

An aerial photograph of an urban development site. The image shows a road at the top, a green field with scattered trees, and a cluster of buildings and parking lots in the center. A large, light-colored building is on the right, and a soccer field is visible in the bottom right. The text 'Urban Design Brief' is overlaid in the top left.

# Urban Design Brief

280 Clair Road West, City of Guelph

December 2024 ARCHITECTURE UNFOLDED



An aerial architectural rendering of a proposed residential development. The site is bounded by a major road at the top and a large sports field on the right. The development includes several clusters of townhouses or small apartment units, some arranged in rows and others in more organic, staggered patterns. There are also larger, more complex building footprints, possibly for community centers or schools. The surrounding area is green with scattered trees, and a parking lot is visible near the top left. The text "TABLE OF CONTENTS" is overlaid on the left side of the image.

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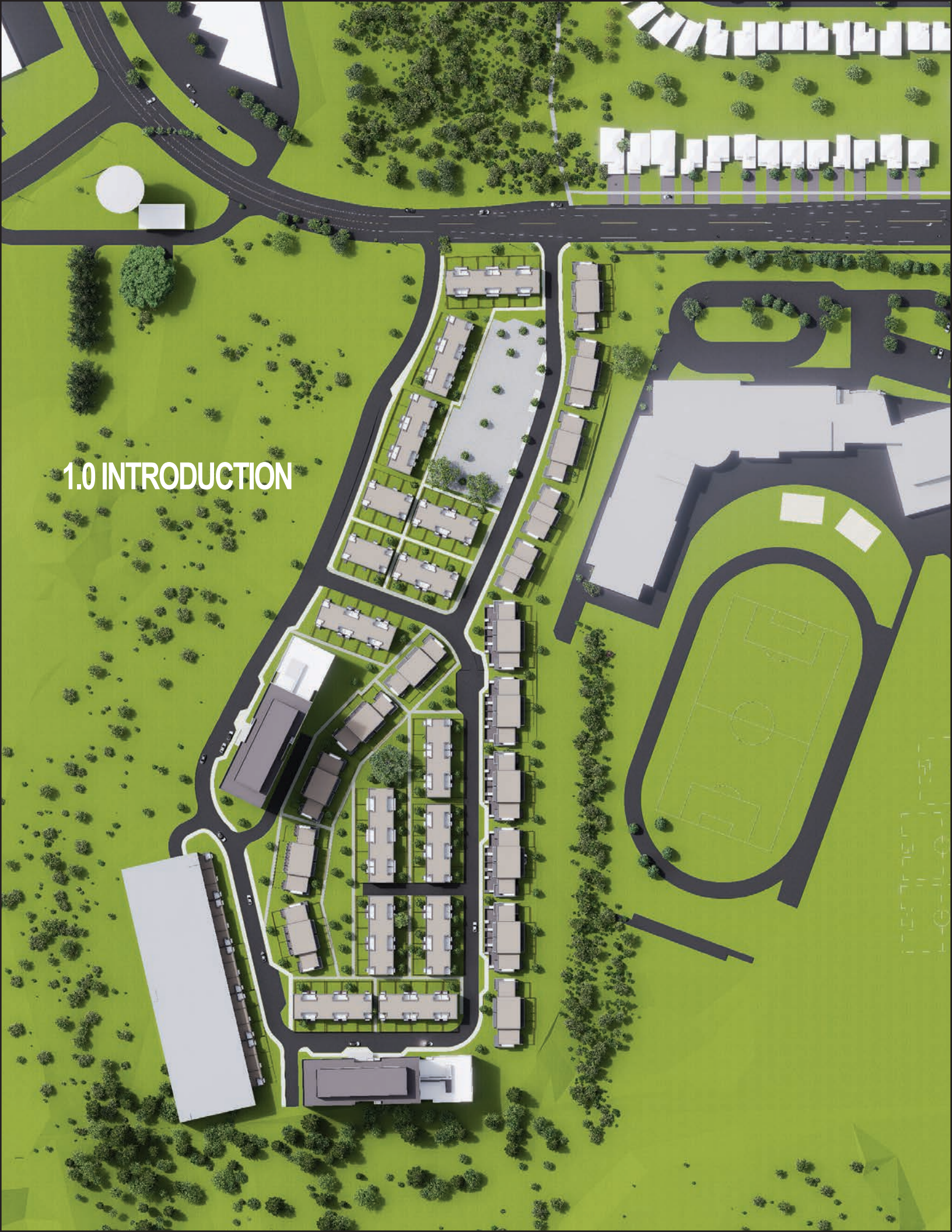
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# 1.0 INTRODUCTION





## 1.0 INTRODUCTION

This Urban Design Report (UDR) for 280 Clair Road West has been prepared in accordance with the City of Guelph's Urban Design Brief Terms of Reference in support of the Official Plan Amendment and Zoning By-Law Amendment applications. It provides a detailed urban design rationale outlining how the Proposed Development at 280 Clair Road West (the Subject Site) fits into the emerging context of the developing South End Community. It outlines how the Proposed Development incorporates best urban design principles in practice and how the broader City will benefit from the development, including how the Proposed Development responds to the City's strategic growth objectives as well as its goals for the creation of affordable housing and sustainability.

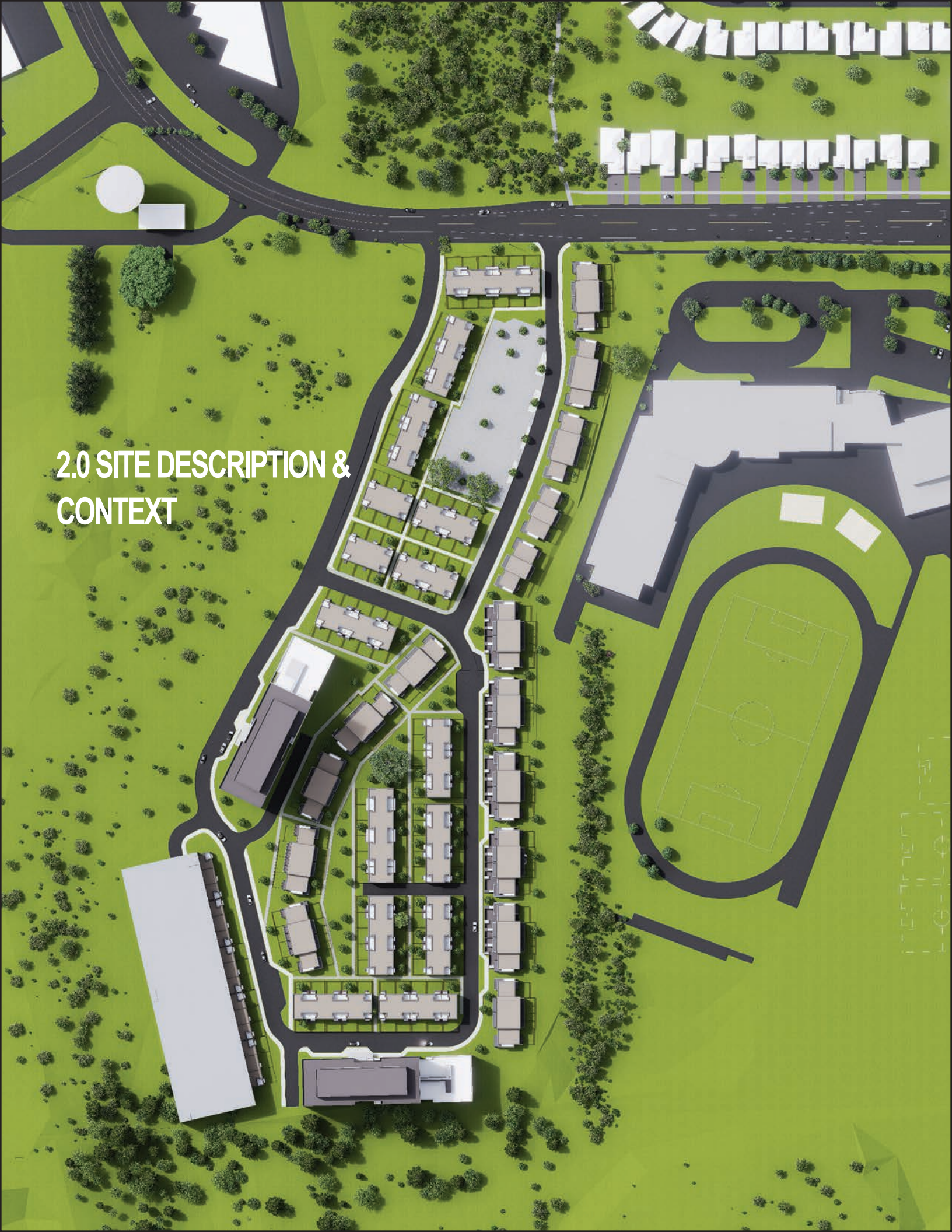
Overall, the design represents a high-quality, context-driven architectural response with direction from the City of Guelph Official Plan, Urban Design Action Plan as well as the Built Form Standards for Mid-Rise Buildings and Townhouses, City of Guelph..

This brief has been prepared with support from the following plans, reports and studies:

- ▶ Architectural Plans, prepared by Architecture Unfolded dated December 4, 2024
- ▶ Ecological Linkage Relocation Memo, North-South Environmental, dated July 17, 2024
- ▶ Functional Serving and Stormwater Managment Report, prepared by Dillon Consulting, dated November 2024
- ▶ Pedestrian Wind Conditions, Letter of Opinion, prepared by RWDI, dated October 11, 2024
- ▶ Transportation Impact Assessment, prepared by Dillon Consulting, dated October 2024
- ▶ Planning Justification, prepared by GSP Group, dated December 2024
- ▶ Sun Shadow Study, prepared by Architecture Unfolded, dated December 4, 2024
- ▶ Newton Group letter, dated October 7, 2024



## 2.0 SITE DESCRIPTION & CONTEXT





## 2.1 Site Description

The Subject Site is located on an 8.7 ha greenfield site on the south side of Clair Road West within the southeastern boundary of the built-up area of the City of Guelph located at 280 Clair Road West, between Highway 6 and Gordon Street. The site has a 150 m frontage along Clair Road West and is approximately 400 m long. The site topography varies, with a hill at the north west end and south east ends of the site. The site drops down 3 m along the northern portion for the abutting school. The site is relatively flat internally, with another diagonal depression through the site.

## 2.2 Surrounding Land Uses and Site Context

The Subject Site is west of Bishop Macdonell Catholic High School on the south side of Clair Road West (see Figures 1 & 2). A significant Natural Area/Natural Heritage System and the South End Community Park is situated between the site and Bishop Macdonell Catholic High School to the west and south. North of the site is a vacant property as well as a trail connection to the open space system further north. A residential subdivision, known as Clairefields, is located to the northeast (see Figure 5). Single-Detached homes form the Clairefields neighbourhood front the north side Clair Street West across from the Subject Property to the East (see Figure 3). Adjacent to the subject property to the west and north is the City of Guelph Water Tower and Hanlon Industrial District, with Denso Manufacturing and a variety employment units located to the west and northwest, respectively (see Figure 4).

The surrounding neighbourhood is supported by a variety of employment uses, community services and facilities—schools (Westminster Woods or St. Ignatius of Loyola), parks, a community centre and significant naturalized open space and parks are all within 1 km of the subject property. A library and retail-commercial node with grocery stores, personal and professional services are located within 1 km west of the site at the commercial-retail node at Clair Road and Gordon Street, including Pergola Commons, Clair Marketplace, Clairefield Commons and the Guelph Public Library – Westminster Branch. There is a development application for four high-rise infill buildings for the western part of the Pergola Commons site, with other applications underway within the Strategic Growth Area at 1871 Gordon St., 247 Gosling Gardens, 98 Farley Dr., 287 Clair Rd E. and 331 Clair Road E.

Figure 1 - View looking West



Figure 2 - View looking South



Figure 3 - View looking West at the trail connection from Clair Rd.



While residential development is currently located on the north side of Claire Road West, many of the community facilities that serve the community are located on the south side of Clair Road West, namely Bishop Macdonell Catholic High School, Larry Pearson Park and the future South End Community Centre. Sports fields associated with the school as well as public tennis courts, Larry Pearson Park including baseball diamonds as well as the South End community park trail, accessible asphalt trails, basketball courts, pickleball courts, picnic tables, play equipment, a splash pad, tennis courts, public wash-rooms are located south of the site. Construction the new \$115 million South End Community Centre is expected to be completed in 2026. The new 165,000-square-foot facility includes a new pool, gyms, ice pads, walking track and meeting rooms to serve the community. An ecological linkage connects the South end Community Park with the site, with preservation park to the north, a significant 27 Ha open space located to the north.

The subject property is designated Industrial, Significant Natural Area and Natural Area on Schedule 2 (Land Use Plan) in the Guelph Official Plan. The site is located within 800 m of the Gordon/Clair Community Strategic Growth Area and represents a new context-sensitive intensification response for an underutilized vacant property. The Proposed Development represents an extension of the Clair-Gordon Strategic Growth Area west, with a 60 m natural corridor that buffers the site from the employment uses on the west.

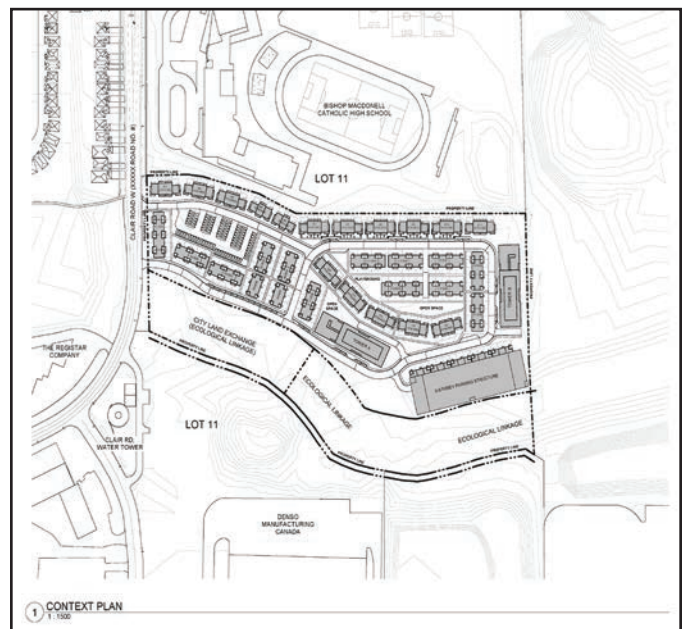
Laird Road and Regional Roads 32 and 31 connect the Proposed Development to the City of Kitchener and the City of Waterloo. The site is also within a 15-minute drive to Highway 401 via Highway 6 or via Crawley Road. Highway 401 connects Guelph to Waterloo and multiple municipalities in an east-west direction, including Oshawa, Whitby, Ajax, Pickering, Markham, Richmond Hill, Vaughan, Brampton, Mississauga, Milton, Oakville, Burlington and Hamilton, as well as connections to Highway 407 a tolled highway, and other 400 series highways and expressways, including Highway 404, 400, 427, The Don Valley Parkway towards Toronto and the Queen Elizabeth Way (QEW) towards the Niagara Peninsula.



Figure 4 - View looking West from Clair Rd.



Figure 5 - View looking East at Clair Rd single-detached homes



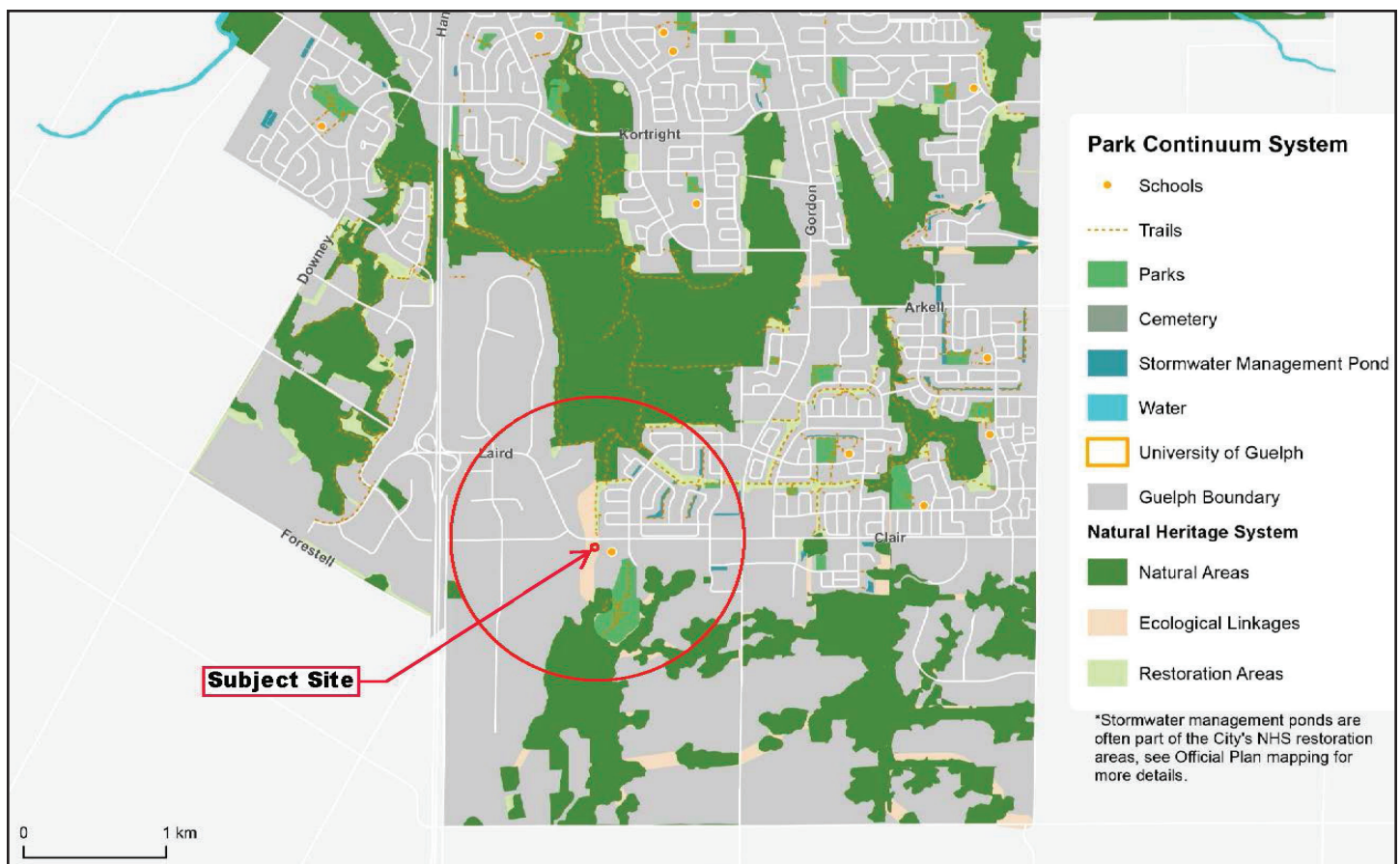


The Proposed Development will benefit from access to local and regional transit and a robust road network. Claire Road is served by Guelph Transit Routes 16 and 19, which connects to Route 99 that provides access to Downtown Guelph, Guelph Central Station and the Guelph Go Station via Gordon Street. Three bus stops are within a 500 m radius of the site—Clair at Clairfields Westbound and Eastbound at Poppy Drive West and Clair Road West and Laird Road and Clair Road West

The Subject Site is adjacent to an existing trail network that connects the natural heritage system north and south of the Subject Site. At the south end of the site, the South End Community Park Trail connects to Larry Pearson Park and then north to Poppy Drive along the north side of Clair Road West with connections east and west to the broader existing trail network (see Figure 5). A connection to the trail network through the site along a 2.1 m sidewalk that would connect the trail through the site to Clair Road West.

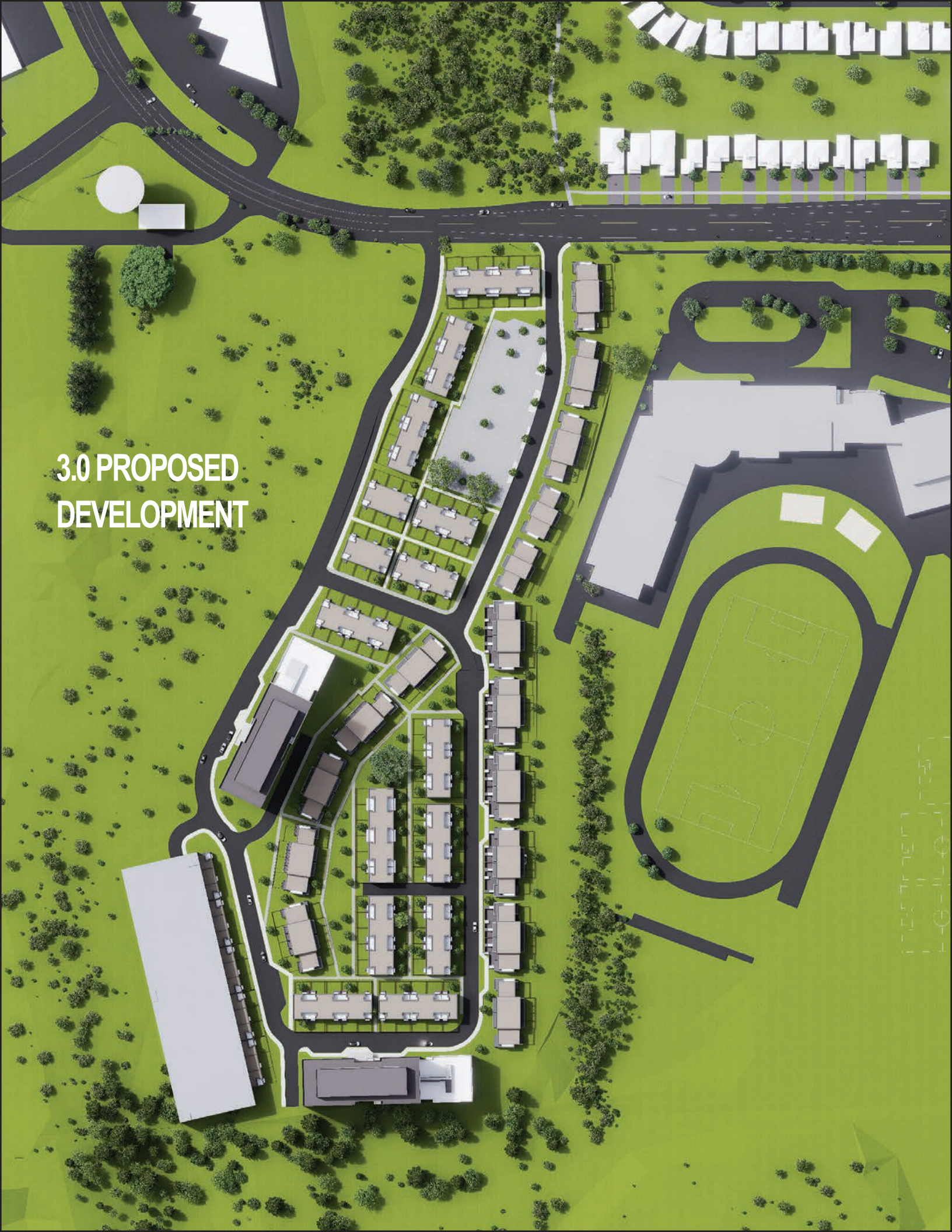
Today the Subject Site presents an opportunity for high density development that is reinforced by the evolving built form character in the surrounding context, informed by the City of Guelph urban design guidelines for townhouses and mid-rise buildings as well as the Official Plan. The Proposed Development will significantly contribute to housing affordability as it results in the redevelopment of underused lands with a higher density than presently exists. The Proposed Development also creates alternative housing options to the detached and semi-detached housing options, which dominate the surrounding housing landscape (see Figure 5).

Developing new affordable housing, supported by new community facilities will attract residents and help to sustain nearby employers, the existing community and the broader City. For these reasons and other matters discussed in this UDR, it is our opinion that the proposed development represents good Urban Design.





3.0 PROPOSED  
DEVELOPMENT





### 3.1 Vision, Goals and Objectives

The overall vision for the Proposed Development is to create a high-quality, contemporary urban neighbourhood with a diverse range of housing types that integrates, compliments and enhances the surrounding community, while providing a significant amount of much-needed sustainable affordable housing.

The following objectives have been identified to achieve the vision for the project:

- Provide a compact urban form that promotes intensification and supports the planned growth node at Clair Road and Gordon St.
- Provide a significant amount of affordable housing in both ground-related and apartment unit typologies.
- Achieve a high-quality architectural product that creates a sense of place and enhances the surrounding context.
- Provide and enhance high-quality natural heritage and pedestrian trail linkages to the natural areas and parks that surround the site to the north and south.
- Develop high-quality common areas that support an active lifestyle, neighbourhood interaction and play.
- Incorporate sustainable development principles and environmental excellence in the overall design of the project that is Net-Zero ready.
- Provide a walkable development that supports local transit, cycling and walking and other alternative transportation modes.





## 3.2 Conceptual Design

The Proposed Development is proposed as a high-quality affordable housing development that supports the city and provincial goals of providing much-needed affordable housing in proximity of transit, amenities and supported by existing infrastructure.

The Proposed Development consists of 960 affordable market housing units in 16 back-to-back and 15 stacked townhouse blocks and in two apartment buildings, 14 and 16-storeys respectively. Overall, 318 townhouses in 16 back-to-back and 15 stacked townhouse blocks are provided as well as 642 apartments units in the tall apartment buildings. An ecological linkage on the east side of the site is planned to be enhanced and relocated to the west side of the property that will also provide an additional buffer to the employment uses located further west and an improved connection to the open space to the north. As planned, the Proposed Development would make a significant impact on the supply of affordable housing in the community and broader City.

The development concept is a campus format consisting of an internal roadway with one driveway access point at Clair Road West. The internal roadway provides access through the site for pedestrians, vehicles, bicycles and large trucks as well as on-street parking. Townhouses, two apartment buildings and a 6-storey above-grade parking structure wrapped with residential townhouses front the internal roadway, with two back-to-back townhouse blocks located within a courtyard at the south end of the site. The majority of vehicular parking is provided in a 6-storey above grade parking structure at the southwest corner of the site, with additional parking provided in a surface parking area and along the internal roadway.

Four outdoor at-grade common amenity areas are provided, including a playground and community garden area. Each townhouse unit is provided with private outdoor space. The high-rise buildings will include outdoor amenity areas on the podium levels. Bicycle parking is provided throughout the site and in the apartment buildings.

Of the total 8.56 ha site area, nearly 30 per cent will be the enhanced and relocated environmental linkage, with only 6.11 ha making up the development area.





## 4.0 SITE & BUILDING DESIGN





## 4.1 Neighbourhood and Site Design

The Subject Lands are located adjacent to the Clair/Gordon Strategic Growth Area, a primary location for intensification within Guelph. While not within the Strategic Growth Area, the development of the site supports the broader planning objective.

The area surrounding the Subject Site contains multiple land use designations—residential, commercial and institutional uses with significant employment uses approximately 1 km east of the node. Existing residential uses are located directly north and east of the site and consist of predominantly single detached housing. Existing commercial uses are concentrated at the Clair Road and Gordon Street intersection, with a water tower and high school abutting the site as well as significant parkland and open space.

The range and mix of permitted uses together help to achieve the city's vision of a pedestrian and transit-supportive community, with amenities and commercial uses in proximity to residential neighbourhoods.

The Gordon/Clair Community node connects the Proposed Development to the City's downtown via the Gordon Street corridor. The node provides a mix of residential, commercial and institutional buildings, such as shopping areas, community uses and housing within the neighbourhood and provides opportunities for medium and higher density housing to help develop the node further.

The Proposed Development supports the longer-term vision of the Gordon/Clair node to further develop into a mature urban village. The plan envisions fully realized and developed main streets with street trees, multistorey buildings and a further mix of retail, services and residential development—development that will encourage a more active and social and diverse community

## 4.2 Site Design

The design of the site has been organized to integrate with the surrounding community and to provide efficient access through the site. The existing ecological linkage is entirely relocated to the west side of the site where it provides an improved connection to the natural area to the north. A new internal road network will provide vehicular and pedestrian access through

the site that connects with Clair Road.

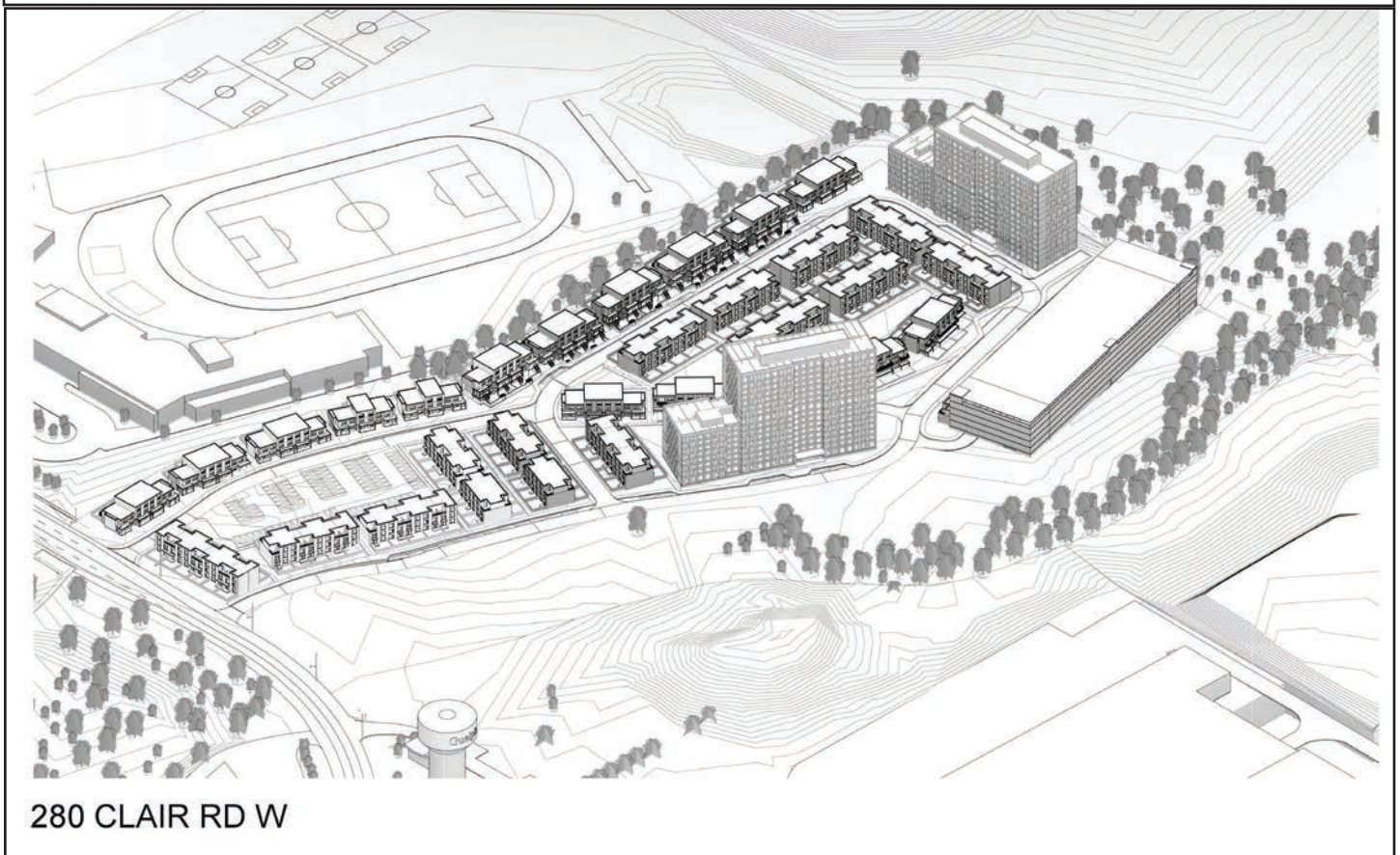
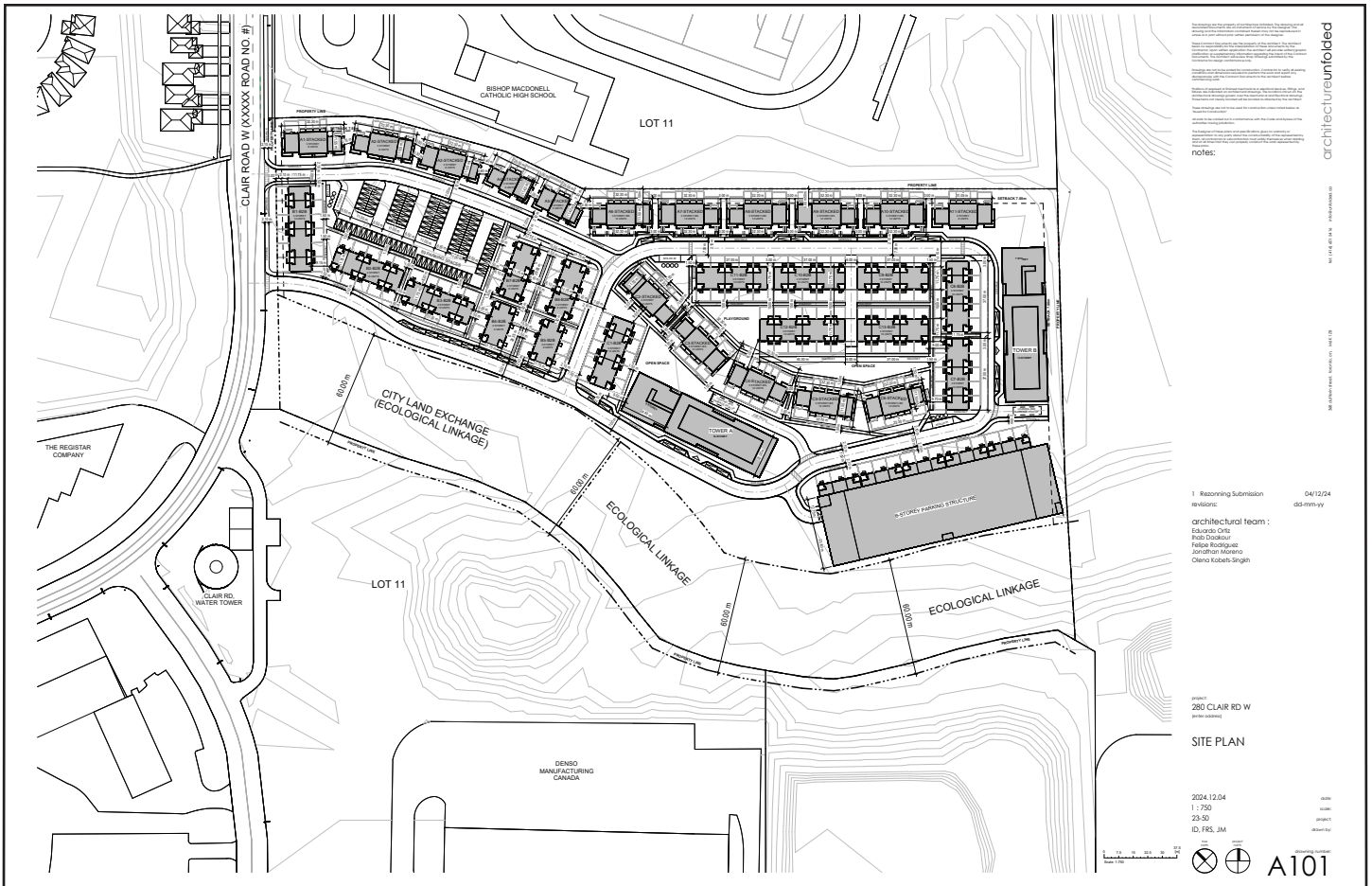
Large outdoor amenity spaces are provided at the south end of the site, including a playground area and community garden in addition to the ecological linkage, which also buffers the development from the neighbouring employment uses. The ecological linkage connects the Proposed Development with the open space network to the north and south of the site. The pedestrian sidewalk from Clair Road West will connect the site with the existing trail network.

The proposed building elements respond to the shape of the site, oriented around a U-shaped internal private roadway with an additional lane that bisects the middle. The road network introduces a modified grid road pattern that promotes connectivity through the site. The private road extends the streetscape seamlessly into the site, with sidewalks, tree planting and active streets with windows and front yards facing the private street. The mid-block connections break up the site and provide connectivity for pedestrians and cyclists, allowing for efficient traffic and pedestrian flow, as well as servicing and emergency access through the site.

## 4.3 Building Design and Massing

Lower townhouse building elements are located at the north of the site, with taller building elements located at the rear to minimize visual and shadow impacts of the existing neighbourhood on the north side of Clair Road as well as views along Clair Road West. The 6-storey above-grade parking garage is wrapped with townhouse units, with the taller portion located to the west and south of the site to minimize visual impact from the internal roadway and also from Clair Road. The majority of the townhouse units have generous 6.1 m front or internal/rear facing yards that provide private amenity space and help to address and animate the private internal roadway and courtyard spaces throughout the site. A 10-unit back-to-back townhouse block fronts the Clair Road West frontage to animate the public street frontage and provide a natural visual extension of the low-rise residential neighbourhood on the opposite side of the street. While the block exceeds 8 units, as recommended in the Design Guidelines, it does not exceed 49 m in length. A generous 6.1 m setback from Clair Road West provides space for landscaping and trees. Three-storey stacked townhouse

















① WEST ELEVATION  
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② SOUTH ELEVATION  
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notes:

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notes



1 SOUTH ELEVATION  
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2 WEST ELEVATION  
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architectural team :  
Eduardo Ortiz  
Ihab Daakour  
Felipe Rodríguez  
Jonathan Moreno  
Olivia Kobets-Singh

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blocks, ranging from 12-unit to 8-unit blocks are located along the east property boundary abutting the School Property front the new internal private roadway. At the corner, landscaping elements and consideration for the public facing elevation will help integrate the north elevation of the townhouse block with the emerging Clair Road streetscape.

A 4 m grade difference from the internal road the rear of these townhouse blocks, with the abutting school property on the high side, has been incorporated into the architectural design. Landscaping elements for the abutting private yards will provide privacy to the adjacent property.

Townhouses along the eastern boundary of the site have been designed to incorporate the existing grade changes in a sensitive architectural response. Variation in the building heights within the townhouse blocks creates relief and visual interest. Stacked and back-to-back townhouse blocks are oriented to front the internal public roadway and to private internal courtyard areas or facing landscaped open areas along the eastern and western boundaries of the site, with pedestrian access provided to courtyard facing units.

Six back-to-back townhouse blocks front the internal roadway at the southern end of the site along with a 14-storey apartment building. A 16-storey apartment building is situated on the west side of the internal roadway along with five back-to-back townhouse blocks that also front the private lane that bisects the site. Two stacked townhouse blocks are located internal to the site, located in a garden-like setting. Along the west side of the western arm of the internal road, is a 60 m wide corridor will continue to provide an ecological linkage to the abutting Natural Heritage features to the north and south. At the southern end of the site, a 6-storey above grade parking structure screened with 3-storey townhouses, is located between the natural corridor and the internal private road.

A 6.1-meter front yard for the majority of the townhouses provides space for massing variation and architectural diversity while proving a buffer to the internal private roadway and adjacent townhouses as well as a landscaped amenity space.

Townhouse blocks range in length from 32.3m to 49m long with a minimum

3 m separation between blocks to provide sufficient space to provide walkways between the blocks. Separation distances between townhouses blocks are 15 m to provide space for light, privacy, rear yards and walkways through the site. Where townhouse blocks face a side yard, a minimum 9 m setback has been provided. Over 40 per cent of the lot area is provided as landscaped area, with at least 50 per cent of the total landscaped space covered with soft landscaping.

## 4.4 Transitions, Public Views & Vistas

The low-rise 3-storey townhouses are located along the northern portion of the site to transition to the low-rise residential community to the north. The taller building elements are located at the rear and west side of the site to minimize visual and shadow impacts on the neighbouring low rise residential community on the north side of Clair Road West as well as the prominent view of the Guelph Water Tower looking west toward the site along Clair Road. Central courtyards and open spaces provide semi-private and shared outdoor spaces for residents. The 6-storey parking structure is adequately screened with an active residential frontage. The orientation of the parking garage and surrounding topography and distance from Clair Road will help screen the building from the public realm and from the Proposed Development. The proposed building siting and overall massing for the Development Proposal creates an appropriate transition to the neighbouring school and residential area to the north and east as well as the naturalized open space to the north and west.

## 4.4 Parking

The majority of vehicular parking for the site will be provided in the 6-storey parking structure. Vehicular traffic thorough the site is minimized by providing the majority of the parking in two centralized parking areas – a surface parking area at the north end of the site as well as a 6-storey parking structure at the southeast end of the site. The majority of the parking is visually screened from the internal private street as well as from Clair Road West. Landscaped private yards with soft landscaping provide a green buffer between surface parking areas and the abutting townhouses.



On-street convenience short-term and visitor parking areas are provided and are incorporated with the roadway design—these areas will be used for pick up and drop off as well as for deliveries.

An at-grade surface parking area has been provided at the north end of the site to provide a central parking area for the townhouse units and visitors. The parking area is buffered with landscaping and sidewalks and is screened from Clair Road West as well as internally with townhouse units. Additional parallel parking has been provided on the internal private road where there is adequate space. Short term drop-off parking areas are provided throughout the site, especially where there are longer walking distances to the surface parking for convenience and to ensure the roadway isn't congested with stopping vehicles. The above-grade parking structure minimizes the need for large surface parking areas and also provides a buffer to the employment uses to the west.

Bicycle parking will be located throughout the site, with additional indoor parking provided within the underground levels of the tall buildings.

## 4.6 Tall Building Design

Floorplate sizes for the tall buildings are 1200 m<sup>2</sup>, 1750 m<sup>2</sup> including the podium elements. Floorplates above the 7 and 8-storey podium bases are above the recommended 1000 m<sup>2</sup>. While the tall buildings are long and large, the façades have been articulated with material changes and reveals to provide an attractive architectural response that helps to minimize the visual impact of the building length.

The towers have a separation distance of greater than 100 m to ensure adequate privacy and sky view. The proposed towers contain a base building element, with a tower element and top, articulated with variation in the facade expression. The taller tower and podium are located on the west side of the site. The bases of the tall buildings will contribute to the pedestrian experience by providing visual interest and architectural variety. Canopies at entrances will be provided for wind and weather protection. Attractive low-maintenance landscaping, abutting the buildings will create an attractive pedestrian environment.

## 4.7 Materials & Architectural Treatment

The proposed building façade materials will predominantly consist of a highly efficient pre-cast concrete product, which will provide durability, sustainability as well as an attractive high quality architectural expression as well as glazing. The treatment of the precast will vary in colour and texture to provide visual interest. Diversity between the townhouse blocks will promote variety and to create a walkable neighbourhood. Glazing, railings and overhangs as well as masonry provide additional variety in the architectural finishes.

## 4.8 Access, accessibility circulation, loading, storage

The Proposed Development proposes a typical 7 m private road street section that includes a two-way private road for vehicular and cyclists, as well as a pedestrian clearway and a front yard area on either side of the internal private road. Pedestrian and cycling connections are provided through the site and connect to the surrounding community.

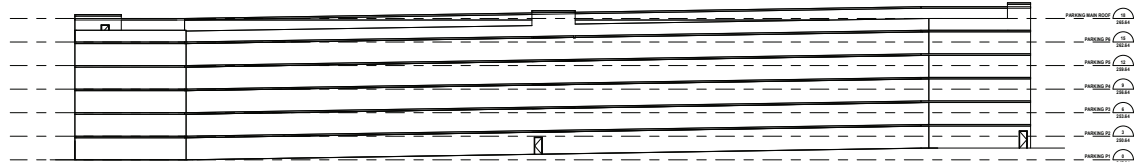
Access to the site is provided from Clair Road along a 7 m private road that loops around the site and terminates at the surface parking area. The road narrows to a 6 m to provide fire route access between Clair Road and the private road, with chain access for fire trucks only from the Clair Road terminus.

Throughout the site, a 2.1 m sidewalk abuts the internal private roadway and fire route on one side, with a 2.1 m pedestrian clear way provided along the private road from the main entrance to the trail connection between the tall buildings at the south end of the site. Townhouse entrances will be connected to the road and pedestrian network with 1.5 m walkways and designated pedestrian crossings. The existing sidewalk to the east of the site along Clair Road West will be extended west along the site frontage. Cyclists will share the internal roadway with (slow moving) vehicular traffic. The internal roadway connects with the vehicular road way and bicycle lane on Clair Road West. Clair Road contains a dedicated bike lane in both east and west directions and on Gordon Street in both north and south directions;

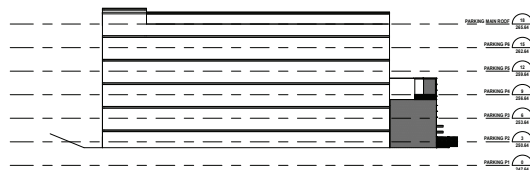




1 NORTH ELEVATION  
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2 SOUTH ELEVATION  
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3 EAST ELEVATION  
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4 WEST ELEVATION  
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notes:

1. Reasoning Submission  
revision: 04/12/24  
03.09m-vf

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Oliver Kobels-Eigen

project:  
280 CLAIR RD W  
PARKING  
ELEVATIONS  
PARKING

2024.12.04  
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MolokDomino Underground Waste Collection System



Tree planting will occur in Front Yard areas for provide privacy and where there is more opportunity for to provide adequate soil volumes.

Loading for the taller buildings is provided at grade in designated loading areas. Waste storage for the taller buildings is provided inside the buildings. Underground waste storage is provided in three centralized areas for the townhouse units. Residents will need to deposit their recycling, Green Waste and Garbage to the Molok centralized areas for collection.

## 4.7 Lighting and Signage

Lighting will be designed to ensure safety and to minimize impacts on the adjacent properties. A detailed lighting plan will be provided once the landscape details for the project have been further developed and refined. A detailed signage plan to direct people through and around the site will be provided. Traffic signage and details will be provided by the Transportation Engineer for the project.

## 4.8 Building Envelope

The design of the building envelopes has been carefully considered to ensure energy efficiency and performance. Weather protection such as canopies overhangs at major building entrances will be considered at the detailed design phase.

High-performance wall assemblies and glazing products to reduce the long-term building heating and cooling requirements will be implemented using a panelized integrated building system called The Kiwi Precast Building System. High performance low E windows with reduced opening sizes and no balconies along with R25 exterior insulation will minimize thermal loss. The building envelopes have been designed to be net zero ready.

## 4.9 Wind Assessment

RWDI has prepared a qualitative wind assessment to help inform the detailed design regarding the anticipated pedestrian wind conditions on public sidewalks, internal site walkways, building entrances, outdoor

amenity spaces, surface parking areas and terraces on Towers A & B.

Wind conditions around the townhouse blocks are expected to be appropriate throughout the year with increased wind speeds expected around the proposed towers. Acceptable wind conditions are expected for most of the year, with uncomfortable conditions in winter at the building corners and building entrances. Building canopies, planters and coniferous landscaping around the building entrances and seating areas will help mitigate adverse wind impacts.

Higher wind speeds may occur for the ground-related amenity areas at grade around Tower A, which can be mitigated with well-designed wind control measures, such as coniferous trees and landscaping. Building articulation will be considered at the detailed design phase to help address downdrafts and other wind impacts on the pedestrian environment.

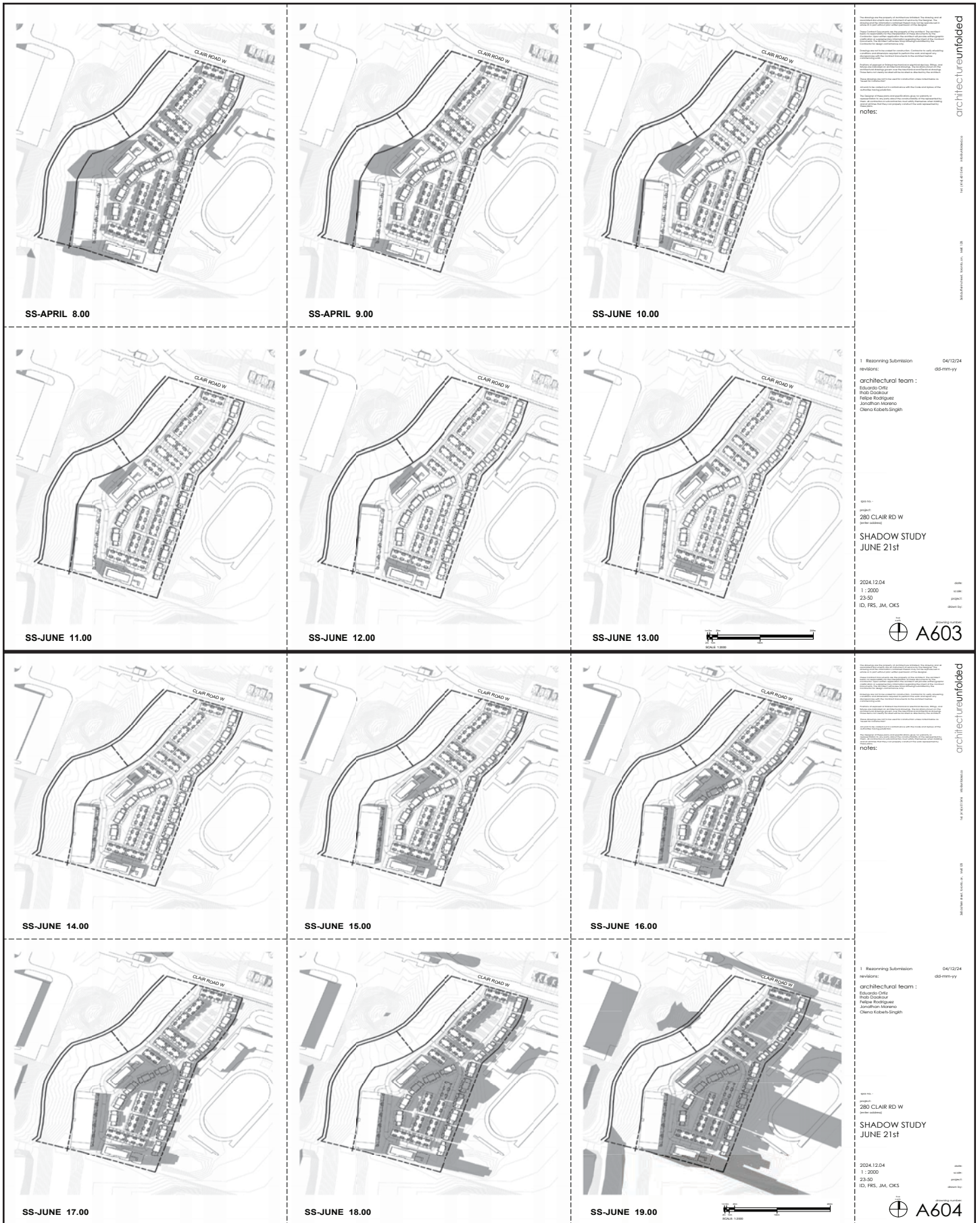
## 4.10 Shadow Study

A sun/shadow study dated December 4, 2024 prepared by Architecture Unfolded to evaluate the shadow impacts of the development in accordance with the City of Guelph Sun-Shadow Study Terms of Reference. Shadows from the Proposed Development do not occur for more than two consecutive test times per day on areas such as yards, decks and (rooftop) patios and pools of adjacent properties on April 21, June 21 and September 21. Specifically, the proposed development does not impose any incremental shadows on the adjacent residential neighbourhood to the north.

With respect to places where children play, including the adjacent school yard to the east of the Proposed Development, incremental shadows allow for a balance of sun and shade between 10am and 2pm, with more than half of the area in sun on April 21, June 21, September 21 and December 21. Of note, there are no impacts on the school sports field April 21 8am to 4pm, with minor impacts beginning at 5pm; no impacts June 21 until 7pm; no impacts September 21 until 4pm; and minor impacts December







1 Reasoning Submission  
revisions: 04/12/24 03:00 PM

architectural team:  
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notes:

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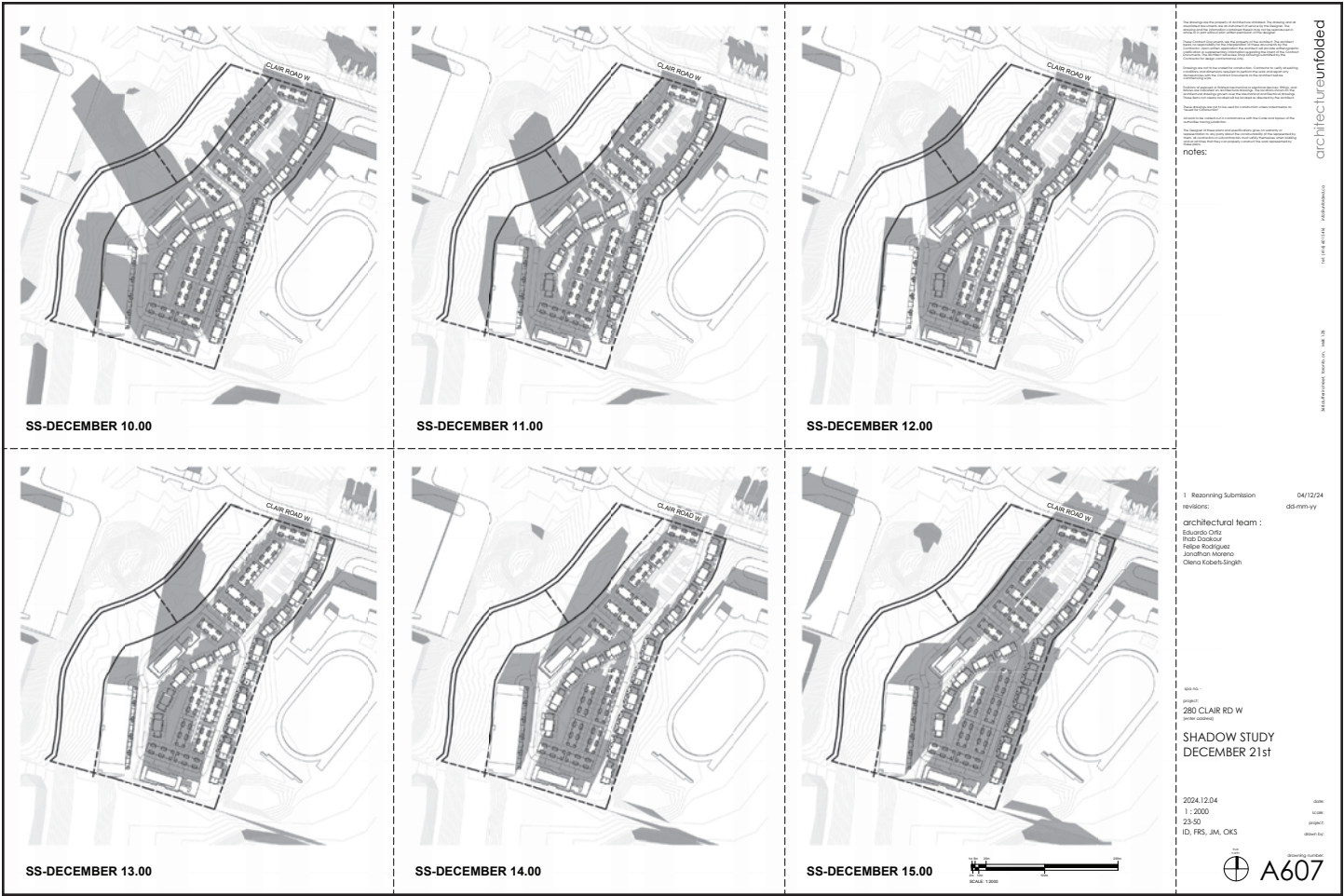
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The drawings are the property of the architect and are not to be used for any other purpose without the written consent of the architect. The drawings are not to be used for any other purpose without the written consent of the architect. The drawings are not to be used for any other purpose without the written consent of the architect.

notes:

1. Resubmitting Submission  
revisions:  
architectural team:  
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DATE: 04/12/24  
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280 CLAIR RD W  
SHADOW STUDY  
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21 beginning at 1 pm. With respect to the open naturalized areas to the south and west and the proposed natural heritage linkage to the west, shadow impacts are acceptable, with very minor impacts limited to brief windows, typically later in the evening.

As per the Terms of Reference, the proposed development does not impose any incremental shadow on the external sidewalk network on September 21st between 12 and 2 pm, or at any other times between 9 am and 5 pm. The ground-related amenity areas within the proposed development are typically impacted with shadows later in the evening, with most areas in full sun for most times of the day on April 21, June 21, September 21 and December 21, with the exception of the community garden area, which is impacted by shadows earlier in the day December 21. Overall, the incremental shadow impacts from the proposed development are expected to be minimal and meet the City's guidelines.

#### 4.11 Integration with the public realm

The interface between the building frontages and the internal private roadway as well as Clair Road West will create attractive and functional streetscapes and courtyards. The stacked townhouse along the east side of the site will have entrances that front the internal private roadway, with walkway connections to the sidewalk. The back-to-back townhouses will have fenced in landscaped front yards with walkways provided throughout the site. Landscaping treatments, such as fencing, hedges and trees will be used to create a transition between the private and public realm as well as between private yards and shared outdoor amenity areas.

Pedestrian walkway connections between townhouse blocks create attractive, durable and functional spaces.

#### 4.12 Common & Publicly accessible features

The Proposed Development includes a large Community Garden space, as well as three courtyard type open spaces including playground area. Significant naturalized areas frame the property to the south and west. A

significant open space abuts the property to the south that will connect to the relocated naturalized ecological linkage at the west side of the property. Pedestrian walkway connections through the site between the townhouse blocks provide a network of landscaped walkways throughout the site. A new 2.1 m sidewalk connection through the site will link Clair Road West to the abutting trail network to the south.

#### 4.13 Sustainable urban design

Numerous sustainable design approaches and technologies have been incorporated into the design of the Proposed Development to ensure a highly efficient community, that implements the City's sustainability vision and Official Plan sustainability policies.

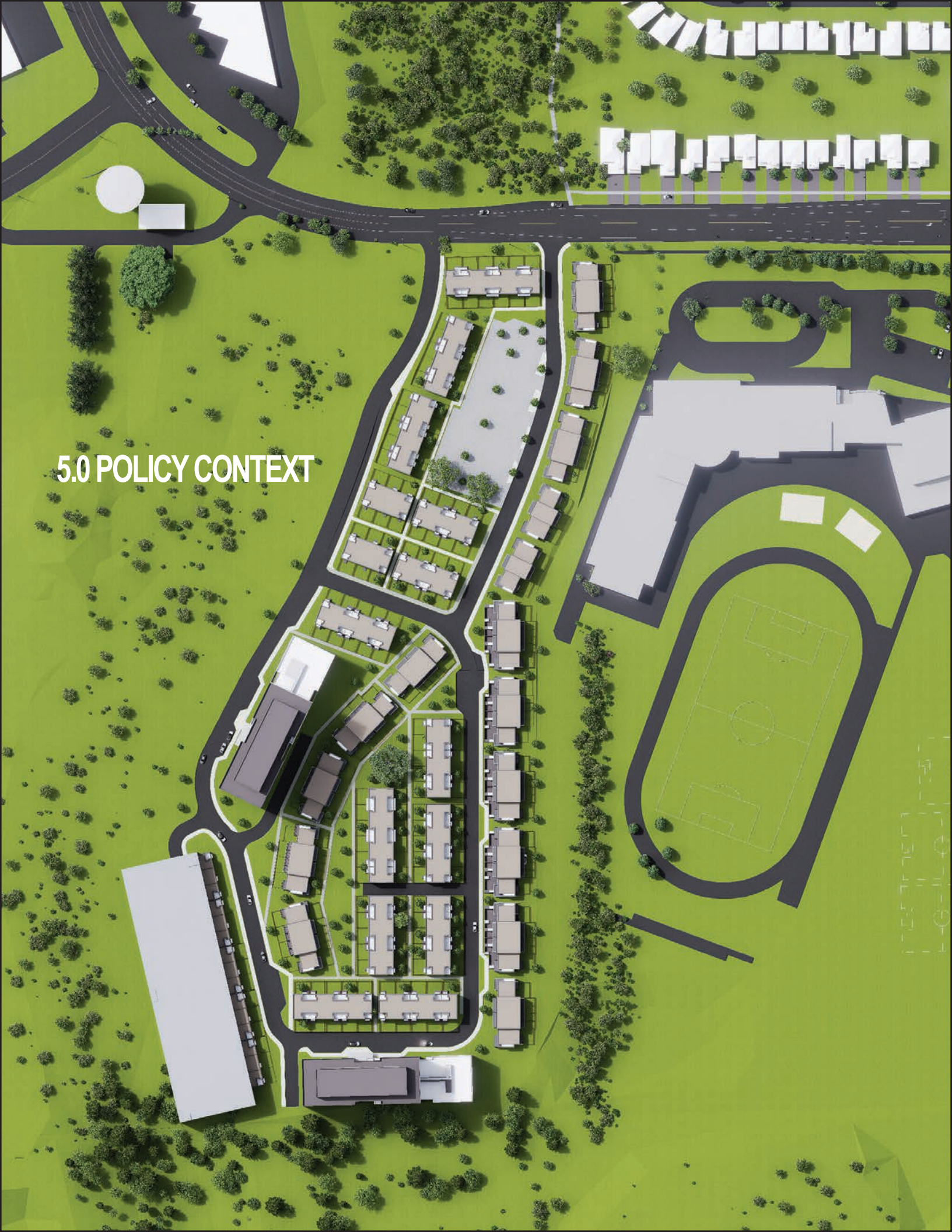
- Pedestrian walkways are provided throughout the site to connect buildings entrances to the broader pedestrian walkway network.
- Pedestrian walkways provide direct access from parking areas to main building entrances.
- Lighting will be provided throughout the community to ensure pedestrian safety.
- Vehicular parking areas have been consolidated to minimize car traffic throughout the site, improving air quality.
- The buildings and envelopes have been designed to be net-zero ready, outperforming numerous performance measures.
- Water usage has been considered, with drought resistant landscaping for low impact, low maintenance landscaping and low flow plumbing fixtures in the buildings.
- Water quality has been considered, with the project achieving all required water balance, Water Quality and water quantity control targets.
- An extensive tree planting program will be implemented, adding a significant of new trees to the Subject Site, in accordance with the city's requirements for tree planting areas and soil volumes
- Centralized green, recycling and garbage bins are; provided throughout the site for residents.



## 4.14 Energy

The project supports the City's Community Energy Initiative by supporting innovation and the use of new technologies to help achieve a Net Zero Carbon community by 2050. The Kiwi Precast System proposed to be used to construct the Proposed Development provides a highly efficient building envelope with continuous exterior insulation and minimal thermal loss.

# 5.0 POLICY CONTEXT





## 5.1 Official Plan

### Section 3 - Complete and Healthy Communities

The Proposed Development achieves the Official Plan objectives to provide various housing options that will accommodate the projected growth of Guelph to the year 2051. The Proposed Development will contribute to the growth and density targets as per the Official Plan and provide current and future residents with a range of housing types, namely affordable housing within the built-up area and within a short distance of the Clair-Gordon Strategic Growth Area.

Currently zoned for parks and open space and adjacent to an existing Secondary School and existing residential development, the Subject Site is a suitable location for contiguous residential development and intensification and supports the goals outlined by the City in its Official Plan. The Proposed Development meets the following objectives/guidelines of Section 3: Planning for a Complete and Healthy Communities as listed below:

#### (Section 3.1) Complete and Healthy Communities.

Planning to support the achievement of complete communities, as a central theme to this Plan, is focused on the achievement of a well-designed, compact, vibrant city that meets people's needs for daily living throughout their lifetime by providing:

- i) a variety of employment opportunities in appropriate locations;
- ii) a full range and mix of housing options and densities to accommodate a range of incomes and household sizes;
- iii) local services and public service facilities including affordable housing and schools;
- iv) high quality publicly accessible open space and adequate parkland opportunities for recreation including trails and other recreational facilities;
- v) access to healthy, local and affordable food options;
- vi) convenient access to a range of transportation options including public transit and active transportation

### (Section 3.2) Population and Employment Forecasts

By the year 2051, Guelph is expected to be a city of approximately 208,000 people. The rate of growth will be moderate, steady and managed to maintain a compact and human-scale city. The City will plan and provide for a diverse and compatible mix of land uses, including residential and employment uses to support vibrant communities.

### (Section 3.6) Housing Supply

- To provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents, the City shall maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and, if necessary, on lands which are designated and available for residential development.
- The City will promote and facilitate intensification throughout the delineated built-up area, and in particular within Downtown and Strategic Growth Areas as identified on Schedule 1a.
- To support the achievement of the minimum intensification target, vacant or underutilized lots, greyfield, and brownfield sites will be revitalized through the promotion of infill development, redevelopment and expansions or conversion of existing buildings.
- A diverse range and mix of housing units is proposed, including affordable housing and additional residential dwelling units to meet projected needs of current and future residents at all stages of life and to accommodate the needs of all household sizes and incomes.
- Development within the delineated built-up area will create attractive and vibrant spaces in accordance with the urban design policies of this plan.

The Proposed Development helps the City achieve the above policy goals.

### **(Section 3.10) Natural Heritage System**

The proposed development includes relocation and modification of the existing Ecological Linkage in accordance with City of Guelph Official policies outlined in Section 4.1 (Natural Heritage System). North of Clair Road West, the ecological linkage is proposed to be widened to the full width of the undeveloped property (135 m).

### **(Section 3.12) Water Wastewater & Stormwater Systems**

Water servicing to the site will connect to the existing watermain on Clair Road West. A new sanitary sewer extension is proposed to provide a new sanitary connection to the site, with sufficient capacity in the sanitary system to support the expected sanitary flows. With sufficient infiltration on-site, stormwater management infrastructure will be provided in two basins that meet the city's criteria for water quantity control and water balance. Water quality control will be implemented with two OGS units that will capture 80% of TSS.

## **Section 8 – Urban Design**

The Proposed Development satisfies and achieves many of the principles and objectives for the design of townhouses and mid-rise outlined in Section 8 of the Official Plan:

- To create neighbourhoods with diverse opportunities for living, working, learning and playing.
- To build compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage walking.
- To showcase natural attributes as defining features that are an integral component of the City's image, character and Indigenous heritage by making them highly visible and accessible, especially lands along the Speed and Eramosa Rivers.
- To engage in "place-making" - developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued.

- To ensure that the design of the built environment promotes excellence in urban design by respecting the character of the existing distinctive areas and neighbourhoods of the city.

- To create a diversity of inviting and accessible gathering places that promote a full range of social, cultural and economic interaction.

- To establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.

- To allow for a range of architectural styles and promote expressions that bring interest and diversity in urban form and architectural design while responding appropriately to the local context and achieving compatibility.

- To design space that is accessible to all, regardless of abilities.

- To improve conditions for greater personal security within publicly accessible spaces by designing them to be attractive and comfortable to the public, increasing the potential for informal surveillance and reducing opportunities for crime.

- To preserve and enhance the identified and protected public views and public vistas of built and natural features.

- To design for a choice of mobility including walking, cycling, transit and driving.

- To require urban design that reduces energy and water demand through such measures as, but not limited to, orientation of streets and buildings and the implementation of active and passive renewable energy systems and alternative energy systems and water conservation strategies.

The Proposed Development supports housing diversity in the vicinity of the Clair-Gordon Strategic Growth Area, with new affordable housing in high-rise apartments as well as ground related back-to-back townhouses.

The Proposed Development represents an efficient, compact and walkable residential neighbourhood that balances open space with housing and new infrastructure. Private and public amenities are well balanced and allow for a range of uses and users while also providing an inviting and accessible residential setting. An existing Ecological Linkage will be enhanced and relocated to provide an Ecological Linkage a more efficient land use design.



## Section 8.1 – Sustainable Urban Design

The Proposed Development achieves the Sustainable Urban Design policies outlined in Section 8.1:

1. 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.
2. 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.
3. New residential neighbourhoods shall be designed to ensure that most residents live within a 5 to 10 minute walk of amenities and transit stops.

## Section 8.2 – Public Realm

The Proposed Development achieves the applicable Public Realm policies outlined in Section 8.2:

1. A clearly identifiable public realm should be established in all residential areas consisting of an interconnected network of streets, parks, school sites, community trails and open spaces.
2. 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.
3. Development proposals shall extend, establish or reinforce a modified grid-like street network
4. Block lengths shall be reasonably short especially within Community Mixed-use Nodes and Intensification Corridors and shall optimize connectivity for pedestrians and encourage walking. Longer blocks shall have adequately sized mid-block pedestrian links.
5. 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

- ii) Placing principal building entrances towards the street and corner intersections
- iii) Maintaining or extending a continuous building façade or streetwall along the street;
- v) Incorporating weather protection measures such as canopies, awnings, building projections or colonnades, where possible;

## 8.3 Landmarks, Public Views and Public Vistas

The Proposed Development provides a public view and view corridor through the site through to the Significant Natural Area to the south through the relocated Ecological Linkage as well as a pedestrian connection to the trail network to the south. The tall building elements are not visible from the majority of the Clair Road frontage due to building placement, topography and depth of the site.

## Section 8.5 - Low Rise Residential Forms

The Proposed Development achieves the applicable policies with respect to Low-Rise residential forms:

1. 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
2. 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.

## Section 8.9 Built Form: High-rise Buildings

The proposed development achieves the majority of the Built form policies for high-rise buildings Section 8.9 of the Official Plan.

- The proposed tall buildings incorporate a distinctive podium, middle

and top with an articulated façade that uses reveals in the massing and material colour shifts to achieve this objective.

- Parking is provided in an above-grade parking structure, with limited surface parking
- Built-form studies that address how the building massing, shadows, and microclimate have been provided that demonstrate minimal impacts on the surrounding area
- Over 100 m separation between towers has been provided to ensure adequate light, privacy and skyview

### **Section 8.11 Transition of Land Use**

The Proposed Development achieves compatibility between different land uses by providing an appropriate transition to the abutting industrial, open space, institutional and residential uses through the provision of roads, landscaping and spatial separation.

- 60m+ buffer to the employment uses to the west
- Landscaping and 7.5 m separation to the school property to the east
- 7.5m setback to the open space abutting the site to the south
- Taller building elements are located away from sensitive uses to minimize visual and shadow impacts on adjacent properties and the public realm

### **Section 8.12 – Parking**

The Proposed Development implements the applicable parking policies in Section 8.12. The 6-storey above grade parking structure is adequately screened with residential uses where it fronts the internal private roadway. The screening and activation of the frontage contributes to an attractive public realm.

Surface parking is screened from Clair Road West with townhouse units. Walkways abutting landscaped areas are provided throughout the site to provide direct access to surface and street parking. Bicycle parking will be provided throughout the site at-grade as well as in the underground levels of the high-rise buildings.

### **Section 8.13 – Access, Circulation, Loading and Storage Areas**

The Proposed Development implements the applicable parking policies in Section 8.13. The private internal road and internal driveways have been designed to accommodate pedestrians, cyclists and vehicular traffic. The internal roadway system and pedestrian network appropriately divides the site in a modified grid pattern to facilitate the efficient circulation of pedestrian and vehicular traffic. Pedestrian walkways abut building and street frontages with direct pedestrian connections to the adjacent trail network. Loading areas are located away from public streets and are adequately separated from adjacent residences.

### **Section 8.16 – Lighting**

The Proposed Development will achieve the lighting requirements outlined in Section 8.16. Detailed lighting plans will be provided in a subsequent submission.

Outdoor lighting will be provided to allow buildings to be identified as well as to provide safety for vehicles, cyclists and pedestrians. Building and site lighting will be energy efficient and night sky friendly, with no impact on adjacent properties.

### **Section 8.18 Safety**

The Proposed Development achieves many of the safety policies outlined in Section 8.18. The design of the site provides sufficient opportunities for informal surveillance of the internal private roadway as well as courtyard areas. Additional safety measures include:

- Public and private spaces will be clearly delineated with landscaping and appropriate lighting
- Multiple walking routes are provided throughout the site
- Low maintenance building and landscaping materials



## 5.1 Urban Design Manual - Urban Design Action Plan

Volume 2 & Volume 3 of the Urban Design Manual – the Urban Design Action Plan & Urban Design Community Nodes Plan outline the land use framework for growth, focusing on strategic areas for change and transformation, including the Clair/Gordon mixed-use node. The plan provides a vision for the implementation of design quality outlined in the Official Plan and sets priorities for future policy work to be completed to help further direct and refine the urban design and land use policy framework to achieve high quality urban design and sustainable urban growth, including in interdisciplinary approach to the review of development applications

The proposed development is within 800 m of the outer edge of the Clair/Gordon Mixed-Use Node—the development of this site will help to support the guiding vision to transform the Node into an urban village by providing additional residential intensification, additional diversity in the dominant housing forms and affordable housing within a relatively short distance of the node.

## 5.3 Built Form Standards for Mid-Rise Buildings & Townhouses, City of Guelph (April 2018)

Direction for the design of the townhouses and general built form direction is consistent with the standards outlined in the Built Form Standards for Mid-Rise Buildings and Townhouses.

### ***Urban design goals and objectives for the site:***

- Create a vibrant, affordable, walkable, high density residential neighbourhood that extends the existing residential neighbourhood to the north and east
- Provide high quality private and shared amenity spaces
- Provide residential intensification within the built-up urban area with affordable sustainable residential greenfield development
- Provide connections to adjacent green space and provide naturalized open space and enhance existing naturalized areas
- Enhance the natural interface and green buffer to the neighbouring

manufacturing facility to the west and northwest

- Animate the Clare Road W. frontage
- Contribute to compact and efficient growth and provide a vibrant public realm along the established and new private street network
- Provide high-quality pedestrian connections between buildings and public spaces as well as the public realm

### **Section 4.1 – Nodes and Corridors**

The Gordon/Clair mixed-used node is identified as key location for intensification. The Proposed Development is within 800 m of the node and supports the longer-term vision for the area.

### **4.2 Infill and Greenfield Sites**

The Proposed Development complements the existing uses and has carefully considered the site organization and integration with the surrounding parks, streets, ecological functions, servicing, and utilities.

### **6.0 Site Organization & Design**

The project achieves the standards for site organization and design:

- Establishes a good relationship between buildings and the street;
- Provides a context-based transition zone between the building and the street right of way;
- Creates a balance between built form and open space; •
- Reduces the visual impact of parking;
- Encourages healthy lifestyle choices, such as active modes of travel;
- Contributes to greening streets and development sites;
- Create connections to adjacent streets, trails, natural heritage systems and open spaces; and
- Respects site constraints where feasible, such as existing trees and grading, engineering requirements, utilities, and noise

### **Townhouse Building Design Performance Standards**

- Min. Front Yard – 6.1 m to 3 m has been provided (note there are no attached or rear garages proposed)

- Min. Side Yard – 3 m or a distance of ½ building height
- Min exterior side yard (public and private street) 4.5m
- Max length 8 units, or 48 m (back-to-back or stacked)
- Min. separation distance – Where Rear (or Front) Yard of One back-to-back townhouse is Adjacent to the Side Yard of Another: 9 m;
- Rear Separation Distance for Cluster, Stacked or Back-to-Back: 15 m
- Mid-block connections have a minimum pedestrian clearway of 2 m and and connect to public right-of-way

## **6.2 Parking, Access, Circulation and Loading *General Standards:***

- Surface parking is located away from the public frontage
- Residential visitor parking is provided at-grade along the private road and in surface areas
- Loading and servicing is accessible and located and away from the public street and internal roadway
- Front yard paths provide direct access to townhouse units to the sidewalk or crosswalks
- Direct access is provided to outdoor spaces and amenities
- Landscaped setbacks are provided to provide space for mature tree growth
- Many townhouse frontages have space for landscaping and sidewalks
- Bicycle parking will be located throughout the site in accessible locations at-grade, near building entrances and pedestrian walkways
- Permanent protected bicycle storage on-site will be provided and integrated into the project design

## **6.3 Common Amenity Areas**

- A children's play area has been provided
- The common amenity areas are located at-grade outside in four separate contiguous areas
- The site is within a 500 m walking distance from a park and will be connected to the adjacent trail network via a pedestrian sidewalk connection

- Common amenity areas are connected to the internal pedestrian infrastructure.
- Micro-climate effects, namely wind and shadow, have been considered in determining suitable locations for the common amenity areas.

## **6.4 Landscaped Open Space**

The Proposed Development aims to achieve the minimum 50% of the total landscaped area to be covered with soft landscaping. Detailed landscaping plans will be further developed at the detailed design phase. Adequate setbacks and space for private front and rear yards will provide adequate space for soft landscaping.

## **6.5 Tree Planting**

The Proposed Development will ensure trees are planted in appropriate locations to support healthy tree growth to maturity to help maintain



and increase the City's canopy cover. A detailed tree planting plan and inventory will be provided at the detailed design phase.

### **6.6 Mid-Block Connections**

The Proposed Development provides 3 m wide mid-block connections throughout the site, which will include a 1.5 m walkway. These connections link townhouse units with sidewalks, common amenity areas, parking, waste collection and the road network throughout the site.

### **6.9 Utilities and Solid Waste**

A highly functional and well-designed waste collection system – the Moloc system – has been provided and located to minimize visual impact on the site.

## **8.0 Townhouses**

### **8.1 Building Massing, Scale and Transitions**

- On-street and off-street townhouses have a minimum side yard setback of 1.5 m to provide residents with access between the front and rear yard
- On-street and off-street townhouses have a minimum rear yard setback of 7.5 m to ensure adequate rear yard space
- Townhouse blocks adjacent to the street should not exceed 8 units to encourage permeability throughout the community
- Back-to-back and stacked townhouse blocks should not exceed 48 m in length
- Townhouses have a minimum separation distance of 9 m where a rear yard of one townhouse is adjacent to a side yard of another
- The rear separation distance between any two cluster, stacked, or back-to-back townhouse blocks, is a minimum of 15 m to allow for walkways, landscaping, and services, and allow for sunlight access and privacy for individual units
- Townhouses use the existing natural grade and be designed to complement adjacent developments where possible

### **8.2 Ground Floor and Street Edge Design**

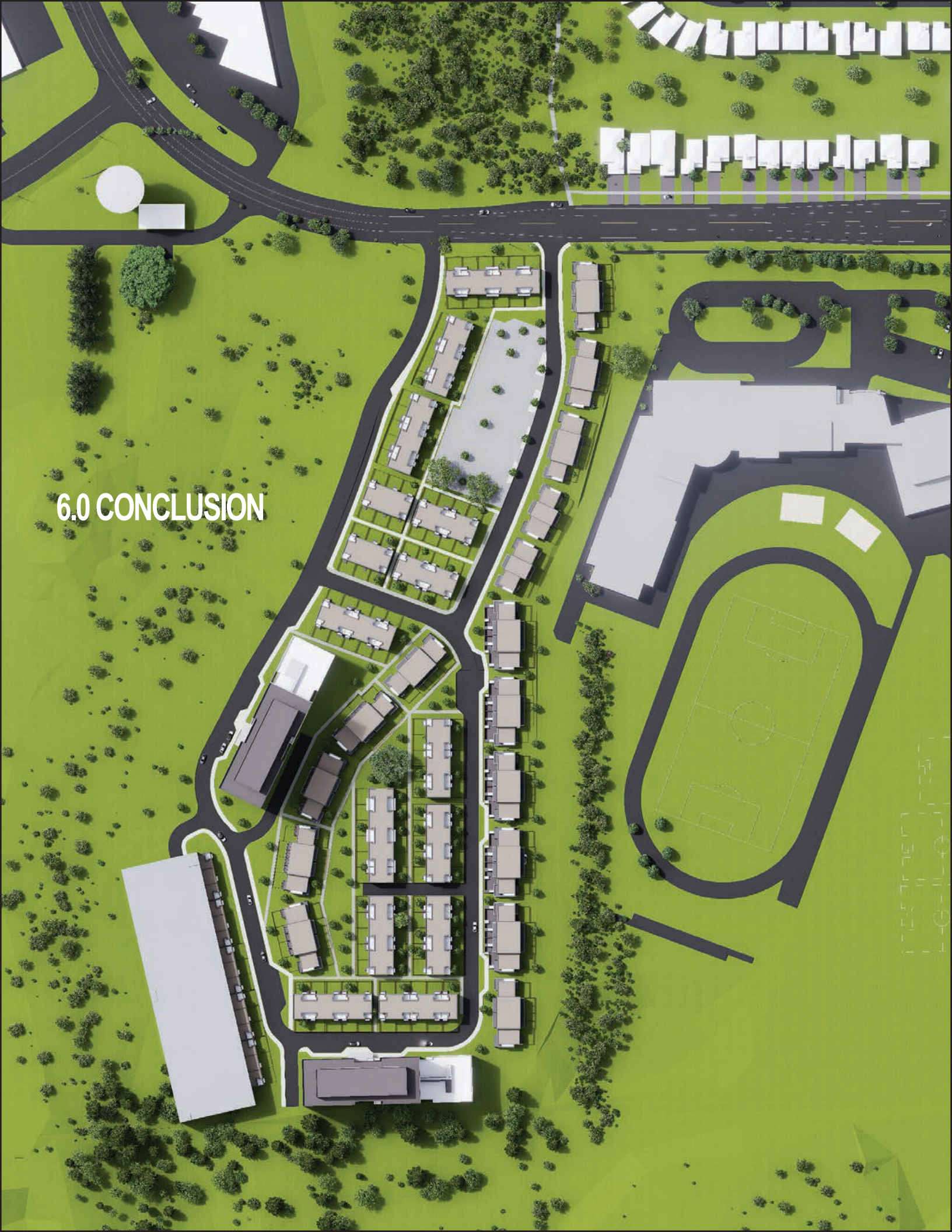
- Appropriate interfaces are provided between townhouses and the public right-of-way as well as the private internal roadway
- A transition zone setback from the road right-of-way to the face of the building is provided with adequate space for landscaping and front porches to encourage social interaction and enhance the walkability

### **8.3 Articulation, Façade Design and Materials**

Architectural diversity is provided in the design of the buildings through material use and horizontal and vertical articulation of the façade. The principal design goal of the site organization is to seamlessly knit the development into the surrounding context. The Proposed Development will provide a range of affordable housing typologies and builds on the existing surrounding infrastructure with a local road network and context while extending an animated residential frontage on the south side of Clare Road.

- Min. private road width – 7 m asphalt + pedestrian sidewalks, tree planting and on-street parking on either side
- 40% min. total landscaped area for cluster & stacked townhouses and mid-rise buildings, with 50% of this required to be soft landscaping

## 6.0 CONCLUSION





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The proposed development is appropriate and reflects good urban design. It respects the design policy and direction outlined in the City of Guelph Official Plan and related Urban Design standards. The proposed development fits into the overall context of the developing South End Community and helps the City of Guelph achieve its strategic growth objectives, it's goals for the creation of affordable housing and sustainability.