



Concept Plan Rendering (prepared by Sweeney&Co Architects)

# 601 SCOTTSDALE DRIVE CITY OF GUELPH

---

## URBAN DESIGN BRIEF

File No. 1056G

OCTOBER  
2023



**MHBC**  
P L A N N I N G  
U R B A N D E S I G N  
& L A N D S C A P E  
A R C H I T E C T U R E

# CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b> .....	<b>4</b>
<b>2.0</b>	<b>SITE DESCRIPTION AND SURROUNDING LAND USES</b> .....	<b>6</b>
2.1	SITE DESCRIPTION .....	6
2.2	SURROUNDING LAND USES AND SITE CONTEXT.....	7
<b>3.0</b>	<b>DESCRIPTION OF PROPOSAL</b> .....	<b>10</b>
3.1	VISION, GOALS, AND OBJECTIVES .....	10
3.2	CONCEPTUAL DESIGN .....	11
<b>4.0</b>	<b>SITE AND BUILDING DESIGN</b> .....	<b>16</b>
4.1	COMMUNITY AND NEIGHBOURHOOD DESIGN .....	16
4.2	SITE DESIGN .....	17
4.3	BUILDING DESIGN AND MASSING .....	19
<b>5.0</b>	<b>RESPONSE TO POLICIES &amp; GUIDELINES</b> .....	<b>22</b>
5.1	CITY OF GUELPH OFFICIAL PLAN .....	22
<b>6.0</b>	<b>DESIGN CONSIDERATIONS</b> .....	<b>27</b>
6.1	CITY OF GUELPH URBAN DESIGN MANUAL .....	27
<b>7.0</b>	<b>WIND STUDY</b> .....	<b>30</b>
<b>8.0</b>	<b>SHADOW STUDY</b> .....	<b>33</b>
<b>9.0</b>	<b>CONCLUSION</b> .....	<b>37</b>



# INTRODUCTION

# 1.0 | INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by Forum 601 Scottsdale LP (“Forum”) to prepare an Urban Design Brief in connection with Phase 2 of a student housing development planned on the property municipally addressed as 601 Scottsdale Drive in the City of Guelph (the “subject lands”). To permit the proposed development, Official Plan and Zoning By-law Amendments are required.

This Urban Design Brief has been prepared in accordance with the City of Guelph Terms of Reference for Urban Design Briefs (June 2019) and the urban design comments from the Pre-Consultation meeting held on October 26<sup>th</sup>, 2022. The purpose of this Urban Design Brief is to describe the development proposal including the design objectives, to provide insight as to why design decisions are appropriate given the site-specific context, and to describe how the proposal is consistent with, and supportive of, the City of Guelph urban design policies and directives.

The subject lands measure approximately 2.2 hectares (5.2 acres) in area and are located at the intersection of Stone Road West and Scottsdale Drive, in an area characterized by a wide range of commercial uses including Stone Road Mall.

The subject lands are currently developed with an existing student residential building that was approved through previous planning processes, including a Zoning By-law Amendment application and Minor Site Plan application. The existing building, referred to hereinafter as ‘Phase 1’, is fully occupied. The Phase 2 development is the subject of this Brief. The Phase 2 lands are currently vacant and are located on the subject lands west of Phase 1.

Phase 2 is proposed to consist of two 7-storey buildings – one oriented east to west along the northern property line and the other oriented along the southern property line – connected by a one-storey indoor amenity space running perpendicular between the two main buildings. The buildings will contain a total of 489 student suites (587 beds), which will assist with the undersupply of student housing in Guelph. Combined with Phase 1, which has 164 suites (177 beds), the site will have a total of 653 suites (764 bedrooms) and 191 parking spaces.

The subject lands are designated *Mixed-Use Corridor 1* and are located within the *Stone Road Strategic Growth Area* per the City of Guelph Official Plan (OPA 80). The lands are zoned *Special Service Commercial (SC.1-40)* in the City of Guelph Zoning By-law (1995)-14864, and *Mixed Use Corridor [MUC-2(PA)(H12)]* in the City of Guelph Zoning By-law (2023)-20790 (currently under appeal). Official Plan and Zoning By-law Amendments are required to permit the proposed development.

The Urban Design Brief describes the locational context of the subject lands and related design considerations; confirms the overall vision and design objectives; confirms design principles in relation to walkability and active transportation, public realm and place-making, built form and architectural design, sustainability considerations, accessibility and universal design and CPTED considerations. This design brief recommends a preferred concept plan that will be further refined through the Site Plan Approval process.



# CONTEXTUAL ANALYSIS

## 2.0 | SITE DESCRIPTION AND SURROUNDING LAND USES

### 2.1 SITE DESCRIPTION

The subject lands are located at the northwest corner of the Stone Road West and Scottsdale Drive intersection with the Hanlon Parkway located immediately to the west. The lands slope gently from east to west and contain a multi-storey residential building that contains 164 suites and units (177 bedrooms) for students attending the University of Guelph. Access to the lands is provided from Scottsdale Drive via two entrances, generally at the north and south ends of the site. An image of the existing building is shown in **Figure 1** and the location of the subject lands is illustrated on **Figure 2**.

### 2.2 SURROUNDING LAND USES AND SITE CONTEXT

The entire site is comprised of approximately 2.2 hectares and has approximately 122 metres of frontage on Scottsdale Drive. A hydro corridor bisects the subject lands and features overhead wires within an easement approximately 20 metres in width. The subject lands also abut Stone Road. The Ministry of Transportation (MTO) operates the Hanlon Parkway and owns the lands immediately adjacent the property, including lands between the parking lot and Stone Road.

The lands are located in a developed area of the City, which contains a significant amount of higher order commercial uses, including the regional serving Stone Road Mall. Stone Road is a major road within the City, linking the Hanlon Parkway and the west side of Guelph, with the University of Guelph and Gordon Street and the City's downtown area.



Figure 1: Phase 1 - "ALMA"

Source: Forum Asset Management

The lands are well served by transit, including multiple routes on Stone Road and Scottsdale Drive that provide access to key destinations, including the University of Guelph. The following bus routes are available within walking distance of the subject lands:

- 1 (Edinburgh College),
- 2 (College Edinburgh),
- 6 (Ironwood),
- 8 (Stone Road Mall),
- 15 (College),
- 17 (Woodlawn Watson),
- 18 (Watson Woodlawn), and
- 50U (Scottsdale).

Active transportation routes are available north of the subject lands that provide connections to College Avenue, and the City's Downtown via the Speed River or Gordon Street.



Figure 2: Location and Context Plan

The surrounding land uses include the following (please see **Figure 2** for references):

**North:** To the north of the subject lands is a TD Canada Trust bank, portions of the Stone Road Mall development and a mix of residential development, generally containing multiple units. W.E. Hamilton Park is also located to the north, a short walk from the subject lands. A new 8 and 10 storey multi-unit residential development has been approved for the adjacent lands to the north, on Janefield Avenues.

**West:** To the west is the Hanlon Parkway, a divided highway that provides access to Hwy 401 in the south and Highway 7 in the north. A spiritual use (Baptist Church) is also located to the northwest.

**South:** To the south, on the opposite side of Stone Road West is a commercial plaza, with multiple units, including an LCBO and Shoppers Drug Mart. Further to the south is the Stone Lodge Retirement Residence and a low-rise residential neighbourhood.

**East:** To the east is the Stone Road Mall, a large regional serving mall that provides a wide range of commercial uses for the City and surrounding area. The Stone Road West area east of the subject lands contains commercial uses on both sides of the street.



North - View facing North of the site looking down Scottsdale Drive  
Source: Googlemaps.co



South - View facing south looking toward Stone Road and adjacent commercial uses  
Source: MHBC Site Visit



East - View along Scottsdale Drive  
Source: Googlemaps.com



West - View facing west of the site from the existing parking lot  
Source: MHBC Site Visit





# DESCRIPTION OF PROPOSAL

# 3.0 DESCRIPTION OF PROPOSAL

## 3.1 VISION, GOALS, AND OBJECTIVES

The vision for the development of the subject lands is to ensure a high quality, contemporary student-focused residential development that complements the surrounding community, supports the efficient use of infrastructure, integrates with the planned built form in the area, and provides for connectivity to the existing and planned active transportation network while providing much needed purpose-built student accommodations to a severely constrained market.

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

- Achieve compact urban form and promote intensification suitable for the area;
- Provide much needed purpose-built student housing to accommodate University of Guelph students;
- Achieve a high-quality level of architectural design that has a distinct identity and style reflective of the current time and complementary to its surroundings;
- Consider compatibility of scale and built form between new, proposed and existing development in the vicinity;
- Create appropriate common amenity areas for future residents of Phase 1 and Phase 2 that provides places to gather, play, and interact;
- Provide a development that will be supportive of transit and alternative transportation modes;
- Create a development which incorporates sustainable design and environmental excellence principles and techniques.



Concept Plan Rendering (prepared by Sweeney&Co Architects)

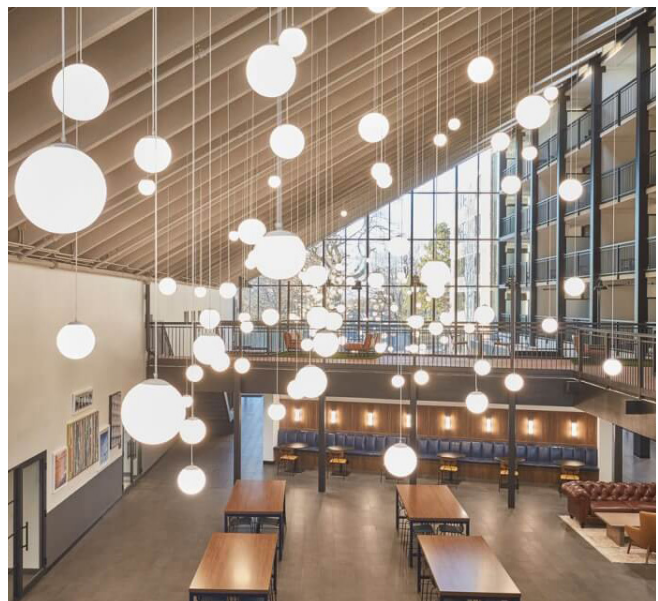
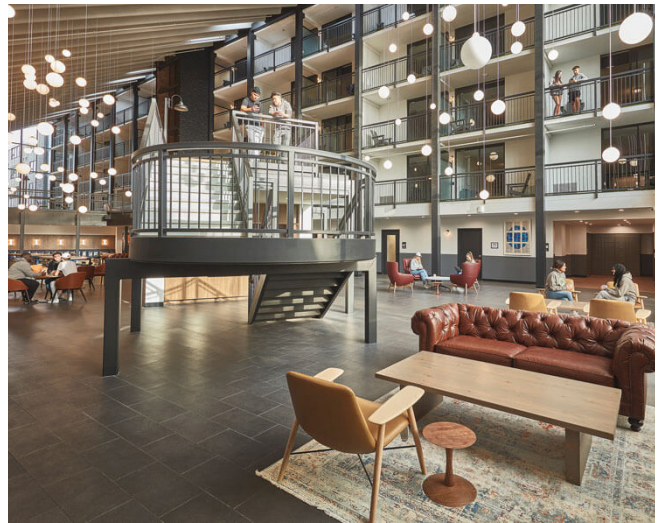
### 3.2 CONCEPTUAL DESIGN

Phase 2 is proposed as a high-quality, purpose-built student housing development. This form of intensification supports the City's goals of providing a more compact, transit-supportive urban form by providing much needed student housing in proximity to the University, transit, and amenities.

The proposed development includes two new 7-storey mid-rise buildings connected by a single storey indoor amenity area on the western portion of the subject lands between the existing Phase 1 building and Hanlon Parkway. Like Phase 1, the proposed development is planned to provide housing for students attending the University of Guelph.

Phase 1 includes 164 units (177 bedrooms) in a building that was previously used as a hotel. Phase 2 proposes approximately 489 new units (587 bedrooms), for a site-wide total of 653 units (764 bedrooms) and a density of 294 units per hectare. The development of Phase 2 includes a substantial amenity area that, like all other common amenities on the lands, will be shared between the two phases. The common amenity areas are intended to celebrate community, promote interaction and provide indoor and outdoor space where residents of both phases can come together for work and play.

An outdoor courtyard and multi-use area is proposed within the hydro corridor that includes a multi-use sports court and seating areas, fire pits and various seating options (see **Figure 4** for conceptual renderings). Community gardens for residents are proposed on the west side of the subject lands, within the MTO setback – it is acknowledged that the gardens may need to be removed in the future should MTO require the lands for a highway expansion. No buildings or permanent structures are proposed within the hydro corridor or the MTO setback.



Images of Amenity Areas in Phase 1

The indoor amenity area that connects the Phase 2 buildings will provide additional amenity space including informal seating areas. These new amenities are in addition to the existing amenities in the Phase 1 building, which includes meeting rooms, a gym, a chef's prep kitchen, games room, and outdoor barbecue area. The outdoor amenity areas are illustrated on Figures 3A and 3B.

Access to the subject lands will be consolidated into a single access from Scottsdale Drive, relocated to align with Stone Road Mall's access, as required by City staff. A new turnaround circle is proposed near the entrance of Phase 2 to facilitate pick-up and drop offs as well as deliveries.

The subject lands currently contain a large surface parking area, which reflects the previous use of the lands as a hotel. The surface parking area is underutilized, as the occupants of Phase 1 do not require the volume of parking spaces that exists on the site. Following the development of Phase 2, the total supply of vehicular parking is proposed to be 191 spaces, with the majority provided in a new parking structure.

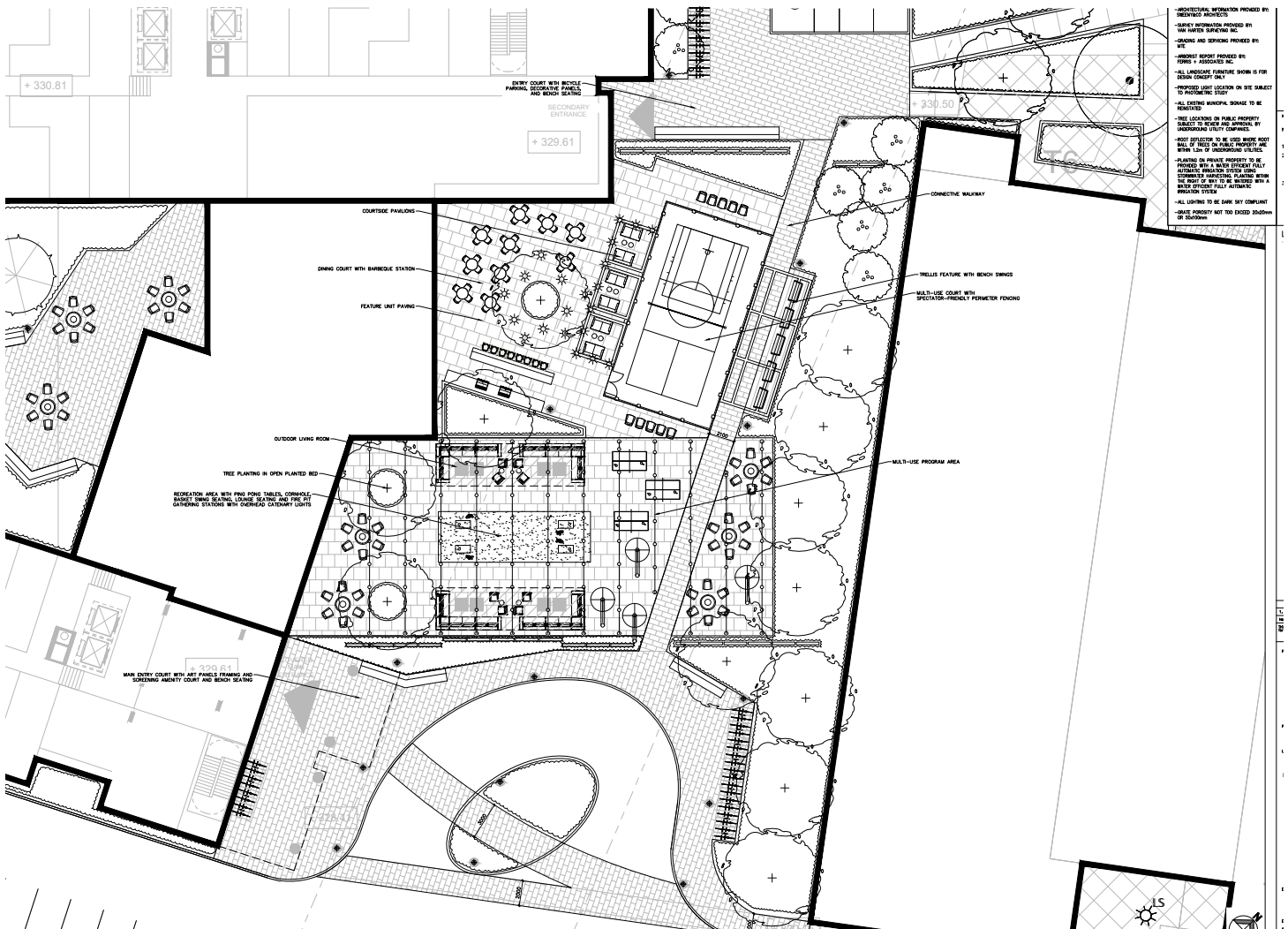


Figure 3A: Landscape Plan, The Quad (Prepared by Ferris + Associates Inc.)

Likewise, 191 bicycle parking spaces are proposed to service both Phases of the development. Five parking spaces with electric vehicle chargers are proposed within the surface parking lot with an additional 20 spaces within the parking structure ready for electric vehicle charger installation. Two car share parking spaces are also provided on the surface parking area.

The subject lands are located on a bus transit route and students attending the University of Guelph are provided with transit passes as part of their tuition.

Waste pickup for Phase 2 is proposed via a rear loading area at the north of the subject lands, nearest Phase 1. Waste will be stored indoors except on waste pick up days. The development will be serviced by municipal infrastructure.

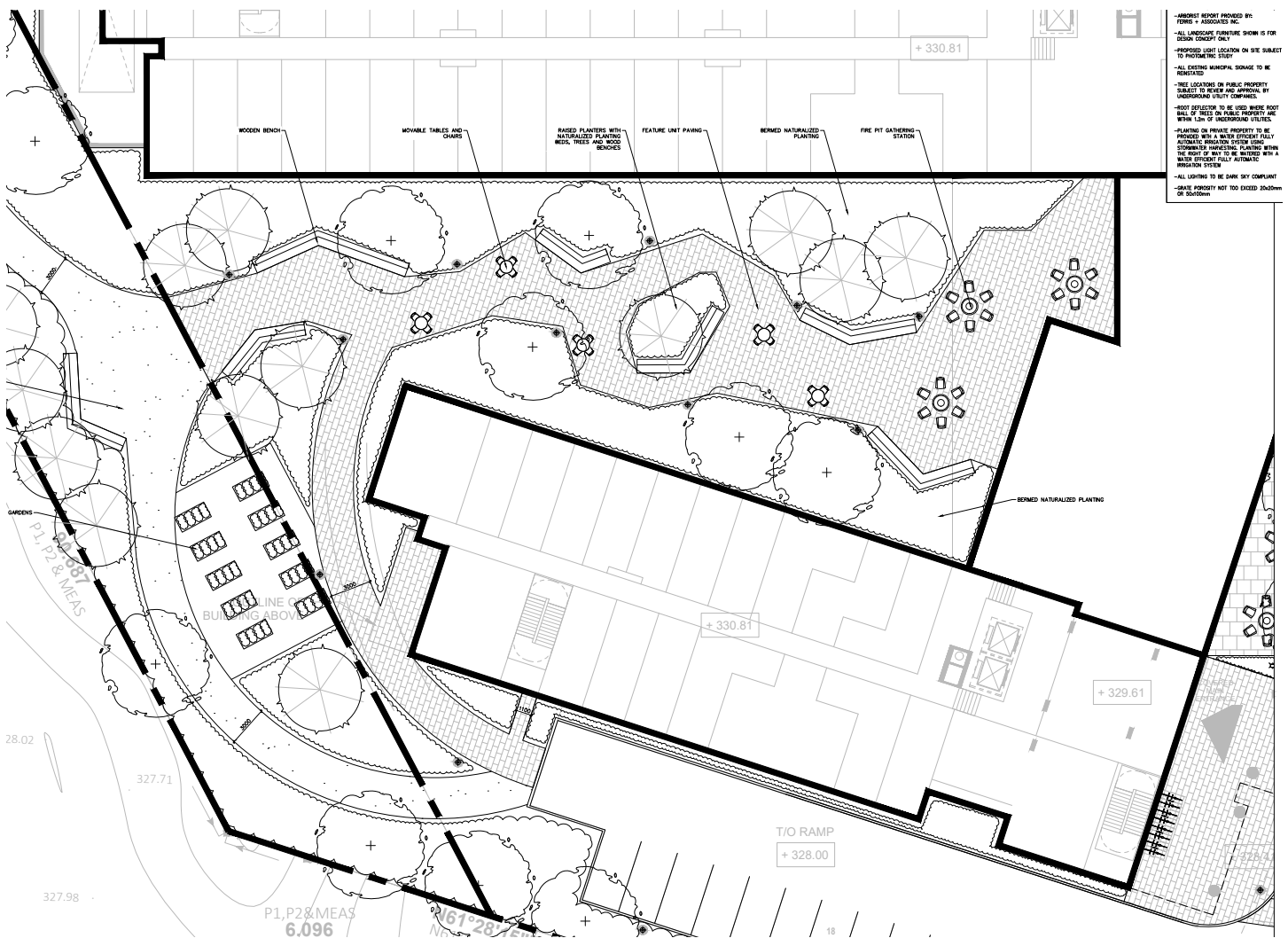


Figure 3B: Landscape Plan, Garden Courtyard (Prepared by Ferris + Associates Inc.)

The following renderings illustrate the Phase 2 building and its relationship to Phase 1. The conceptual site plan illustrates how the combined development will function, and the extensive outdoor amenity areas planned for the site and its residents.



Concept Plan Renderings (prepared by Sweeney&Co Architects)



# SITE & BUILDING DESIGN

# 4.0 SITE AND BUILDING DESIGN

## 4.1 COMMUNITY AND NEIGHBOURHOOD DESIGN

The subject lands are located within a *Strategic Growth Area*, a primary location for intensification within Guelph. Sites located within *Strategic Growth Areas* are intended to accommodate increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. The subject lands are also located within a *Mixed-Use Corridor* which is intended to accommodate, among other uses, medium and high-density residential buildings and apartments.

The area surrounding the subject lands contains a combination of existing residential, institutional and commercial uses. Existing residential uses are located predominantly north-west of the subject lands and consist of a mixture of single-detached dwellings, semi-detached dwellings, and stacked townhouses. Additionally, an approved development by Clockwise Capital Corporations proposes a 10-storey residential development at 237 Janefield

Avenue (northwest of the subject lands). Existing commercial uses are located to the south, north, and east and include the Stone Road Mall and several commercial plazas along Stone Road. Existing institutional uses are located to the west and consist of several churches. W.E. Hamilton Park is located north of the lands.

The subject lands are serviced by multiple transit routes within walking distance which include Routes 1 (Edinburgh College), 2 (College Edinburgh), 6 (Ironwood), 8 (Stone Road Mall), 15 (College), 17 (Woodlawn Watson), 18 (Watson Woodlawn), and 50U (Scottsdale). A cycling route is available north of the subject lands through W.E. Hamilton Park that connects to a bicycle lane on College Avenue, allowing cyclists to easily and safely access campus and other areas of the City. The same cycling route also provides access to downtown via a route along the Speed River or north along the bicycle lanes on Gordon Street. For additional information regarding the transit and alternative transportation routes, refer to the Transportation Impact Study.



Image of Surrounding Area  
Source: Google Earth



The subject lands have convenient access to nearby open spaces, parks and trails including WE Hamilton Park and the Royal Recreation Trail with connections to Preservation Park and Hanlon Creek Park.

Phase 2 is separated from the neighbouring low and mid-rise residential properties to the north-west by the approved 10-storey residential development at 237 Janefield Avenue. The buildings (Block A and B) proposed to be developed on the subject lands are 7-storeys in height; the proposed buildings are setback +/-14 metres from the property line shared with 237 Janefield Avenue and provide an appropriate transition in height.

## 4.2 SITE DESIGN

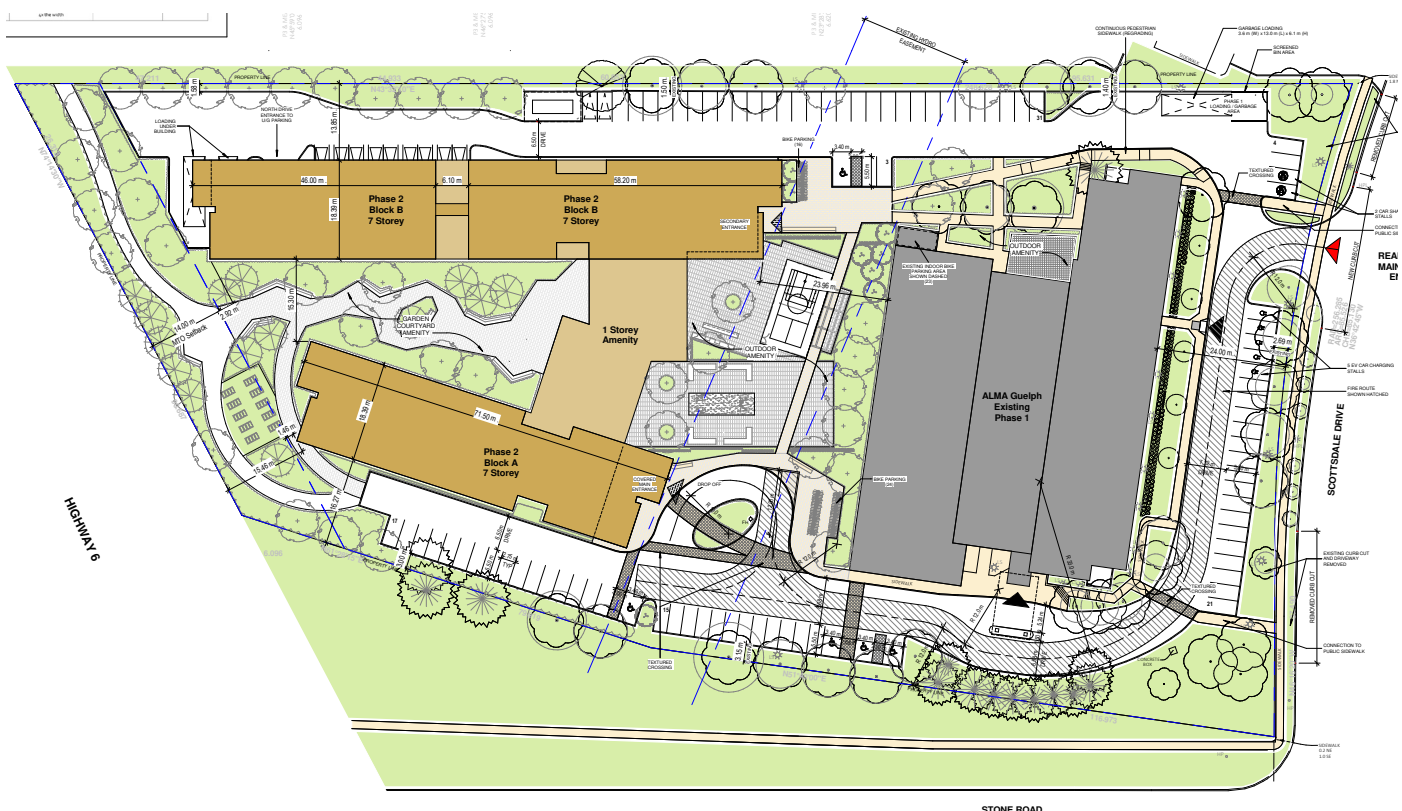
The site has been designed by Sweeney & Co Architects.

Like Phase 1, Phase 2 has been designed to provide a highly amenitized, student-focused residential infill development that will provide a compact built form, complement existing uses, and appropriate pedestrian, cyclist, and vehicular connectivity.

Phase 2 has been organized to eliminate vehicular circulation through the central area of the subject lands in order to enhance common outdoor amenity space, clear delineation of pedestrian and vehicular space, and integrate Phase 1 with Phase 2 through a connected campus-like environment. The design orients the building forms to assist with framing outdoor spaces, creating gardens and activity spaces that are cradled on the site by the massing of both phases.

In conjunction with the building forms, pedestrian paths through the site link the existing Phase 1 and future Phase 2 components into an integrated campus approach supporting shared facilities in the two buildings. In addition to providing connections between the phases, pedestrian movement to the external sidewalks has been accommodated to encourage use of active and public transportation.

Surface parking has been kept to a minimum with over half of the parking spaces serving the development within a parking structure integrated into the built form and located below the massing of the building. This has allowed more of the site to be available for



Site Plan (Prepared by Sweeney&Co Architects)

outdoor landscaping and activity space. The use of the natural slope on the site has allowed for the building to provide access to the structured parking through a minimized sloped ramp resulting in reduced excavation costs during construction.

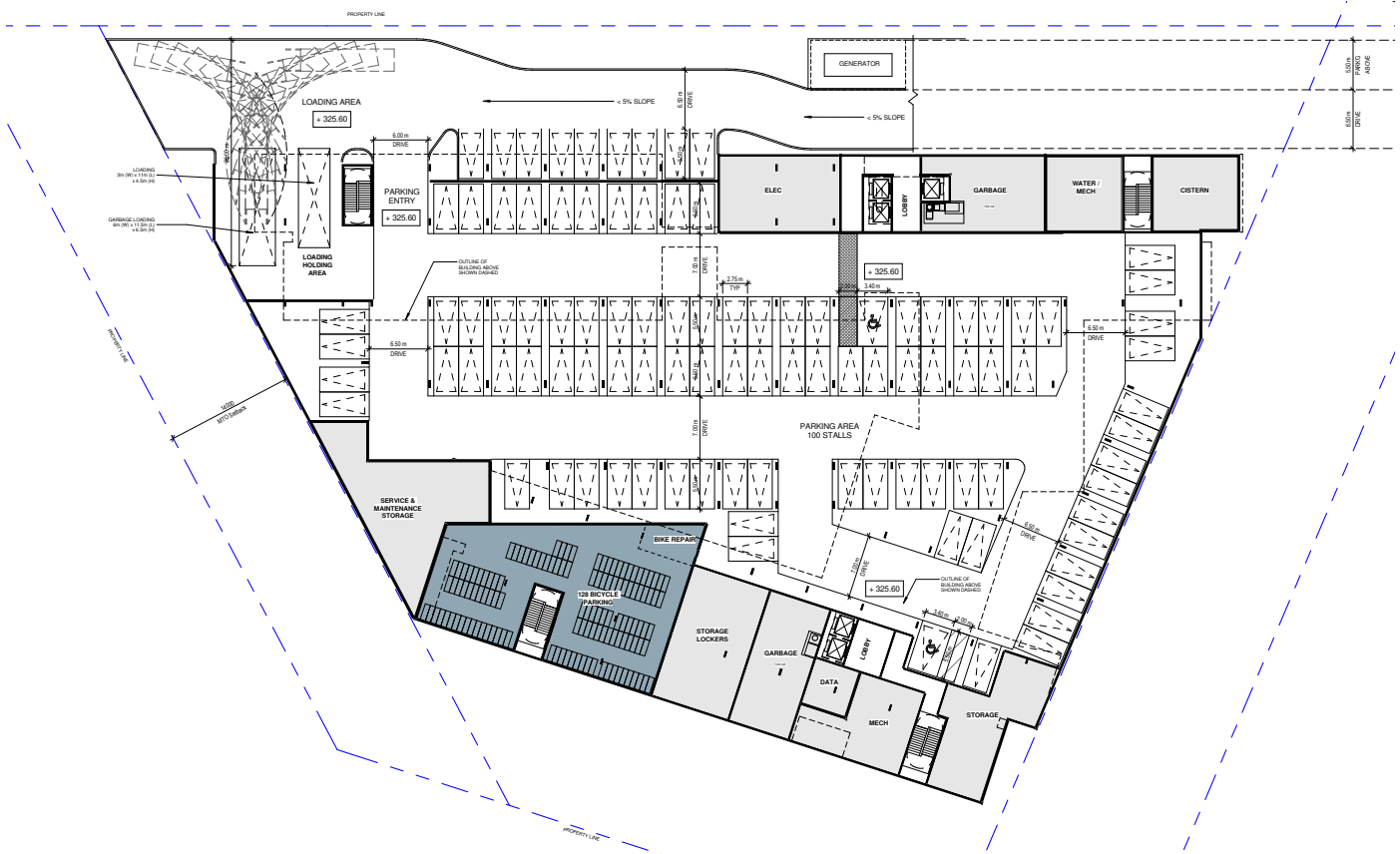
Vehicular access to the site is proposed from a singular driveway on Scottsdale Drive in alignment with the access from the Stone Road Mall property. This alignment is a requirement identified in Phase 1's Site Plan Approval. The internal roadway extends south and west around the existing building to a circular roundabout located at the main entrance of the proposed development. The internal roadway also extends northwest from the entrance at Scottsdale Drive around the existing Phase 1 building, to a surface parking area and the entrance to the parking garage; the sidewalk network provides pedestrian access from the surface parking area to the building's secondary entrance.

Access to the loading and service bay for garbage/recycling is provided from the Scottsdale access to the western side of the Phase 2 Block B building. Garbage pickup will be managed by the property management company for the building.

Bicycle parking is located on site for both residents and visitors. As part of the Phase 2 development, visitor bicycle parking is proposed adjacent to the secondary pedestrian entrance and the northern surface parking area while resident bicycle parking is proposed within the structured parking area. Bicycle parking for residents is located internal to the building.

### 4.3 BUILDING DESIGN AND MASSING

The proposed design employs a contemporary aesthetic towards the selection and application of materials that will complement the design of the existing Phase 1 building.



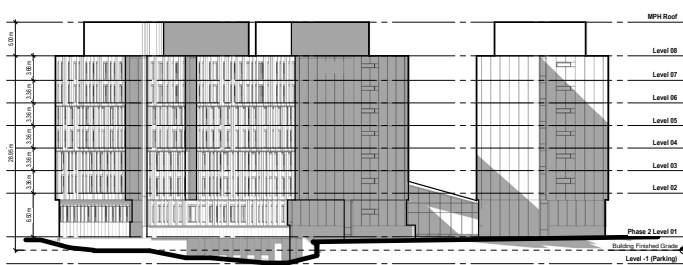
Parking Plan (Prepared by Sweeny&Co Architects)

The Phase 2 development consists of two seven storey mid-rise buildings – one oriented east to west along the northern property line (Phase 2, Block B) and the second oriented along the southern property line (Phase 2, Block A) connected by a one-storey indoor amenity space that runs perpendicular between the two main blocks. Restricting the building height to seven storeys (while fourteen storeys are permitted) allows for consideration of various construction build types including volumetric modular and mass timber construction which are all contemplated for Phase 2.

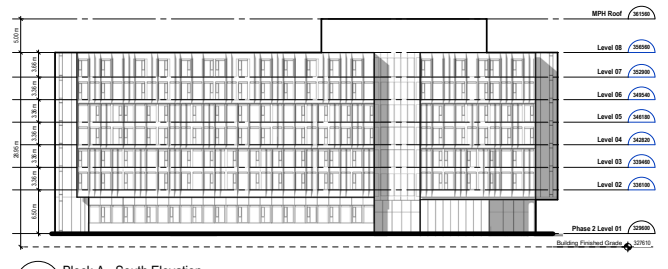
The massing of the building is common with other efficient student residence buildings with a double-loaded corridor design resulting in narrow building configurations. This approach provides for the suitable depth of comfortable student housing suites with excellent natural light penetration and efficient design. Longer buildings of this type provide overall efficiency from a spatial and construction cost perspective leading to more affordable student housing and are generally desirable in this typology.

Additionally, the narrow nature of this building typology leads to slimmer, less obtrusive massing. The selected “Bridge Scheme” is composed of longer building masses that divides the north building with a deep recess at each floor, via a “bridge”, to visually break up the long building mass into shorter blocks. Long and larger buildings offer more interior space versus the amount of building envelope. The greater ratio of space to envelope increases the energy performance and sustainability potential of the development.

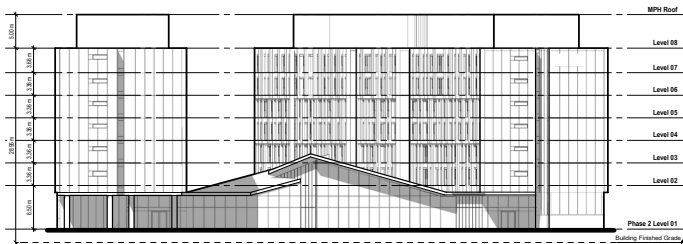
Outdoor amenity areas are positioned with one on either side of the indoor amenity space that connects Block A to Block B. The exterior walls of the indoor amenity space are planned to be highly glazed and include exterior doors, providing physical and visual access to and seamless connectivity with the outdoor amenity space. The roofline of the indoor amenity space is angular and plays on the atrium for Phase 1. A mezzanine is located within the indoor amenity space and a green roof (no access) is proposed. The underground level extends below and between the proposed blocks and contains the parking structure, garbage room, water/electrical/mechanical rooms, and indoor bicycle parking.



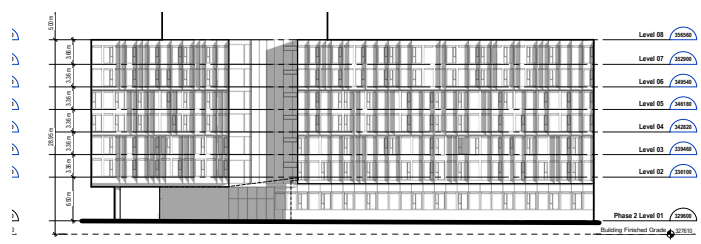
4 Block A - West Elevation  
AZ401 1: 250



2 Block A - South Elevation  
AZ401 1: 250



3 Block A - East Elevation  
AZ401 1: 250



1 Block A - North Elevation  
AZ401 1: 250

Block A Building Elevations (prepared by Sweeney and Co Architects) (not to scale)

The Phase 2 entrance is well defined and highly visible from the proposed internal roadway and pedestrian network through enhanced architectural features and a drop off / pick-up area. The base of Blocks A and B, consisting of the ground floor and first level, are designed with glazed exterior facades at building entrances and faces out to the main outdoor common amenity area providing opportunities for passive surveillance. The building boasts a distinct height of 6.5 metres, giving prominence to the ground level while complementing the existing atrium in Phase 1.

The façade has been designed with a rhythmic pattern that uses repeating elements in different arrangements that work to a modular sizing, in anticipation of modular construction of the building.

Tall windows are used to bring natural light into the building while maintaining no more than 40% glazing overall to keep a high level of energy performance. Horizontal bands which alternate on every other floor break up the scale of the building by creating a hierarchy of horizontal banding in combination with the banding for each floor level. Vertical fin elements on the tower levels span two-storeys to make separate elements within the overall façade while also breaking up the scale of the building.

The proposed development has been designed with consideration to the existing built form context consisting of low-, mid-, and high-rise developments both existing and planned within the area. Both blocks A and B are set back significant distances from the south and north property lines, respectively, to ensure an appropriate transition from adjacent low- and mid-rise development. Overall, the proposed development will assist in the continued intensification and development of the *Strategic Growth Area* through the addition of a pedestrian- and transit-supportive student-focused residential development within walking distance to amenities, transit stops, trails, and bike lanes within the area.

Please refer to the following images showing various perspectives of the building massing. All massing models have been prepared by Sweeney & Co Architects.



Concept Plan Renderings (prepared by Sweeney&Co Architects)



# RESPONSE TO POLICIES & GUIDELINES

# 5.0 RESPONSE TO POLICIES & GUIDELINES

The Planning Justification Report (submitted concurrently with this report) provides a comprehensive analysis of the Provincial and City planning policies. The following section discusses the City's Urban Design policies and how the proposed development has achieved the City's design objectives.

## 5.1 CITY OF GUELPH OFFICIAL PLAN

Section 8 of the City of Guelph Official Plan contains Urban Design policies. It is intended that the urban design policies will provide guidance and direction as the city grows, develops, and evolves. The following is a summary of how the proposal meets the relevant design policies from Section 8 (Urban Design) of the current Official Plan:

### Sustainable Urban Design

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

Sustainability measures have been addressed in the accompanying Planning Justification Report and include drought tolerant landscaping, zonal thermostats, auto light sensors, leak detection systems, low VOC materials, and high albedo roofing and exterior paving. Additional details will be provided as the design progresses through the Site Plan Approval process.

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

Overall site grading has been designed to generally match existing road grades and perimeter grades.

### Public Realm

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

As can be seen in the concept plan, the proposed development has been organized and arranged to integrate and connect with the existing neighbourhood in terms of built form and connections for pedestrians and vehicles. Development of the subject property will efficiently intensify a currently underutilized parcel of land within the existing urban fabric that is already connected to services and amenities.

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

- locating built form adjacent to, and addressing, the street edge;
- placing principal building entrances towards the street and corner intersections;
- maintaining or extending a continuous building façade or streetwall along the street;
- 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);

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

The portion of the site being developed as part of Phase 2 is located to the rear of the existing Phase 1 building, a significant distance from the Scottsdale street edge. As part of the overall development, the proposed Blocks A and B have been oriented towards the site’s internal roadway with surface parking along the perimeter of the site to accommodate landscaped and onsite shared amenity space. These proposed buildings provide programming opportunities for a vibrant pedestrian experience. Building entrances will incorporate weather protection measures and are located at the eastern façades of the proposed buildings, toward the site entrance, existing Phase 1 building, and main internal roadway.

Given the physical separation from Scottsdale Drive, the lands owned MTO between the development, and the travelled portion of Stone Road, the buildings are not able to directly address public streets.

### **Built Form: High Rise Buildings**

Although the City of Guelph Official Plan describes a ‘high-rise’ building as being 6 or more storeys, the buildings proposed for the subject lands function as mid-rise buildings and as described above, have been designed accordingly. Many of the policies directed towards high-rise buildings do not apply for the proposed mid-rise buildings which are set well back from the street and were purposely not designed with a prominent bottom, middle and top style of architecture.

### **Parking**

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

As discussed earlier, in the current condition there are existing large areas of surface parking on the subject lands. Post-development, many of the surface parking areas will be converted to landscaping and/or amenity areas with much of the parking provided below the buildings, reducing the visual impact of the current condition. The remaining surface parking areas for Phase 2 are a significant distance from the public realm and there are large areas within the required setbacks for landscaping to shield the parking areas from view.

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

A 1.6-2.1 m sidewalk is provided from the parking areas to Scottsdale Drive and textured crossings are provided where the internal sidewalk network crosses the internal roadway. Additional pedestrian connections will be considered through the common amenity area. Connections are also shown out to the property limits adjacent to Stone Road; however, MTO owns a significant portion of land between the

subject lands and the sidewalk along Stone Road.

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

The surface parking spaces have been separated from ground-related residential uses.

### Access, Circulation, Loading and Storage Areas

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

The conceptual plan illustrates how the subject lands have been designed with an internal roadway and sidewalk system ensuring comfortable and safe pedestrian and cyclist movements separated from vehicular movement. Accesses have been aligned to provide a distinct roadway path which connects to Scottsdale Drive in the City’s preferred location.

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

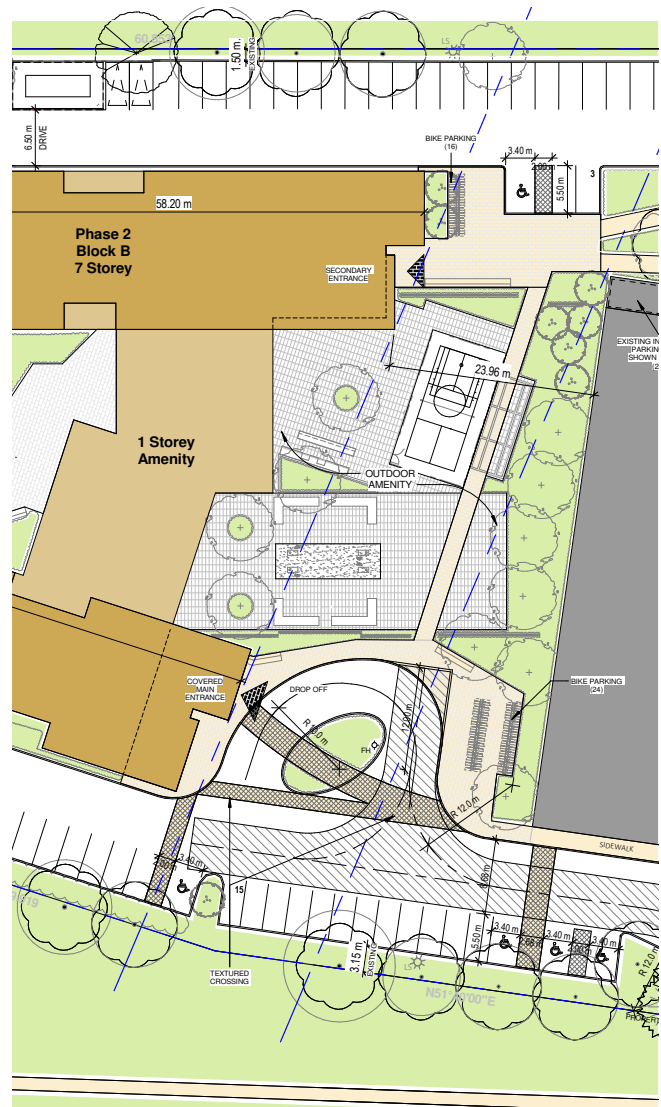
There is an existing sidewalk along the Scottsdale frontage that was preserved during the redevelopment of Phase 1. The internal driveway and site circulation will have a 1.6 – 2.1 m concrete sidewalk which will connect to the existing sidewalks. The building entrances have direct connections to the proposed internal sidewalk network and out to Scottsdale

Drive. A connection to Stone Road has also been incorporated.

Wayfinding will be used throughout the site.

### Lighting

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



Main Entrance and Amenity Areas  
Site Plan (Prepared by Sweeney&Co Architects)



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

### Landscaping and Development

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

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

The conceptual landscaping plan for the proposed development has been designed to provide separation of the parking areas from roads and the adjacent proposed residential use to the north. The proposed design also allows for a large common outdoor amenity area to mimic a campus. The common amenity area is designed as a focal point for the development and is proposed to include raised planters and trees, with benches in the courtyard and plantings in the outdoor amenity area.

### Safety

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

- provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas;
- 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;
- provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and
- provides for multiple walking routes, where appropriate.”

The concept plan for the proposed development includes sidewalks at entrances to the building connecting the internal pedestrian sidewalk. Sidewalks, entrances, and amenity areas will be well lit and clear signage as further delineated during the future site plan stage. In addition, through the site plan approval process, the landscape design will consider visibility, sight lines and the delineation between the public and private realms.

The concept plan supports the Crime Prevention through Environmental Design (CPTED) design principles including opportunities for informal surveillance by providing “eyes on the street” through provision of highly visible entrances framed with large windows, as well as incorporation of large windows in residential units overlooking the internal road, sidewalk networks, and amenity spaces. Furthermore, the amenity space has been designed as an inviting place to gather, encouraging informal surveillance.

### Accessible Design

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

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



# DESIGN CONSIDERATIONS

# 6.0 DESIGN CONSIDERATIONS

## 6.1 CITY OF GUELPH URBAN DESIGN MANUAL

The Guelph Urban Design Manual (November 2017) provides guidance regarding the use of urban design to create a complete and distinctive community that enhances the sense of place enjoyed by its citizens which consists of three parts. Volume 1 contains the overarching urban design vision which supports the policies and objectives of the Official Plan, Volume 2 details the Urban Design Action Plan, and Volume 3 provides design standards. The focus of this brief is Volume 1 and 2; there are no specific design standards provided for high-rise developments in Volume 3.

### City-Wide Design Principles

Volume 1 of the Urban Design Manual provides the following urban design principles to guide development within the City of Guelph:

- Create neighbourhoods with diverse opportunities for living, working, learning and playing.
- Build compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage alternative modes of transportation.
- Showcase natural attributes as defining features of the City’s character by making them highly visible and accessible, especially lands along the Speed and Eramosa rivers.
- Engage in “placemaking” —developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued.
- Conserve and celebrate the City’s cultural heritage resources through the reuse of built heritage and cultural heritage landscape assets and ensuring that adjacent development responds to and respects these assets.
- Create a diversity of inviting and accessible gathering places that promote a full range of social, cultural and economic interaction.
- Design for a choice of mobility including walking, cycling, transit, and driving.
- Establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.
- 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.
- Ensure that the design of the built environment respects the character of the existing distinctive areas and neighbourhoods of the City.
- Design space that is accessible to all, regardless of abilities.
- 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.
- Preserve and enhance protected public views and public vistas of built and natural features.

The proposed development intends to introduce student-focused housing on a serviced, under-utilized site in an area with a range of supportive commercial and recreational uses while introducing much needed student housing options within the City of Guelph. The proposed development will incorporate exterior design components that provide for visual interest consistent with the existing Phase 1 building, and will provide appealing shared amenity spaces that encourages gathering and connection. Further, the site will incorporate Crime Prevention through Environmental Design (CPTED) principles including opportunities for informal surveillance by providing “eyes on the street” through provision of highly visible entrances and large windows overlooking the internal roadways, pathways, and amenity spaces. Sidewalks and entrances, as well as amenity areas, will be well lit and clear wayfinding incorporated that will be further delineated during the future site plan process.

The site facilitates the use of a range of mobility options including walking, cycling, transit, and driving. A pedestrian sidewalk network is proposed throughout the site with connections to the proposed and existing buildings, Scottsdale Drive, Stone Road, and the internal shared amenity spaces and landscaped areas. As well, both indoor and outdoor bicycle parking is proposed as part of Phase 2 of the development; an internal roadway is incorporated to provide effective vehicular circulation through the site. Phase 1 bicycle parking will be relocated and will include bicycle repair tools. The site is also optimally located in proximity to a wide range of transit routes along Stone Road, Scottsdale Drive, and Janefield Avenue.

Further, the proposed development will be designed to be consistent with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario Building Code (OBC) to ensure accessibility for all.

### **Intensification Corridors / Strategic Growth Areas**

The City’s Urban Design Action Plan (Volume 2 of the Urban Design Manual) is one tool for implementation of the City’s land use vision. It identifies *Intensification*

*Corridors* (now referred to as *Strategic Growth Areas* in the Official Plan) as opportunity areas with potential for significant change and provides that they are planned to achieve:

- Increased densities to support existing and planned transit levels;
- A mix of commercial, office, institutional and residential uses; and
- A range of local services.

Further, as a regional shopping destination, the Stone Road corridor is identified as ‘unique’. The mall and the proximity of the university campus and research park are factors identified as strengthening the corridor’s potential to attract supportive residential infill development.

Overall, the Urban Design Manual provides the following objectives for *Intensification Corridors*:

- Increase medium and high-density housing.
- Increase pedestrian-oriented, mixed-use development.
- Reinforce and revitalize established neighbourhood commercial centres.
- Enhance sidewalks and cycling facilities for comfort and safety.
- Continue to accommodate goods movement where necessary.
- Link different land use and character areas along primary routes.
- Maintain and celebrate significant heritage features.

The proposed development supports the City’s goal for the Stone Road *Intensification Corridor* (now referred to as a *Strategic Growth Area* as a result of OPA 80) by contributing to the mix of uses in the corridor through the intensification of a residential use on an underutilized site, and providing for transit-supportive densities that will also support surrounding commercial uses. The development also provides sidewalk connections and bicycle parking options that support active transportation opportunities in the City.



# WIND STUDY

# 7.0 WIND STUDY

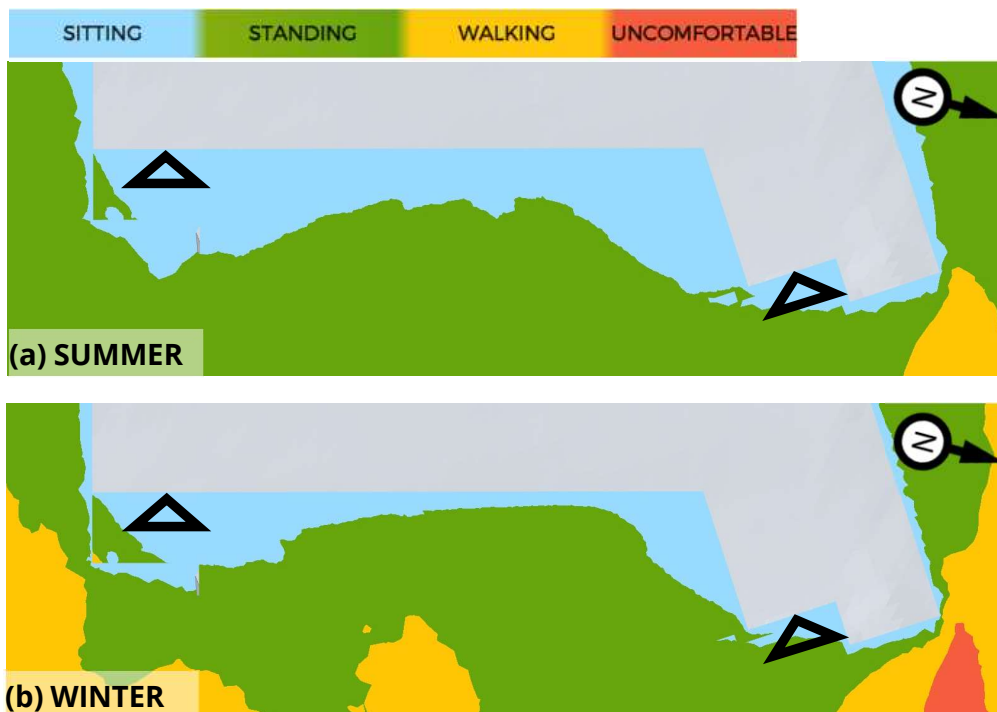
A Pedestrian Wind Comfort Assessment (dated September 22, 2023) was completed by RWDI. The objective of this assessment was to provide an evaluation of the potential wind impact of the proposed development in support of Zoning By-Law Amendment (ZBA) and Official Plan Amendment (OPA) applications.

The conclusions of the Study are summarized as follows:

- Existing wind conditions are primarily considered suitable for the intended use throughout the year, where wind speeds meet the pedestrian safety criterion.
- Wind conditions at ground level, including the main entrances and surrounding sidewalks, are expected to be appropriate for the intended use. The project is not expected to have a notable influence on wind conditions on other properties, and the pedestrian wind safety criterion is anticipated to be met.
- Wind speeds in the outdoor amenities are predicted to be appropriate for passive use in some areas in the summer and may be higher than desired for passive use in the winter. Wind control strategies have been provided.
- Potentially uncomfortable wind speeds are expected to the southwest of the site in the winter and in the surrounding parking lots in the Existing and Proposed scenarios. However, these conditions may be acceptable as they are predicted to occur in non-pedestrian areas.

As the project advances to Site Plan approval, mitigation measures recommended through the Study will be considered and incorporated into the design, where required.

## COMFORT CATEGORIES



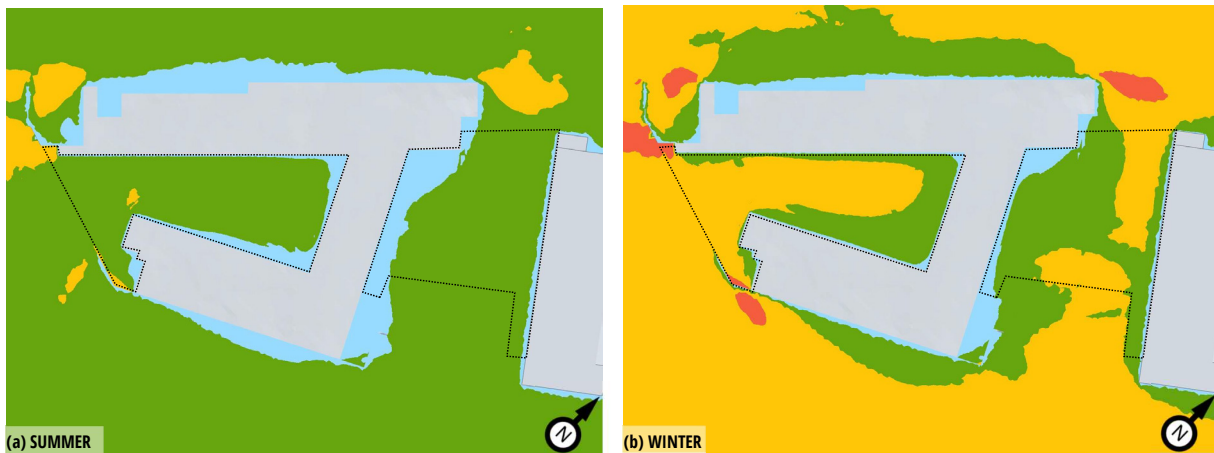
Above: Predicted wind conditions - Main entrance (prepared by RWDI)



COMFORT: SITTING STANDING WALKING UNCOMFORTABLE

SAFETY: The criterion will be met at all areas.

Above: Predicted wind conditions - Ground Level (prepared by RWDI)



COMFORT: SITTING STANDING WALKING UNCOMFORTABLE

SAFETY: The criterion will be met at all areas.

Outdoor Amenity

Above: Predicted wind conditions - Outdoor amenity (prepared by RWDI)



# SHADOW IMPACT STUDY



# 8.0 SHADOW STUDY

In support of this development, a sun/shadow study (dated July 28, 2023) was prepared by Sweeny & Co Architects to evaluate the shadow impacts of the development.

The City of Guelph Sun-Shadow Study Terms of Reference provides that shadows from a proposed development should last for no more than two consecutive test times per day on areas such as yards, decks, and (rooftop) patios and pools on April 21, June 21, and September 21.

The proposed development does not impose incremental shadows on the rear yard – understood as evaluated 3 metres from the midpoint of the rear wall – of the proposed 10-storey multi-residential development at 237 Janefield for more than two consecutive test times on April and June 21st. On

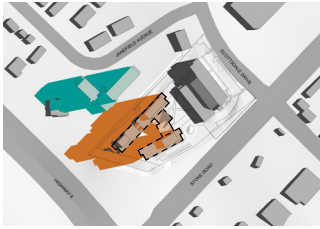
September 21st, incremental shadows shade the rear yard of 237 Janefield at 9am, 10am, and slightly encroach past the 3 metre point of assessment at 11am. Additionally, the rear yard of the adjacent church appears to have a community garden that will not be impacted by shadows from the proposed development.

Further, consistent with the Terms of Reference, the proposed development will not impose incremental shadow on the external sidewalk network on September 21st between 12 and 2pm, or at any other times between 9am and 5pm.

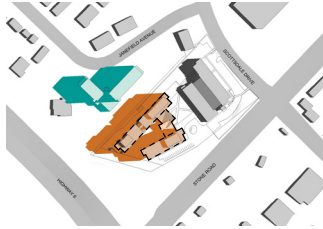
Overall, incremental shadow impacts from the proposed development are expected to be minimal and meet the City's guidelines.



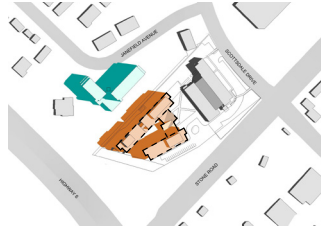
Above: Spring Equinox - Shadow Impact Study (prepared by Sweeney&Co Architects)



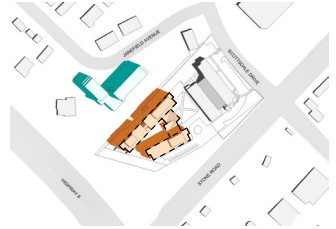
**JUNE 21 - 8:00 AM EDT**



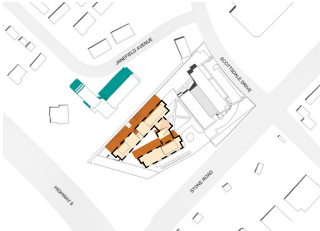
**JUNE 21 - 9:00 AM EDT**



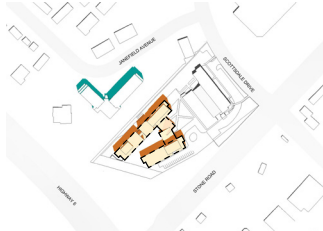
**JUNE 21 - 10:00 AM EDT**



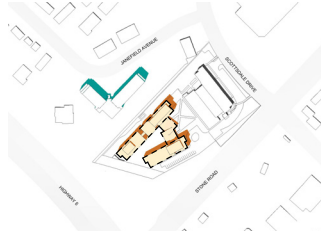
**JUNE 21 - 11:00 AM EDT**



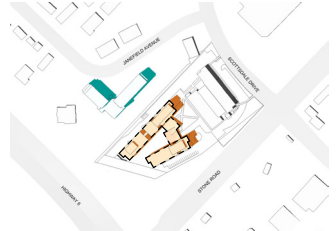
**JUNE 21 - 12:00 PM EDT**



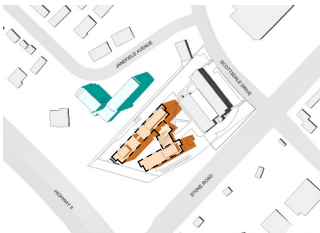
**JUNE 21 - 1:00 PM EDT**



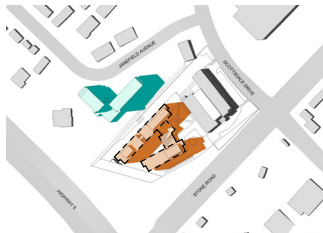
**JUNE 21 - 2:00 PM EDT**



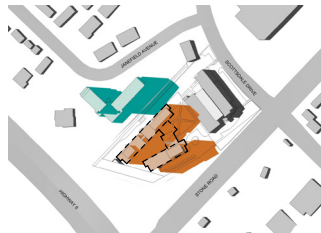
**JUNE 21 - 3:00 PM EDT**



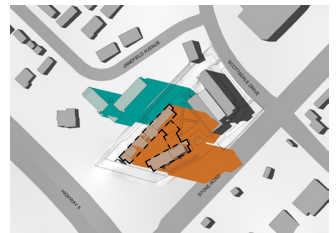
**JUNE 21 - 4:00 PM EDT**



**JUNE 21 - 5:00 PM EDT**

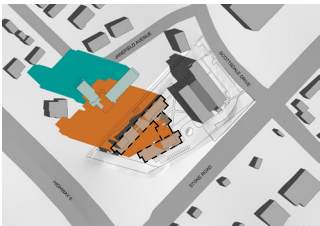


**JUNE 21 - 6:00 PM EDT**

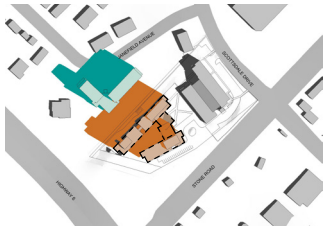


**JUNE 21 - 7:00 PM EDT**

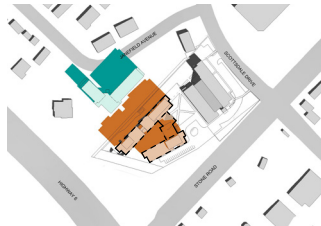
Above: Summer Solstice - Shadow Impact Study (prepared by Sweeney&Co Architects)



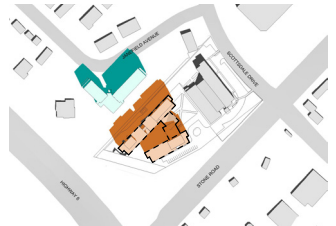
**SEPTEMBER 21 - 9:00 AM EDT**



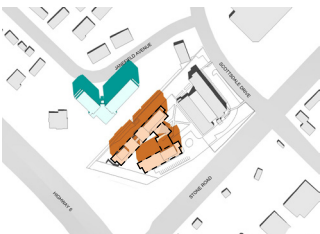
**SEPTEMBER 21 - 10:00 AM EDT**



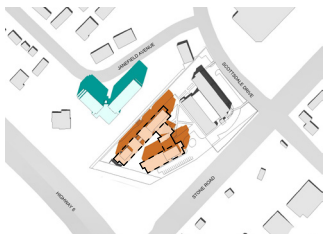
**SEPTEMBER 21 - 11:00 AM EDT**



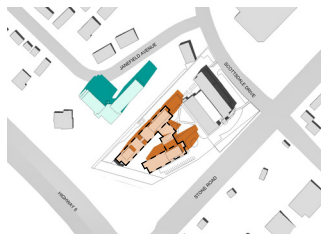
**SEPTEMBER 21 - 12:00 PM EDT**



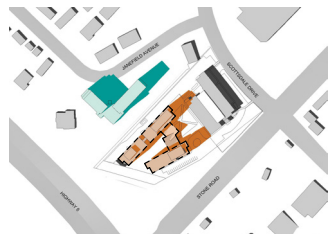
**SEPTEMBER 21 - 1:00 PM EDT**



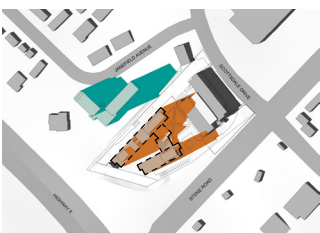
**SEPTEMBER 21 - 2:00 PM EDT**



**SEPTEMBER 21 - 3:00 PM EDT**

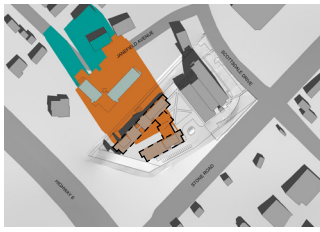


**SEPTEMBER 21 - 4:00 PM EDT**

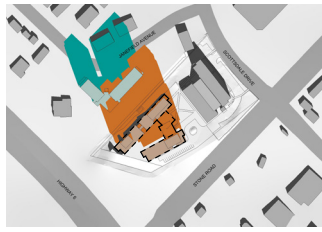


**SEPTEMBER 21 - 5:00 PM EDT**

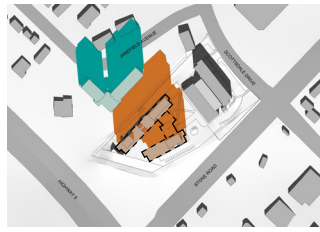
Above: Fall Equinox - Shadow Impact Study (prepared by Sweeney&Co Architects)



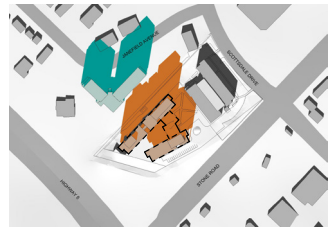
**DECEMBER 21 - 10:00 AM EST**



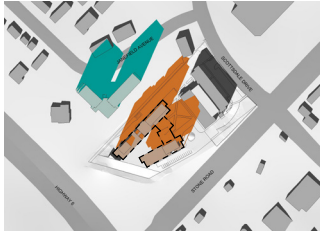
**DECEMBER 21 - 11:00 AM EST**



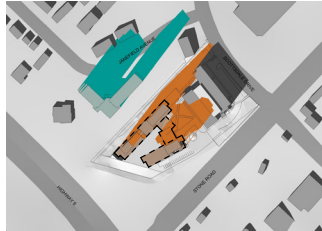
**DECEMBER 21 - 12:00 PM EST**



**DECEMBER 21 - 1:00 PM EST**



**DECEMBER 21 - 2:00 PM EST**



**DECEMBER 21 - 3:00 PM EST**

Above: Winter Solstice - Shadow Impact Study (prepared by Sweeney&Co Architects)

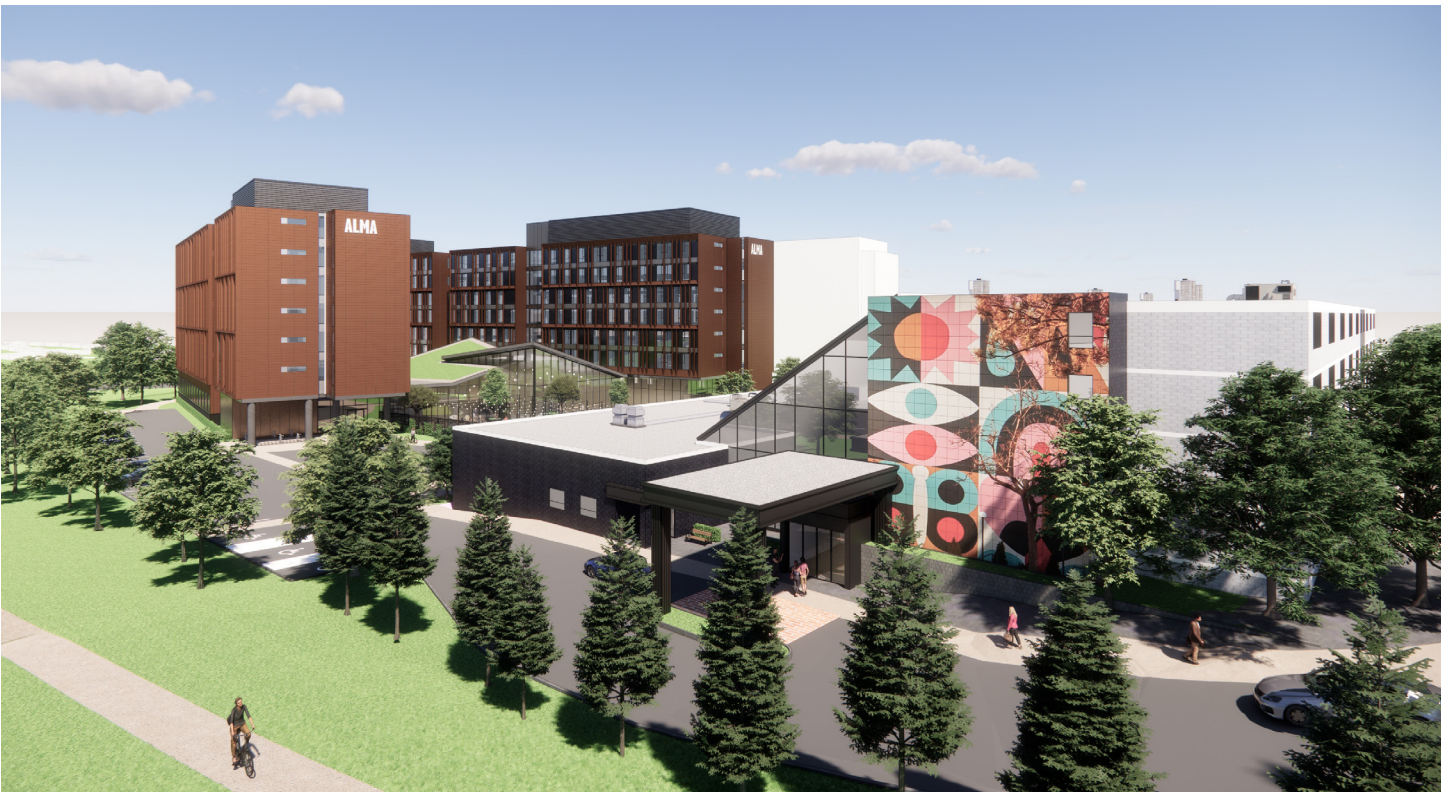


# CONCLUSION

# 9.0 CONCLUSION

In our opinion, the proposed development is appropriate and reflects good urban design. It respects the design policy and guideline direction of the City of Guelph Official Plan and the City of Guelph Urban Design Manual. In particular, the proposed design:

- Complements the existing Phase 1 development, while minimizing surface parking, increasing amenity and soft landscaping opportunities throughout the site;
- Supports transit and active transportation, through thoughtful pedestrian and cyclist movement around the site and out to the public streets;
- Employs a contemporary architectural aesthetic of form and materials that complement the existing building on the site. Creates a distinct, resident-centered community in proximity to open space uses and commercial uses as well as services to cater to residents' daily needs;
- Orients the buildings on the site to present appealing facades to those using the Hanlon Parkway, Stone Road, and Scottsdale Drive while providing suitable physical separation from the adjacent institutional use to the north; and,
- Uses a prominent highly glazed amenity area to connect the two proposed buildings presenting a visual focal point for the development and architectural homage to Phase 1's atrium.



Concept Plan Renderings (prepared by Sweeney&Co Architects)



**MHBC**  
P L A N N I N G  
U R B A N D E S I G N  
& L A N D S C A P E  
A R C H I T E C T U R E