Summerfield Drive Street Wall. The proposed stacked townhouses will front onto Arkell Road;</p> <p>ii) Principle building entrances for the internal townhomes will front onto future "Street A". Principle building entrances for the proposed stacked townhomes will front onto Arkell Road;</p> <p>iii) The proposed townhome blocks on future "Street A" will provide for a continuation of the Summerfield Drive street wall through similar block sizes, setbacks, colour scheme and landscaping treatments;</p> <p>iv) The proposed development contains an outdoor amenity space with frontage on Arkell Road to provide for both active and passive recreation opportunities;</p> <p>v) All building entrances will be covered with canopies, extrusions of floors above, or awnings to provide for a comfortable pedestrian environment;</p> <p>vi) Although planting will be detailed at the site plan approval stage, planting treatments are recommended to provide for a natural transition between the development of the subject lands and natural heritage area to the north keeping in mind species habitat.</p> <p>vii) Where feasible it is recommended that utilities be located underground below the future proposed "Street A".</p>
<p>Landmarks, Public Views, and Public Vistas 8.3.4 <i>Opportunities to provide public views of Significant Natural Areas are strongly encouraged.</i></p>	<p>Significant views to the Natural Heritage area to the north of the subject lands and woodlot will be protected by providing a 30.0 m "no-build" buffer between the woodlot and future Street A. The point at which "Street A" turns east-west from north-east will provide for views from Summerfield Drive into the woodlot to the north.</p>
<p>Landmarks, Public Views, and Public Vistas 8.3.6 <i>Buildings should be oriented to maintain public vistas of</i></p>	<p>The proposed internal townhomes will be oriented towards the future "Street A" streetscape to maintain</p>

CITY OF GUELPH OFFICIAL PLAN URBAN DESIGN POLICIES

DESIGN POLICY	DESIGN RESPONSE
<i>Significant Natural Areas on lands adjacent to the site.</i>	views and vistas of the woodlot from the Arkell Road and Summerfield Drive streetscapes. Views of the proposed amenity area will be provided by location the amenity space adjacent to Arkell Road and through side yard setbacks between the proposed stacked townhouse blocks.
Landmarks, Public Views, and Public Vistas 8.3.7 <i>Streets should create view corridors and public vistas of Significant Natural Areas, the river valleys and park facilities.</i>	The proposed orientation, siting and right-of-way width of "Street A" is similar to other streets in the area and will provide for views and vistas to the natural heritage area to the north.
Gateways 8.4.3 <i>Minor gateways are to be located at prominent intersections which are neighbourhood-scaled gateways or at secondary entry points into the city.</i>	The proposed alignment of "Street A" will provide for an opportunity to define the future four-way intersection of Summerfield Drive and Arkell Road as a neighbourhood gateway with prominent features that includes a public amenity space on the north side of Arkell Road and buildings with architectural detailing (increased parapet height, material changes and balconies) that define the intersection.
Gateways 8.4.6 <i>Development at gateways shall be required to meet a high standard of design, recognizing their role as a gateway and be appropriately oriented to the public realm.</i>	The development of the future four-way intersection as a neighbourhood gateway will meet a high standard of design through the construction of buildings using high-quality materials of a similar colour scheme to existing townhomes in the area and the location of an amenity space with frontage on Arkell Road and pedestrian connections to the intersection.
Built Form: Low Rise Residential Forms 8.5.1 <i>To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged.</i>	Although architectural design and colour will be finalized at the site plan approval stage, Part 2 of this report provides preliminary recommendations as to the design and detailing of buildings.
Built Form: Low Rise Residential Forms 8.5.2 <i>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.</i>	The proposed stacked townhouse buildings on Arkell Road will be setback to ensure adequate space for landscaping and the construction of a sidewalk along the entire Arkell Road frontage. The proposed street-fronting townhouses on the future public "Street A" will include covered entrance and porches, pedestrian scaled lighting and be setback as comparable to the townhouses on Summerfield Drive to encourage social interaction, define the street edge and allow for views along the street.
Built Form: Low Rise Residential 8.5.2 <i>The retention of vegetation in front yards along residential streets is encouraged.</i>	Where feasible, and as detailed in the site plan approval stage, vegetation will be provided in side, front and rear yards to maintain the residential character of the area. The proposed amenity area is recommended to provide a mix of both landscaped

CITY OF GUELPH OFFICIAL PLAN URBAN DESIGN POLICIES

DESIGN POLICY	DESIGN RESPONSE
	open space and hard scape to allow for both active and passive uses.
Parking 8.12.1 <i>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.</i>	The proposed stacked townhouse blocks with frontage on Arkell Road and street fronting townhouses with frontage on future "Street A" will adequately screen the proposed surface parking area located internal to the site. A proposed stormwater management pond will provide for a generously-sized landscape strip and buffer between the rear yards of the proposed townhomes and parking area. An additional 7.5 m rear yard setback is proposed between the townhomes and parking area.
Parking 8.12.3 <i>Surface parking areas shall not be permitted immediately adjacent to the corners of an intersection.</i>	No surface parking areas are proposed at the corner of the future four-way intersection.
Parking 8.12.4 <i>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.</i>	A well-integrated network of pedestrian walkways will be provided between the parking area, amenity area and proposed stacked townhouse blocks. These pathways are a proposed 1.8 m in width and are well observed by natural surveillance from the stacked townhouse units above. Landscaping is proposed to flank the sides of the walkways where feasible. The proposed walkways are integrated to the broader street network as a sidewalk is proposed for the entire Arkell Road street frontage which will provide a future pedestrian connection to the Route 5 bus stop.
Parking 8.12.5 <i>Large surface parking areas should be divided into smaller and defined sections through the use of appropriately-sized landscaped strips, islands and/or pedestrian walkways.</i>	The surface parking area proposed includes landscaped islands and pedestrian refuge islands to provide for safety and increased visibility for pedestrians.
Parking 8.12.8 <i>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.</i>	The proposed parking area will provide for a landscape strip and amenity area to separate the parking area from proposed stacked-townhouse buildings. The detailed planting and programming of the amenity area will be provided at the site plan approval stage.
Access, Circulation, Loading and Storage Areas 8.13.3 <i>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</i>	The proposed internal driveways will provide for frequent pedestrian crossing points and refuge islands to ensure safety and comfort for pedestrians, cyclists and vehicles. It is recommended that these pedestrian refuge islands be defined by a raised curb and be screened from the surrounding streetscapes with landscaping. The internal driveway is connected

CITY OF GUELPH OFFICIAL PLAN URBAN DESIGN POLICIES

DESIGN POLICY	DESIGN RESPONSE
<p><i>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.</i></p>	<p>with the overall street network in that it provides for safe access onto a future local road, "Street A", with opportunities to distribute traffic onto Arkell Road which is classified as an Arterial Road in the Official Plan.</p>
<p>Access, Circulation, Loading and Storage Areas 8.13.4 <i>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.</i></p>	<p>Sidewalks are proposed along all street frontages to ensure for safe and reliable pedestrian circulation and to minimize pedestrian access time to existing transit service, multi-use trail system and commercial uses on Arkell Road.</p>
<p>Access, Circulation, Loading and Storage Areas 8.13.5 <i>Pedestrian systems shall incorporate landscaping, pedestrian scale lighting and be defined by distinct materials and/or raised walkways.</i></p>	<p>Although details will be provided at the site plan approval stage, pedestrian systems will provide for human-scaled lighting and landscaping such as linear street trees to provide for safety and a sense of enclosure. The proposed pedestrian connections between buildings and parking and amenity space are of 1.8 m in width to provide for access for those of all abilities.</p>
<p>Lighting 8.16 <i>1. Lighting of buildings and sites shall be provided at levels sufficient for building identification and safety.</i></p> <p><i>2. All building and site lighting shall be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public roads. Outdoor lighting should incorporate energy efficiencies such as sensors and timers and direct light away from the night sky. However, lighting of prominent buildings, monuments and other built features to accentuate civic and architectural design may be permitted.</i></p> <p><i>3. Adequate pedestrian-scaled lighting to accent walkways, steps, ramps, transit stops and other features should be provided.</i></p>	<p>Although lighting treatments will be detailed at the site plan approval stage, a summary of the design response to lighting treatments is as follows:</p> <p>1. Lighting is to be designed with human-scaled principles in mind including low-level lighting and lighting of colour and visual interest that illuminates prominent features of buildings and public spaces.</p> <p>2. Building lighting will be sited to minimize glare and infringement of light onto adjacent properties and wildlife habitat areas within the woodlot north of the subject lands. Light pollution will be minimized with the use of full cut off lighting.</p> <p>3. Pedestrian scaled lighting will be provided within the central amenity area, along proposed pedestrian connections, sidewalks and at all building entrances to ensure safety and increased visibility for pedestrians. Parking areas are recommended to be illuminated with full cut off lighting.</p>
<p>Landscaping 8.17 <i>1. Landscaping shall:</i></p> <p><i>i) create visual interest by framing important views and focal points;</i></p> <p><i>ii) stabilize slopes and, where appropriate, naturalize</i></p>	<p>1. Landscaping for the proposed development will be detailed at the site plan approval stage. The following provides a preliminary design response and objectives for landscaping as part of the development of the subject lands:</p>

CITY OF GUELPH OFFICIAL PLAN URBAN DESIGN POLICIES

DESIGN POLICY	DESIGN RESPONSE
<p><i>areas of a site;</i></p> <p><i>iii) complement built form; and</i></p> <p><i>iv) contribute to the creation of a high-quality public realm.</i></p> <p><i>2. The selection of plant material:</i></p> <p><i>i) should be of an appropriate quantity, size, shape, colour and texture that complement and contrast the built form and reflect the site's size and context;</i></p> <p><i>ii) shall provide seasonal interest;</i></p> <p><i>iii) shall be appropriate to site conditions (e.g. salt and wind tolerant when adjacent to roadways);</i></p> <p><i>iv) is encouraged to be of indigenous stock and from locally grown sources;</i></p> <p><i>v) adjacent to Natural Heritage System, should be indigenous and non-invasive to help prevent the degradation of the existing ecosystem through unwanted seed dispersal;</i></p> <p><i>vi) shall provide for a diversity of species to minimize potential issues of significant plant losses due to disease, insects and/or fungal infestations;</i></p> <p><i>vii) is encouraged to promote naturalization and reduce the use of sod; and</i></p> <p><i>viii) is encouraged to provide shade where appropriate.</i></p> <p><i>3. Where possible existing trees should be retained on-site and where appropriate suitable new trees should be planted on-site, in the street right-of-way or in other City-approved locations.</i></p> <p><i>4. Where appropriate, trees should be used to help define the image of neighbourhoods, streets and parks.</i></p> <p><i>5. Where required, buffer strips shall consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.</i></p>	<p>i) Landscaping is recommended to frame the amenity space and natural woodlot to the north of the subject lands and be of a final growth height and species type that does not hinder visibility;</p> <p>ii) Landscaping is recommended to be provided within the 30.0 m woodlot buffer to provide re-naturalization of the northern portion of the site;</p> <p>iii) Landscaping will complement the built form such that it is planted and oriented to provide for natural cooling and shade of buildings, the amenity area and surface parking area;</p> <p>iv) Contribute to a high quality realm along Arkell Road and the proposed future street by enhancing the streetwall and providing plant species of visual and sensory interest to pedestrians (planting will be detailed at the site plan approval stage); and,</p> <p>2. Although the selection of plan material will be finalized at the detailed site plan approval stage, in general it is recommended that plant material respond to the design policies in the Official Plan as follows:</p> <p>a) Be of a size, shape and colour that considers integration with the existing woodlot to the north of the subject lands and the species that already exist or may be at-risk or under-represented in the woodlot;</p> <p>b) Provide species that are of visual and sensory interest during all seasons;</p> <p>c) Be of a species that is drought and wind tolerant and low maintenance to meet broader sustainability objectives such as water conservation;</p> <p>d) Provide a diversity of species to minimize the impact of disease; and,</p> <p>e) Provide broader ecological functions beyond aesthetics such as stormwater management and filtration, shade and cooling and species habitat;</p> <p>3. & 4. Where possible trees will be retained on site</p>

CITY OF GUELPH OFFICIAL PLAN URBAN DESIGN POLICIES

DESIGN POLICY	DESIGN RESPONSE
	<p>and new street trees will be planted in a linear pattern to provide rhythm, continuity and a defined edge to the streetscape.</p> <p>5. Plant material recommended for the wetland buffer will be selected to blend seamlessly with the already existing species of the woodlot to the north including prioritizing species that may be under-represented or at-risk within the woodlot.</p>
<p>Safety 8.18 <i>1. Sidewalks and community trails should be visible, accessible and aligned along well-used public spaces.</i></p> <p><i>2. New development should be designed in a manner that:</i></p> <ul style="list-style-type: none"> <i>i) provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas;</i> <i>ii) clearly marks the transition or boundary between public and private spaces;</i> <i>iii) includes materials that allow for the built environment to be effectively and efficiently maintained;</i> <i>iv) provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and</i> <i>v) provides for multiple walking routes, where appropriate.</i> 	<p>1. The sidewalks proposed as part of the development of the subject lands prioritize inter-connectivity with the existing street network on Summerfield Drive and potential Dawes Avenue connection and will provide a continuous pedestrian connection between the existing sidewalk network and proposed amenity area.</p> <p>2. The proposed siting of buildings, parking areas and the amenity space maximizes “eyes on the street” in that townhomes are to be street fronting and stacked townhouses will have windows and balconies on front and back elevations to provide for natural surveillance of both the parking area in the rear and Arkell Road streetscape frontage.</p>
<p>Urban Squares 8.20.1 <i>Urban Squares, such as plazas, courtyards and piazzas, are publically accessible open space with sitting areas and shade trees that allow for passive use, special events and social interaction. They are often predominantly hard-surfaced. Urban squares may be included within Community Mixed-use Nodes, along Intensification Corridors and within Downtown. Urban Squares will be framed by buildings with ground-floor uses that provide activity throughout the day.</i></p>	<p>An amenity space is proposed central to the site and along the Arkell Road street frontage. The amenity area will provide a mix of hardscape and softscape and allow for both active and passive programming. Although the detailed design of this space will be provided at the site plan approval stage, it is recommended that the space serve as an “outdoor living room” for the community with seating, human-scaled lighting, potential public art and space for those of all ages and abilities to socialize and exercise. The proposed amenity space is sited in a central location and is framed by the proposed stacked townhouse buildings.</p>

APPENDIX **B**

RESPONSE TO CITY OF GUELPH URBAN
DESIGN MANUAL

CITY OF GUELPH URBAN DESIGN MANUAL VOLUME 2 (2017)

GUIDELINE	DESIGN RESPONSE
<p><i>Vision for Neighbourhood Infill and Residential Development:</i> <i>Use neighbourhood Infill and residential development to enhance the quality of life in existing Guelph neighbourhoods and manage growth sustainably by creating a mix of housing types within walkable communities while protecting natural and cultural heritage.</i></p>	<p>The subject lands are to be developed with a range and mix of housing types that includes stacked townhouses and street fronting freehold townhouses and a 30.0 m “no-build” wetland buffer that protects existing natural heritage features to the north of the subject lands.</p>
<p><i>Neighbourhood Infill and Residential Development Objectives:</i></p> <ol style="list-style-type: none"> <i>1. Plan for the development of vacant or underused sites within established areas in ways that support the City's growth management and urban design objectives.</i> <i>2. Ensure infill development is sensitive to its context and enhances the quality of the neighbourhood.</i> <i>3. Provide a range of housing types with a mix in each community to meet the needs of a range of incomes and lifestyles.</i> <i>4. Integrate existing natural features into the design of new developments and preserve existing trees as much as possible to help retain the character and value of the neighbourhood.</i> <i>5. Minimize the adverse effects of new communities on natural systems through low impact development.</i> <i>6. Integrate opportunities for urban agriculture in the planning and design of public and private open spaces.</i> 	<ol style="list-style-type: none"> 1. The proposed development represents the intensification of low-density residential lands on an arterial road (Arkell Road) in accordance with the design objectives of the City's Official Plan as detailed in the previous policy response section of this report. 2. Provides for infill development that will be of a scale, height, massing, material choice and colour scheme compatible with the context and character of existing residential areas to the east and south of the subject lands as detailed in Part 2 of this report. 3. Provides for a range of townhome and stacked townhome housing types geared to all incomes, ages and lifestyle choices. 4. Integrate into the existing natural heritage area to the north of the subject lands with a 30.0 m buffer that will provide of the continuation of species habitat and the planting of species that may be at-risk or under-represented in the existing woodlot. 5. Provide for low-impact development that will include a stormwater management pond and landscaped open space to minimize the runoff impacts onto adjacent natural features. 6. Consider the feasibility of a community garden for the proposed amenity space as a means to integrate urban agriculture into the development of the subject lands. The detailed programming of the amenity space will be decided at the site plan approval stage.
<p><i>Transportation Planning Objectives:</i></p> <ol style="list-style-type: none"> <i>1. Aim to increase non-auto modal shares;</i> 	<p>The proposed development aims to increase non-auto modal shares through the provision of an inter-connected sidewalk network identified on the appended concept plan which will provide</p>

	connections to nearby trails, transit and retail outlets.
<p>Natural Heritage and the Urban Forest Objectives:</p> <p><i>1. Protect and enhance Guelph's natural heritage system as the city grows.</i></p> <p><i>2. Foster appreciation and local stewardship for the natural heritage system to support its long-term sustainability and resilience that incorporates opportunities for education, restoration and passive recreational activities.</i></p> <p><i>3. Maintain and increase tree canopy cover within the city, in accordance with the Urban Forest Master Plan.</i></p>	<p>The proposed development protects and enhances Guelph's natural heritage system through the inclusion of a 30.0 m wetland buffer. Though planting will be detailed at the site plan approval stage, street tree planting will be in accordance with the Urban Forest Master Plan, providing definition of the street wall and should include a diversity of species to minimize the risk of disease.</p> <p>To maintain and increase the tree canopy cover within the City, the Tree Inventory and Protection Plan submitted in support of the applications recommends that trees in excellent to fair condition be compensated at a 3:1 ratio.</p>
<p>Utilities and Lighting Objectives:</p> <p><i>1. Relocate hydro lines underground along the city's main roads.</i></p> <p><i>2. Ensure adequate lighting along streets and other public spaces for safety.</i></p> <p><i>3. Reduce light pollution and be night sky compliant.</i></p>	<p>The proposed development, where feasible will locate utilities and hydro lines underground to the proposed future street. Adequate lighting of the street, amenity space and parking areas will be provided and is detailed in Part 2 of this report.</p>