



76 Wyndham St URBAN DESIGN BRIEF Rev.01

PROPOSED INFILL DEVELOPMENT

76 WYNDHAM STREET SOUTH

GUELPH, ONTARIO

N1E 5R4

5-May-2022

REVISION TABLE

Item #	Section	Description
1	Section 4 – Build Beautifully	Note added about building fronting on to Wyndham Street.
2	Section 4 – Embody Guelph's Green Ambitions	Note added about Low Impact Development (LID) Approach.
3	Section 3 – Guelph Downtown Secondary Plan	Reference to 11.1.7.11.1 added in second last bullet point.
4	Section 5 – Access, Circulation, Loading, Storage	Note added explaining why driveway is coming off Wyndham St and not Howitt St.
5	Section 5 – Transitions and Massing	Overlook potential, rear yard setback and step back addressed; Appendix E – Angular Plane Conformance added at end of document
6	Section 6 – Integration with the Public Realm	Note added about conformance to the Downtown Guelph Streetscape Manual

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1. Introduction

The purpose of this Urban Design Brief is to provide a basis of review for the proposed Zoning By-Law Amendment, which seeks to sever the property at 76 Wyndham Street and add eleven (11) new units of varying size and occupancy. Using a phased approach, a duplex would be constructed first at the corner of Wyndham Street and Howitt Street. For Phase Two, a nine (9) unit apartment building would be constructed along Wyndham Street.

The redevelopment of 76 Wyndham Street represents an opportunity to revitalize and intensify a location ideally situated between the Downtown Area, Guelph Central Station, existing and future park lands, and the University of Guelph.

This document addresses relevant policies of the City of Guelph Official Plan and Downtown Secondary Plan and provides context with respect to:

- Existing site conditions and context
- Proposed severance;
- Location, size, and configuration of the buildings to be constructed at the site
- Layout and location of parking
- Built form and transitions to the surrounding area
- Special Policy Area (flooding) considerations

This Urban Design Brief was prepared after consultation with City of Guelph planning staff. Meetings have also been held with and feedback received from the Ward Residents Association and the Grand River Conservation Authority (GRCA), and with the owners of the neighboring properties.

2. Physical Context

Located at the intersection of Wyndham Street and Howitt Street, the corner serves as a gateway to Guelph's historic St. Patrick's Ward. One of the city's original neighborhoods, "the Ward" features a mix of residential, commercial, and industrial buildings whose architecture reflects its working class roots.

This section explores how the proposed development provides a visual and architectural connectivity to the Ward and surrounding area. For the purpose of this report, Wyndham Street will be assumed to run north (to uptown Guelph) / south (to York Road).

Site Definition

The subject property is municipally addressed as 76 Wyndham Street South, Guelph, Ontario, N2J 2P2 (Lots 7 & 8, Registered Plan 306). It is on the south corner of Wyndham and Howitt Streets. The site has approximately 58m of frontage on Wyndham Street and 11m of frontage on Howitt Street. The total developable area of the site is 1,455 m². Topography is relatively even across the site, but generally water drains south towards Wyndham Street and the Eramosa River.



Figure 1 – Existing house

Site Attributes

The site is divided by an existing fence. The south section is typical residential with a 1 ½ story home, detached garage, and driveway. The north section has a single story commercial building and is entirely paved. A sidewalk runs along Wyndham Street, fronting the site.

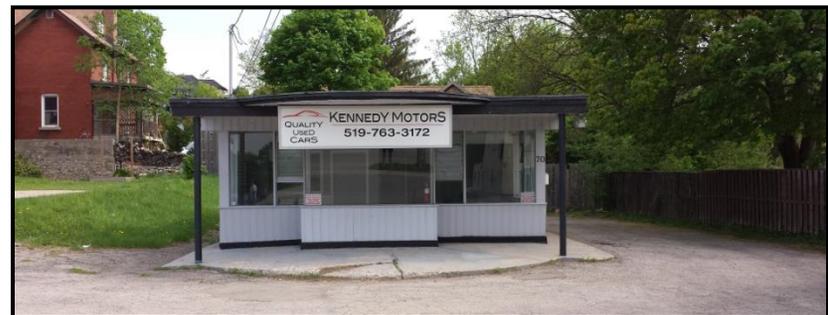


Figure 2 – Existing commercial building

The Site in Context

The following are key elements of the surrounding street network, urban pattern, transportation systems, and heritage elements. Refer to [Appendix F – Site in Context](#) for a map showing key locations as they relate to the subject site.



Figure 3 – Guelph Train Station (450m from Site)

Guelph Central Station Guelph Central Station is the main inter-modal transportation terminal in the city. Having recently undergone significant renovation and expansion, it is used by VIA Rail, Go Transit (buses and trains), local buses, and Greyhound intercity buses. The station is within easy walking distance from the proposed development.



Figure 4 - The new LCBO on Wellington (400m from Site)

Central Business District Downtown Guelph is home to Guelph’s highest concentration of retail, dining, financial, entertainment, healthcare, and professional services. There has been development along Wellington, including a new Starbucks, and LCBO. The Olde Quebec Street Shops are also within easy walking distance.



Figure 5 – Old Quebec Street Shops (700m from Site)

Natural Elements and Features The site is located within visual distance of the Speed River, which is identified as a Significant Wildlife Habitat and managed as a cool water fishery. The Guelph Covered Bridge was erected in 1992 and serves as a key pedestrian and cyclist crossing.



Figure 6 – The Guelph Covered Bridge (200m from Site)

Existing and Future Parkland The site is located essentially across the street from York Road Park and the Royal Recreation Trail along the Eramosa River. The policies of the Secondary Plan indicate that the City of Guelph plans to acquire four commercial properties (located along the south side of Wellington Street between Gordon and Wyndham Streets) for conversion to parkland.



Figure 7 – York Road Park (100m from Site)



Figure 8 - The Guelph Armoury (400m from Site)

Existing Views and Heritage Sites The Church of Our Lady Cathedral and Guelph Armoury are both prominently visible from the site. The proposed development will respect these views and provide sightlines to both heritage elements.



Figure 9 – The Church of Our Lady (800m from Site)

Downtown Post-Secondary Institution One of the objectives of the Secondary Plan is to establish a future, downtown post-secondary education facility, which would bring a number of full-time students into the area. The proposed development is ideally suited to support this objective.



Figure 10 – The Sleeman Centre (700m from Site)

Downtown Entertainment The Sleeman Centre, home of the Guelph Storm OHL Hockey Club, and the River Run Centre are both within easy walking distance of the proposed development.

3. Response to Policy Context

Policies relevant to the proposed development are taken from the City of Guelph Official Plan (March 2018 Consolidation) and Guelph Downtown Secondary Plan (November 2016 Consolidation).

City of Guelph Official Plan

The proposal meets many of the objectives and principles of the Official Plan by:

- **Contributing to the City’s density target while meeting the need for affordable housing.**
2.4.6.1 Urban Growth Centre - Downtown Guelph will be planned and designed to: Achieve a minimum density target of 150 people and jobs combined per hectare by 2031; Provided for additional residential development; including affordable housing.
- **Increasing density within 500m of the Guelph train station.**
2.4.7 Major Transit Station Area - The major transit station area is defined generally as the area within approximately 500 m, or a 10 minute walk, from a transit station or major bus depot. Within this area, development will generally be planned and designed to: Achieve increased residential and employment densities that support and ensure the viability of existing and planned transit infrastructure and service.
- **Constructing different building types and adding architectural variety to the area.**
3.6.8 In order to create visually stimulating built environments, this Plan promotes the provision of a wide variety of housing types and forms in all neighborhoods of the City. 3.6.9 New buildings are encouraged to be designed to reflect the visual character and architectural/building

material elements found in the older, established areas of the City. 3.6.10 Buildings should be oriented towards the street and have front façades with entrances and windows that respect the rhythm and frequency of the prevailing neighborhood/district pattern. Extensive blank façades facing a street, open space or park should be avoided.

- **Locating off street parking fully out of view.**
3.6.16 Parking areas should be designed in a manner that contributes to an attractive streetscape by providing screening and landscaping.
- **Addressing the need for a greater range of affordable rental housing types and eliminating an existing commercial use.**
4.7.2 Council will consider the following criteria in the designation of Community Improvement Project Areas: Vacant lots and/or underutilized properties and buildings which have potential for infill, redevelopment or expansion to better utilize the land base; An inappropriate range of housing types and densities including insufficient affordable housing; Known or suspected environmental contamination.
- **Increasing residential density while providing affordable rental accommodation.**
7.2.2 General Residential - The City shall encourage and assist, where possible, in the production of an adequate supply and mix of affordable housing by: Encouraging the use of alternative development techniques that can assist in lowering development costs and potentially lower housing costs; Encouraging the provision of additional rental housing; Promoting the provision of affordable housing, located near transit, shopping, parks and other community facilities, in order to meet the needs of lower income and senior citizen households; Supporting student housing developments conveniently accessible to the University of Guelph.

- Promoting pedestrian movement by building in a location that is convenient for walking and biking.

8.2.1 The City supports the creation of programs and facilities that will encourage walking and greater use of bicycles. To promote these transport modes, the City will: Consider the implications of its land use decisions as they may impact the promotion of pedestrian movement and the use of bicycles; Encourage intensification and a compact urban form to make walking and biking convenient and within a reasonable travel distance.

Guelph Downtown Secondary Plan

The proposal meets many of the objectives and principles of the Downtown Secondary Plan by:

- **Eliminating the existing car sales lot at the corner of Wyndham and Howitt Streets**
11.1.7.1.2 - Vehicle Sales are not consistent with the objective of a walkable, transit supportive Downtown and shall not be permitted.
- **Setting the duplex height at 3 storeys and the multiplex height at 4 storeys**
11.1.7.2.1 - The minimum and maximum heights specified in Schedule D at this location are 2 storeys and 4 storeys, respectively.
- **Locating the front entrance to all units towards the street, specifically respecting the corner of Wyndham and Howitt.**
11.1.7.2.3 – The following additional built form policies shall apply to all areas of downtown: a) Generally, buildings shall be oriented towards and have their main entrance on a street or open space.

- **Breaking up building faces in a parallel plane with vertical recesses, porches, and built-out sections.**

11.1.7.2.1 Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with evenly spaced vertical recesses or other architectural articulation and/or changes in material.

- **Recessing porches and balconies into the design of the building façade, and elevating ground level porches.**

11.1.7.2.3 Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies generally shall not be permitted.

11.1.7.2.3 Front patios for ground-floor residential units, where appropriate, should be raised to provide for privacy and a transition between the public and private realms.

- **Finishing the exterior of the building with brick and stone, in keeping with the look of the neighboring houses within the Ward.**
11.1.7.2.3 All buildings downtown should be finished with high quality, enduring materials, such as stone, brick and glass. Glass should be transparent or tinted with a neutral colour. Materials that do not age well, including stucco, vinyl, exterior insulation finishing system (EIFS) and highly reflective glass, shall be strongly discouraged and may be limited through the implementation documents and by-laws.
- **Providing shared access to off street parking and locating parking at rear of buildings, out of view.**
11.1.7.2.4 – The following general policies regarding parking shall apply: Vehicular entrances to parking and servicing areas generally be on Local Streets should be consolidated wherever possible to maximize and accentuate building frontages and front yards and minimize the number of curb cuts. Shared driveways between two properties shall be encouraged; Parking for apartment dwellings, including visitor parking, generally shall be located in underground or above-ground structures or surface parking lots at the rear of the building, unless other arrangements for off-site parking have been made to the City's satisfaction; Generally no parking shall be permitted between the front of a building and the street to help create pedestrian-oriented streetscapes)

- **Maintaining local architectural character.**
11.1.7.7.1 - Residential 1 areas include portions of broader residential neighbourhoods that extend into Downtown. They are mostly occupied by low-rise forms of housing, including detached and semi-detached houses, townhouses and apartment buildings. The intent is to generally maintain the character of these areas.
- **Enhancing The Ward's Existing Residential Character.**
11.1.7.11.1 - The Ward's unique, diverse and eclectic qualities result from its origin as a neighborhood where places of employment and working-class houses existed side-by-side. Existing and former industrial sites are planned for redevelopment to both support growth objectives for Downtown and enhance The Ward as a neighborhood. As land uses evolve, the character of The Ward's existing residential areas should be maintained.
- **Remediating a known Brownfield site.**
11.1.7.11.2 - In considering development proposals in the Ward, the City shall have regard for the following objectives for the community: clean-up contaminated sites; provide transitions to the general character of the low-rise areas of the community; ensure the use and form of development is compatible with its existing and planned surroundings; ensure the community contains a mix of housing types, sizes and forms to accommodate households of all sizes and incomes.

4. Urban Design Goals and Objectives

The following is a selection of principles taken from the Secondary Plan that reflect a vision for the downtown core. An explanation of how the proposed development addresses and is relevant to each principle is provided below.

Celebrate what we've got.

New construction should be compatible with surrounding buildings and neighborhoods, especially those with heritage value. The buildings proposed for this site will each embody design elements characteristic of the Ward and respect aspects of significant historical buildings on Wyndham Street, including the Guelph Armory, the Petrie Building, and the Wellington Hotel.

Set the scene for living well downtown.

Guelph's population within the downtown area will need to be accommodated. The proposed development increases residential intensity by adding eleven (11) new residential units of varying size and type to the downtown area.



Figure 11 - Church of our Lady as seen from Wyndham Street

A Creative place for business.

The subject property would not include any new commercial or retail space. However, intensification here will add regular patrons for nearby businesses.

Reconnect with the river.

Guelph's rivers should play role in the lives of people who live near it. Residents will have easy access to both of Guelph's rivers and to the covered bridge, plus existing and future riverfront parklands and trails.



Figure 12 - The Speed River, Guelph

Embody Guelph's green ambitions.

Remediation and redevelopment of contaminated lands is encouraged. The proposed development will redevelop a known Brownfield site and explore the use of a Low Impact Development (LID) approach to manage storm water runoff.

Make it easy to move around.

The site is also located within easy walking distance of the University of Guelph, the Guelph Central Station, Guelph Transit, plus retail outlets. The location is ideal for any individual who plans on walking or cycling as their primary means of transportation.

Build beautifully.

New buildings should complement the architecture and materials of surrounding buildings. The proposed design and finished exterior faces and front onto Wyndham Street and will attempt to blend

with nearby homes while honoring Wyndham's existing architectural achievements.



Figure 13 - The Petrie Building on Wyndham Street

5. Development Concept

The following considerations were addressed in developing the proposed building concept, site layout, occupancy, and functionality:

- a) Site Design;
- b) Transitions and Massing;
- c) Public Views / Vistas;
- d) Parking;
- e) Access, Circulation, Loading, Storage; and
- f) Architectural Treatment and Materials

Site Design

Refer to [*Appendix A – Conceptual Site Plan*](#). The proposed design concept is to sever the property into two separate lots and construct in phases. Refer to [*Appendix B – Development Phases*](#) for additional information

Phase One: The existing commercial building will be demolished and the corner duplex constructed first. Main entrances to each unit of the duplex address the Wyndham street frontage. The duplex strongly addresses the corner of Wyndham and Howitt and is chamfered to allow for the traffic line of site. Both units have covered parking that will be accessible from Wyndham Street. It is intended for both units to be occupied before Phase 2 begins.

Phase Two: The existing house and detached garage will be demolished and the multi-unit apartment building will be constructed. Parking access to the duplex will be maintained during this phase. Upon completion of the building, the parking lot and driveway access will be completed.

Transitions and Massing

The proposed corner duplex is designed to respond to and align with the front yard setback pattern of the neighboring homes along Howitt and Wyndham Streets, while maintaining a sight line triangle at the south corner of this intersection.

Because both proposed structures front Wyndham Street with flankage along Howitt Street, the rear yard setbacks of the duplex and infill apartment are adjacent to the side yards of 11 Howitt and 15 Howitt Street, respectively. Overlook potential is minimized at this location in part due to the topography of the area and the lot depths of adjacent properties (see Appendix E – Angular Plane Conformance) .

At 314.8m, the First Floor Elevation (FFE) of the property at 11 Howitt Street is 2.3m higher than the FFE of the proposed duplex. The driveway at 11 Howitt falls between the two buildings, which further mitigates overlook. The proposed 4-storey infill apartment backs on to the rear yard of 15 Howitt Street, which is a significantly deeper lot than 11 Howitt Street and is fully treed with no habitable structures.

At this time there is no rear yard step back of fourth floor of the infill apartment, but this is something that could be incorporated in the detailed design phase of the project.



Figure 14 - Howitt Street looking west from Wyndham Street

Public Views and Vistas

The northern most building on Wyndham Street is the Wellington Hotel, which features a distinct mansard roof. A 'bookend' design feature of the proposed development is to have a complimentary mansard style roof on the building that marks the corner of Wyndham and Howitt Streets.

Note the location of the proposed development is visible from uptown along Wyndham from as far as the Armoury. Existing Views of the University of Guelph and Cutten Fields as seen from uptown will be maintained.



Figure 15 - The Wellington Hotel with mansard roof

Parking

The entire site will be accessible from a shared driveway off of Wyndham Street. Proposed is a right of way access to accommodate the two covered parking garages in the duplex. The multi-unit building has nine (9) parking spaces and three (3) covered spaces. The covered garages will feature direct access to their respective units. All parking is behind the building and parked cars will not be visible from the street. On street parking is also available on Wyndham Street from Howitt Street to York Road.

Access, Circulation, Loading, Storage

Careful consideration had to be given to unit access and pedestrian routes through the site. The design addresses access, circulation, loading, and storage as follows:

- In consideration of Secondary Planning Policy 11.1.7.2.4 a), the driveway comes off Wyndham Street rather than Howitt Street (local street) in order to maintain a minimum safe distance from the intersection of Wyndham and Howitt;
- The site makes use of a shared driveway in order to maximize and accentuate building frontages and minimize the number of curb cuts;
- Driveway is double width to allow cars to pass each other and parking aisle width allows cars to turn around on site;
- Both duplex units and the multiplex have pedestrian access both from Wyndham Street and from the back of each building;
- There is a dedicated bicycle storage facility within the apartment; and
- There is existing on street parking on Wyndham Street from Howitt Street to York Road.

Architectural Treatment and Materials

The character and appearance of the development is intended to reflect and compliment the neighbouring houses. The proposed buildings will be designed and built as unique, stand-alone Victorian style homes, each with its own unique roof type and brick colour. Refer to [Appendix C – Renderings](#) for illustrations of the proposed development.

6. Integration with the Public Realm

Built Form

Built form is a phrase “used loosely to describe various aspects of a building plan, including how many windows and doors it has, how tall it is, how far it is set back from the road, how much of the lot it takes up, and architectural style¹⁹”. A key objective of the Secondary Plan is for new residential development to maintain the existing character of the area.



Figure 16 - Howitt Street’s eclectic roof & dormer types, porches, and brick colours.

The proposed design, divided into two (2) separate buildings each with its own distinct look, will attempt to replicate the feel and look of the houses within the Ward (specifically eastward along Howitt Street) in terms of rooflines, varying exterior brick facades, and functional front porches and balconies.

It will also echo existing buildings of historical significance northward along Wyndham Street by using a Mansard roof, which also serves to soften the impact of the building height. Refer to [*Appendix D – Building Elevations*](#) for additional information.

Residential Intensification

One of the main criteria for this site is to maximize residential occupancy. To that end, the proposed development would add up to eleven (11) additional units within the Downtown Area. Infilling this location will not only increase intensification of the Downtown Area, but it will expand usage of nearby parklands, transportation infrastructure, and benefit nearby businesses.

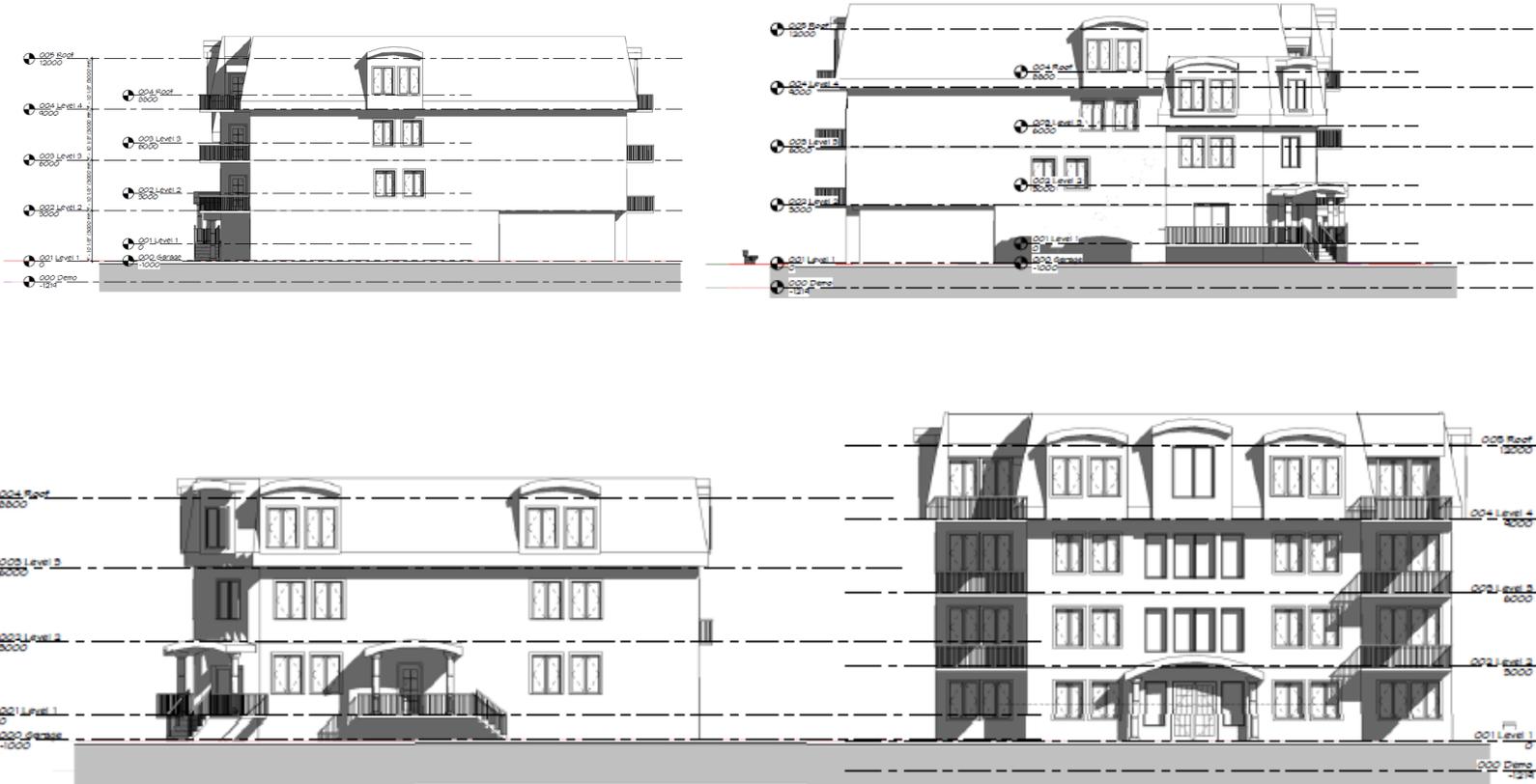
Streetscape Guidelines

Within the public realm, the design will conform to the Downtown Streetscape Manual and maintain the identity of downtown Guelph, specifically with respect to site furnishings, trees, and pedestrian lighting.

Appendix C – Renderings



Appendix D – Building Elevations

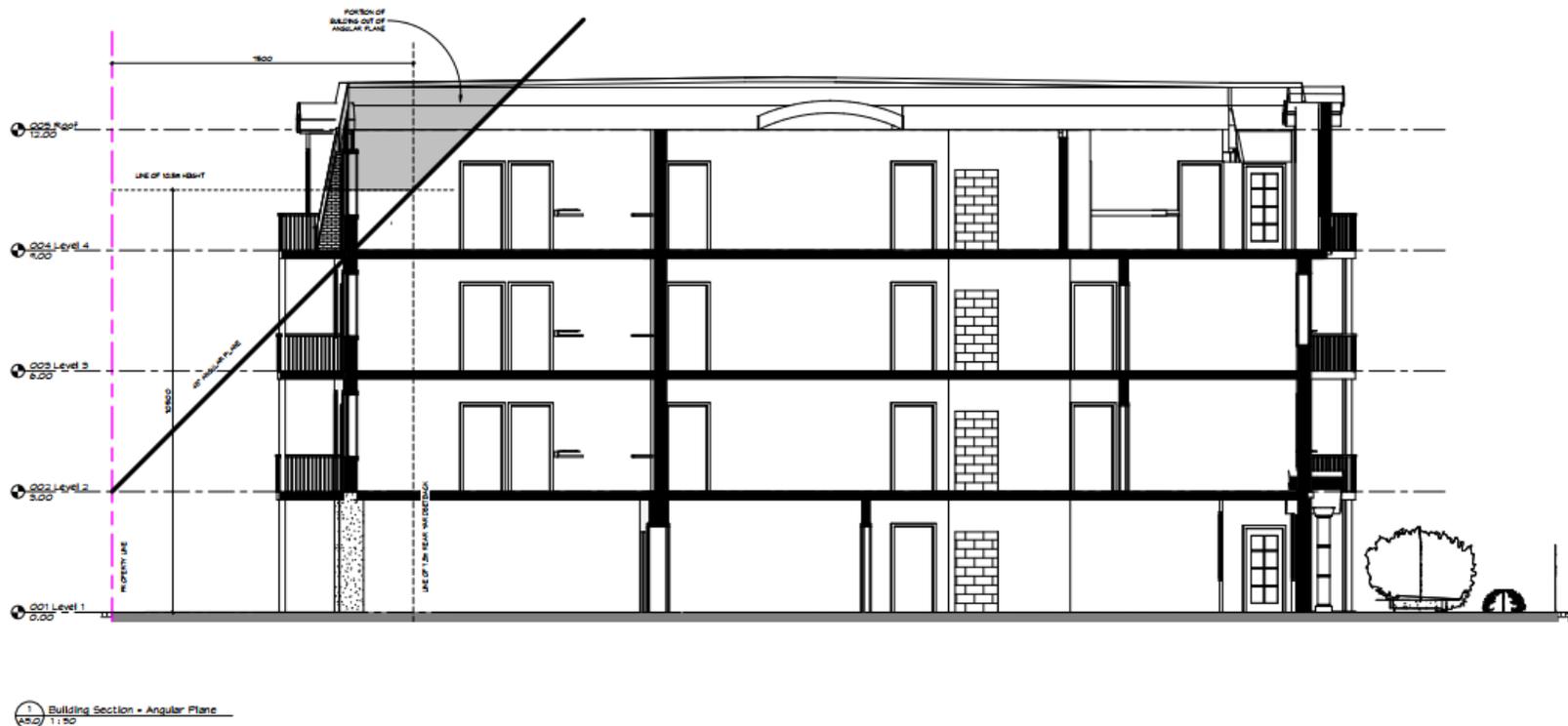


Appendix E – Angular Plane Conformance

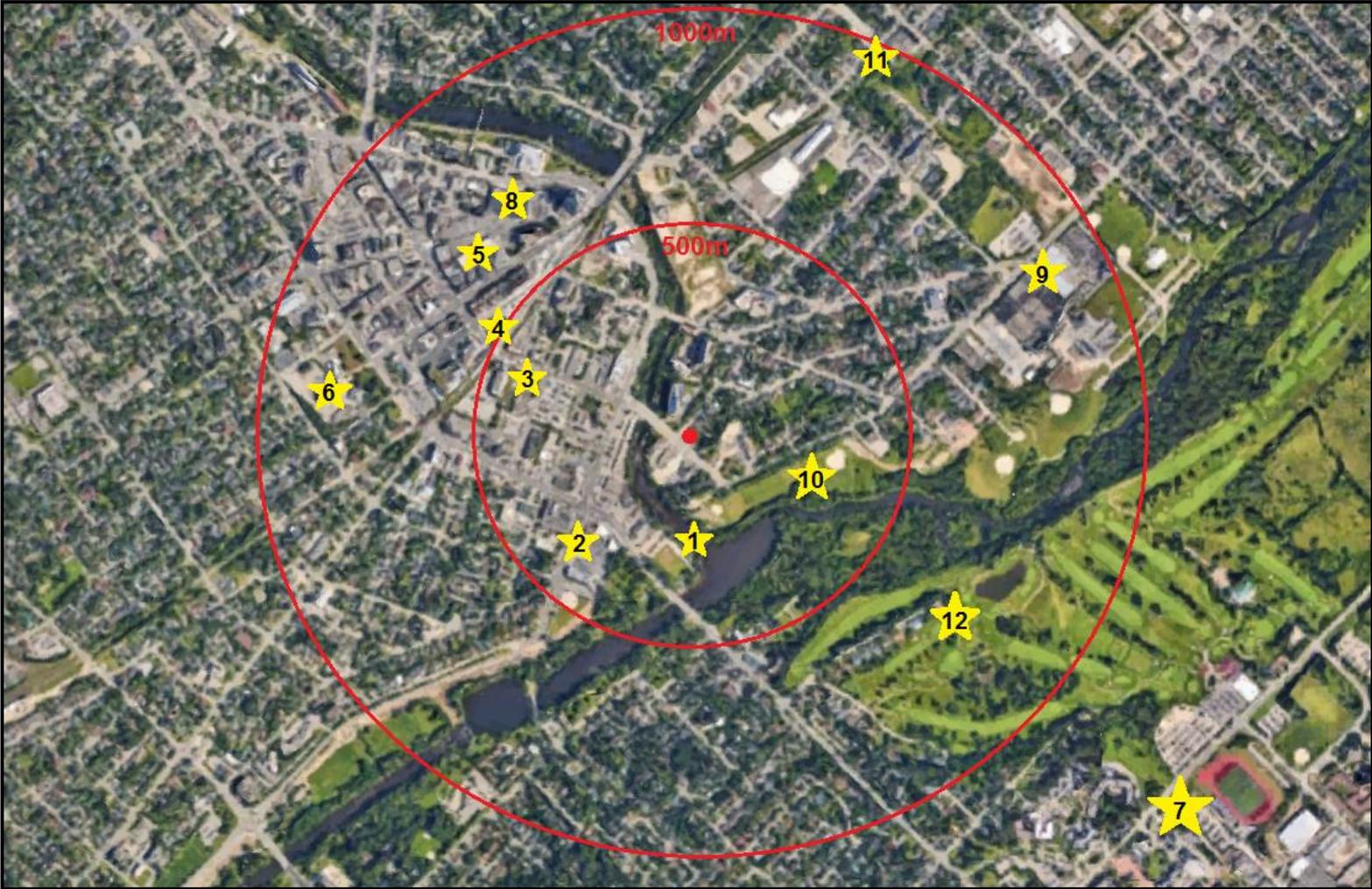
City of Guelph Built Form Standards

Performance Standard #15 - Angular Planes

Where a transition to adjacent low-rise residential development occurs, buildings equal to or less than 10 storeys in height should contain all massing within a 45 degree angular plane taken from a height of 10.5 metres above a 7.5 metre rear yard setback line. A portion of the building is out of the angular plane, as shown.



Appendix F – Site in Context



1. Covered Bridge 2. LCBO 3. Guelph Armoury 4. Train Station 5. Olde Quebec Shops 6. Basilica of Our Lady 7. University of Guelph
8. Sleeman Centre 9. Owens Corning 10. York Road Park 11. Italian Canadian Club 12. Cutten Fields Golf Club