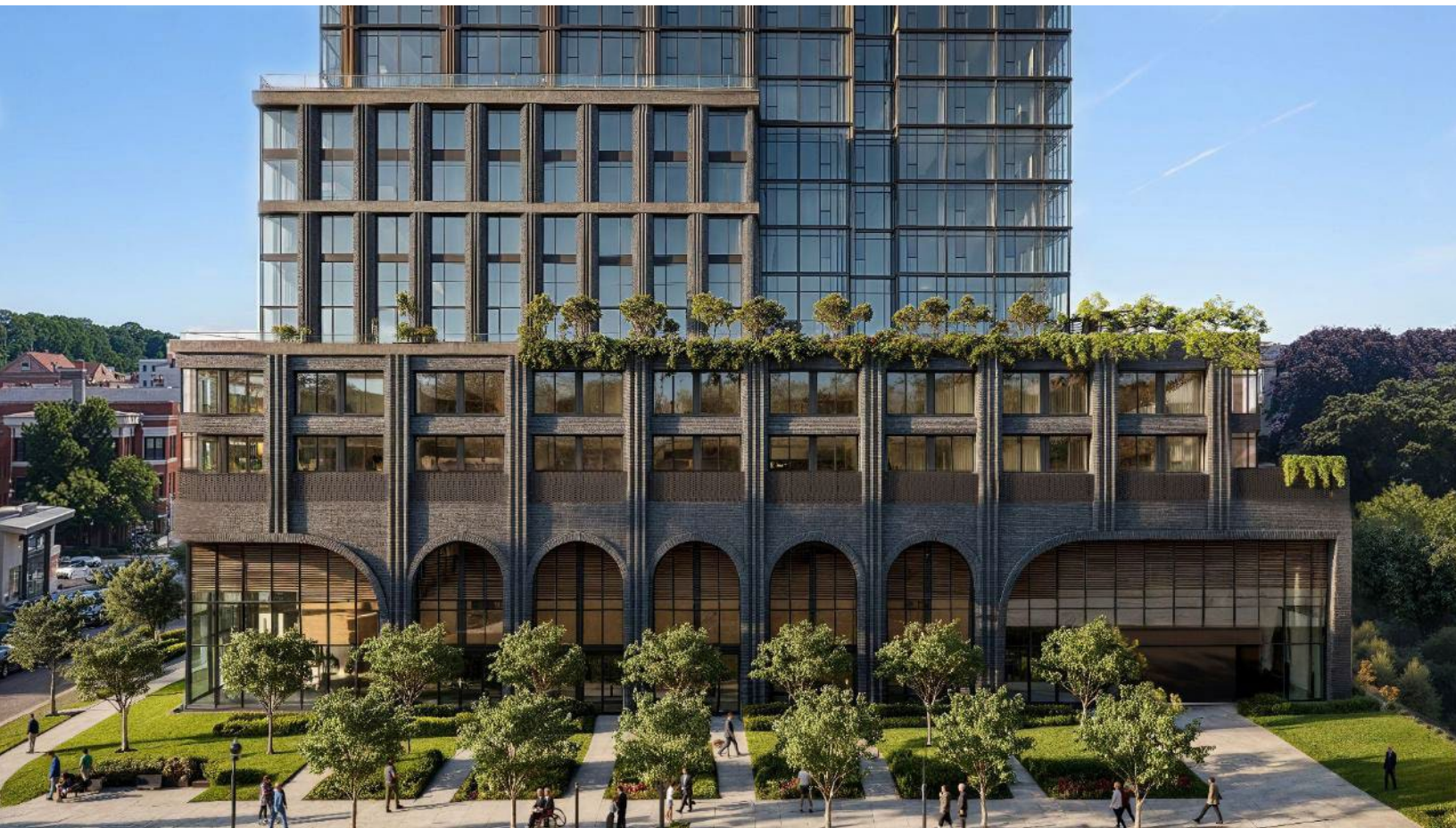


URBAN DESIGN BRIEF

70 Fountain Street East, Guelph

Official Plan Amendment & Zoning By-Law Amendment Applications



EXECUTIVE SUMMARY

The Urban Design Brief (“Brief”) has been prepared as part of the complete Official Plan Amendment and Zoning By-law Amendment application for the proposed mixed-use development at 70 Fountain Street East, Guelph (“Subject Lands”, “Subject Property”, or “Site”).

The applicant is proposing to redevelop the subject lands with a 24-storey mixed-use development comprising 424 purpose-built rental units in a range of studio, one-bedroom, two-bedroom, and three-bedroom configurations, including townhouse-style units incorporated within the building podium at the lower and upper ground floor.

The building is organized into two primary massing components consisting of a four-storey podium base and a tower element above. The podium defines the building footprint and establishes a continuous streetwall along all frontages, providing a clear base condition that integrates the development within the downtown and heritage context. Above the podium, the tower incorporates a series of step-backs above the 5th and 9th storeys to reduce perceived height and massing and to achieve a slender, well-articulated vertical form.

The proposed development includes approximately 440 square metres of ground-floor retail space fronting Wyndham Street South, contributing to an active streetscape. At grade, the podium accommodates retail uses along Wyndham Street, a residential lobby, visitor and bicycle parking access from Farquhar Street, and townhouse-style residential units with residential vehicular access from Fountain Street. Vehicular access is provided from both Farquhar Street and Fountain Street, with parking accommodated internally above grade and below grade. Access from Farquhar Street serves the loading area while access from Fountain Street leads to the internal ramp system connecting to the underground residential parking structure. In total, the development provides 95 residential and visitor parking spaces. Overall, the proposal delivers a well-integrated mixed-use development that demonstrates visual cohesion and responds appropriately to the surrounding context through coordinated and unified design strategies.

This Brief discusses the design vision, existing conditions of the subject property, the neighbourhood context of the site, the existing urban design policies found in the City of Guelph Official Plan and Urban Design Guidelines, as well as details about the proposed development. This Brief follows the City of Guelph Urban Design Brief (“UDB”) Terms of Reference (“ToR”).

Specific consideration has been given to assessing the existing planning development controls and urban design principles which currently apply to the lands. The Brief will also provide an analysis of suitability of these lands for high-density residential purposes and its urban design elements. The Brief responds to this Urban Design framework and sets out various recommendations for the overall development.

This Brief was prepared by Up Consulting Ltd., who have been retained as the consulting land use planner and urban design consultant for the proposed development to provide independent land use planning analysis and opinion. This Brief, including the opinions and recommendations



set out herein, has been prepared by a member in good standing with the Ontario Professional Planners Institute and the Canadian Institute of Planners.

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INTRODUCTION

This Brief has been prepared as part of the complete Official Plan Amendment and Zoning By-law Amendment application for the proposed mixed-use development of the property municipally known as 70 Fountain Street East, Guelph.

The applicant is proposing to redevelop the subject lands with a 24-storey mixed-use development comprising 424 purpose-built rental units in a range of studio, one-bedroom, two-bedroom, and three-bedroom configurations, including stacked townhouse-style units incorporated within the building podium at the lower and upper ground floor.

The building is organized into two primary massing components consisting of a four-storey podium base and a tower element above. The podium defines the building footprint and establishes a continuous streetwall along all frontages, providing a clear base condition that integrates the development within the downtown and heritage context. Above the podium, the tower incorporates a series of step-backs above the 5th and 9th storeys to reduce perceived height and massing and to achieve a slender, well-articulated vertical form.

The proposed development includes approximately 440 square metres of ground-floor retail space fronting Wyndham Street South, contributing to an active streetscape. At grade, the podium accommodates retail uses along Wyndham Street, a residential lobby, visitor and bicycle parking access from Farquhar Street, and townhouse-style residential units with residential vehicular access from Fountain Street. Vehicular access is provided from both Farquhar Street and Fountain Street, with parking accommodated internally above grade and below grade. Access from Farquhar Street serves the loading area, while access from Fountain Street leads to the internal ramp system connecting to the underground residential parking structure. In total, the development provides 95 residential and visitor parking spaces. Overall, the proposal delivers a well-integrated mixed-use development that demonstrates visual cohesion and responds appropriately to the surrounding context through coordinated and unified design strategies.

The Brief discusses the design vision, existing conditions of the subject property, the neighbourhood context of the site, the existing urban design policies found in the City of Guelph Official Plan and Draft Urban Design Guidelines, as well as details about the proposed development. This Brief follows the City of Guelph Urban Design Brief (“UDB”) Terms of Reference (“ToR”).

Specific consideration has been given to assessing the existing planning development controls and urban design principles which currently apply to the lands. The Brief will also provide an analysis of suitability of these lands for high-density residential purposes and its urban design elements. The Brief responds to this Urban Design framework and sets out various recommendations for the overall development.

PART 1: PHYSICAL AND POLICY CONTEXT

This section of the Brief examines the physical and policy context of the site, including existing property conditions, surrounding land uses, and applicable policy frameworks that guide development in the area. The analysis provides the basis for translating these contextual considerations into site-specific goals and design guidelines that shape the proposed development in response to the site's unique opportunities and constraints.

1.1 PHYSICAL CONTEXT

a) Site Definition

The subject property is municipally addressed as 70 Fountain Street East, Guelph and legally known as Lots 19 & 20, Registered Plan 8, City of Guelph (Figure 1). The subject property is bound by three (3) public streets, including Fountain Street East (to the east), Farquhar Street (to the west), and Wyndham Street (to the south). The subject property is located within the downtown area of the City of Guelph.



Figure 1: Aerial Image of Subject Property (Source: Google Earth)

The subject property has an approximate lot area of 2,030 square metres (0.2 ha), with approximately 65 metres of frontage along Fountain Street East and Farquhar Street, and approximately 33 metres along Wyndham Street South. Access to the subject property is via Farquhar Street.

b) On-site Attributes

The subject property contains a three-storey office building with surface parking to the rear (north). The three-storey commercial office building was constructed in the mid-1950s (circa 1955). The building façade features limestone and granite panels, representative of mid-century modernist architectural detailing. Visual references to the existing building are provided in Figures 2 and 3.

The structure occupies the majority of the site footprint, with a fully paved parking area located at the north corner of the property. Internally, the building is subdivided into multiple commercial and

office units distributed across all three floors. In total, the property contains approximately 31,375 square feet of leasable commercial space.



Figure 2: Streetview Existing Building from the Intersection of Wyndham Street South and Fountain Street East (Source: Google Maps)



Figure 3: Streetview of Existing Building from Fountain Street East (Source: Google Maps)

c) The Site in Context

The subject lands are situated within Guelph's Urban Growth Centre and Major Transit Station Area, on the south side of the downtown core. The site occupies a prominent position within a historic downtown block bounded by Wyndham Street South, Fountain Street East, Farquhar Street, and Neeve Street. This block forms part of Downtown Guelph's heritage core, characterized by a fine-grained urban fabric, a mix of low- to mid-rise buildings, and a strong concentration of structures with heritage attributes that define the area's architectural identity.

The site is within proximity to several designated and listed heritage resources, including the Allan's Mill ruins, the Heffernan Street Bridge, and the Guelph Junction Railway infrastructure. Within the immediate block, building heights range from one to four storeys, featuring traditional

commercial façades, red-brick construction, and decorative architectural detailing. These elements contribute to a cohesive, human-scaled streetscape.

Surrounding land uses are predominantly mixed-use and residential, with small-scale commercial and institutional buildings integrated into the streetscape. To the west, uses transition toward Downtown Guelph's commercial core, while to the east, the character becomes residential and light industrial. The Eramosa River and its open space corridor border the area to the south.

To the immediate west of the site is the Guelph Armoury, a four-storey, red-brick heritage landmark, which anchors the block with its preserved historic façade and adaptive reuse as a restaurant and outdoor patio. The Armoury contributes significantly to the area's cultural and architectural identity. Directly east of the subject property, along Carden Street, stands a recently renovated four-storey mixed-use building that incorporates extensive glazing and contemporary façade treatments overlooking the public realm. The structure demonstrates how contemporary architecture can be sensitively integrated within a historic context, illustrating an evolving relationship between contemporary design and the area's established heritage character.

Further west of the site stands the Basilica of Our Lady Immaculate, a landmark 19th-century Gothic Revival church that occupies a commanding position atop the hill overlooking Downtown Guelph. The Basilica's twin towers, ornate stone detailing, and elevated siting make it one of the city's most recognizable landmarks, visually anchoring the downtown skyline and serving as a key orientation point within the broader urban landscape. Although the Basilica of Our Lady Immaculate occupies an elevated position within the downtown skyline, it is not visually perceptible from the subject property or its surrounding streets due to intervening topography and existing built form.

Street Network and Connectivity

The surrounding street grid network provides strong connectivity between residential and commercial areas. Fountain Street East serves as a collector road linking the downtown to the city's eastern neighbourhoods, while adjacent streets such as York Road, Neeve Street, and Farquhar Street provide local access and pedestrian connections. The urban pattern in this area consists of compact development blocks, narrow frontages, and consistent street walls, reflecting the fine-grained character of the historic core. The site is easily accessible by foot, bicycle, and transit.

The site benefits from excellent multimodal accessibility, located within approximately 500 metres of Guelph Central Station, the city's primary transit hub serving both GO Transit rail and bus services as well as Guelph Transit routes. The Central Station terminal provides access to numerous local routes, including Route 3 (Westmount), 4 (York), 8 (Janefield), 9 (Waterloo), 10 (Paisley), 11 (Silvercreek), 12 (Delhi), 13 (Eastview), 14 (Grange), 20 (Northwest Industrial), 98 (Speedvale), and 99 (Mainline), along with on-demand transit service.

These routes provide citywide connectivity, linking to key designations such as the University of Guelph, Guelph General Hospital, Woodlawn SmartCentre, Northwest Industrial Area, and various residential neighbourhoods. In addition to public transit, the site is integrated into the

active transportation network, with continuous sidewalks, designated cycling routes, and nearby access to trail systems along the Eramosa River valley.

Figure 4 below provides a Neighbourhood Spatial Analysis Map, highlighting some of the major points of interest within a 400 metre and 800 metre radius of the subject property. Figures 5 to 10 below also provide streetview images of the surrounding context.

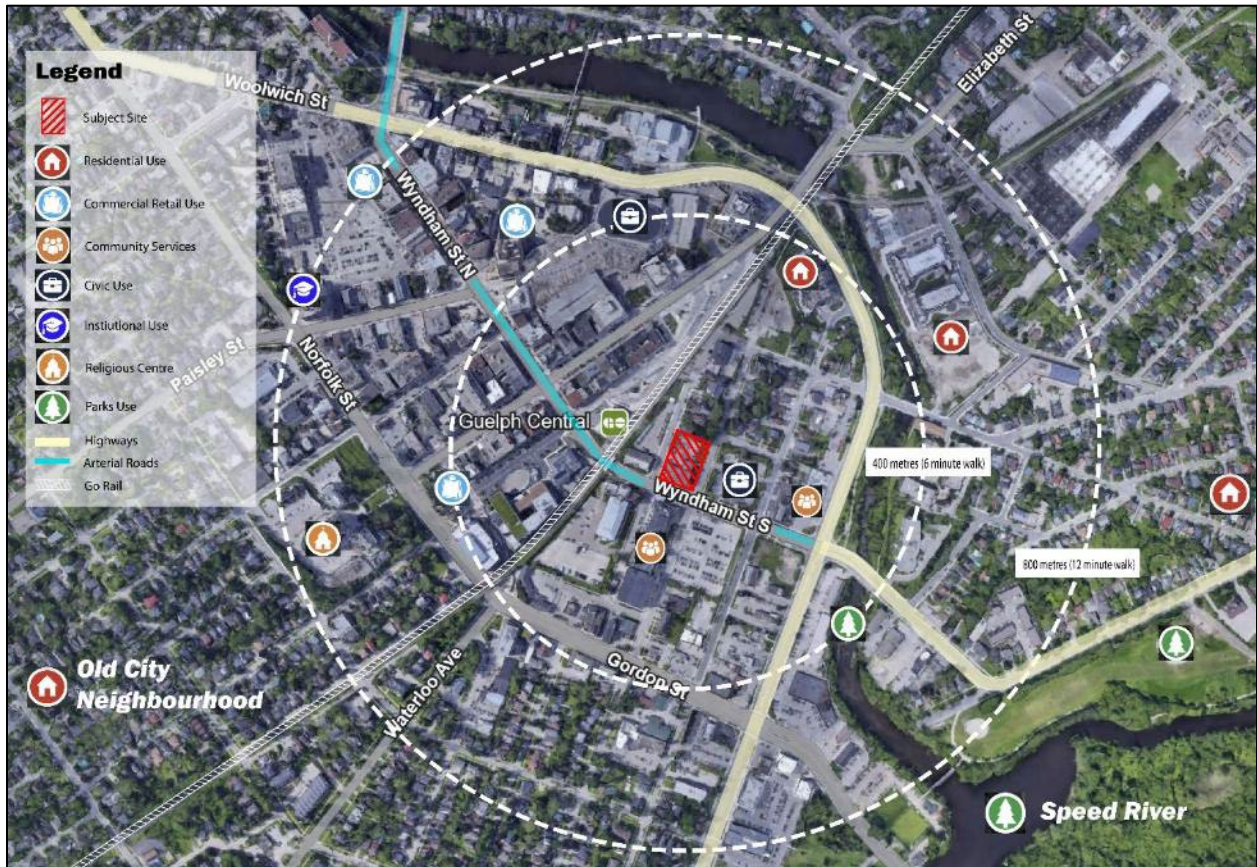


Figure 4: Neighbourhood Spatial Analysis Map



Figure 5: Wyndham Street viewed from Wyndham Street South, Facing Southwest (Source: Google Streetview)



Figure 6: Farquhar Street viewed from Wyndham Street South Facing North (Source: Google Streetview)



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Figure 8: Old Drill Hall to the West of the Subject Property (Source: Google Streetview)



Figure 9: Guelph Police Services Building South of the Subject Property (Source: Google Streetview)



Figure 10: Ministry of Attorney Provincial Courts Building East of the Subject Property (Source: Google Streetview)

d) Heritage Context

The subject property is located within the downtown core of Guelph and within the boundaries of the Downtown Heritage Conservation District (HCD). The site currently contains a three-storey building dating to 1958, which has been identified as non-contributing under the 95% Draft Downtown Guelph HCD Plan. While the property was previously identified as listed on the City's Municipal Register of Cultural Heritage Properties, it is not included on the Register table as updated in February 2025.

The draft HCD Plan identifies the site as both non-contributing and a gateway site, recognizing its location at the eastern edge of the historic core. As a non-contributing property, the proposed demolition of the existing building is considered acceptable, provided that the replacement development is compatible with the character and objectives of the HCD. The site is also located within the Downtown Secondary Plan Area, where growth, intensification, and tall buildings are supported through Official Plan Amendment (OPA) 106, subject to appropriate urban design and heritage considerations.

The subject property is adjacent to and in proximity to several listed and designated heritage properties, including the Old Drill Hall at 72 Farquhar Street (designated under Part IV of the Ontario Heritage Act), 81 Farquhar Street (designated under Part IV of the Ontario Heritage Act), the residence at 91 Farquhar Street / 90 Fountain Street, and the Guelph Armoury at 7 Wyndham Street South, which is listed on the Municipal Register and recognized as a Federal Heritage Building. Collectively, these properties reflect the military, residential, and civic development of downtown Guelph from the mid-nineteenth to early twentieth centuries and contribute to the historic character of the surrounding streetscape.

The physical character of the surrounding heritage resources is expressed through generally low-to mid-rise built form, articulated façades, and a strong, continuous streetwall condition along Farquhar Street, with buildings positioned close to the public realm. As such, the redevelopment of the subject property will be designed to respect the established heritage context, maintain important views and relationships, and reinforce the character and objectives of the Downtown Heritage Conservation District.

1.2 POLICY CONTEXT AND ANALYSIS

The following subsections of this Brief discuss the design guidelines applicable to the subject property and how they have been considered in the proposed development applications.

a) City of Guelph Official Plan

The City of Guelph Official Plan provides a comprehensive framework to guide growth and development while achieving a high standard of urban design, built form compatibility, and public realm quality. The Plan was originally approved in 1994 and has been refined through a series of amendments to respond to evolving provincial policy and local growth objectives. The current Official Plan reflects the February 2024 consolidation, incorporating all amendments up to and including OPA 80, as well as OPAs 81 through 87, 89, 91, and 92.

In support of these directions, the City undertook the Downtown Guelph Height and Density Study, implemented through Official Plan Amendment No. 106 (OPA 106), and was adopted by City Council on April 8, 2025. OPA 106 updates the Built Form policies within the Downtown Secondary Plan area to provide clear direction on the scale, massing, and transition of tall buildings, with an emphasis on compatibility with heritage character, protection of sunlight and sky views, and the creation of a cohesive urban skyline.

The proposed development has been designed to align with these objectives and with the urban design and built form policies in Section 8 of the Official Plan. The following table evaluates the applicable Urban Design policies, including those introduced through OPA 106.

Sustainable Urban Design	Policy	Design Adherence
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.	The site and building design incorporate sustainability measures that support energy efficiency and water conservation, including building orientation, a high-performance building envelope, and energy-efficient glazing systems to reduce heating and cooling demands. Landscaped areas at grade and amenity terraces contribute to stormwater retention, reduced runoff, and mitigation of the urban heat island effect.
8.1.2	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.	The proposed development responds to the existing topography of the site. Given the natural grade change from a higher elevation along the western portion of the property to a lower elevation toward Fountain Street East, the design strategically incorporates an upper and lower podium design,

		accommodating taller retail units and two-storey townhome suites.
8.1.3	New residential neighbourhoods shall be designed to ensure that most residents live within a 5 to 10 minute walk of amenities and transit stops.	The site is located within the Downton and Major Transit Station Area, where a high level of accessibility to amenities, services, and transit is already established.
Public Realm	Policy	Design Adherence
8.2.2	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.	The proposed access points are aligned with the existing road network to ensure safe and efficient circulation, while direct pedestrian connections to adjacent public sidewalks promote walkability and access to nearby stops.
8.2.9	The planting of trees, shrubs and groundcover in street medians and shoulders shall be designed to allow for their long term health through the implementation of best practices for planting and maintenance. Planting in street medians and shoulders will generally be undertaken with low maintenance, drought resistant and salt tolerant plant species	The landscape design incorporates native, drought-tolerant, and salt-tolerant plant species within streetscape and open space areas to ensure year-round visual interest, resilience to urban conditions, and low-maintenance, sustainable landscaping.
8.2.11	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: <ul style="list-style-type: none"> a) Locating built form adjacent to, and addressing, the street edge; b) placing principal building entrances towards the street and corner intersections; c) maintaining or extending a continuous building façade or streetwall along the street; d) providing for active uses that provide an interface with the <i>public realm</i> that enhances the liveliness and vibrancy of the street; e) incorporating weather protection measures such as canopies, awnings, building 	<ul style="list-style-type: none"> a) The building is positioned directly along the street edge, reinforcing a strong frontage and defining the public realm along Wyndham Street South. b) Principal entrances are oriented toward Wyndham Street South and key corner intersections, providing clear and direct pedestrian access from the public sidewalk. c) Ground-floor retail uses primarily front Wyndham Street and residential uses wrap around to Fountain Street East and Farquhar Street to create a continuous building façade on all three (3) sides. d) The ground floor incorporates active uses, including retail, office, and lobby spaces with extensive glazing, supporting interaction between building and the public realm.

	<p>projections or colonnades, where possible;</p> <p>f) ensuring that street elements are coordinated with those within the public street right-of-way; and</p> <p>g) 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.</p>	<p>e) Weather protection is provided through integrated canopies and building projections at key entrances.</p> <p>f) Streetscape elements such as paving, lighting, and street furniture are coordinated with City standards to ensure a cohesive public realm.</p> <p>g) Above-ground utilities will be screened within landscaped or built elements to minimize visual clutter.</p>
<p>Built-Form: High-rise Buildings</p>	<p>Policy</p>	<p>Design Adherence</p>
<p>8.9.1 (OPA 106)</p>	<p>The following policies apply to tall building forms, which generally means buildings above six (6) storeys:</p> <p>a) to ensure tall buildings act as landmarks, they shall incorporate a distinctive bottom;</p> <p>b) podiums of tall buildings shall generally range between 2 to 6 storeys, sized to generally align with existing heights along the street frontage;</p> <p>c) tall buildings shall be required to incorporate a stepback along the front facade; The exact location of this stepback is not prescribed but should generally fall between the second and sixth storeys of the building;</p> <p>d) parking should be provided primarily below grade with limited visitor surface parking;</p> <p>e) built-form studies addressing building massing, shadows, views and microclimatic studies (e.g., wind) may be required to determine the potential impacts to the surrounding neighbourhood arising from tall buildings;</p> <p>f) floor plate sizes of the tower portion of the building may be limited to encourage slender tall building designs; and</p>	<p>a) The proposed design features large ground-level windows and entryways onto the street to provide interaction with the public realm. The podium design is unique and recognizable which arched window openings proposed. Further, the proposed scale and architecture establish a distinctive landmark at the intersection.</p> <p>b) The contemplated podium height of 4 storeys transitions to adjacent low-rise buildings and maintains compatibility with nearby heritage properties.</p> <p>c) The building incorporates stepbacks above the 3rd, 5th and 9th floors, reducing perceived mass and enhancing a comfortable, human-scaled pedestrian experience at street level.</p> <p>d) The proposed development contemplates a level of underground parking, as well as a level of structured parking in the podium to reduce visual impacts from the public realm.</p> <p>e) The proposed development is supported by appropriate built-form studies, including</p>

	<p>g) the tower portion of the building shall be carefully placed to ensure adequate spacing between towers to allow for solar access and privacy.</p>	<p>assessments of building massing, shadow impacts, views, and microclimatic conditions such as wind, to evaluate and address potential impacts on the surrounding neighbourhood and to inform a context-sensitive and well-designed tall building proposal.</p> <p>f) The tower component maintains a slender profile with incremental step-backs introduced above the podium, at the 5th and 9th floors to reduce visual bulk and enhance skyline articulation.</p> <p>g) The position of the tower maintains appropriate separation from potential and existing adjacent properties, ensuring adequate sunlight and privacy for residents.</p>
Transition of Land Use	Policy	Design Adherence
8.11.1	To achieve compatibility between different land uses, development will be designed to create an appropriate transition through the provisions of roads, landscaping, spatial separation of land uses and compatible built form.	The proposed development is designed to integrate with surrounding land uses through appropriately integrated driveways, landscaped buffers, and building separation. Step-backs and podium articulation further ensure that the massing responds sensitively to neighbouring properties.
8.11.2	Where proposed buildings exceed the built height of adjacent buildings, the City may require the new buildings to be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape.	Step-backs have been incorporated above podium, at the 5 th and 9 th floors to mitigate shadowing impacts and maintain solar access on adjacent properties.
Parking	Policy	Design Adherence
8.12.1	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	The proposed development provides all parking within the building podium and underground, with no surface parking located between the front of the building and the street. Landscaping along the public streets will help visually minimize the presence of driveways

	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	and maintain a continuous and attractive pedestrian experience.
8.12.6	Bicycle parking shall be provided and conveniently located in close proximity to building entrances. Sheltered bicycle parking should be integrated into the built form.	Short-term bicycle parking is provided at grade along the street edges adjacent to building entrances. Long-term bicycle parking is provided on the upper ground floor of the podium, which is easily accessible by the separate bike parking entrance at-grade.
Access, Circulation, Loading and Storage Areas	Policy	Design Adherence
8.13.3	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 development provides a well-organized and efficient internal circulation systems designed to accommodate pedestrian, cyclists, and vehicular movement. The driveways are physically defined by curbing and are separated from pedestrian routes through grade and material differentiation. All vehicle circulation occurs within the building envelope, reducing potential conflicts with pedestrians.
8.13.4	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 walkways are clearly defined along all street frontages, including Wyndham Street, Fountain Street, and Farquhar Street. Entrances to the retail and residential units are oriented to these public frontages and ensure direct and continuous connections to public sidewalks and boulevards are maintained. These pedestrian routes provide connectivity to the

		broader pedestrian network, including transit stops and nearby destinations.
8.13.6	Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building.	All loading bays, garbage facilities, and mechanical areas are fully enclosed within the building envelope, located at the rear of the ground floor.
Lighting	Policy	Design Adherence
8.16.1	Lighting of buildings and sites shall be provided at levels sufficient for building identification and safety.	Building and site lighting will be provided at levels sufficient to support building identification, safety, and pedestrian comfort. A detailed photometric plan will be submitted as part of the Site Plan Approval process to confirm appropriate and safe illumination levels throughout the site.
8.16.2	All building and site lighting shall be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public roads. Outdoor lighting should incorporate energy efficiencies such as sensors and timers and direct light away from the night sky. However, lighting of prominent buildings, monuments and other built features to accentuate civic and architectural design may be permitted.	All lighting will be oriented and shielded to minimize glare and light spillover onto adjacent properties and public roads, with fixtures designed to be pedestrian-scaled and dark sky compliant. Energy-efficient measures such as sensors and timers will be incorporated to enhance safety and visibility while reducing unnecessary light impacts.
8.16.3	Adequate pedestrian-scaled lighting to accent walkways, steps, ramps, transit stops and other features should be provided.	The proposed development ensures the provision of adequate pedestrian-scale lighting throughout the site, integrating lighting along walkways and building entrances.
Landscaping	Policy	Design Adherence
8.17.1	Landscaping shall: <ul style="list-style-type: none"> a) create visual interest by framing important views and focal points; b) stabilize slopes, and where appropriate, naturalize areas of a site; c) complement built form; and d) contribute to the creation of a high-quality public realm. 	The proposed landscaping creates visual interest and focal points through integrated planting on the Level 5 outdoor amenity terrace, which frame views and enhance resident amenity. Landscaping is coordinated with the building massing and architectural expression to complement the built form and, where appropriate, introduce naturalized planting that supports environmental performance. Although at-grade

		landscaping is limited, the proposal contributes to a high-quality public realm through integrated greening, coordinated paving treatments, and well-designed pedestrian interfaces.
8.17.3	Where possible existing trees should be retained on-site and where appropriate suitable new trees should be planted on-site, in the street right-of-way or in other City-approved locations.	The proposed development will preserve existing trees where feasible and provide additional trees along the street right-of-way, subject to City approval.
Safety	Policy	Design Adherence
8.18.2	New development should be designed in a manner that: <ul style="list-style-type: none"> a) provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”); b) clearly marks the transition or boundary between public and private spaces; c) includes materials that allow for the built environment to be effectively and efficiently maintained; d) provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and e) provides for multiple walk routes, where appropriate. 	<ul style="list-style-type: none"> a) The proposed development promotes informal surveillance through extensive ground-floor glazing along all street frontages to provide active visibility between interior spaces and the public realm. b) The development aims to encourage interaction between the private and public realms by featuring a mix of uses at grade, at highly visible locations. Parking areas and tenant spaces are access controlled in order to limit access to residents and their guests. c) The development will incorporate resilient landscaping plants and low-maintenance materials to ensure the site can be efficiently maintained over time with minimal upkeep. d) Pedestrian-scaled lighting will be provided as detailed above. e) The site layout provides multiple pedestrian access points and shaded walkways along Wyndham, Fountain, and Farquhar Streets, allowing for convenient circulation for residents and visitors.
Accessible Design	Policy	Design Adherence
8.19.2	Accessibility standards and designs will be implemented through development, including	The proposed development will comply with all Accessibility for Ontarians with Disabilities Act

	transportation and parking in accordance with the Accessibility for Ontarians' Disability Act and the Ontario Building Code.	(AODA) standards and applicable Ontario Building Code accessibility requirements.
Public Transit	Policy	Design Adherence
11.1.4.3.3	A connection linking Neeve Street to Farquhar Street may be required to facilitate vehicular and pedestrian circulation associated with Guelph Central Station.	Direct vehicular and pedestrian connectivity between Neeve Street and Farquhar Street is currently limited. A connection to Neeve Street would require the approval of the owners of 111 Farquhar St, which is beyond the scope of this application. The proposal has been mindful of allowing for circulation in and out of the property along Farquhar without requiring a connection to Neeve.

b) Downtown Guelph Secondary Plan

The Downtown Guelph Secondary Plan establishes a detailed vision and policy framework to guide the evolution of Guelph's historic core as a vibrant, high-density, and sustainable urban centre. Building on the City's Official Plan, the Secondary Plan promotes mixed-use development, high-quality urban and environmental design, and a dynamic public realm that reflects Guelph's unique character and identity.

The policies of the Downtown Secondary Plan have been refined through a series of updates, most recently through Official Plan Amendment No. 106 (OPA 106), adopted by City Council on April 8, 2025. OPA 106 introduces updates to the Downtown policies to support increased building heights, accommodate greater residential and employment densities, and strengthen direction for sustainable growth and urban design excellence. Figure 11 below provides the current land use designation of the subject lands within Schedule 'C' of the Downtown Secondary Plan, while Figure 12 below shows the updated maximum height Schedule 'D' as a result of OPA 106.

The following table evaluates the applicable policies within the Downtown Secondary Plan, as set out in Section 11.1.7 of the Official Plan, including the amendments introduced through OPA 106.

General Built Form and Site Development	Policy	Design Adherence
11.1.7.2.1 (OPA 106)	Schedule D identifies maximum building heights to be permitted within the Downtown Secondary Plan Area. In general, the predominant mid-rise built form of Downtown shall be maintained with taller buildings restricted to strategic locations, including gateways that act as anchors for key streets. Taller buildings in these locations will	The proposed podium is thoughtfully designed to complement the historic character of the surrounding neighbourhood using building materials and heights that are compatible with and aligned with the adjacent heritage buildings.

	<p>limit direct impacts to existing neighborhoods and the historic core of Downtown, and they will be outside of protected public view corridors. Macdonell Street is recognized as a new protected public view corridor, with significant views identified from the eastern gateway of the Downtown (Woolwich Street) towards the Church of Our Lady. The maximum permitted building heights, as identified on Schedule D, recognize the Church of Our Lady's status as a landmark and signature building which should continue to maintain visual prominence from public viewpoints; however, buildings are permitted to exceed the maximum height of the Church, provided the identified protected public view corridors are protected.</p>	<p>In addition, the tower is located outside of the protected public view corridors, ensuring that views of the Church of Our Lady remain fully unobstructed, consistent with the policies outlined in Schedule D.</p>
11.1.7.2.3 (OPA 106)	<p>Notwithstanding Schedule D, the Zoning By-law may establish maximum building heights lower than those shown in order to maintain the protected public view corridors to the Church of Our Lady, as generally identified in Schedule D.</p>	<p>The development is outside protected view corridors, leaving views of the Church of Our Lady fully unobstructed.</p>
11.1.7.2.4 (OPA 106)	<p>The following additional built form policies shall apply to all areas of Downtown:</p> <ul style="list-style-type: none"> a) Generally, buildings shall be oriented towards and have their main entrance on a street or open space. b) 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. c) Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings and shall not exceed the maximum building height as identified on Schedule D, with the exception of the elevator core only. d) Generally balconies shall be recessed and/or integrated into the design of the building facade. 	<ul style="list-style-type: none"> a) The proposed development is oriented towards with the street, with main entrances on Wyndham Street and Farquhar Street, with clearly defined main entrances that enhance visibility and accessibility. This orientation maximizes active street-level frontage, encourages pedestrian engagement, and reinforces Wyndham Street as a priority street in the Downtown Secondary Plan. b) The podium and tower incorporate vertical recesses above the 5th and 9th storeys, as well as material changes along the length of the facades, to break down the perceived mass of the building. Articulation emphasizes human-scale proportions at the street level

- Exposed concrete balconies generally shall not be permitted.
- e) Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local Streets and/or Laneways, and not on Primary Streets.
 - f) 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.
 - g) 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.
 - h) The massing and articulation of buildings twelve (12) storeys or greater shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline in which the Church of Our Lady retains visual prominence.
 - i) Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the floorplates of floors above the eighth storey, where permitted, generally shall be a maximum of 1000 square
- while maintaining a cohesive tower form above.
 - c) All rooftop mechanical equipment, including elevator cores, is fully screened and architecturally integrated into the tower design. The screening ensures that rooftop elements do not appear as intrusive elements in the skyline and maintains a consistent silhouette.
 - d) Balconies are not proposed.
 - e) Vehicular access is positioned on secondary streets to minimize conflicts with pedestrians along Wyndham Street. This configuration preserves the primary street for active uses and supports safe and comfortable pedestrian circulation.
 - f) Ground-floor units along Fountain Street incorporate modest grade separation and landscaped buffers, establishing privacy and a clear transition between public and private realms.
 - g) The façade employs a high-quality material palette and architectural detailing, including stone, brick, and transparent glazing, selected to complement surrounding historic buildings. These materials are durable and age well, providing both visual continuity with the downtown context and long-term performance. The arched podium design will visually distinguish the building from its surroundings, which incorporate similar materials and colour palettes to cohesively integrate the building into the surrounding context.

		<p>h) The tower incorporates step-backs, slender proportions, and material contrast above the podium to reduce shadowing and visual bulk. This approach provides a sensitive transition to adjacent lower-rise buildings, preserves key sightlines to the Church of Our Lady from protected view corridors, and contributes to a varied and visually interesting skyline.</p> <p>i) A site-specific amendment is requested to permit a tower floorplate ratio of 2.2:1 above the 6th storey. As outlined below, the proposed floorplate remains slender and contextually appropriate, balancing density objectives with urban design principles. Stepbacks and articulation mitigate massing impacts while preserving sunlight, sightlines, and the human-scale experience at street level.</p>
Mixed Use 1 Areas	Policy	Design Adherence
11.1.7.3.1	Mixed Use 1 areas, as identified on Schedule C, are intended to accommodate a broad range of uses in a mix of highly compact development forms. Development within this designation shall contribute to the creation of a strong urban character and a high-quality, pedestrian-oriented environment. Active uses that enliven the street are encouraged to locate on the ground floor of buildings and, as per Policy 11.1.7.3.4, shall be required on key streets.	The proposed development provides active retail uses along the ground floor of Wyndham Street, a key priority street. The compact podium and tower form, combined with high-quality materials and articulated façades, reinforces a strong urban character and enhances the street-level experience, consistent with the objectives of the Mixed Use 1 area.
11.1.7.3.4 (OPA 106)	On key streets, active frontages will be achieved to reinforce the role of these streets or portions of streets as commercial, pedestrian-oriented, urban streetscapes. The following shall apply to development on properties where active frontage is required, as identified in Schedule C:	Fountain Street, Wyndham Street, and Farquhar Street are designated key streets. The proposed development provides continuous retail and service uses along these frontages, ensuring pedestrian engagement and

<ul style="list-style-type: none"> a) Retail and service uses, including restaurants and personal service uses, or entertainment uses shall generally be required on the ground floors of all buildings at the street edge. b) Buildings should generally contribute to a continuous street wall that has a minimum height of 3 storeys, with infrequent and minimal gaps between buildings. c) The width of retail stores and the frequency of entrances shall contribute to a continuously active public realm and give the street wall a visual rhythm. The width of stores and restaurants may be limited through the Zoning By-law to 13 ensure a rhythm of commercial entrances and avoid long distances between commercial entrances. d) Ground floor heights will generally be a minimum of approximately 4.5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors. Generally, a large proportion of the street-facing ground floor wall of a new mixed-use building shall be glazed. 	<p>reinforcing downtown's commercial character.</p> <ul style="list-style-type: none"> a) The ground floor along Wyndham Street includes retail spaces and service uses that activate the streetscape and encourage pedestrian activity. b) The proposed development is aligned with the street line to establish a continuous four-storey streetwall that defines the building base and supports a human-scaled and engaging street interface. c) Multiple retail entries are provided along the active frontages, creating visual rhythm and continuous pedestrian engagement. Storefront widths and glazing patterns reinforce an active and vibrant street edge. d) The podium ground floor height is 6.2 m. Extensive glazing on the street-facing façades enhances transparency, visual interest, and connection between indoor retail spaces and the public realm. 	
<p>11.1.7.3.6 (OPA 106)</p>	<p>To respect the historic character of Downtown and ensure a human-scale pedestrian realm, buildings taller than 4 storeys in Mixed Use 1 areas shall generally have a setback between the second and sixth storeys respecting existing setbacks or rooflines of adjacent properties.</p>	<p>The proposed development incorporates step-backs above the 3rd, 5th and 9th storey to maintain visual compatibility and minimize shadow and wind impacts on neighbouring properties.</p>
<p>11.1.7.3.7</p>	<p>All buildings shall reflect their urban context and should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.</p>	<p>The proposed building design responds directly to its urban Downtown context with highly articulated façades, transparent glazing, and high-quality materials that enhance the pedestrian experience. The design eliminates blank walls along both Wyndham and Fountain Streets, promoting visual interest and reinforcing the</p>

		site's contribution to the active public realm.
11.1.7.3.8	Generally, entrances to non-residential uses shall be flush with the sidewalk, for ease of access and to maintain a strong relationship to the street.	Ground-floor entrances for non-residential uses are flush with grade and directly accessible from the public sidewalk, supporting universal accessibility and a seamless interface with the pedestrian realm. This approach strengthens street-level animation and aligns with Downtown accessibility objectives.
11.1.7.3.9	As identified on Schedule C, there are areas containing multiple properties west of the Speed River that represent significant opportunities for coordinated and integrated redevelopment: the Baker Street Property and the Wellington Street /Neeve Street Area. Each of these sites shall be developed based on comprehensive master plans for the site. Therefore, in addition to any other submissions required as part of a complete planning application for either of these two sites or any portion thereof, a detailed Urban Design Master Plan shall be prepared for the site by the applicant to the satisfaction of the City and in consultation with the community. The Urban Design Master Plan will be prepared in accordance with the policies of 11.1.8.5.	While the 70 Fountain Street site is not located within the Baker Street or Wellington/Neeve Street redevelopment areas, the project demonstrates a comprehensive and context-sensitive design approach consistent with the intent of coordinated planning.
Institutional or Office Areas	Policy	Design Adherence
11.1.7.5.4	Institutional or Office areas downtown are occupied by buildings that are expected to remain for the life of the Downtown Secondary Plan, with the exception of the areas between Farquhar Street and Fountain Street, where there is greater potential for redevelopment and a desire for improved conditions on Wyndham Street. Additions or alterations to existing institutional and office uses shall be permitted, provided they do not significantly change the function or form of the use and have regard for the land use and built form policies that apply to adjacent land use areas. New	The proposed development does not include office uses at grade. Instead, the development contemplates retail uses along the ground floor, consistent with the Official Plan's emphasis on activating priority streets such as Wyndham Street. By introducing high-quality retail and pedestrian-oriented uses, the development contributes to a vibrant Downtown, enhancing and supporting the overall function of the Institutional/Office Area without altering its intended long-term role.

development in the Institutional or Office Area south of Farquhar Street shall be subject to the density and built form policies applicable to Mixed Use 1 Areas, specifically Policies 11.1.7.3.4-11.1.7.3.8

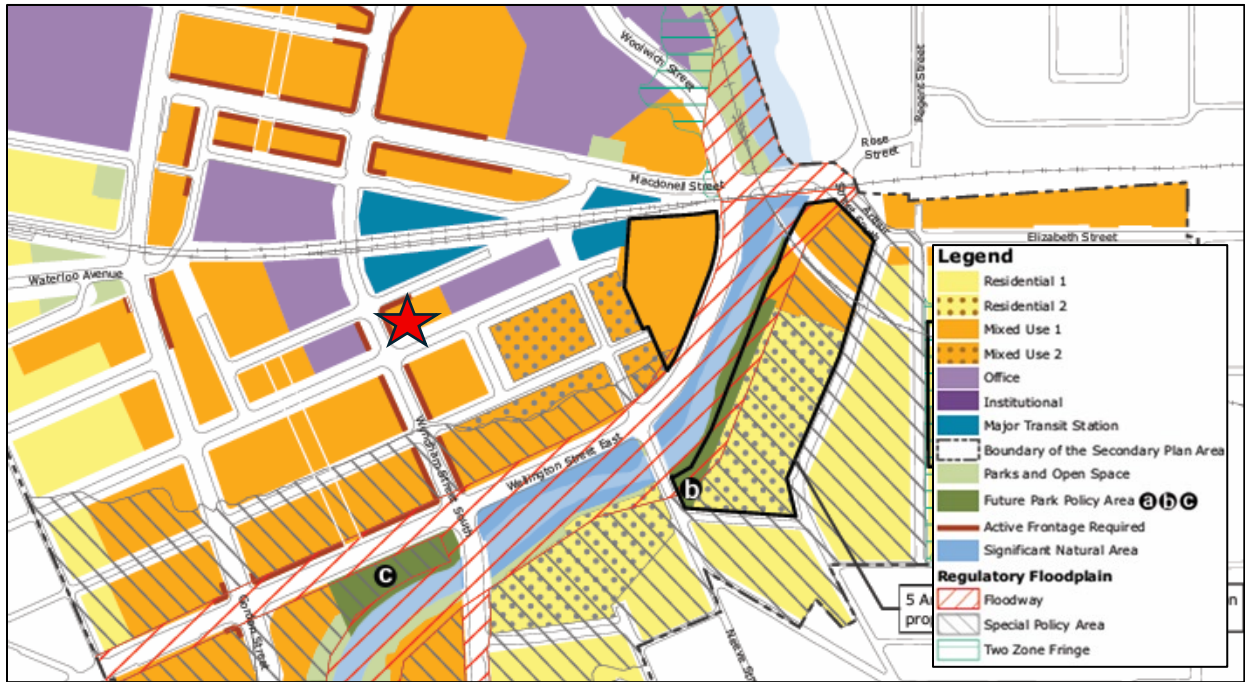


Figure 11: City of Guelph Official Plan - Schedule C: Downtown Secondary Plan Land Use



Figure 12: City of Guelph Official Plan - Schedule 'D': Downtown Secondary Plan Maximum Building Heights

1.3 DESIGN GOALS AND OBJECTIVES

The proposed development seeks to revitalize an underutilized site within a prominent downtown block through the introduction of a vibrant, high-density mixed-use building that aligns with the City's strategic intensification and density objectives. Located adjacent to Guelph Central Station and within a Major Transit Station Area as identified in the City of Guelph Official Plan, the subject lands are ideally situated to accommodate growth that promotes transit-oriented development, urban vitality, and compete communities. The proposal is consistent with the growth management direction of the Provincial Planning Statement and reflects the urban design and planning principles established by the City of Guelph.

The 24-storey development will provide a diverse range of residential unit types, from studios to three-bedroom and townhome suites, complemented by street-oriented retail uses at grade. The design emphasizes active transportation, pedestrian comfort, housing diversity and contextual integration within the evolving downtown urban fabric.

The proposed development is guided by a series of urban design goals and objectives that reflect the site's location within Guelph's historic downtown and Urban Growth Centre.

The urban design goals and objectives guiding the proposed development are as follows:

- **Respect and Enhance the Historic and Urban Context**
The development will ensure that the building provides a design, range of materials and thoughtful transitions that are compatible with the surrounding heritage character and established urban form. The podium will incorporate high-quality materials, fine-grained detailing, and articulated façades that reinforces the established character of the historic downtown area.
- **Support the Planned Function of a MTSA and Urban Growth Centre**
The proposed development will advance the planned function of the Urban Growth Centre by providing context-appropriate intensification that supports active and sustainable modes of transportation. The design will minimize on-site parking, integrate transportation demand management measures, and promote transit usage through direct connections to nearby transit facilities and pedestrian routes.
- **Foster a Pedestrian-Oriented and Human-Scaled Streetscape**
The building base will be designed to enhance the pedestrian environment through extensive glazing and openings that promote visual interaction with the public realm. Ground-floor retail and active uses will animate the street, while streetscape improvements will reinforce a comfortable and walkable environment. Vehicular access and parking will be consolidated within the site to reduce conflicts with pedestrian movement and preserve street continuity.
- **Deliver a Mix of Private and Public Amenities**
The development will include extensive indoor and outdoor amenity spaces that address the needs of future residents while contributing to the neighbourhood. Ground-floor retail

uses will provide accessible services that support both building occupants and the surrounding community.

- **Promote a Comfortable and Sustainable Microclimate**

The building design will consider potential microclimate impacts, including wind and shadowing effects, to ensure comfort and usability of adjacent streets and open spaces. Mitigation measures and design refinements will be incorporated as needed to minimize adverse impacts on the surrounding public realm and adjacent properties.

facilities, utility rooms, and long-term bicycle parking, are consolidated internally and accessed from within the building, minimizing their visibility along primary pedestrian frontages. Short-term bicycle parking and pedestrian walkways are provided at grade along the street edges.

With a total gross floor area (GFA) of approximately 33,829 square metres, the development provides a diverse unit mix, including:

- 205 studio units (48.3%)
- 69 one-bedroom units (16.3%)
- 85 two-bedroom units (20.0%)
- 60 three-bedroom units (14.2%)
- 5 townhome units (1.2%)

This range of unit types supports a broad spectrum of residents, including individuals, couples, and families, and contributes to demographic diversity and long-term urban livability within the Downtown.

The proposed development provides a total of 1,485 square metres of high quality indoor and outdoor amenity space. Outdoor amenity is provided on the 5th floor and the mechanical penthouse floor, comprising approximately 940 square metres of programmed outdoor space. Indoor amenity areas totaling approximately 545 square metres are located on the mechanical penthouse floor and adjacent to the outdoor terrace and are directly connected to facilitate integrated indoor–outdoor amenity use. These spaces include resident lounges, rooftop pool, and shared amenity areas designed to accommodate a range of daily social, recreational, and communal activities.

Figures 14 to 23 below illustrate the proposed Floor Plans prepared Hariri Pontarini Architects.

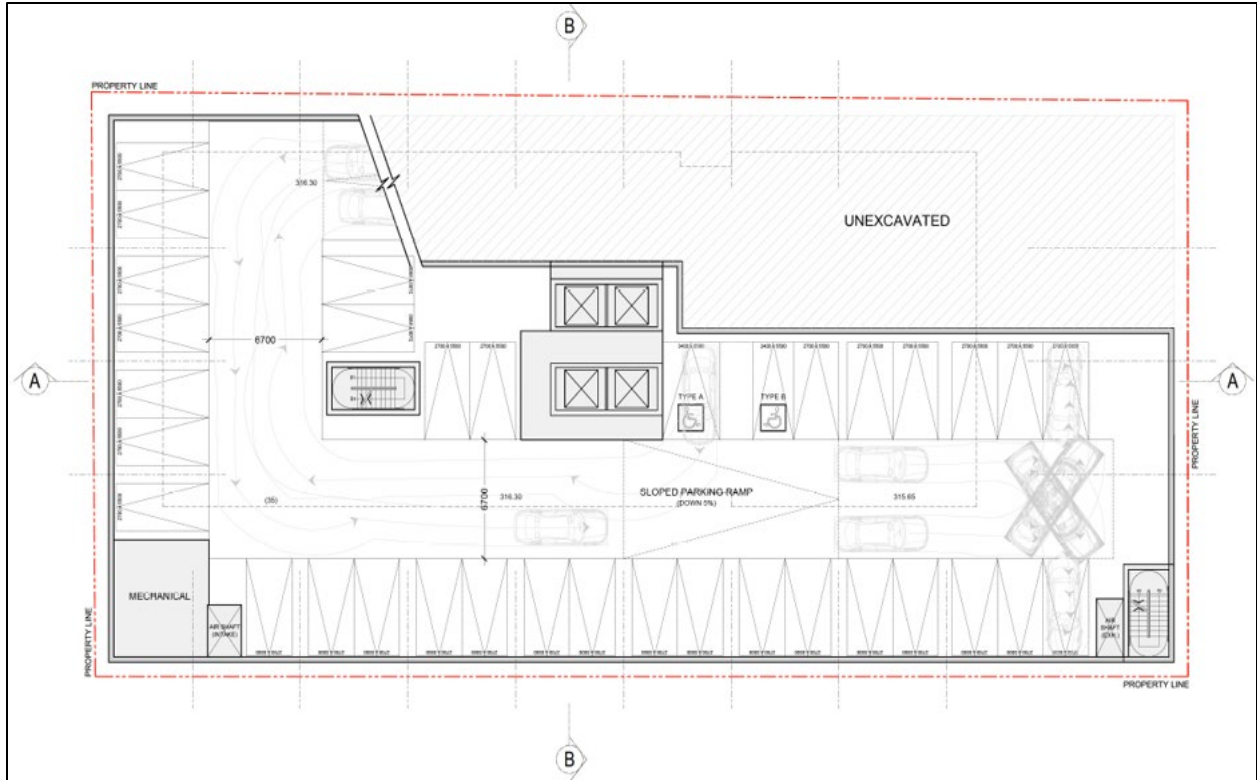


Figure 14: Lower Parking Plan (Source: Hariri Pontarini Architects)

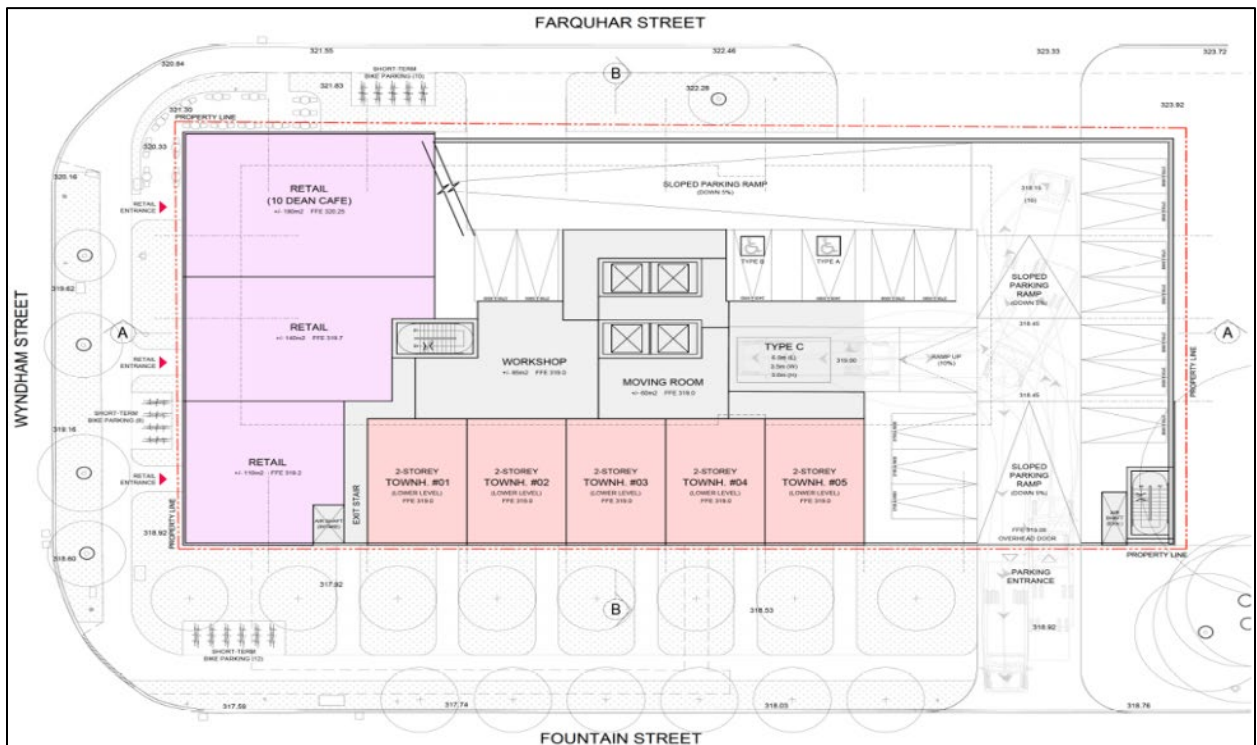


Figure 15: Lower Ground Floor Plan (Source: Hariri Pontarini Architects)

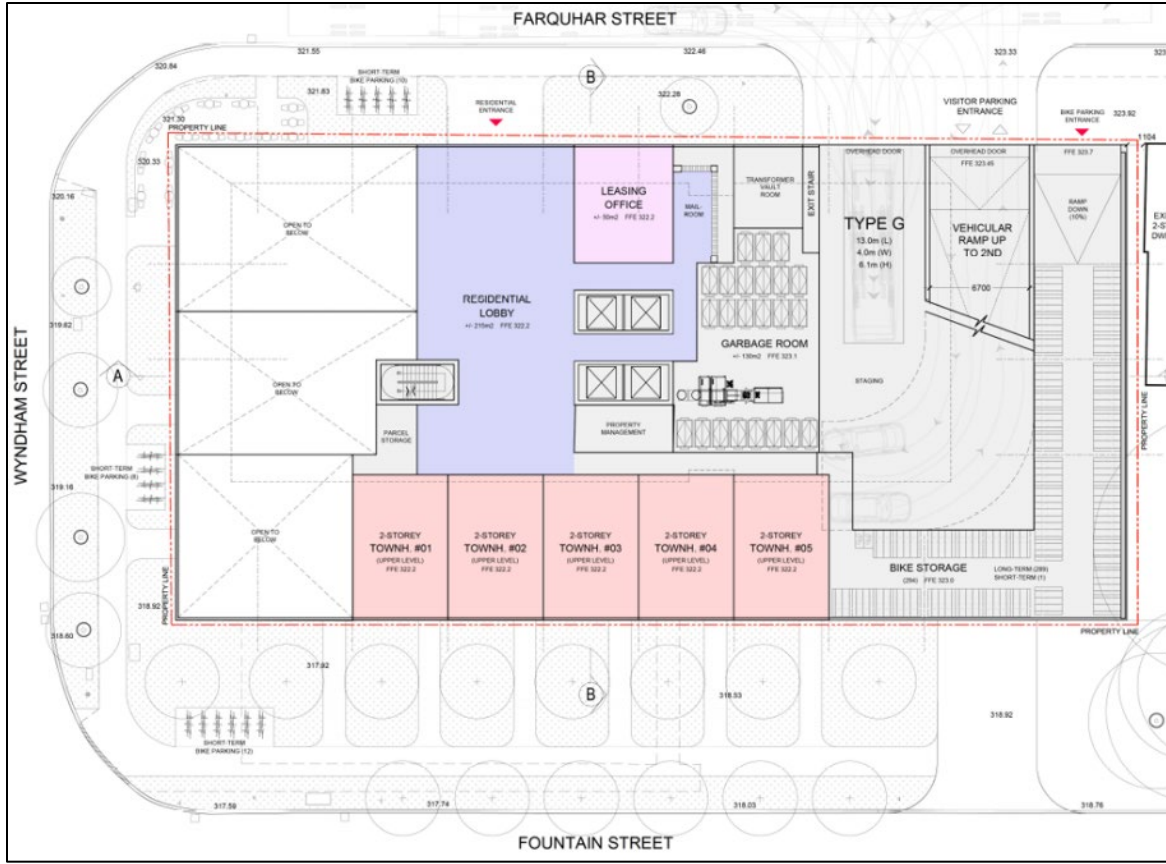


Figure 16: Upper Ground Floor Plan (Source: Hariri Pontarini Architects)

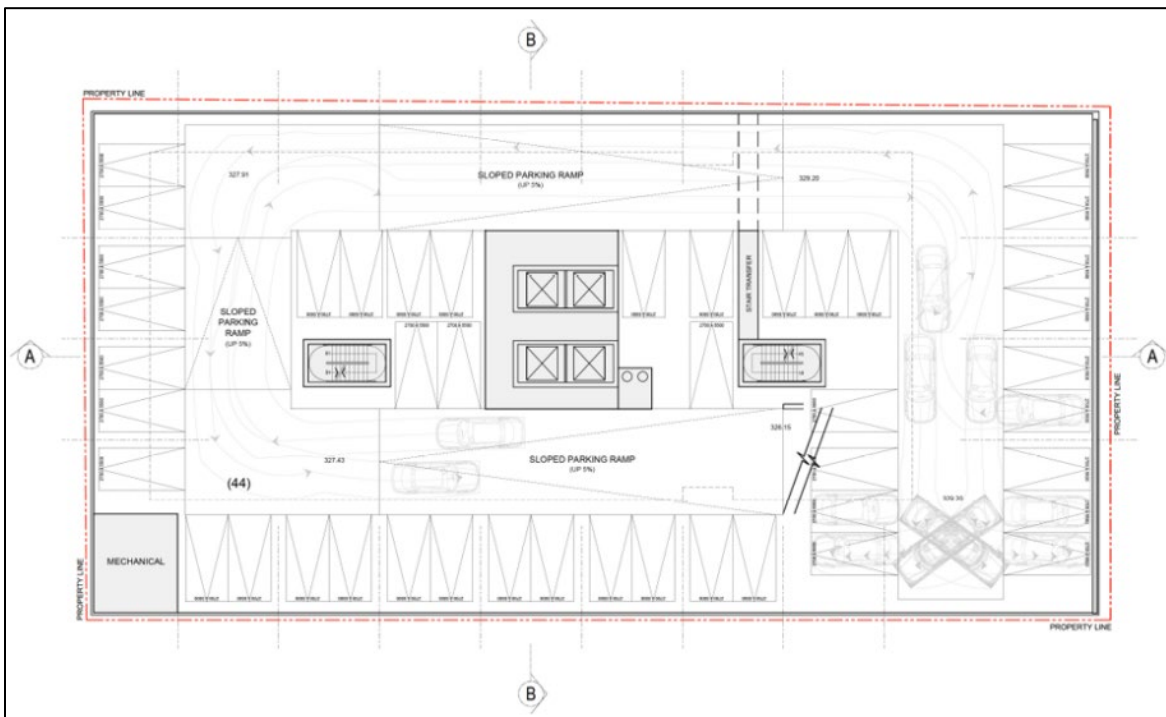


Figure 17: 2nd Floor Plan (Source: Hariri Pontarini Architects)

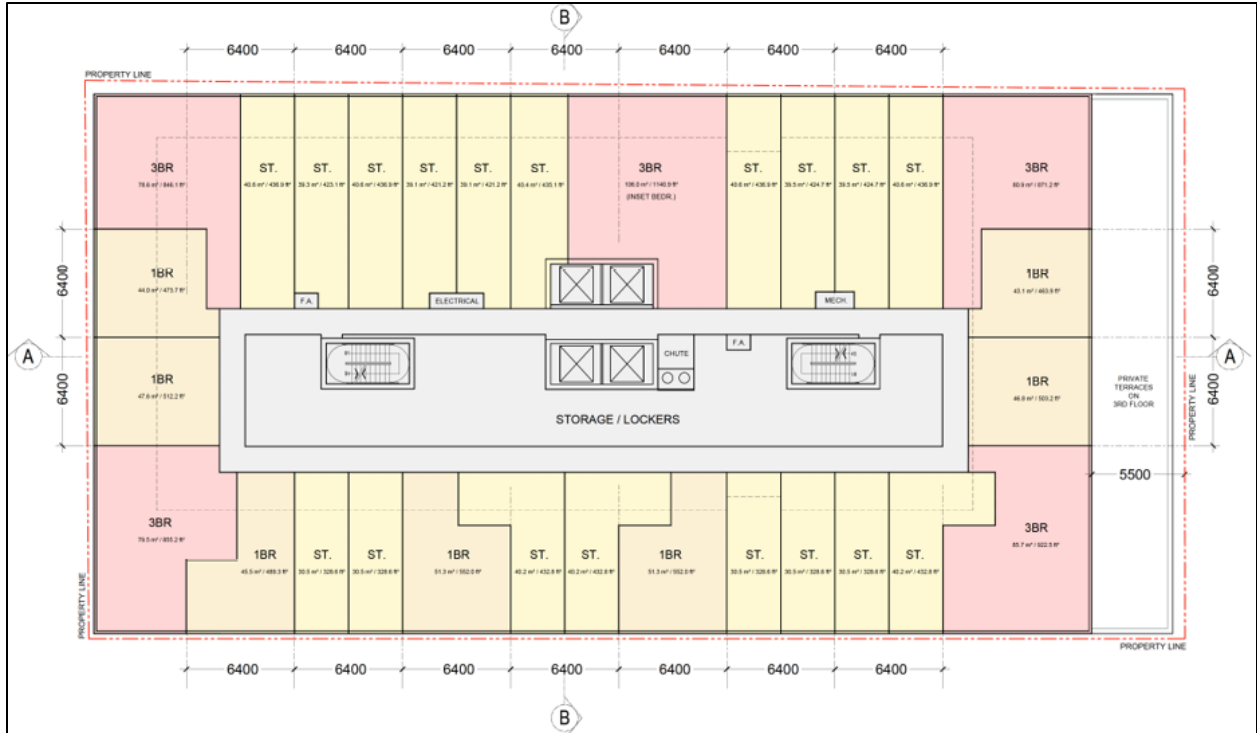


Figure 18: 3rd and 4th Floor Plan (Source: Hariri Pontarini Architects)



Figure 19: 5th Floor Plan (Source: Hariri Pontarini Architects)

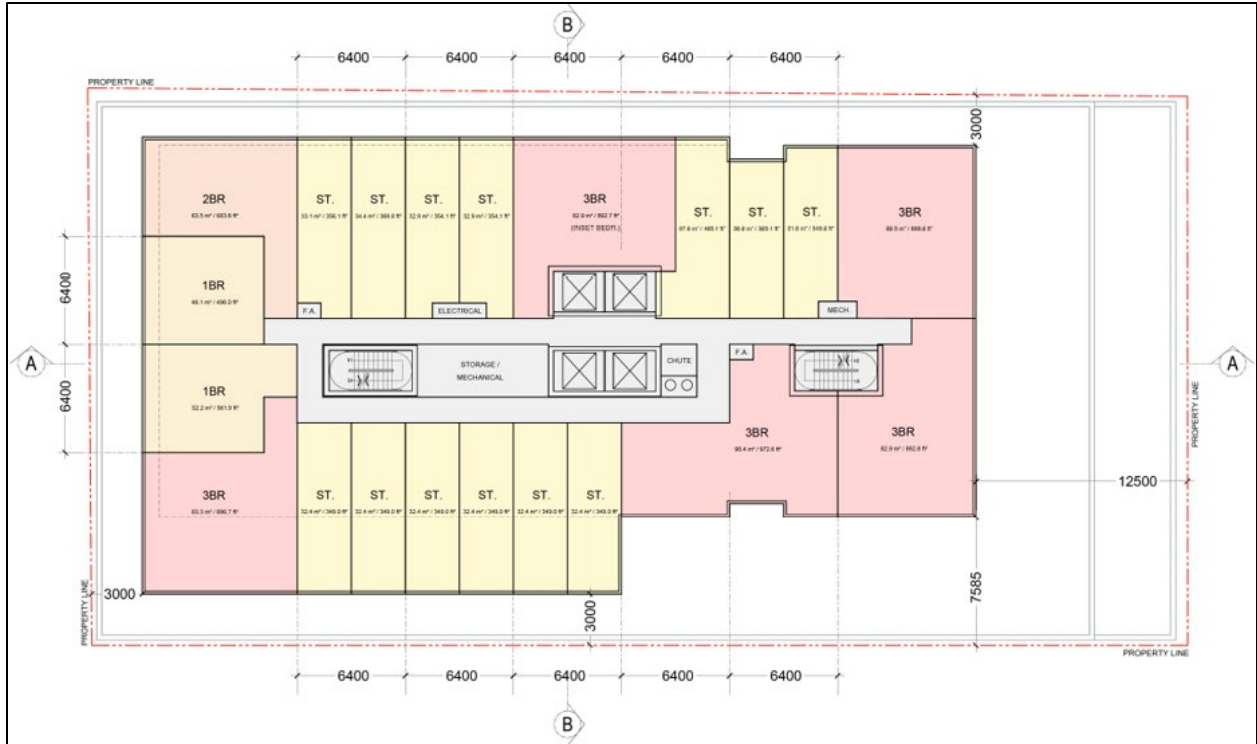


Figure 20: 6th to 8th Floor Plan (Source: Hariri Pontarini Architects)

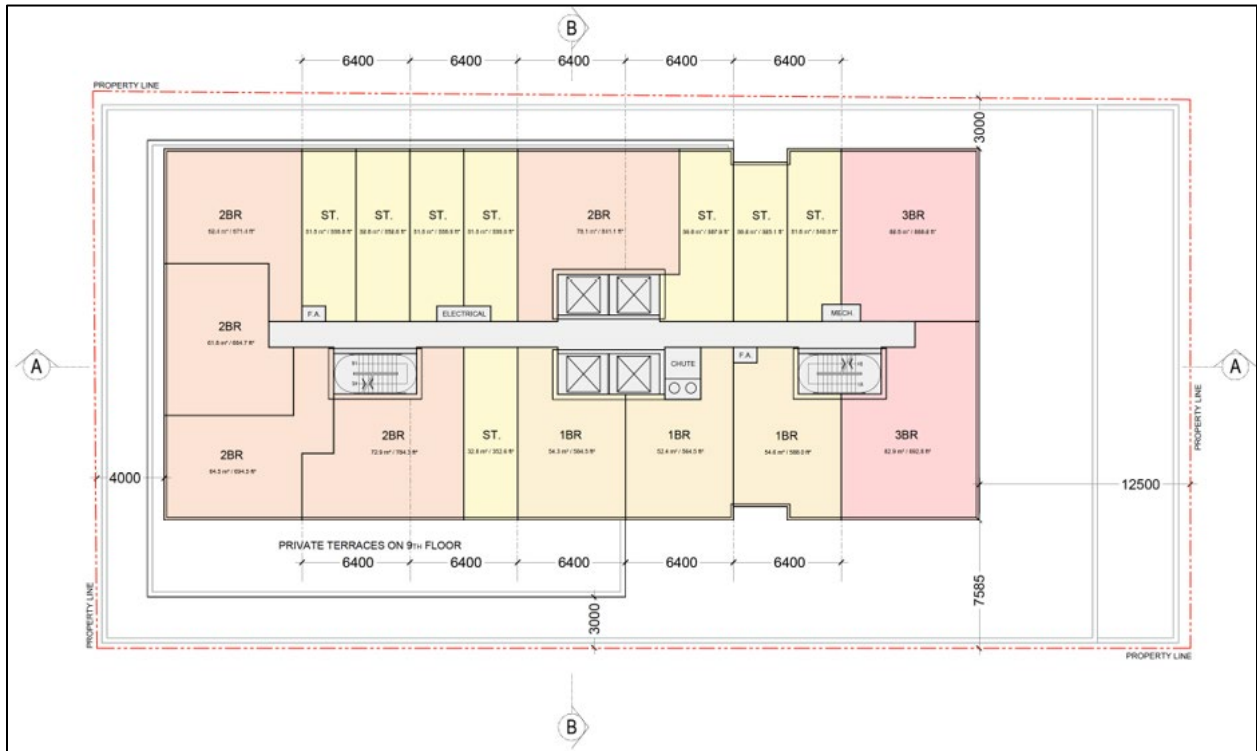


Figure 21: 9th to 23rd Floor Plan (Source: Hariri Pontarini Architects)

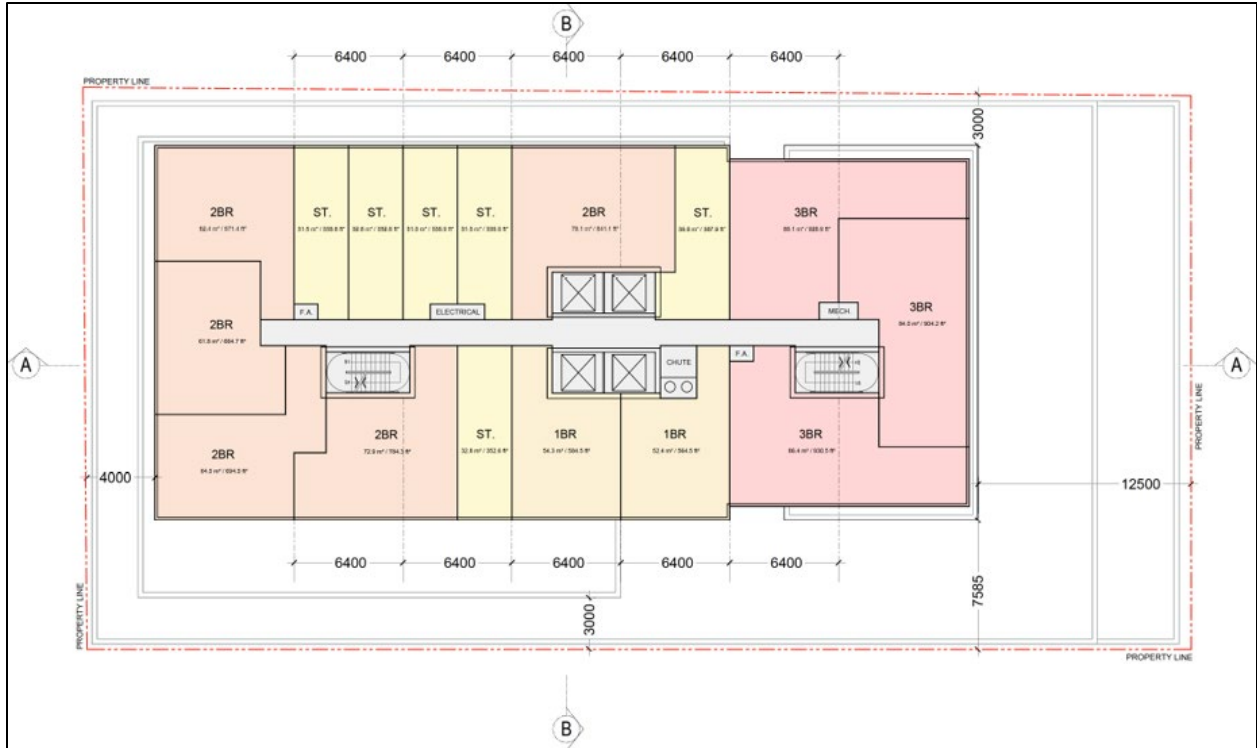


Figure 22: 24th Floor Plan (Source: Hariri Pontarini Architects)

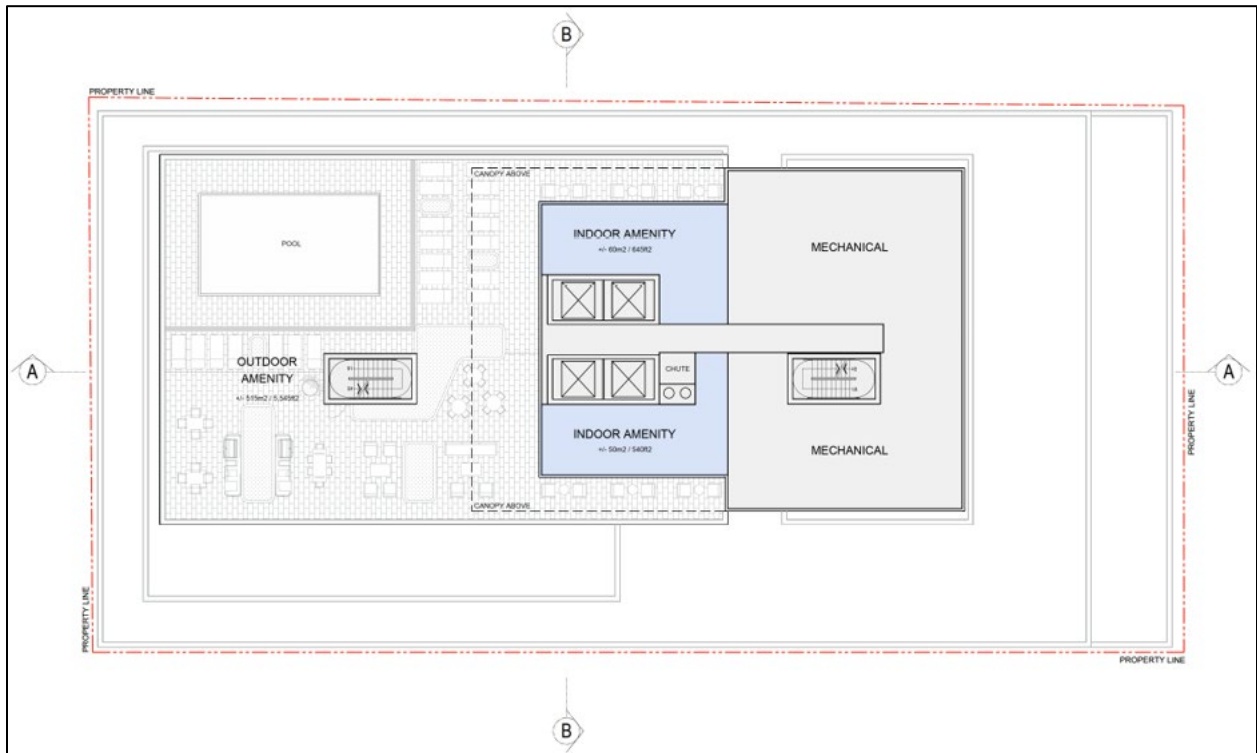


Figure 23: M.P.H Floor Plan (Source: Hariri Pontarini Architects)

b) Building Massing and Architectural Design

The proposed development demonstrates a high standard of urban design and architectural quality through a carefully articulated built form and a clear podium-and-tower massing strategy that responds to its downtown location and proximity to adjacent heritage resources. The building massing is organized to establish a strong base, middle, and top, allowing the overall height and scale of the building to be appropriately scaled and visually integrated within the surrounding context.

Levels 1 through 3 form a continuous podium base that defines the building footprint and establishes the low-rise retail condition along Wyndham Street South. The podium is aligned with the property lines, creating a consistent streetwall and a clearly defined base condition that anchors the overall form. The scale, proportions, and articulation of the podium are designed to relate to the established streetscape rhythm and to provide a coherent foundation for the taller building elements above.

Above the four-storey podium, a step-back is introduced above the 5th storey, where the building mass recedes to accommodate private outdoor amenity terrace. The tower rises above with a reduced floor plate, and a secondary step-back above the 9th storey further refines the tower form. These step-backs introduce incremental massing transitions, reduce the apparent bulk of the building, and contribute to a more slender and articulated vertical expression. The mechanical penthouse is recessed from the tower face to minimize its visibility from street level.

Through strategic floor plate reduction, stepped massing, and façade modulation, the tower component maintains a slender profile that mitigates visual bulk and enhances skyline articulation. While the proposed tower exceeds the prescribed 1.5:1 length-to-width ratio, the resulting massing and compact tower form achieves the intent of the Zoning By-law by maintaining a visually slender, well-proportioned, and legible form that contributes positively to the downtown skyline.

Architectural expression is reinforced through a cohesive palette of high-quality materials, including grey stone and brick masonry at the podium, a precast white cornice element, clear glazing with grey spandrel panels, and coloured precast panels at the tower levels. This material strategy reflects the historic masonry character of Downtown Guelph while introducing contemporary elements that establish a modern architectural identity. Vertical and horizontal façade articulation further reduces perceived scale and enhances visual interest across all elevations. The archway design proposed for the podium is distinctive yet complementary to the surrounding context. This archway design will support placemaking in the broader area and support wayfinding through the downtown.

At grade, retail frontages and principal residential entrances are emphasized through transparent glazing, distinct architectural detailing, and coordinated façade treatments. These elements reinforce the base condition of the building, clearly express active uses at street level, and contribute to a cohesive architectural composition that integrates massing, materials, and function.

Figures 24 and 25 below provide Building Elevations. Figure 26 provides a 3D Rendering of the proposed development illustrating the architectural treatment and relationship to the surrounding context.



Figure 24: East and North Building Elevations (Source: Hariri Pontarini Architects)



Figure 25: South and West Building Elevations (Source: Hariri Pontarini Architects)



Figure 26: 3D Rendering of the Proposed Development from Wyndham St and Fountain St (Source: Hariri Pontarini Architects)

c) Access, Circulation, Parking and Services

The development supports a balanced and functional circulation network that prioritizes pedestrian and active transportation, while accommodating necessary vehicular functions in a discreet and efficient manner. The internal circulation system has been designed as a safe, efficient, and well-integrated network that supports movement for pedestrians, cyclists, and vehicles. The driveways are organized to provide clear and legible connections throughout the site, using raised curbs and landscaped edges to define pedestrian areas and enhance the overall streetscape quality.

Vehicular access is provided from two points to ensure efficient site circulation and minimize conflicts with pedestrian routes. An access point from Farquhar Street provides entry to the loading area and a ramp to the above-grade parking Level 2 within the podium, while a second access point from Fountain Street provides access to the internal ramp system leading to the underground residential parking structure. The development contemplates a combined total of 95 residential and visitor parking spaces. The use of underground and podium parking minimizes surface-level parking and reduces visual clutter, supporting a more pedestrian-oriented public realm.

All loading bays, waste collection, and service areas are located away from major pedestrian routes and screened from public view to minimize visual and operational impacts. These areas are accessed from Farquhar Street to ensure service functions occur discreetly and without disruption to the public realm along Wyndham Street.

Pedestrian access points are clearly defined and directly connected to the sidewalk network, promoting walkability and ease of access to transit and nearby amenities. The internal circulation system supports barrier-free access throughout the site in accordance with AODA and Ontario Building Code requirements.

d) Public Realm and Streetscape Interface

The proposed development provides a landmark design that will enhance the Downtown, with well-articulated façade designs and retail unit entrances fronting Wyndham Street South. Entrances are strategically located and designed as architectural focal points, promoting vibrancy and supporting retail visibility. The podium is articulated with setbacks, material changes, and transparent ground-floor design, contributing to an animated and comfortable streetscape that aligns with the City's Official Plan's intent for priority streets. Figures 27-29 below provide 3D Renderings of the podium addressing the public realm.

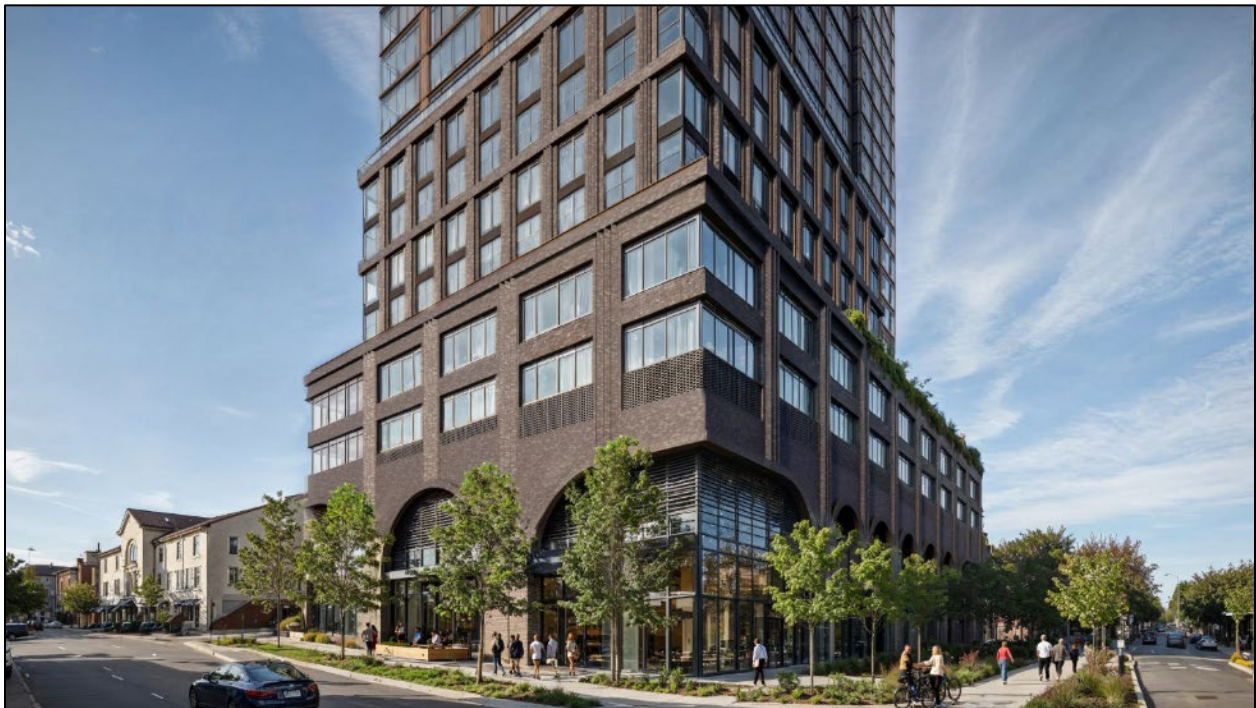


Figure 27: 3D Rendering of the Proposed Development from Wyndam St and Fountain St (Source: Hariri Pontarini Architects)



Figure 28: 3D Rendering of the Proposed Development from Fountain St (Source: Hariri Pontarini Architects)

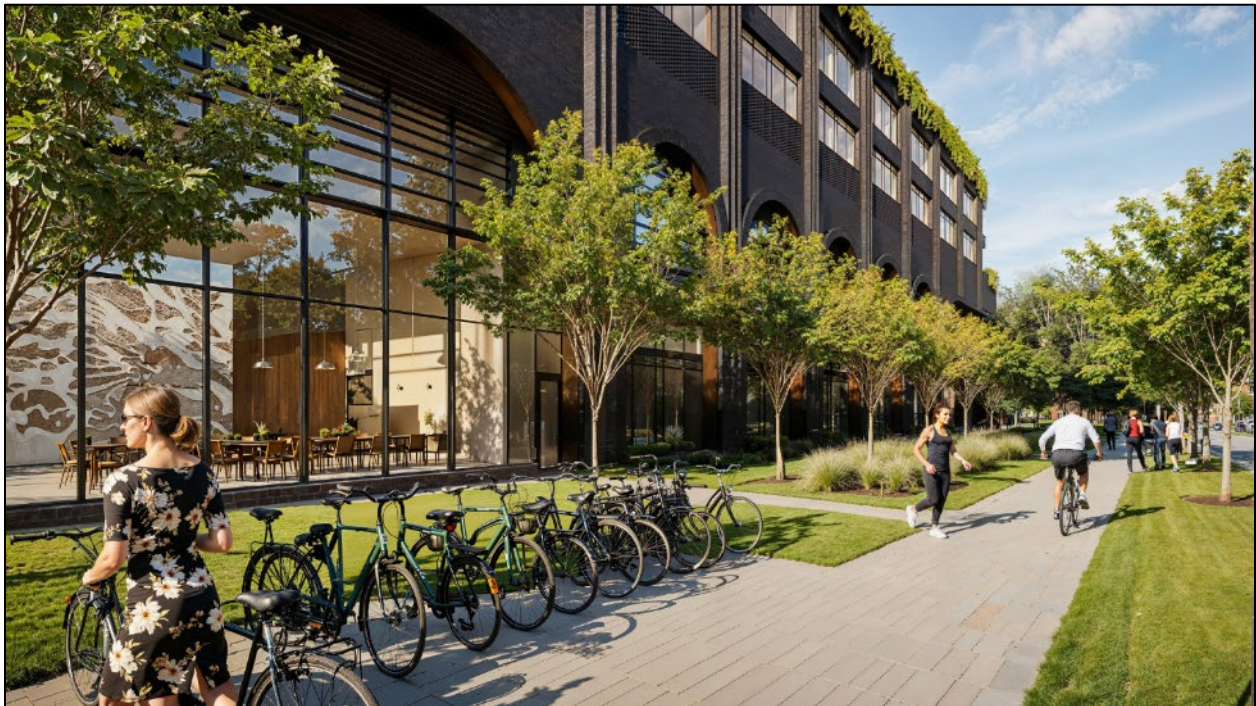


Figure 29: 3D Rendering of the Proposed Development from Fountain St (Source: Hariri Pontarini Architects)

e) Landscape Design

Given the compact and highly urbanized condition of the subject property, opportunities for conventional at-grade landscaping, including street trees and perimeter planting, are limited by the building footprint and surrounding hardscape conditions. In response, the landscape design strategy prioritizes elevated and integrated greening that maximize landscape performance, usability, and visual quality within the development.

Extensive landscaping is provided on the Level 5 outdoor amenity terrace, which functions as the primary landscaped open space for residents. This terrace is designed to accommodate a diverse mix of soft and hard landscape elements, including raised planters, urban-tolerant vegetation, and integrated seating areas. The planting strategy is intended to introduce seasonal variation, improve microclimatic comfort, and create opportunities for passive recreation and social gathering.

Additional landscaping is proposed on the roof of the mechanical penthouse, which contributes to the project's sustainability objectives by reducing stormwater runoff, mitigating the urban heat island effect, and improving overall energy efficiency.

Although at-grade landscaping opportunities are constrained, pedestrian comfort and visual interest are reinforced through high-quality architectural materials, coordinated paving treatments, and well-articulated building interfaces at grade. The integration of landscape elements within the building design ensures that greenery is meaningfully incorporated throughout the project, contributing to environmental performance, resident amenity, and the overall quality of the public and private realm.

f) Lighting and Signage

A detailed photometric plan will be provided as part of the Site Plan Approval process to ensure appropriate and safe illumination levels throughout the site. Site lighting will be designed to enhance safety and visibility for pedestrians while minimizing light spillover and glare on adjacent properties. Fixtures will be pedestrian-scaled and dark sky compliant, contributing to a comfortable nighttime environment.

g) Sustainability

The proposed development integrates a range of sustainable design strategies that contribute to environmental performance, resident well-being, and climate resilience. The contemplated building design incorporates extensive rooftop amenity spaces, which feature soft landscaping, areas for passive recreation, and opportunities for urban agriculture. Landscaped areas are employed throughout the development to reduce the urban heat island effect and assist in stormwater management. A high-performance building envelope and energy-efficient glazing systems further contribute to reduced energy consumption and improved thermal comfort.

The provision of 320 bicycle parking spaces encourages active transportation and helps minimize reliance on private vehicles. Collectively, these measures demonstrate the project's alignment with the City of Guelph's sustainability objectives and reinforce the contribution of urban intensification to a low-carbon, compact city form.

h) Microclimate: Wind and Shadow

As part of the complete Official Plan and Zoning By-law Amendment applications a wind study and shadow study have been prepared to assess microclimate impacts related to the development.

Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineering Inc., dated December 17, 2025, as part of the complete application submission. The study assessed pedestrian wind comfort and safety conditions associated with the proposed 24-storey mixed-use development at grade, along adjacent streets, at building entrances, transit stops, and within outdoor amenity areas.

The study was undertaken using industry-standard wind tunnel testing, combined with local meteorological data and the City of Guelph's Pedestrian Level Wind Study Terms of Reference (2019). A physical scale model of the site and surrounding context was constructed to evaluate wind conditions under both an existing condition scenario and a proposed development scenario. Wind speeds were measured at 75 pedestrian-sensitive locations, including sidewalks, walkways, laneways, parking areas, building access points, and the Level 5 and rooftop outdoor amenity terraces.

The findings demonstrated that, under the proposed development scenario, most grade-level pedestrian areas within and surrounding the site were predicted to experience wind conditions suitable for walking or better throughout all seasonal periods, consistent with City criteria. Localized areas along Wyndham Street and at the southeast corner of the site were identified as experiencing slightly elevated winter wind conditions; however, these conditions remained within acceptable safety limits. The study identified potential mitigation measures, such as strategic landscaping, wind screens, and pedestrian shelters, which could be refined and implemented at the Site Plan Approval stage if required.

With respect to outdoor amenity areas, the study concluded that the rooftop amenity terrace would be comfortable for sitting and other sedentary activities during the summer season without the need for mitigation. Portions of the Level 5 outdoor amenity terrace were identified as potentially requiring localized wind protection depending on final programming, which could be addressed through design refinements, including guard wall adjustments or landscape-based wind buffering.

Overall, the Pedestrian Level Wind Study concluded that the proposed development would not create unsafe wind conditions and that pedestrian wind comfort across the site and surrounding public realm would generally be appropriate for the intended uses.

Shadow Study

A Shadow Study was prepared by Hariri Pontarini Architects, dated December 12, 2025, as part of the complete application submission. The study evaluated the extent and duration of shadows cast by the proposed 24-storey mixed-use development on surrounding streets, parks, open spaces, and adjacent residential properties.

The shadow analysis was conducted in accordance with the City of Guelph Sun and Shadow Study Terms of Reference (May 2019) and included simulations for September 21, December 21, April 21, and June 21, with hourly intervals assessed between 8:00 a.m. and 6:00 p.m. The study utilized a technically accurate visual model incorporating both the proposed development and existing and approved surrounding buildings to assess potential shadow impacts within the broader context.

The findings demonstrated that adjacent public sidewalks along Farquhar Street and Fountain Street East generally continued to receive the minimum required four consecutive hours of sunlight, notwithstanding periods of partial shading during midday and afternoon hours. Shadow impacts on nearby residential rear yards were limited in duration and, in most cases, met the applicable sunlight criteria. Where longer shadow durations occurred, these areas were noted to already experience significant shading due to existing vegetation or built form.

With respect to public parks and open spaces, the study confirmed that Heritage Park remained in full sunlight for the majority of the day, with limited late afternoon shading that occurred only after the minimum sunlight requirements had been satisfied. The analysis also demonstrated that the proposal did not introduce new or significant shadow impacts on sensitive cultural resources, including the nearby historic locomotive and surrounding civic spaces, outside of brief and acceptable periods.

Overall, the Shadow Study concluded that the proposed development would not result in unacceptable shadow impacts on adjacent streets, parks, open spaces, or neighbouring properties, and that the development satisfied the City's applicable sun and shadow performance criteria.

CONCLUSION

This Brief provides an assessment of the proposed development and development applications for the property known municipally as 70 Fountain Street East, Guelph which includes a discussion on the existing conditions of the site, its context, the urban design guidelines applicable to the proposed development, as well as details about the proposal. In our opinion the proposed site and building design provides a high standard of urban design reflective of the vision and design direction laid out in the City of Guelph Official Plan. In our opinion, the development will serve as a landmark building and gateway into the City's downtown.

Respectfully submitted,



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