

# URBAN DESIGN BRIEF

785 Gordon Street

City of Guelph

Official Plan Amendment

Zoning By-law Amendment

March, 2022



*Prepared for:*  
2371633 Ontario Inc  
1418 Ontario Street,  
Burlington, ON  
L7S 1G4

*Prepared by:*  
GSP Group Inc.  
72 Victoria Street South, Suite 201  
Kitchener, ON  
N2G 4Y9



# TABLE OF CONTENTS

## PART 1 - PHYSICAL CONTEXT

### BACKGROUND AND PURPOSE..... 4

1.1 Proposal..... 4

1.2 Purpose ..... 4

1.3 Supporting Studies and Materials ..... 4

### EXISTING SITE CONDITIONS AND CONTEXTUAL ANALYSIS..... 5

2.1 Location and Site Attributes ..... 5

2.2 Existing Conditions and Vegetation ..... 5

2.2 Existing Vegetation ..... 5

2.3 Surrounding Context and Analysis ..... 6

2.4 Immediate Context ..... 9

2.5 Design Policy Context..... 11

### DESIGN GOALS AND OBJECTIVES ..... 12

3.1 Design Goals and Objectives..... 12

### RESPONSE TO POLICY CONTEXT ..... 13

## PART 2 - DEVELOPMENT CONCEPT

### PROPOSED DEVELOPMENT..... 17

5.1 Development Concept..... 17

5.1.1 Site Design ..... 17

5.1.2 Built Form and Transitions..... 19

5.1.3 Architectural Treatment and Materials ..... 23

5.1.4 Parking ..... 26

5.1.5 Access, Accessibility, Circulation,  
Loading and Storage ..... 26

5.1.6 Lighting and Signage..... 27

5.1.7 Microclimate Analysis ..... 27

5.2 Streetscape and Landscape Plan..... 29

5.3 Sustainable Urban Design ..... 31

### SUMMARY ..... 32

### APPENDIX A..... 33

Shadow Graphics

# 1. BACKGROUND AND PURPOSE

## 1.1 Proposal

2371633 Ontario Inc. (the “Owner/Applicant”) is proposing a mixed-use development on a property municipally known as 785 Gordon Avenue (the “Site”) in Guelph. The proposed development is a 10-storey mixed-use building with 586.46 square metres of commercial area and 389 residential units. Both underground and at-grade parking are proposed, providing 220 parking spaces for residential and commercial uses.

## 1.2 Purpose

Both an Official Plan Amendment and Zoning By-law Amendment are required to permit the proposed development on the Site. An Urban Design Brief was identified as a requirement of these applications as per the pre-consultation meeting held on November 24, 2021 with the City of Guelph Development Review Committee.

The City of Guelph created an Urban Design Manual (“UDM”) in order to provide a thoughtful and consistent approach to urban design throughout the City and to “provide guidance on the use of urban design excellence in the creation of a complete and distinctive community that enhances the sense of place enjoyed by Guelph citizens”. The Urban Design Brief has been prepared in accordance with the City of Guelph’s Terms of Reference.

Based on the matters for consideration and evaluation identified in the pre-submission consultation record, this Urban Design Brief contains:

### PART 1 - Physical Context

- Description of the existing physical conditions on the Site and characterization of the Site’s surrounding area and neighbourhood context (Section 2);
- Outlines the general Official Plan design policies and Urban Design Guidelines that are relevant to the Site and the proposed development’s design (Section 2);
- Outlines the design goals and objectives of the proposed development (Section 3); and
- Assessment of the proposed design concept in respect to relevant design policies and guidelines (Section 4);

### PART 2 - Development Concept

- Description of the design components of the proposed development (Section 5); and
- Summary of the report findings (Section 6).

## 1.3 Supporting Studies and Materials

This Urban Design Report has considered the following plans and reports prepared in support of the subject applications:

- Site Plan prepared by SRM Architects;
- Floor Plans prepared by SRM Architects;
- Elevations and cross-sections prepared by SRM Architects;
- Landscape Concept Plan prepared by GSP Group
- Shadow Impact Analysis prepared by SRM Architects; and
- Pedestrian Wind Analysis prepared by The Boundary Layer Wind Tunnel Laboratory

## 2. EXISTING SITE CONDITIONS AND CONTEXTUAL ANALYSIS

### 2.1 Location and Site Attributes

The Site is located on the southwest corner of Gordon Street and Harvard Road, municipally known as 785 Gordon Street. The Site has a frontage of 67 metres on Gordon Street, 118 metres on Harvard Road and measures approximately 0.84 hectares in size (2.1 acres).

### 2.2 Existing Conditions and Vegetation

The Site is currently occupied with a two-storey hotel “Days Inn by Wyndham Guelph”, with vehicular access from both fronting streets. The Site is generally flat throughout with a slight inclination of less than 2 metres along Gordon Street and Harvard Road.

A Tree Management Plan (TMP) prepared by GSP Group, identifies that the existing trees and shrubs line the perimeter of the Site, with the majority recommended for removal as per the construction associated with the proposed development. Few trees along the west property line will be retained. New plantings as part of the development will be proposed. Board-on-board fencing borders the Site along the west and south.



Study Area

## 2.3 Surrounding Context and Analysis

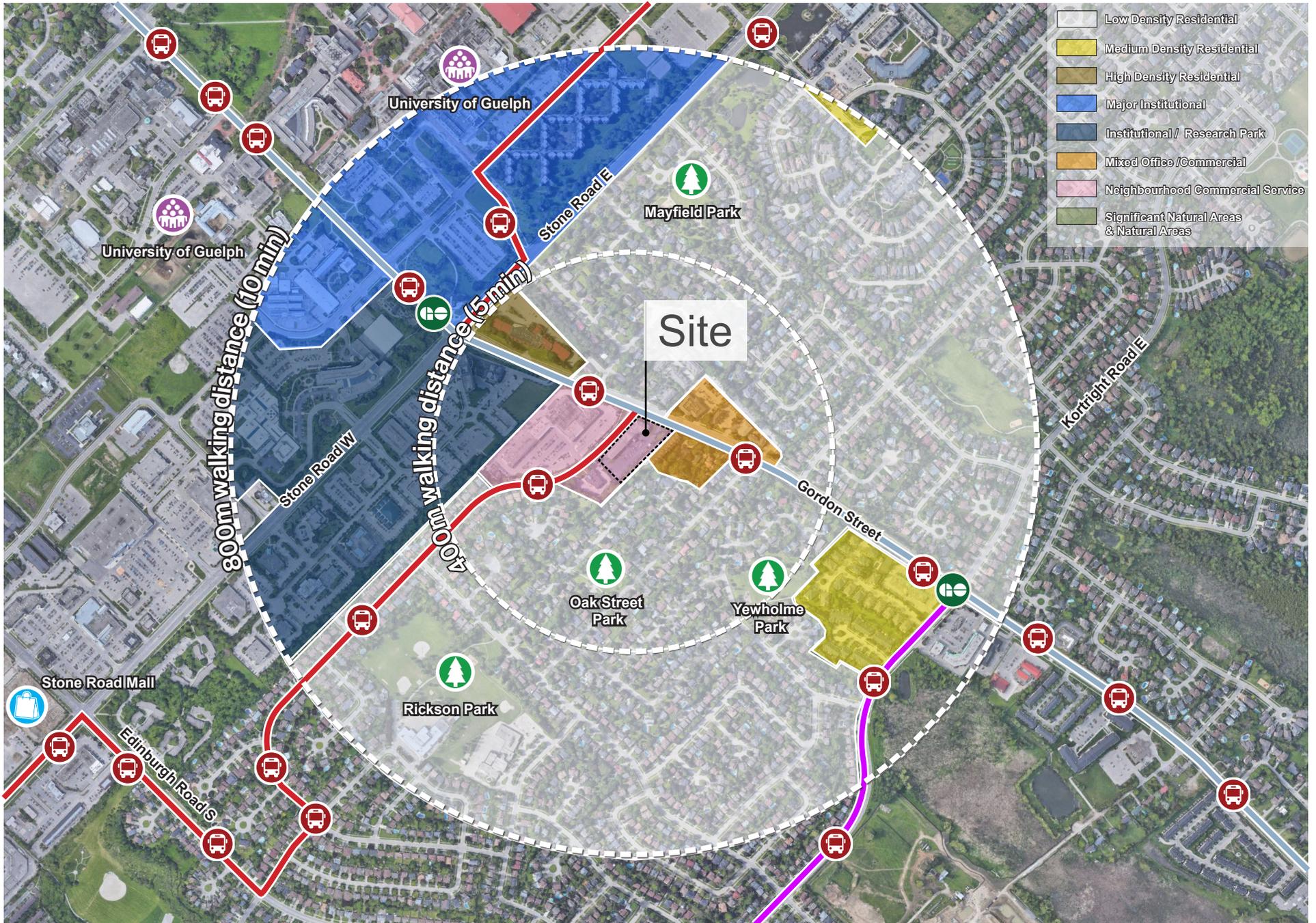
The Site is surrounded by low density residential, medium density residential and commercial uses, including offices, medical uses and a shopping centre with a mix of retail, restaurants and medical uses. The Site is also approximately 400 metres from the University of Guelph entrance and approximately 1.9 kilo metres from Stone Road Mall.

The surrounding neighbourhood to the east, south and west are large residential neighbourhoods low-rise residential buildings. The lands located to the north are in a developed area of the City, which contains a significant amount of higher order commercial uses. The Site forms part of the Gordon Street corridor that has been developed and redeveloped more recently for a combination of commercial and higher intensity residential development forms. Gordon Street is a main 4-lane arterial corridor and is a prominent transit route within Guelph, with existing bus stops along Gordon Street and Harvard Road and sidewalks on both sides of the street. Harvard Road is a two-lane local street with sidewalks on both sides of the street. The neighbourhood is well served by green spaces including Oak Street Park, Yewholme Park, and Dickson Park.

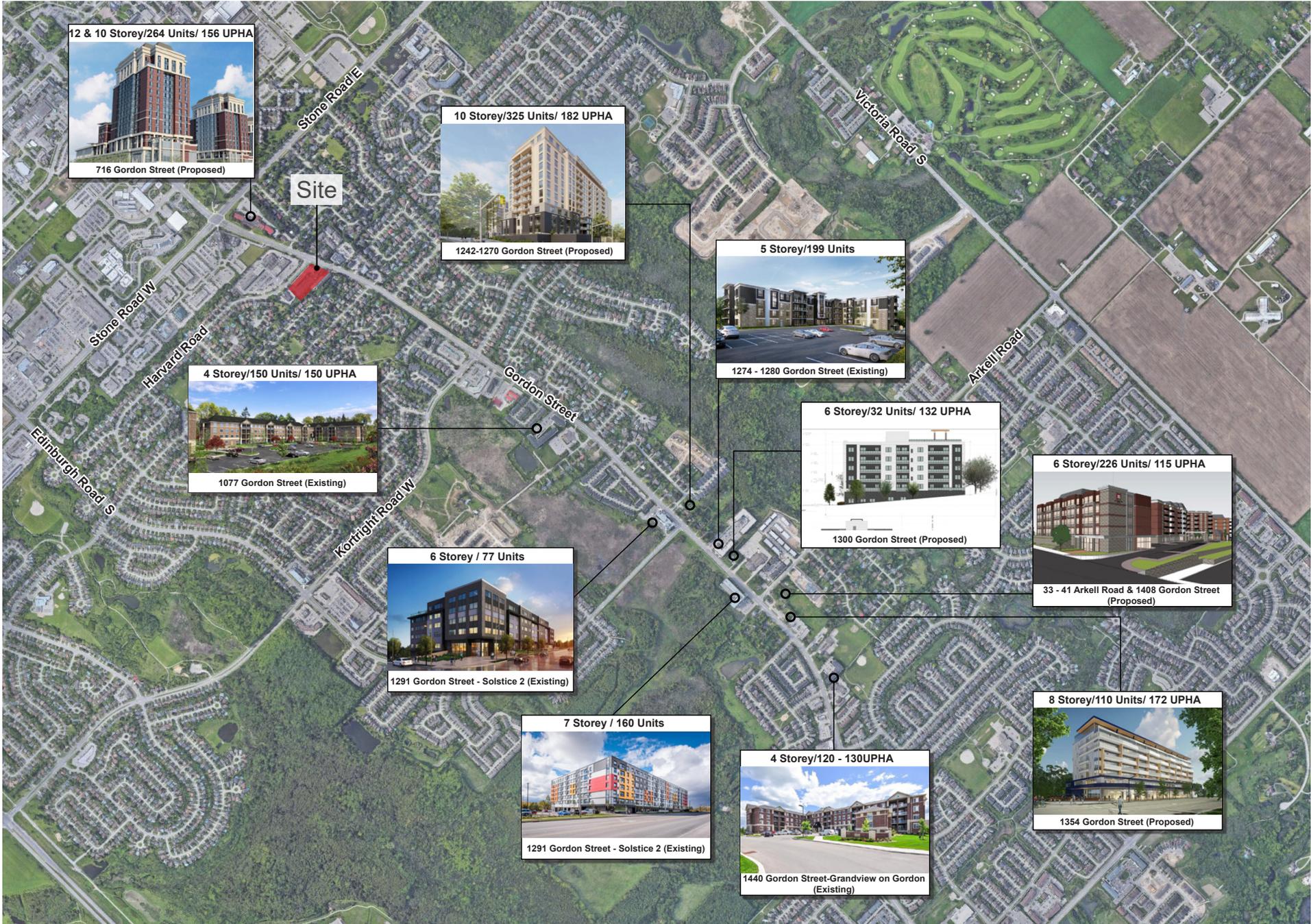
The use immediately to the north of the Site is Campus Estates Shopping Centre, a large format retail development with rows of parking spaces fronting Harvard Road and exterior side yard. The University of Guelph is located a block to the north. The buildings immediately south of the Site are two blocks of three and a half storey townhouse units, with short side of the building fronting the Gordon Street. There is a board-on-board fencing along the north edge of the property and has surface parking for the residents use. The buildings along Gordon Street generally transition from one to two storey single detached houses to a mix of land uses featuring commercial/retail buildings, and medium density dwellings such as two to three storey townhouse dwellings and apartments buildings. The single detached dwellings in the immediate area are on relatively homogenously sized lots and have similar building footprints/coverage of those lots, with some wider corner lots.

The architectural style of the area is cohesive, featuring elements that provide variation while maintaining the residential character of the neighbourhood. Architectural features of the neighbourhood include street-facing porches, accentuated roofs and fenestration, and the use of high quality materials such as brick, stone and siding. The colour and material palettes are comprised of warm, earthy tones that help integrate with the adjacent existing neighbourhood and natural surroundings. The front and rear yards throughout the neighbourhood are landscaped with grass and gardens.

Notwithstanding this prevailing pattern in the local area, the immediate neighbourhood and surrounding areas are evolving with the introduction of more residential uses along Gordon Street, transforming what was once a primarily low-rise commercial and low-rise residential area for further intensification. A number of proposed developments planned for medium to high density uses occurring south of Gordon Street suggest that the immediate surrounding area is contemplated for further intensification as these proposals seek permission to transform existing low-rise residential land uses to more compact urban built form developments. Some notable development applications for nearby properties that were submitted to the City are identified in the figure (see next page) illustrating the types of residential development and built form that are becoming more prevalent in the area.



Surrounding Context



Surrounding Context with Existing and Proposed Developments

## 2.4 Immediate Context

### NORTH

To the north of the Site is Harvard Road, a local road with one lane of traffic and sidewalk on either side. At this cross section there is further a left turning lane onto Gordon Street. Directly across Harvard Road is a large commercial retail plaza anchored by a No Frills food store along Gordon Street. Approximately 70 metres or a 1-minute walk east of the Site is a local Guelph Transit bus stop with access to routes 1, 6, 7, 52U, 56U and 99. Further along Gordon Street and Stone Road East intersection to the east was Best Western Royal Brock Hotel at 716 Gordon Street, currently a vacant land. The Site was zoned (R.4B-14) to allow the development of a high-density, mixed-use post-secondary school residence with convenience commercial uses. The site-specific Zoning By-Law allows a maximum height of 9 storeys with an exception of 11 storeys permitted at the corner of Gordon Street and Stone Road East with underground and surface parking.

### EAST

The Site fronts Gordon Street, a four-lane arterial corridor with two lanes of traffic, a bike lane and sidewalk on either side. On the opposite side of Gordon Street is two-storey townhouse development “Barber Estates” (784 Gordon Street), as well a two-storey commercial office building featuring Dawson Dental and Central Health Care. The properties further to the north are predominantly two-storey residential buildings.

### SOUTH

Immediately abutting the Site at the south is a three-and-a-half storey townhouse development “Gordon Terrace” (803 Gordon Street) with the shorter side of the development block fronting the Gordon Street, and the long side of the building parallel to the Site. A mix of commercial office and residential uses are focused along the Gordon Street corridor.

### WEST

Along the west of the Site is a two storey commercial office building with units including Colley Insurance and Keystone Health. A local Guelph Transit bus stop is located approximately 50 metres south, or a 1 minute walk from the site with access to route 6. Properties towards the west are prominently residential with nearby green spaces “Oak Street Park” “Rickson Park” and elementary schools “Jean Little Public School” “St Michael Catholic School”.



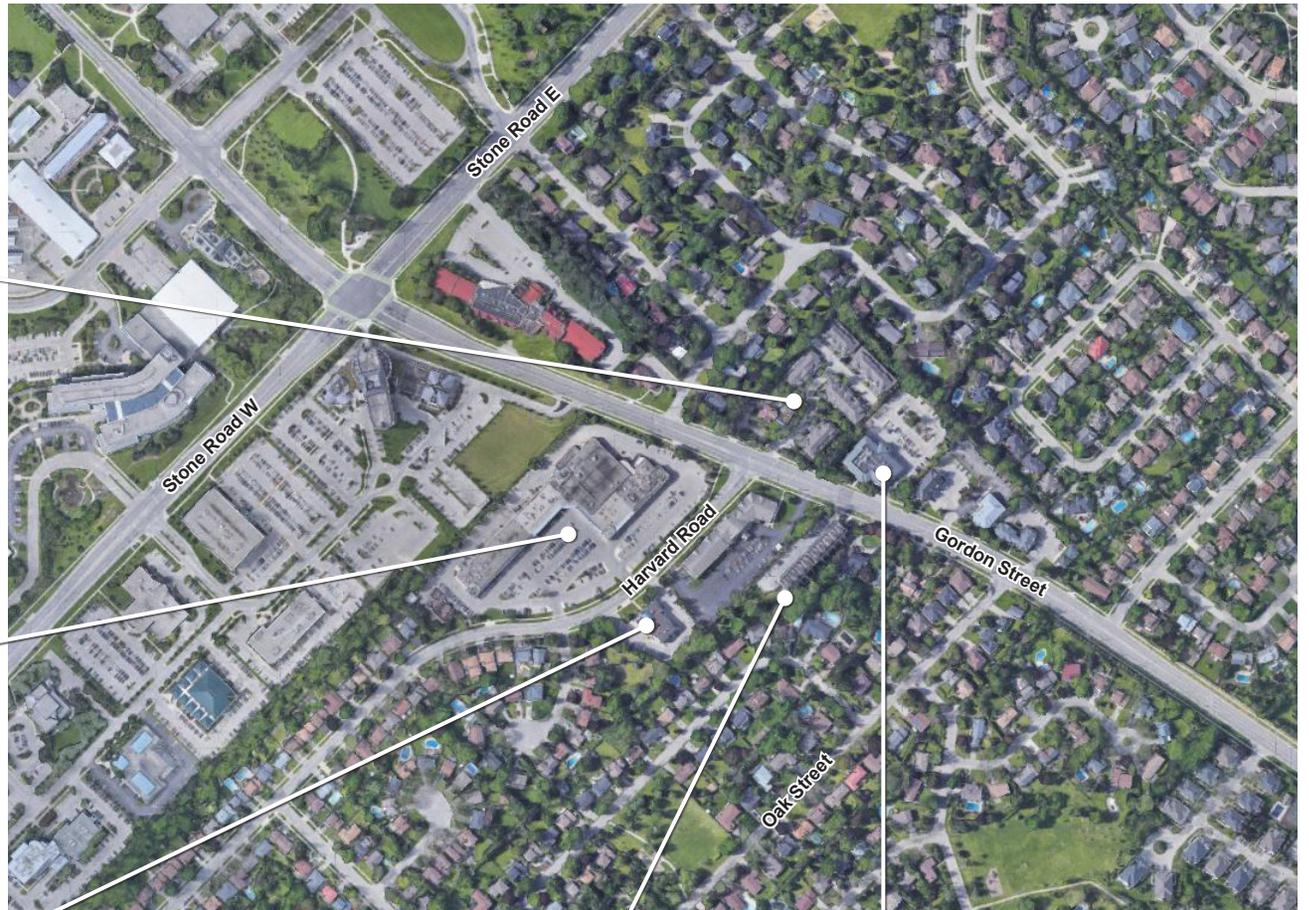
Barber Estates - Townhomes



Campus Estates Plaza along Harvard Road



Colley Insurance along Harvard Road



3-story Townhomes along Gordon Street



Dental Office Building

Immediate Site Context

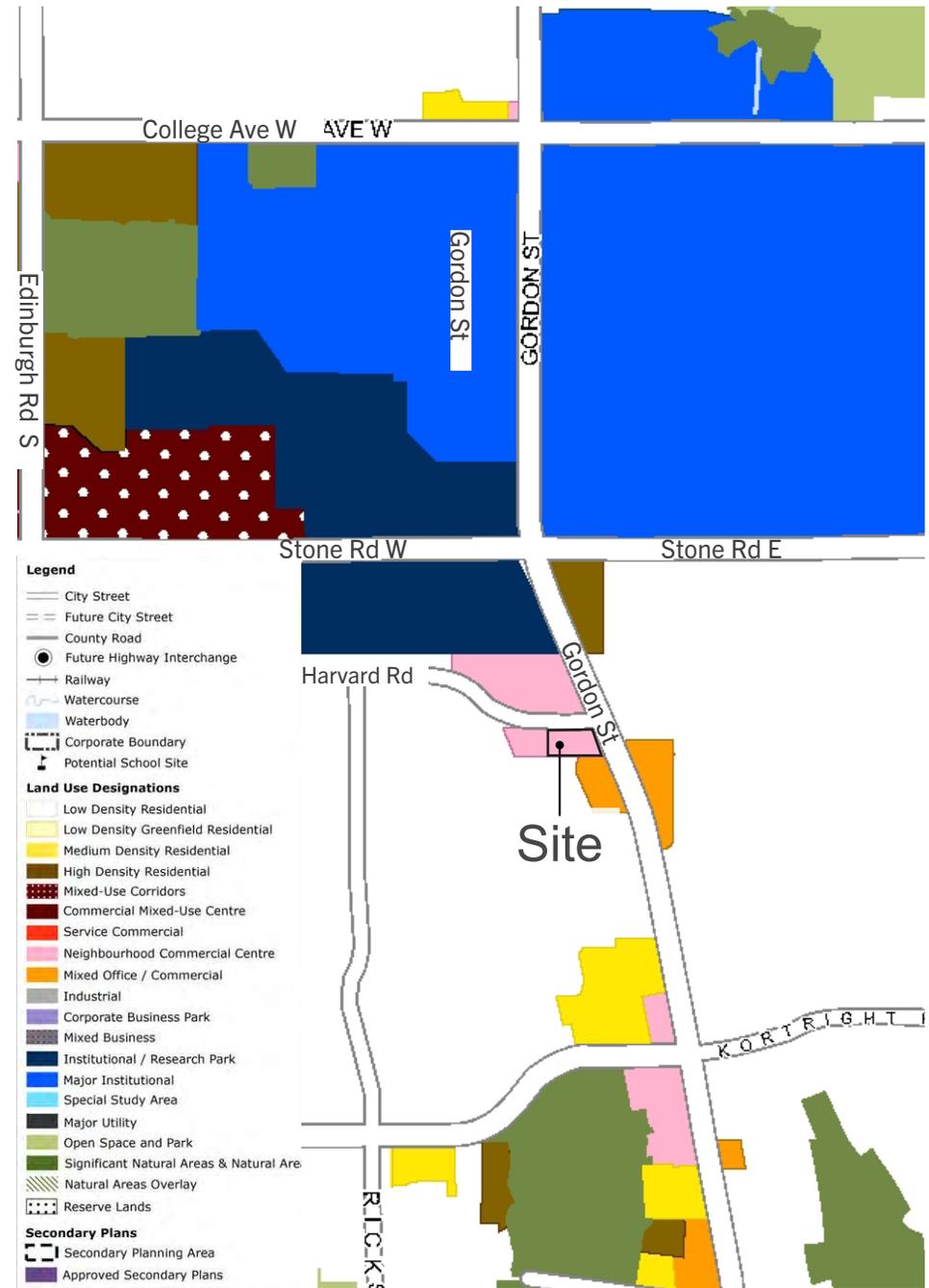
## 2.5 Design Policy Context

The Site is currently designated Neighbourhood Commercial Centre per Schedule 2 : Land Use Plan in the Guelph Official Plan. The designation permits multiple unit residential buildings including townhouses and apartments, with a minimum building height of two storeys and a maximum building height of 6 storeys.

OPA 39 has also included Schedule 1: Growth Plan Elements which identifies the Site as part of an Intensification Corridor that is located on Gordon Street from Stone Road to Clair Road. *Intensification Corridors are identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.*

Section 8 of OPA 48 provides urban design policy direction for new developments with several relevant site design and building design topics including the following:

- Sustainable Urban Design (Section 8.1);
- Public Realm (Section 8.2);
- Built Form (Section 8.6);
- Built Form: High-Rise Buildings (Section 8.9);
- Transition of Land Use (Section 8.11);
- Parking (Section 8.12);
- Access, Circulation, Loading and Storage (Section 8.13);
- Signage (Section 8.14);
- Lighting (Section 8.16);
- Landscaping (Section 8.17);
- Safety (Section 8.18); and,
- Public Art (Section 8.21).



Land Use Plan (Schedule 2) in City of Guelph Official Plan

# 3. DESIGN GOALS AND OBJECTIVES

## 3.1 Design Goals and Objectives

The urban design objectives for the project establish that the proposed development will:

1. Facilitate a compact urban form that fits within the prevailing and planned intent for the Gordon Street corridor in this area.
2. Create a streetscape aesthetic along Gordon Street and Harvard Road sympathetic to pedestrian environment with the opportunity to provide “eyes on the street”.
3. Incorporate residential building entrances that are directly connected to public sidewalks on the bounding public streets.
4. Accentuate the corner of Gordon Street and Harvard Road through a combination of building presence and landscape treatments to emphasize the corner location.
5. Allow for a range of architectural styles and expressions that bring interest and diversity while responding appropriately to the scale and materiality of the local context.
6. Design parking areas in a manner that contributes to an attractive streetscape by providing screening from the public views through landscaping efforts.



## 4. RESPONSE TO POLICY CONTEXT

This section outlines how the proposed design responds to the relevant themes of Section 8 of the Guelph Official Plan as amended by OPA 48.

### Sustainable Urban Design (Section 8.1)

- Detailed sustainable design features and landscaping strategies will be explored at the time of site plan application.
- This may include energy conservation and efficiency, water conservation and drought resistant landscaping.
- The development will build on existing topography as much as possible, subject to the final grading plan in order to maintain the existing physical character.
- The Site is located within short walking distances of several amenities and transit stops and provides cycling infrastructure.

### Public Realm (Section 8.2)

- The proposed building establishes an effective public realm by framing the streetscape edge along Gordon Street and Harvard Road with multiple entrances at regular intervals along the streets that include entrances to retail units and residential lobbies.
- Weather protection for pedestrians is provided at points of entry to the residential lobby and commercial units with a continuous canopy lining the pedestrian-oriented street wall frontages.
- The street edge within the right-of-way provides sufficient space for comprehensive landscape treatments that contribute to an attractive, pedestrian-oriented streetscape. The substantial width along Gordon Street and Harvard Road between building edge and curb edge allows for street trees and foundation plantings bed in depth as well as hardscaped spaces with seating elements for outdoor use.

- The combination of projections/recessions in the wall plane and variation in the use of colours and materials strives to ensure a dynamic wall elevation that provides visual interest along Gordon Street and Harvard Road.
- The proposed development will be connected to existing surrounding neighbourhoods by providing direct access to existing transit facilities and sidewalk connections.

### Gateways (Section 8.4)

- The intersection of Stone Road East and Gordon Street is identified as a Major Gateway under Envision Guelph and is located within less than 5 minutes (approximately 150 metres) from the Site.
- Although Gateways are not a design concern for this Site, the proposed development will include high quality building design that will address pedestrian-oriented development with direct pedestrian connections between the sidewalk and building entrances.

## Built Form (Section 8.6)

- The proposed development for this Site is for a 10-storey building, setback 9 metres from Gordon Street and Harvard Road.
- The proposed building's massing has been designed to conform to the Official Plan's High-Rise Building Built Form requirements.
- The building frames Gordon and Harvard, which will minimize the shadow impact on adjacent properties.
- The length of the building façade along Harvard Road will be broken up with street facing windows and entrances, balconies and a variety of architectural massing elements so as to provide an interesting façade and to animate the pedestrian realm.
- The principal residential entrance of the building provides direct user access from the sidewalk on Harvard Road.
- The proposed mixed-use building will be located close to both street's edges and sidewalks at a consistent setback with highly articulated street facing facades. There will be no blank facades.
- The proposal is massed and sculpted to provide appropriate transitions in height and built form towards areas of lower intensity through a variety of design methods such as the application of angular planes, careful consideration of building location and orientation and the use of setbacks and stepbacks of building mass.

## Built Form : High-Rise Buildings (Section 8.9)

- The proposed building provides well-defined base, facade articulation, terracing and vertical and horizontal architectural elements to clearly define a pedestrian scale along the streets.
- Parking and services are located underground and at the rear of the building screened from the public realm.
- The proposed building's heights, stepbacks and setbacks have been designed with regard for the creation of a comfortable human scale and public realm, the provision of sunlight on sidewalks, and the mitigation of uncomfortable wind conditions. The stepbacks also help to reduce the scale of the building as perceived from the street.
- A Shadow Study prepared by SRM Architects Inc. has been submitted with this application, that illustrates there are no adverse shadow impacts on neighbouring properties. The siting and massing measures provide transition of built form and mitigate potential shadow/privacy impacts to neighbouring properties and the abutting public sidewalks.



## Transition of Land Uses (Section 8.11)

The proposed site design, building placement, and building design provides an appropriate transition to abutting properties.

- The bulk of the building mass is located along the street frontages of Gordon Street and Harvard Road, with the highest building element located at the corner of the intersection.
- The proposed building design provides an appropriate transition in terms of height and scale and minimizes impact on the low-rise residential neighbourhood area by incorporating considerable transition through significant stepping back and terracing down from 10-storeys at the south and west of the Site from floors 6 to 10.
- Terracing the building allows for an effective transition between the proposed and existing surrounding buildings. The building's height, as configured, maintain privacy and sunlight while eliminating height impacts against low rise residential properties to the south and west. In addition, board-on-board fencing will be proposed along the south and west property lines to further assist in screening the adjacent residences and there will be proposed trees along the south-east corner of the Site and along western property line.
- The proposal generally fits within a 45-degree angular plane taken from the centrelines of Gordon Street and Harvard Road.
- The proposed building is compatible with the existing built form, height, and massing of the neighborhood's surroundings context and complements the current and emerging building character along Gordon Street.

## Parking (Section 8.12)

- Surface parking is located on the south side of the building and separated from the streets with landscape buffering.
- Both the surface parking as well as ramp to underground has been buffered and screened from the adjacent residential areas through the use of fencing and proposed trees for certain portions

of the Site to effectively break sight lines into the Site from those areas.

- Pedestrian walkways are proposed to provide direct access from both streets' public sidewalks to the building's main entrances.
- Walkways are also provided along the rear of the building, where additional entrances are located, for safe pedestrian access to the surface parking. Soft landscaped treatments are proposed along the walkways with the provision of decorative pavement, tree planting, concrete seat wall and bench seating.
- Internal bicycle storage rooms are provided on the ground floor as well as in the underground parking level, located for easy access from residential entrances and secured for long-term storage. There is sufficient space to accommodate surface-mounted bicycle racks for short-term bicycle parking for visitors near the northeast corner of the Site.
- The ramp providing access to the underground parking garage is located on the southeast side of the proposed building away from the public realm to avoid conflict with pedestrians and minimize negative impacts on the streetscape.

## Access, Circulation, Loading, and Storage Areas (Section 8.13)

- The Site is accessed by one shared driveway situated on the north west corner of the Site along Harvard Road to allow for increased landscaping rather than multiple driveways and to minimize curb cuts. This access leads to parking and loading areas, including garbage pickup.
- The proposed development includes a well articulated pedestrian realm along the building frontages that will link to public boulevards, sidewalks and transit stops.
- All functional areas (garbage, loading, mechanical, electrical) are contained on rear side of the building not visible from the streets. Garbage collection for the Site will be privately collected.
- Tree plantings, opaque fencing and landscaped edges will frame the surface parking areas and driveway to minimize the aesthetic impact of the surface parking.

- Detailed lighting design will provide sufficient lighting on the building to provide safe circulation and highlight building architecture while avoiding light overflow on surrounding properties.

### **Signage (Section 8.14)**

- Municipal address signage and site identification signage at the detailed design stage will be scaled and designed to fit with the development's proposed architectural character and image.
- Commercial signage associated with the retail uses at grade will be displayed at a consistent height on the building facades.

### **Lighting (Section 8.16)**

- The proposed building will define pedestrian-scale lighting at detailed design stage and will ensure even illumination of exterior areas.

### **Landscaping (Section 8.17)**

A detailed landscape plan will be prepared at the Site Plan application. The future landscape design will emphasize common amenity areas, internal pedestrian walkways and perimeter screening planting. Water efficient and drought resistant landscaping will be considered, including using native planting materials. The proposed site layout provides opportunities for:

- Enhanced streetscape design along Gordon Street and Harvard Road including barrier free pedestrian paving design accessing building entrances, a variety of plantings to provide year-round visual interest, and site furnishings;
- Outdoor amenity area that can contain a combination of hard surfaces (patios and walkways), plantings (trees, shrubs, and foundation plantings), and amenities (shade structures, sitting areas) that provides a passive use space;
- Parking lot perimeter and internal walkway edges planted with deciduous trees (where there is sufficient soil volume) and

supported by additional ground landscaping; and

- Screening of utility boxes and amenity spaces as required.

### **Safety (Section 8.18)**

- The proposed development has been designed with considerations for ensuring natural surveillance opportunities through the Site's public areas and spaces.
- Open, unobstructed viewlines are maintained with the building's placement lining the Gordon Street and Harvard Road public sidewalks.
- A high level of transparency through the provision of at-grade active uses along the base of the building and regularly spaced windows and balconies above the ground floor on the building elevations promote natural surveillance to abutting public realm and internal private spaces of the Site.
- Landscape design at the detailed design stage will balance delineating public versus private space through plantings and landscape treatments with the need for maintaining appropriate sightlines.
- Lighting plans at the detailed design stage will provide appropriate lighting levels for pedestrian activity areas, including building entrances, parking areas, and outdoor spaces.

### **Public Art (Section 8.21)**

- Public art has not been explored at this point for the proposed development.

# 5. PROPOSED DEVELOPMENT

## 5.1 Development Concept

### 5.1.1 Site Design

The proposed building consist of a 10-storey mixed-use development containing 389 residential units, 586.46 square metres of commercial spaces and 712.84 square metres of indoor amenity area in the ground floor and a total of 220 parking spaces.

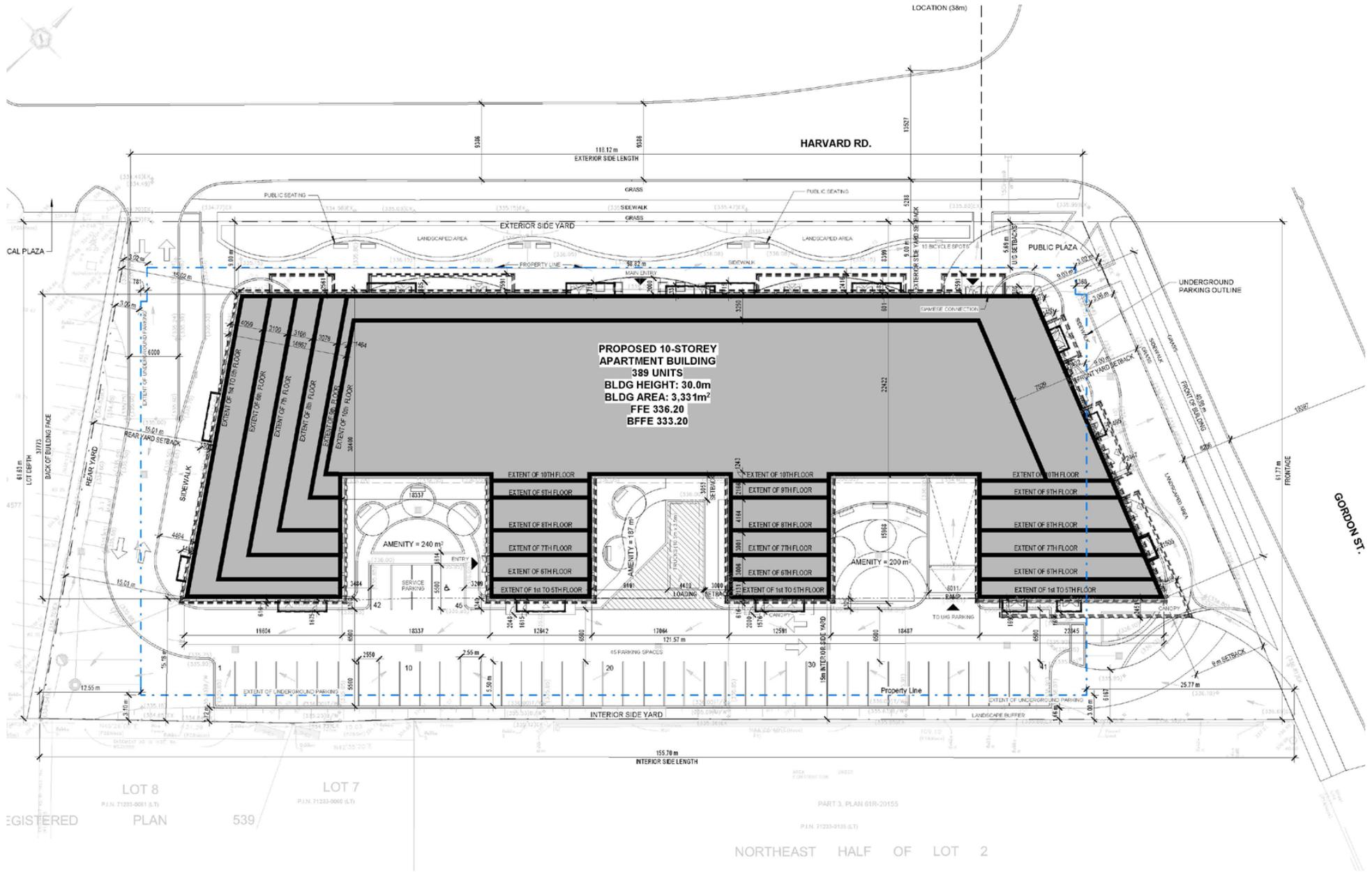
The building is positioned to frame Gordon Street and Harvard Road frontages with at-grade commercial units and prominent residential entrance while surface parking spaces and ramp leading to the underground parking level are provided at the rear of the building (to the south), to maintain a continuous street edge and minimal disruption of abutting pedestrian sidewalks.

The building is setback at 9 metres from the street facing property lines (abutting Gordon Street and Harvard Road). These setbacks are intended to animate the streets while providing sufficient space for comprehensive landscape treatments and street tree plantings. The main residential entrance to the building is provided mid-building on the north side of the building, accessible from Harvard Road public sidewalk. The building design also includes entrances to the indoor amenity areas from north side of the building and multiple entrances to the grade



related commercial uses are provided from Gordon Street frontage with direct access to the public sidewalk.

Indoor amenity area of 712.84 square metres is provided on the north side of the building with outdoor area featuring hardscaped pavements and seating arrangements, a shaded structure, and trees for shade. Vehicular access to the Site is proposed from Harvard Road connecting to the surface parking area to the rear.



Site Plan, prepared by SRM Architects

### 5.1.2 Built Form and Transitions

The proposed development is a 10-storey mixed-use building, measuring 30 metres in height to top of the roofline (plus mechanical penthouse). The proposed building provides a total of 396 units with a total Gross Floor Area of 28,877 square metres.

The building is positioned to line the Gordon Street and Harvard Road frontages with a 9-metre setback from the property lines to the building's edge and surface parking spaces are provided at rear of the building. The building has a well-defined base (podium), middle and top sections (rooftop mechanical). Stepbacks are employed above the sixth storey through to the tenth storey to provide a clear distinction and articulation in massing between the base, middle and top of the proposed building.

The proposed building base consist of at-grade commercial spaces, designed to animate the street, and incorporates a high level of transparency and balconies above the ground storey to promote "eyes on the street" and contribute to a more pedestrian-friendly public realm. The commercial units along Gordon Street and Harvard Road address both frontages with landscape treatments and walkway connections and features an outdoor patio with seating arrangements. The podium is defined by stepbacks at the 6th floor of the building and generally fits within a 45-degree angular plane taken from the centreline of Gordon Street.

Above the podium, the building is terraced down on each floor from tenth storey to sixth storey along south and west elevations to eliminate any height and massing impacts. The cascading down of heights coupled with significant setback increase provides an appropriate built form transition that is sensitive to the scale of the low-rise dwellings and residential area, south and west of the Site.

Given that the rectangular shape of the proposed development results in a longer frontage along Harvard Road and at the rear of the Site, architectural articulation measures such as a combination of vertical

and horizontal elements, projections, balconies, fenestration details and material changes are proposed to reduce the visual impacts related to the scale of the proposal. Each façade is articulated for vertical interest and blank façades are avoided.

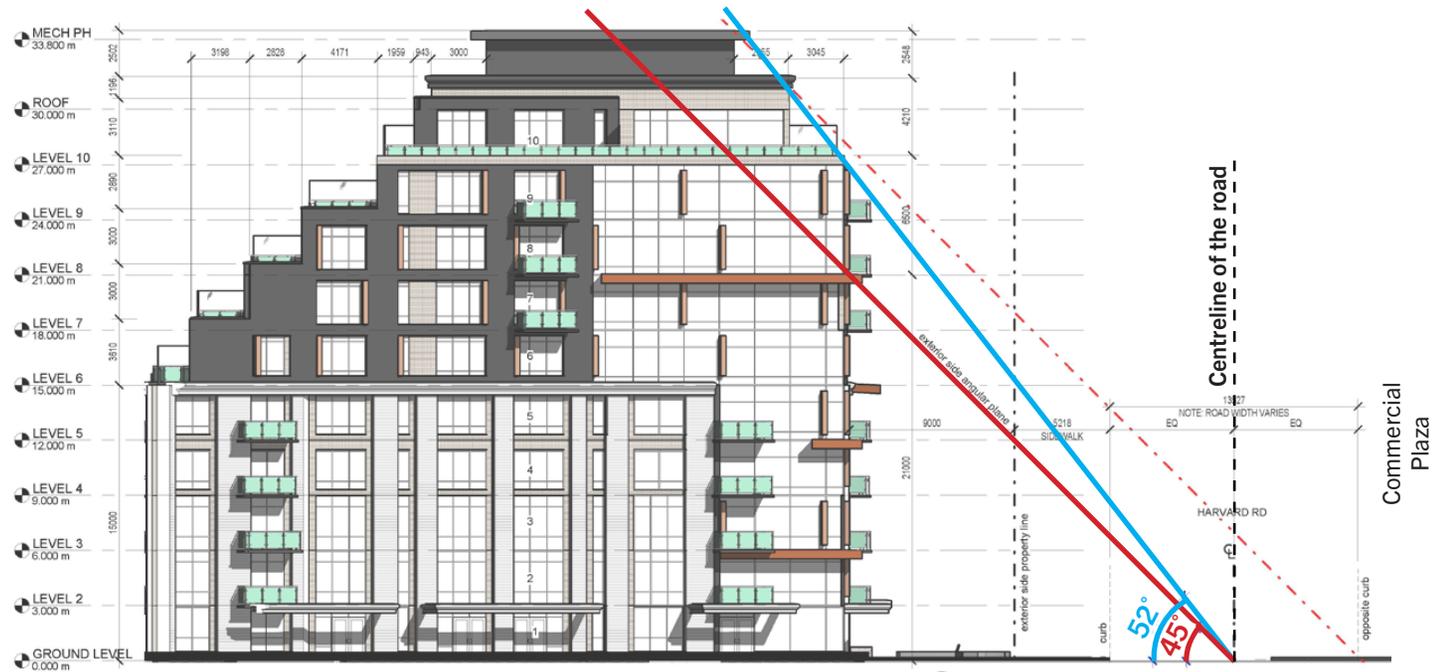
Notwithstanding the maximum height, the proposed 10-storey building is appropriate at this location for the following reasons:

1. The proposed height is generally in keeping with the existing heights along the Intensification Corridor, including the site-specific zoning development at 716 Gordon Street, ranging from 9 storeys to 11 storeys located north-east of the Site (at the intersection of Gordon Street and Stone Road East).
2. The tower height will ensure its visibility and landmark potential, given its proximity to the gateway location of the Site at Gordon Street and Stone Road East, along with 716 Gordon Street.
3. The height of the building steps down incrementally at the south and west side of the building from 10 storeys to 6 storeys, to maintain access to light and sky view from the adjacent low-rise neighbourhoods and to considerably limit any negative built form impacts (i.e. shadow and wind impacts) on the adjacent low-rise properties;
4. Street trees and attractive street edges with quality landscaping will ensure that there is a comfortable pedestrian realm on both Gordon Street and Harvard Road. As such, the minor increase in the angular plane will not reduce the quality of the streetscape.
5. Architectural measures such as building articulations and fenestration details, including the use of lighter coloured materials and horizontal breaks in materials have been incorporated in the building elevations to reduce the apparent scale of the building to respect the planned street proportion.

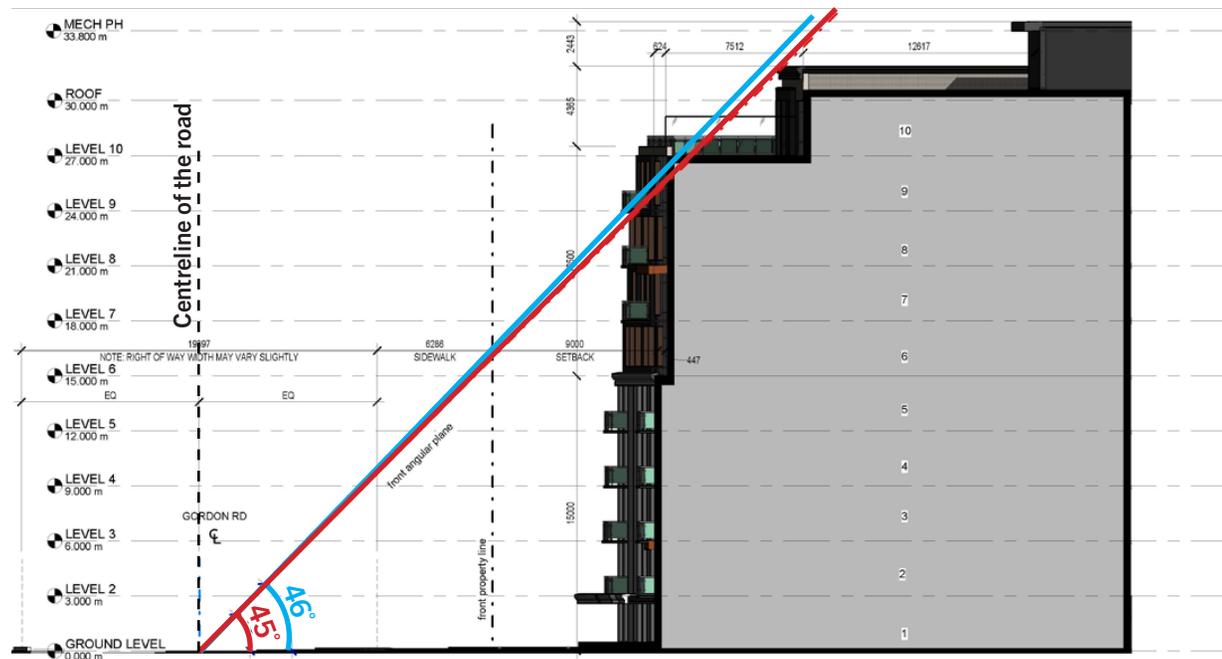
The proposed 10-storey building's massing with significant setbacks and stepbacks from sixth floor to tenth floor, maintains a 46-degree angular plane from the centreline of Gordon Street at an overall height of 30 metres (plus mechanical penthouse).

A 52-degree angular plane is measured from the centreline of Harvard Road to the top of the proposed building. The intent of the policy was considered in the design of the building and while it does not meet the 45-degree angular plane exactly, the proposed design positively responds to the general intent. The 45-degree angular plane exists to protect against particular potential adverse impacts, most notably shadowing and overlook.

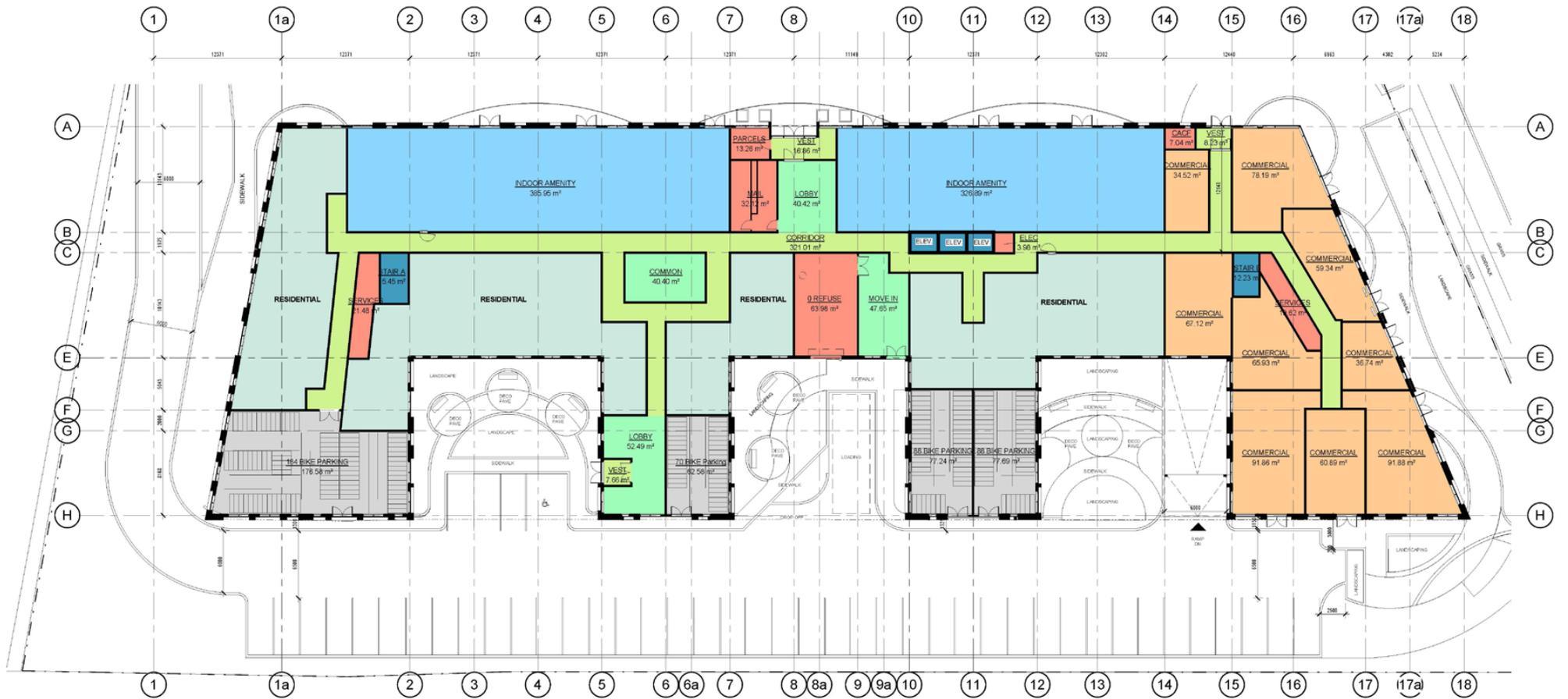
As shown in the sun shadow studies, the shadowing impacts are localized to the north-east of the proposed building, primarily impacting the road right-of-way, ensuring minimal shadow impacts on the existing community to the north of Harvard Road. With regards to overlook, the proposed low-rise buildings (commercial plaza) provide for a large separation (over 60 metres) between the proposed development and the adjacent existing building to the north of Harvard Road, ensuring any impacts related to overlook is little to no impacts.



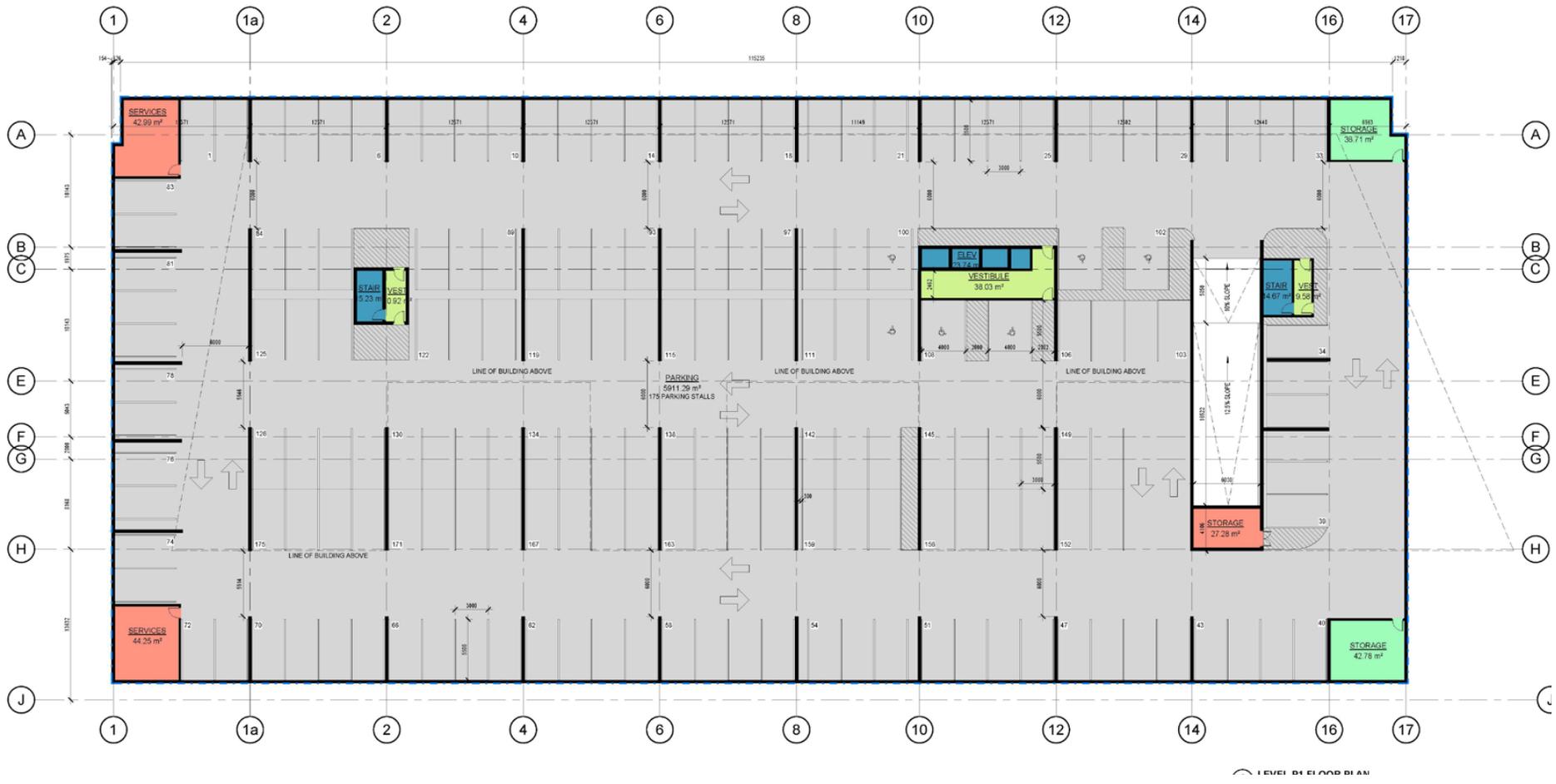
Harvard Road Angular Plane Diagram



Gordon Street Angular Plane Diagram



Level 1 Floor Plan, prepared by SRM Architects



Level P1 Floor Plan, prepared by SRM Architects

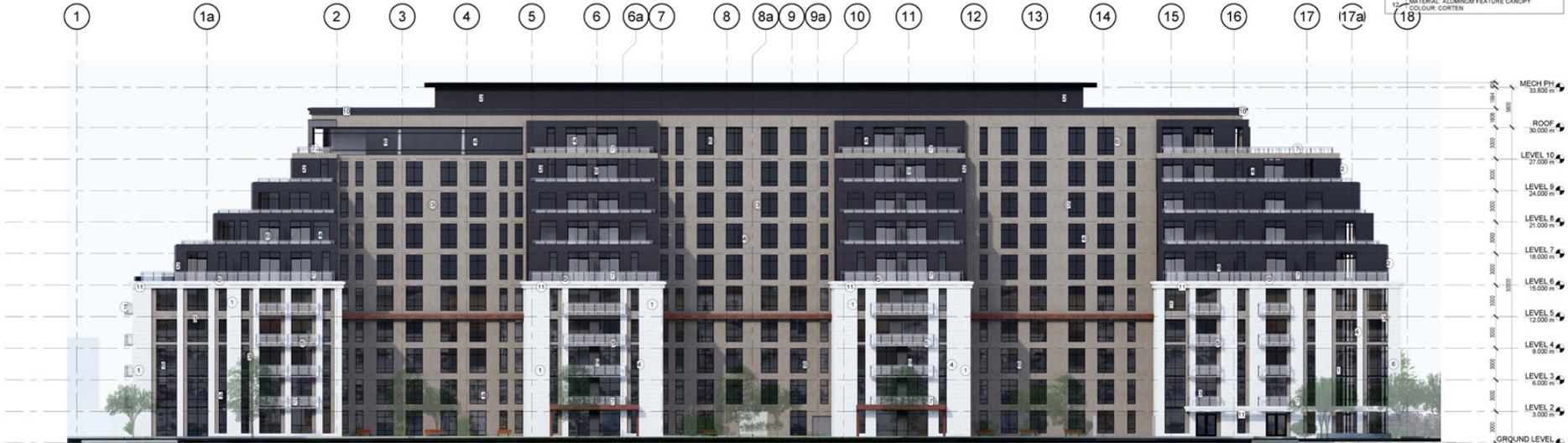
### 5.1.3 Architectural Treatment and Materials

A high-quality façade design is contemplated to integrate with and complement the surrounding neighbourhood and enhance the streetscape appearance along Gordon Street and Harvard Road. Architectural elements and expressions, including entrances, windows, canopies, stepbacks, balconies and a distinctive roofline articulate the façades on all sides of the development, eliminating the presence of blank walls and creating visual interest.

A high degree of transparency is accommodated along all building elevations, with a particular emphasis on the ground floor plane. Clear glass is pronounced at the corner for the street-facing elevation with a continuous glass feature from the base to the top of the building. Tall, glazed screens are used all around the commercial spaces to maximize daylight, views in and out and to create active frontages. The commercial unit at northeast corner address dual frontages and may feature enhanced architectural designs such as wrap-around corner windows and a canopied entrance supported by a signage with decorative pavement and planters integrated within the corner entryway. Incremental stepbacks are employed from the sixth storey to top of the building on the south and west elevations. The primary residential pedestrian entrance off of Harvard Road is articulated with a high level of glazing, further architectural details, landscaping and overhangs to provide weather protection and a sense of arrival.

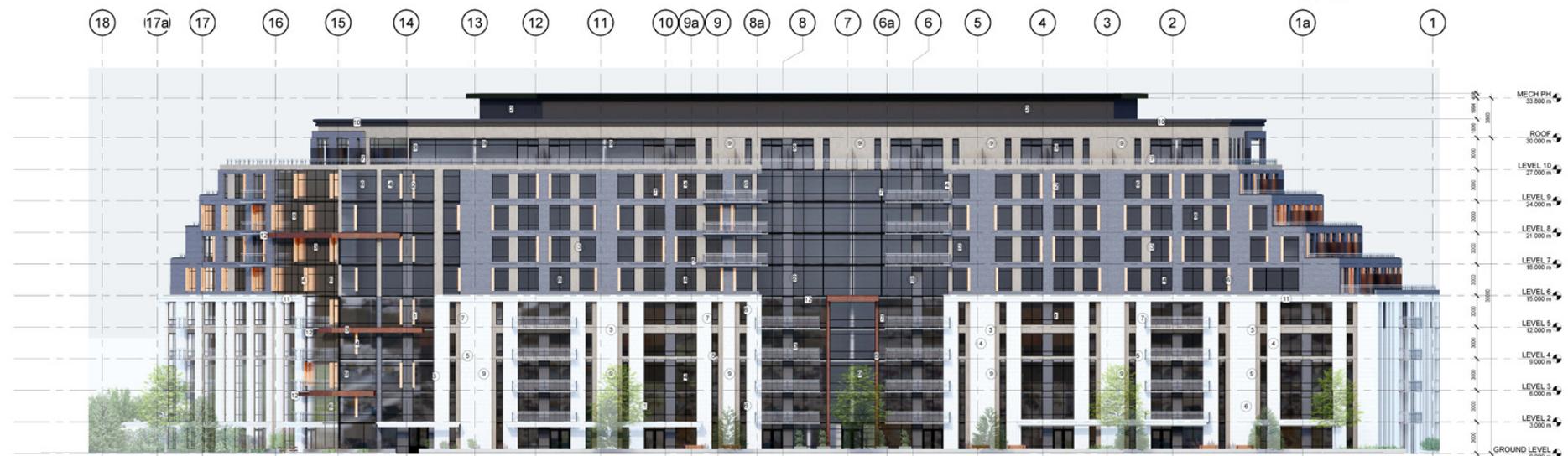
Building materials have been selected for quality, durability and sustainability. The primary materials proposed are precast concrete in white and charcoal colours, clear glass, spandrel and metal paneling with a high level of glazing provided at-grade to enhance the pedestrian realm and for informal surveillance. The proposed architectural design and finishes are conceptual at this stage and will be further refined through the Site Plan process.

MATERIALS LEGEND	
1	MATERIAL: PRECAST CONCRETE - FORMLINER COLOUR: WHITE
2	MATERIAL: PRECAST CONCRETE - FORMLINER COLOUR: CHARCOAL
3	MATERIAL: SANDBLASTED PRECAST CONCRETE COLOUR: BEIGE
4	MATERIAL: GLAZING COLOUR: CLEAR
5	MATERIAL: BALCONY GLAZING COLOUR: CLEAR
6	MATERIAL: ALUMINUM MULLIONS COLOUR: ANODIZED
7	MATERIAL: ALUMINUM BALCONY GUARDS COLOUR: ANODIZED
8	MATERIAL: METAL PANELS COLOUR: WOOD-PATTERN
9	MATERIAL: SPANDREL PANELS COLOUR: LIGHT GREY
10	MATERIAL: ALUMINUM PARAPET CAP COLOUR: BLACK
11	MATERIAL: ALUMINUM PARAPET CAP COLOUR: WHITE
12	MATERIAL: ALUMINUM FEATURE CANOPY COLOUR: CORTEN



South Elevation

2 PRESENTATION SOUTH ELEVATION  
1:1,200



North Elevation

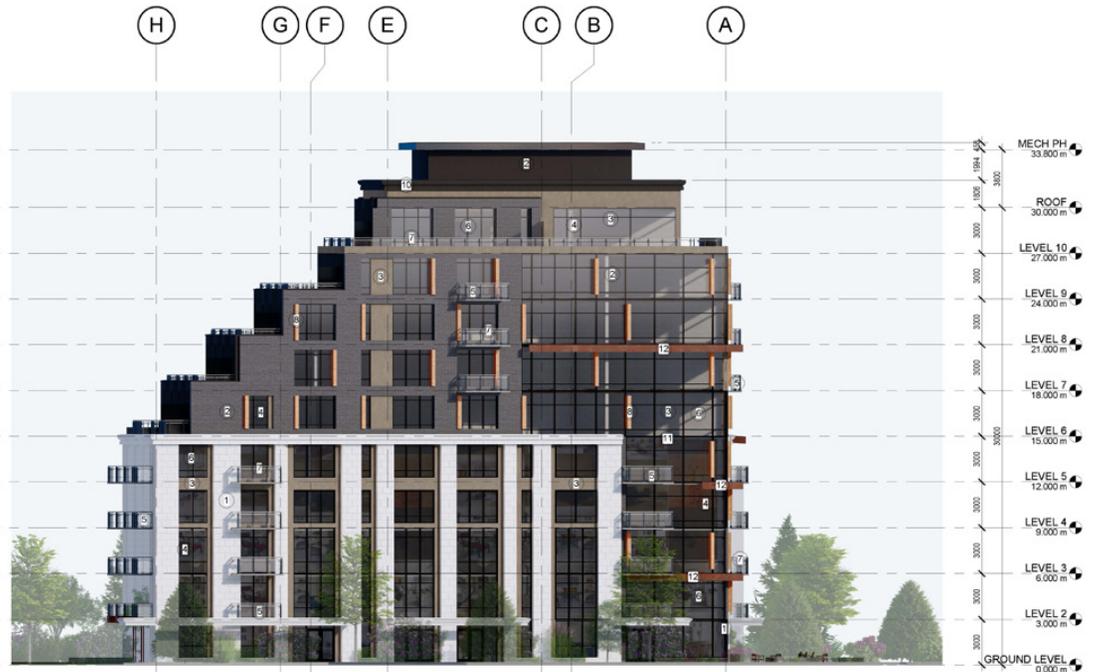
Elevations, prepared by SRM Architects



MATERIALS LEGEND	
1	MATERIAL: PRECAST CONCRETE - FORMLINER COLOUR: WHITE
2	MATERIAL: PRECAST CONCRETE - FORMLINER COLOUR: CHARCOAL
3	MATERIAL: SANDBLASTED PRECAST CONCRETE COLOUR: BEIGE
4	MATERIAL: GLAZING COLOUR: CLEAR
5	MATERIAL: BALCONY GLAZING COLOUR: CLEAR
6	MATERIAL: ALUMINUM MULLIONS COLOUR: ANODIZED
7	MATERIAL: ALUMINUM BALCONY GUARDS COLOUR: ANODIZED
8	MATERIAL: METAL PANELS COLOUR: WOOD PATTERN
9	MATERIAL: SPANDREL PANELS COLOUR: LIGHT GREY
10	MATERIAL: ALUMINUM PARAPET CAP COLOUR: BLACK
11	MATERIAL: ALUMINUM PARAPET CAP COLOUR: WHITE
12	MATERIAL: ALUMINUM FEATURE CANOPY COLOUR: CORTEN

West Elevation

PRESENTATION WEST ELEVATION



East Elevation

Elevations, prepared by SRM Architects

## 5.1.4 Parking

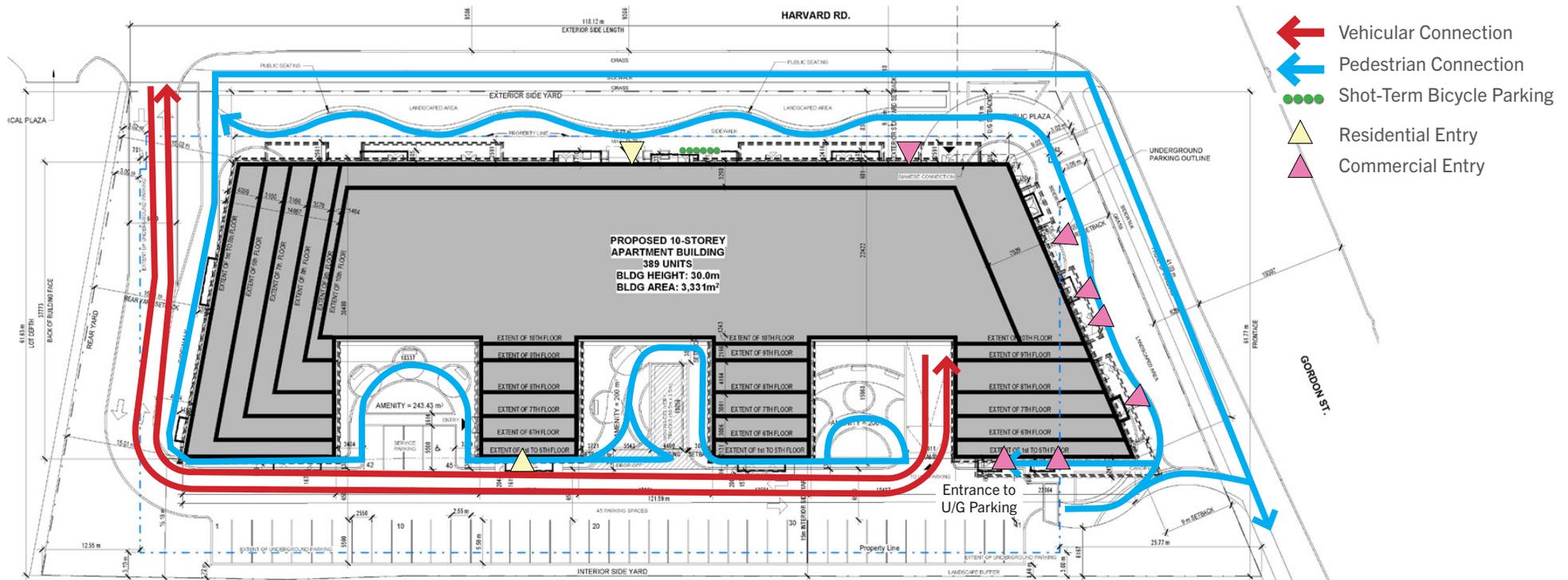
The proposal includes a total of 220 parking spaces, all of which are provided on one level of below-grade parking and at-grade surface parking spaces at the rear of the building. The parking comprises 50 parking spaces for commercial use (accommodated within at-grade and below-grade parking), 130 parking spaces for residents and 26 parking spaces for visitors parking including seven barrier free parking spaces (one at-grade and six below-grade) are proposed. The garage access ramp are proposed on the south side of the building away from the public realm to avoid conflict with pedestrians and minimize negative impacts on the streetscape.

There are secure indoor bicycle storage rooms provided on the ground floor, accommodating a total of 432 bike storage spaces. There is sufficient space to accommodate surface-mounted bicycle racks for short-term bicycle parking for visitors near the main building

entrance adjacent to Harvard Road as well as on the south side of the building adjacent to the parking area.

## 5.1.5 Access, Accessibility, Circulation, Loading and Storage

A singular vehicular access point is located at the northwest corner of the Site which provides vehicular access to the Site from Harvard Road. The provision of a singular access point allows for a continuous pedestrian zone in front of the building along Gordon Street and Harvard Road. The driveway leads to the drop-off area, loading space for residential moving trucks and garbage collection and access ramp to underground parking garage are provided at the rear of the building. The garbage collection for the Site will be privately collected and the garbage rooms are proposed inside the building, in close proximity to the drive aisle. The delivery vehicles for commercial uses are



accommodated through the surface parking area. A detailed truck movement plan will be explored at the time of site plan application.

Pedestrian walkways are proposed to provide direct access from Gordon Street and Harvard Road to the residential lobby, commercial spaces and amenity areas. Drop-off area will be surfaced appropriately to facilitate barrier free access to the building from the sidewalk and parking area.

Tree plantings, opaque fencing and landscaped edges will frame the surface parking areas and driveway to minimize the aesthetic impact of the surface parking.

### 5.1.6 Lighting and Signage

Detailed lighting plans will be developed considering the City's Lighting Guidelines for Lighting Plans. This includes guidelines concerning the location, fixture and bulb types and distribution of lighting. Ultimately, the goal will be to provide sufficient, even lighting levels that highlight safe circulation along sidewalks and building entrances as well as adding architectural emphasis, all of which considers light trespass requirements.

Municipal address signage and signages associated with commercial spaces will be determined at the detailed design stage, scaled and designed to fit with the development's proposed architectural character and image.

## 5.1.7 Microclimate Analysis

### Sun and Shadow Study Analysis

SRM Architects prepared the Shadow Study for the proposed development (enclosed in Appendix A of this Urban Design Brief). It was prepared per the City's Terms of Reference (TOR), which establishes impact criteria for residential amenity spaces and public realm including sidewalks and open spaces.

The shadow impact from the proposed building is analyzed based on the City's TOR as follows:

#### 1. Residential amenity spaces

Residential amenity spaces of nearby properties are not impacted by the proposed development during the months of April, June and September.

#### 2. Children's play area, school yards, tot-lots, play areas and park features, outdoor amenity areas used by seniors, outdoor amenity areas associated with commercial and employment areas

There are no children's play areas, school yards, tot-lots, senior's outdoor amenity areas within close vicinity of the proposed development that might be impacted.

#### 3. Public realm including sidewalks, open spaces and plazas

**Gordon Street Sidewalk:** The shadow diagrams of September 21 illustrate that there are no shadows on the opposite sidewalk of Gordon Street between 8pm and 3pm, maintains more than four hours of sunlight.

**Harvard Road Sidewalk:** The shadow diagrams of September 21 illustrate that generally there are no shadow impacts on the opposite sidewalk of Harvard Road between 12pm and 2pm. Additionally, there are no shadow impacts on the opposite sidewalk between the afternoon hours of 3pm and 5pm.

Outdoor Patio Space: The shadow diagrams of April 21 illustrate that the patio is partially shaded from 7am to 10am and from 3pm to 6pm. The patio is fully shaded for most hours of the day and partially shaded for one hour in the morning and one hour in the evening. The patio space will need to be assessed further to meet the shadow study criteria.

4. Community gardens, turf and flower gardens in public parks

No such areas are impacted.

5. Cultural heritage resources

No such areas are impacted.

In summary, the building form and orientation of the proposed development generally ensures that sun shading impacts on surrounding properties and streetscapes are minimal and largely contained within the Site boundaries in the Spring, Summer and Fall periods. Further assessment will be required for the outdoor patio space to meet the shadow study criteria. All criterion concerning surrounding adjacent areas and public sidewalks are met in all applicable seasons as per the Sun and Shadow Study Analysis.

## **Pedestrian Wind Analysis**

The Boundary Layer Wind Tunnel Laboratory prepared the Pedestrian Level Wind Study (February 3, 2022) as part of the complete application requirements for the proposed development. The Study investigated the potential wind comfort and safety conditions resulting from the proposed development, based on a qualitative numerical analysis of existing and proposed conditions, and recommends mitigation measures as necessary.

Generally, future wind conditions at-grade within and surrounding the proposed development are expected to be suitable for the intended use in the summer. Strong winds are anticipated near the Gordon Road and Harvard Street corner of the building's at-grade outdoor patio, for which mitigation is recommended. Satisfactory

wind speeds can be achieved through mitigation measures, which will be addressed through Site Plan Approval. Mitigation measures may include on-site landscaping along Gordon Street and Harvard Road frontages that will be effective in further improving the local wind conditions.

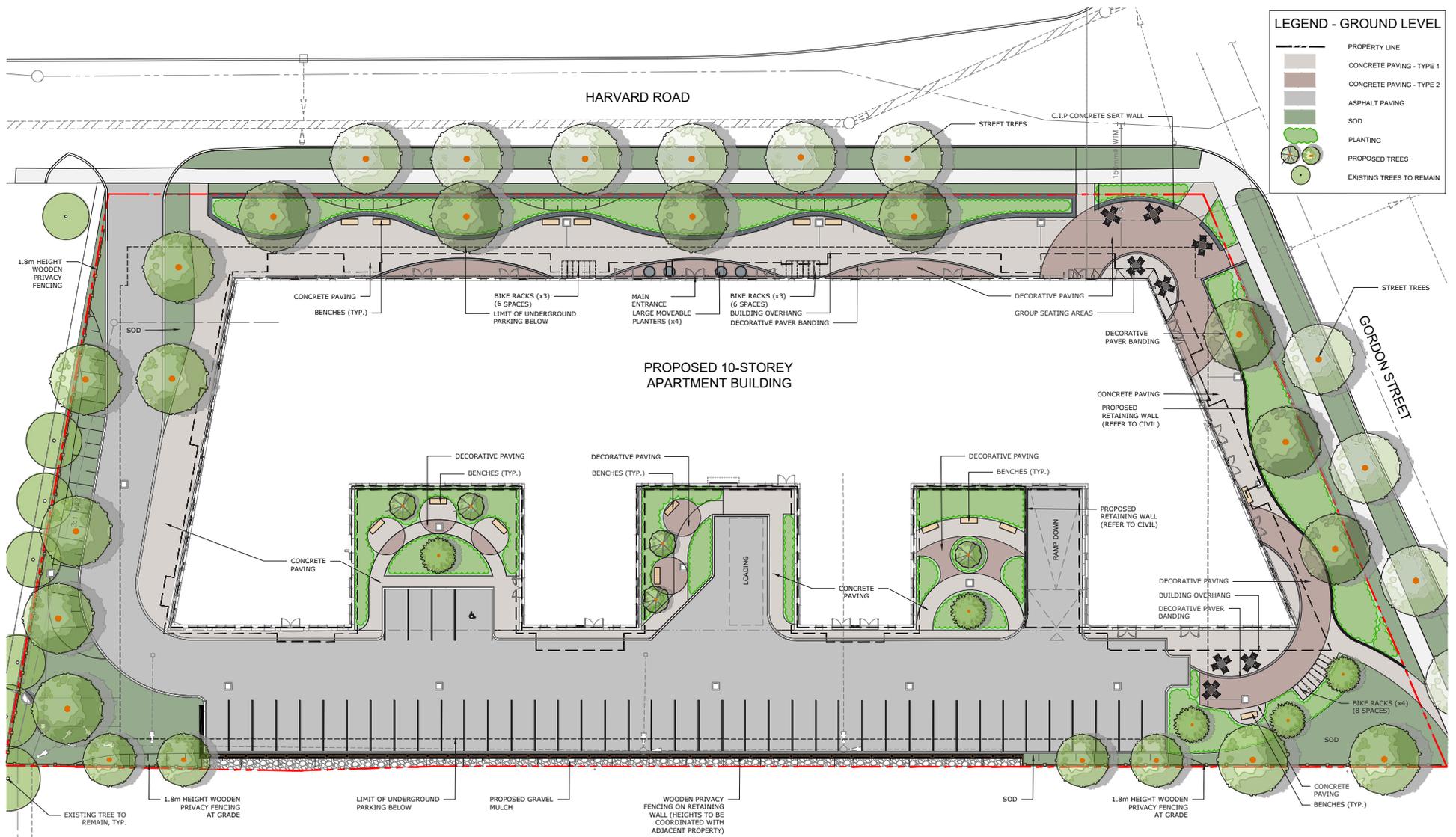
## 5.2 Streetscape and Landscape Plan

The concept landscape plan, prepared by GSP Group, demonstrates the program opportunities that are being contemplated as part of the redevelopment of the Site. The proposed site programming will facilitate a strong connection between the public and private realm and better establish the Site's prominent corner location at Gordon Street and Harvard Road. The proposed 9-metre setback from the street facing property lines at Gordon Street and Harvard Road to the building's edge provide opportunities for comprehensive landscape treatments that contribute to an attractive, pedestrian-oriented environment. A high degree of transparency is proposed on the building's ground floor plane with at-grade commercial spaces and indoor amenity area to support a vibrant and animated streetscape. In addition to landscape treatment, bench seatings and outdoor bike racks are provided along the Harvard Road frontage.

The proposed design for the outdoor patio at the corner of Gordon and Harvard features high-quality coordinated furnishings where appropriate, in addition to soft and hard landscaping that enhance the user experience within these areas and strengthen the corner. Small courtyard landscaped areas with bench seating are proposed on the south side of the building for resident use. An additional patio space/spill over area for the commercial uses are provided, featuring outdoor seating, decorative paving and bike racks at the south east corner of the building, closer to Gordon Street edge. Ultimately, these new open spaces are intended to encourage a safe, accessible and active pedestrian environment and be inviting. They will provide opportunities for recreation and social interaction while providing a sense of place and visual interest throughout the Site.

New tree plantings and massed understory plantings are proposed along all property lines with the exception of a portion of the south property line where the retaining wall is proposed. An opaque fence will be provided on top of the retaining wall (height to be coordinated with the adjacent property) to screen the Site.

Additional trees are proposed within interior landscaped areas proximate to the outdoor amenity spaces, as illustrated by the preliminary Landscape Plan. Tree plantings will provide shade for open areas and contribute to softening the interface along property lines. Barrier-free pedestrian walkways are proposed throughout the Site, linking to the public sidewalk on Gordon Street and Harvard Road. The selection of plant material will be explored at the detailed design stage and will focus on those that are native, hardy, and provide diversity of color and interest throughout the seasons.



Preliminary Landscape Concept Plan, prepared by GSP Group

### 5.3 Sustainable Urban Design

The proposed development provides an intense, compact urban intensification as part of a mixed-use corridor along Gordon Street that provides a range of living, working, and shopping opportunities. The Site has easy access to other parts of Guelph with transit stops at its doorstep surrounding the Gordon Street, which provides residents with alternative transportation options and opportunities for car-free or car-reduced living options. The mixed-use nature of the development, including residential and commercial spaces, provides for parking efficiencies including opportunities for shared-use parking. The proposed development will include provisions for electric vehicle charging stations for resident use.

In the selection of paving materials including permeable paving can be considered for hardscaped common amenities where appropriate and regular maintenance can be implemented. Landscape planting, will focus on the use of species that are native, hardy, and low maintenance. All trees that will be removed to facilitate the proposed development will be replaced in accordance with the City's Tree By-law.

## 6. SUMMARY

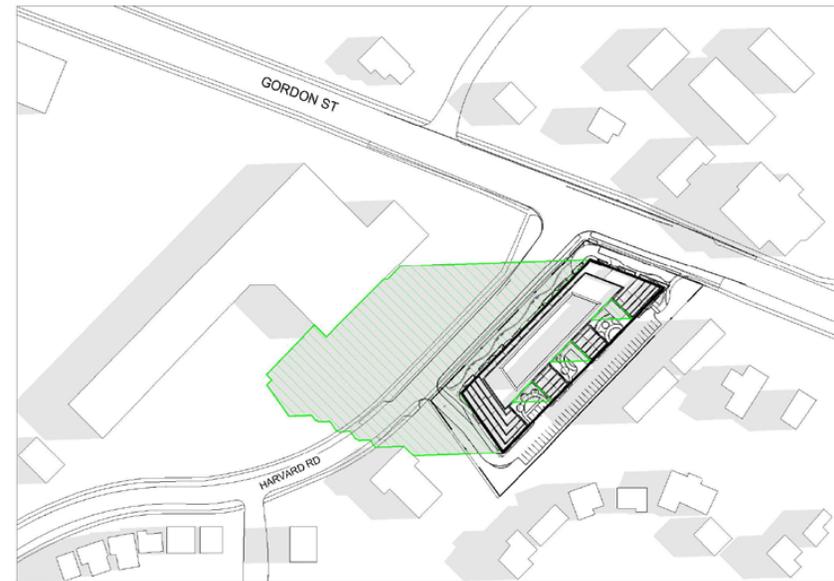
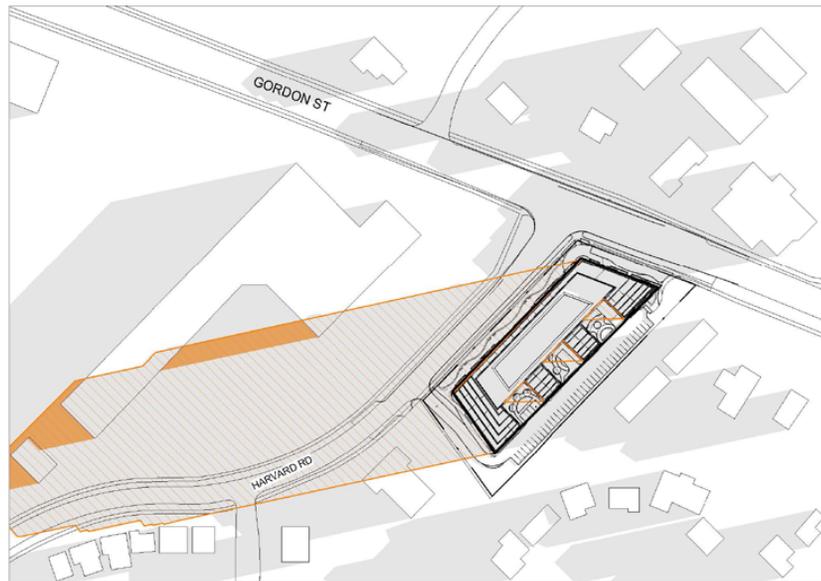
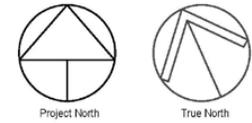
The proposed development will establish a 10-storey mixed-use building along Gordon Street Intensification corridor in the City of Guelph. Based on the review contained in this Urban Design Report, the proposed design is well-designed and supports the intent and spirit of the Official Plan policies and relevant guidelines of the Urban Design Manual as it:

- Provides a compact, urban intensification on a Site well-served by public transit, commercial activities and community facilities;
- Accommodates parking and services at the rear of the building, screened from the public realm;
- Links the Site, entrances and functional areas through a safe and connected circulation pattern for pedestrians, including direct connections to the residential and commercial uses from Gordon Street and Harvard Road;
- Accommodates opportunities for landscape treatments that reinforce the public streetscape quality;
- Establishes a pedestrian-scaled base defined by an intimate relationship to the street, upper storey step backs to distinguish, and an active and transparent commercial ground floor;
- Does not create unacceptable micro-climatic conditions from a wind and shadow perspective, as concluded by supporting studies; and
- Will establish a clean, contemporary architectural aesthetic featuring masonry and transparent glass, which will be explored and refined through the detailed design stage.

# APPENDIX A

## Shadow Graphics

# SPRING



**1** SHADOW STUDY - SPRING - 7AM\*  
1 : 2500

**2** SHADOW STUDY - SPRING - 8AM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

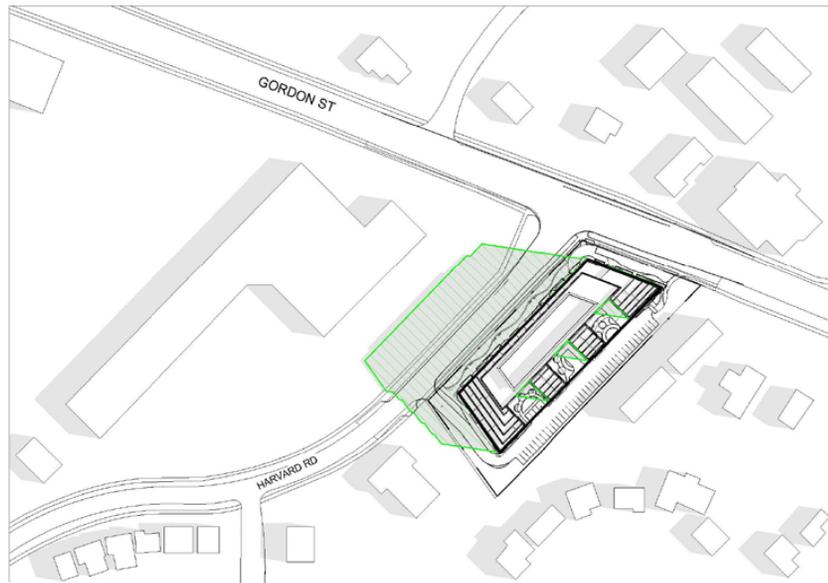
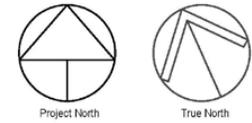


## SPRING SHADOW STUDIES 785 GORDON STREET

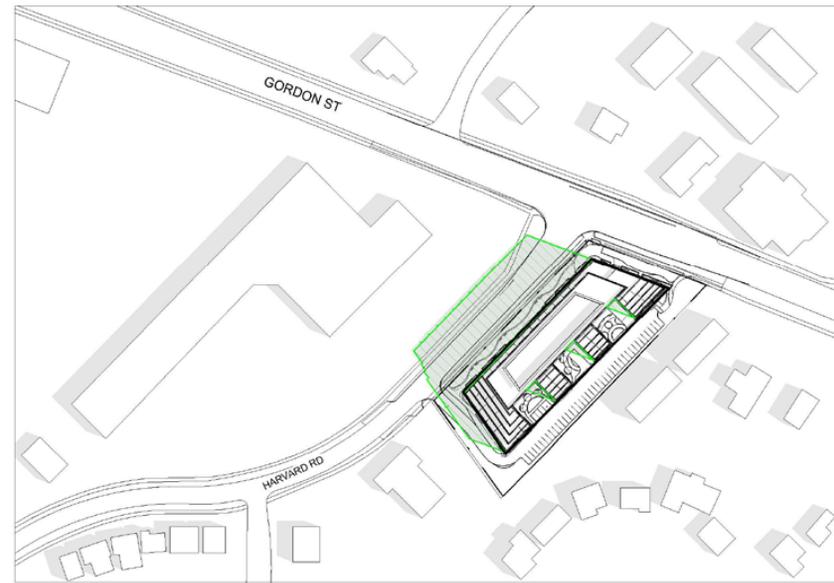
21017  
02/18/22  
**REVIEW**



# SPRING



**1 SHADOW STUDY - SPRING - 9AM**  
1 : 2500



**2 SHADOW STUDY - SPRING - 10AM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

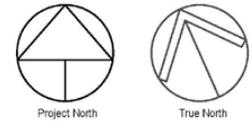


**SPRING SHADOW STUDIES 2  
785 GORDON STREET**

21017  
02/18/22  
**REVIEW**



# SPRING

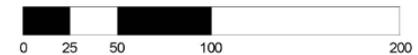


**1 SHADOW STUDY - SPRING - 11AM**  
1 : 2500

**2 SHADOW STUDY - SPRING - 12PM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

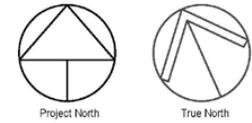


## SPRING SHADOW STUDIES 3 785 GORDON STREET

21017  
02/18/22  
**REVIEW**



# SPRING



**1 SHADOW STUDY - SPRING - 1PM**  
1 : 2500

**2 SHADOW STUDY - SPRING - 2PM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

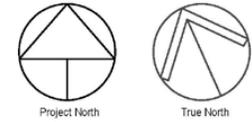


## SPRING SHADOW STUDIES 4 785 GORDON STREET

21017  
02/18/22  
**REVIEW**



# SPRING



**1 SHADOW STUDY - SPRING - 3PM**  
1 : 2500

**2 SHADOW STUDY - SPRING - 4PM**  
1 : 2500

**LEGEND**

-  PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
-  PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
-  PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
-  PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

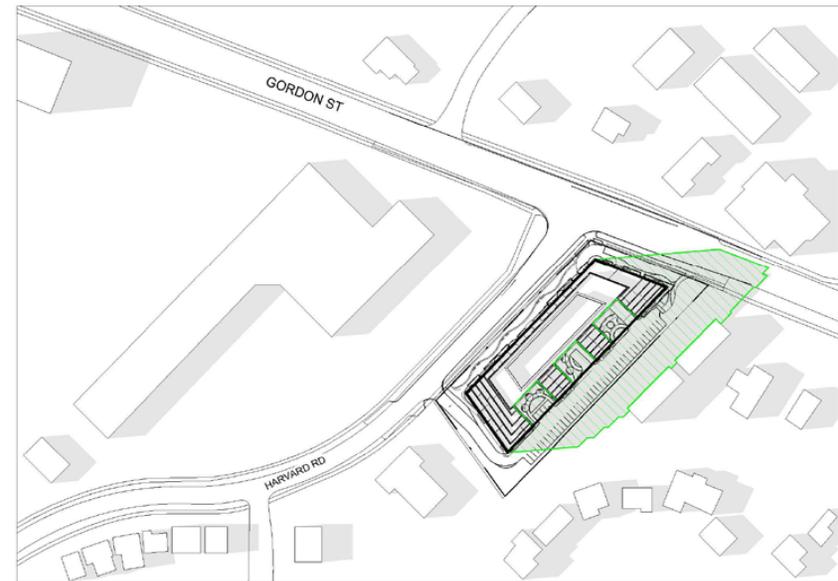
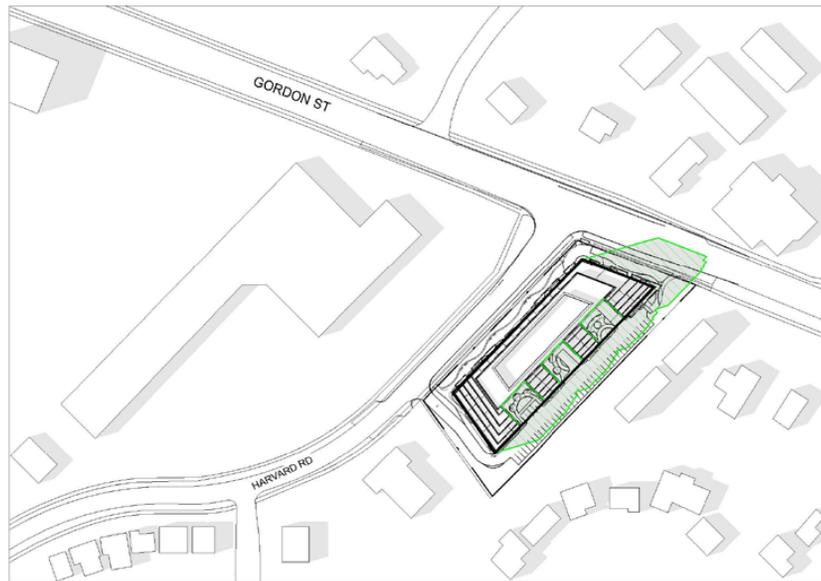
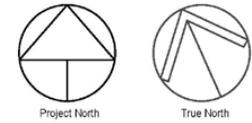


**SPRING SHADOW STUDIES 5  
785 GORDON STREET**

21017  
02/18/22  
**REVIEW**



# SPRING



**1 SHADOW STUDY - SPRING - 5PM**  
1 : 2500

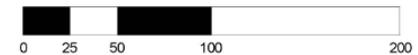
**2 SHADOW STUDY - SPRING - 6PM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW  
W/ NO INCREMENTAL SHADOWS

PROPOSED / EXISTING SHADOW OVERLAP  
W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW  
W/ INCREMENTAL SHADOWS

PROPOSED / EXISTING SHADOW OVERLAP  
W/ INCREMENTAL SHADOWS

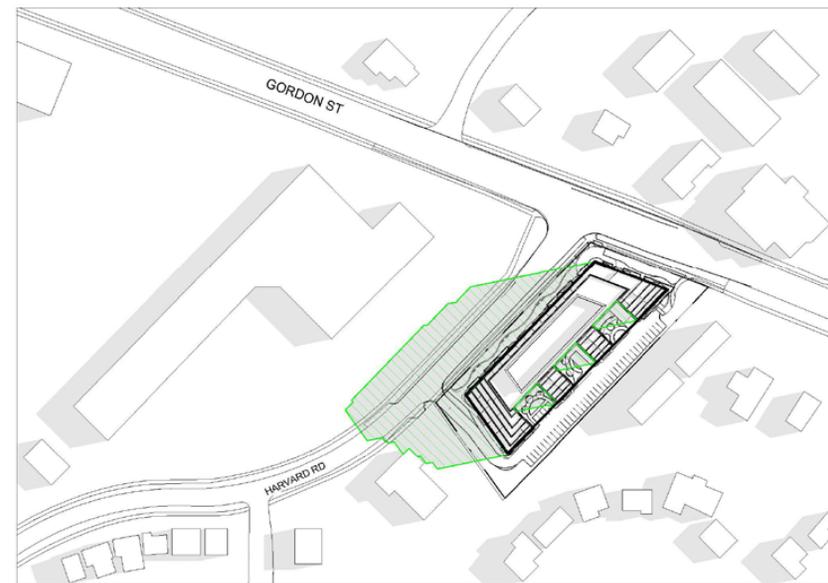
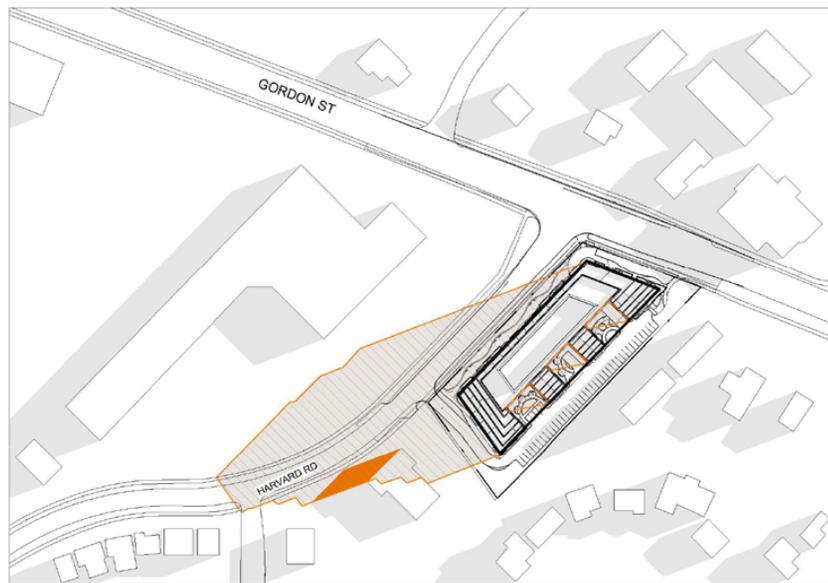
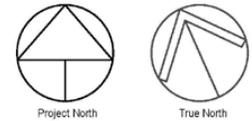


**SPRING SHADOW STUDIES 6  
785 GORDON STREET**

21017  
02/18/22  
**REVIEW**



# SUMMER



**1** SHADOW STUDY - SUMMER SOLSTICE - 7AM\*  
1 : 2500

**2** SHADOW STUDY - SUMMER SOLSTICE - 8AM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW  
W/ NO INCREMENTAL SHADOWS

PROPOSED / EXISTING SHADOW OVERLAP  
W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW  
W/ INCREMENTAL SHADOWS

PROPOSED / EXISTING SHADOW OVERLAP  
W/ INCREMENTAL SHADOWS

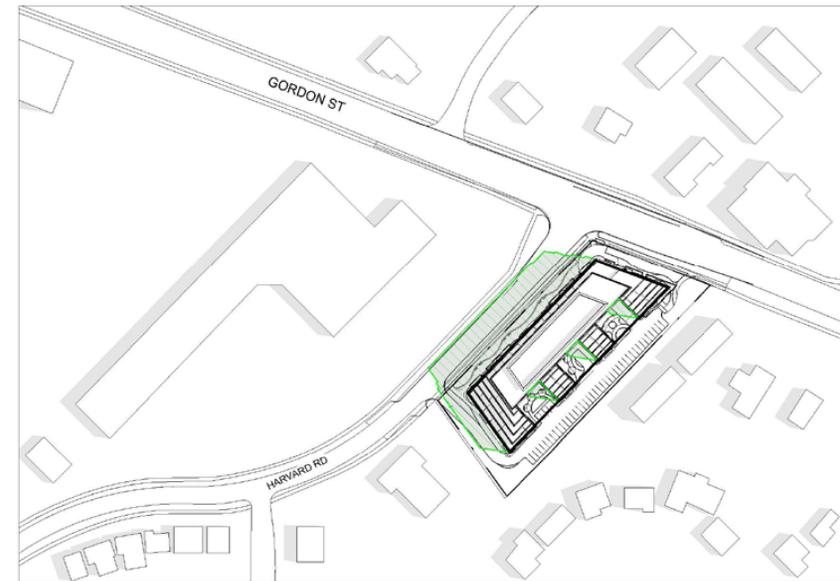
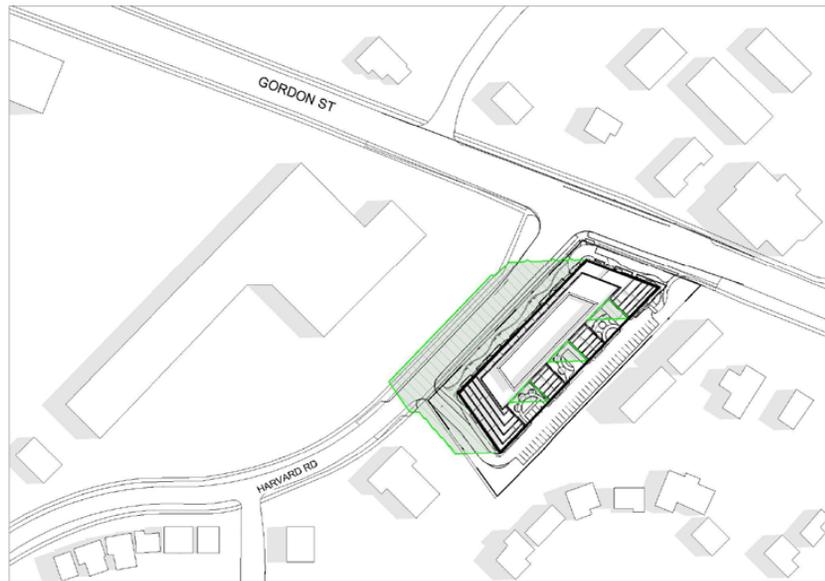
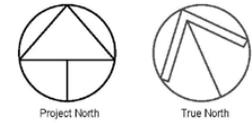


**SUMMER SHADOW STUDIES 1  
785 GORDON STREET**

21017  
02/18/22  
**REVIEW**



# SUMMER

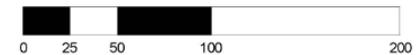


**1** SHADOW STUDY - SUMMER SOLSTICE - 9AM  
1 : 2500

**2** SHADOW STUDY - SUMMER SOLSTICE - 10AM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

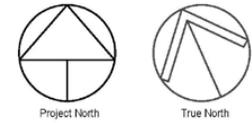


## SUMMER SHADOW STUDIES 2 785 GORDON STREET

21017  
02/18/22  
**REVIEW**



# SUMMER

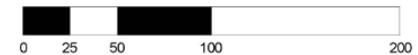


**1** SHADOW STUDY - SUMMER SOLSTICE - 11AM  
1 : 2500

**2** SHADOW STUDY - SUMMER SOLSTICE - 12PM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW  
W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW  
W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP  
W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP  
W/ INCREMENTAL SHADOWS

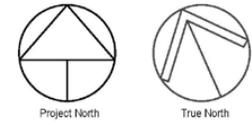


## SUMMER SHADOW STUDIES 3 785 GORDON STREET

21017  
02/18/22  
**REVIEW**



# SUMMER



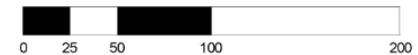
**1 SHADOW STUDY - SUMMER SOLSTICE - 1 PM**  
1 : 2500



**2 SHADOW STUDY - SUMMER SOLSTICE - 2 PM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

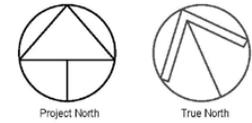


## SUMMER SHADOW STUDIES 4 785 GORDON STREET

21017  
02/18/22  
**REVIEW**



# SUMMER



**1 SHADOW STUDY - SUMMER SOLSTICE - 3PM**  
1 : 2500

**2 SHADOW STUDY - SUMMER SOLSTICE - 4PM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW  
W/ NO INCREMENTAL SHADOWS

PROPOSED / EXISTING SHADOW OVERLAP  
W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW  
W/ INCREMENTAL SHADOWS

PROPOSED / EXISTING SHADOW OVERLAP  
W/ INCREMENTAL SHADOWS

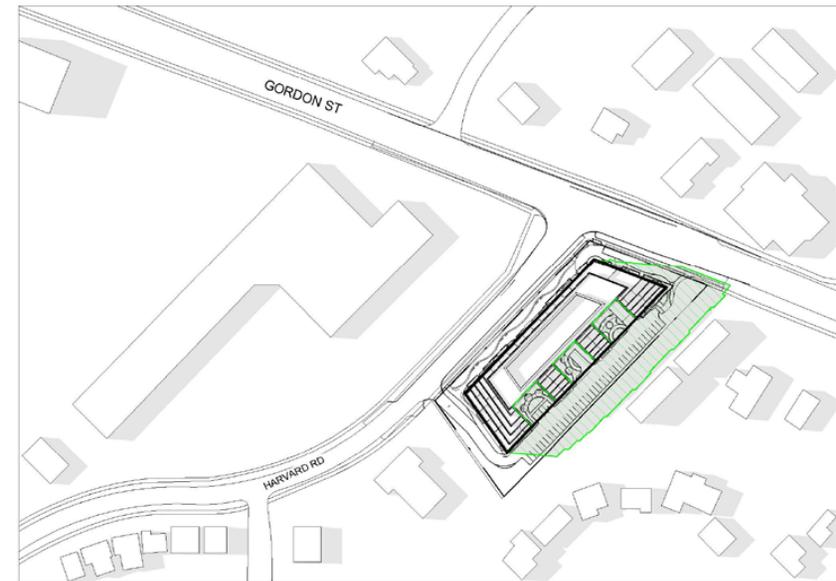
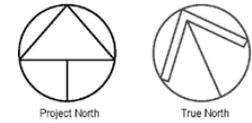


**SUMMER SHADOW STUDIES 5  
785 GORDON STREET**

21017  
02/18/22  
**REVIEW**



# SUMMER

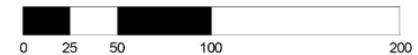


**1 SHADOW STUDY - SUMMER SOLSTICE - 5PM**  
1 : 2500

**2 SHADOW STUDY - SUMMER SOLSTICE - 6PM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

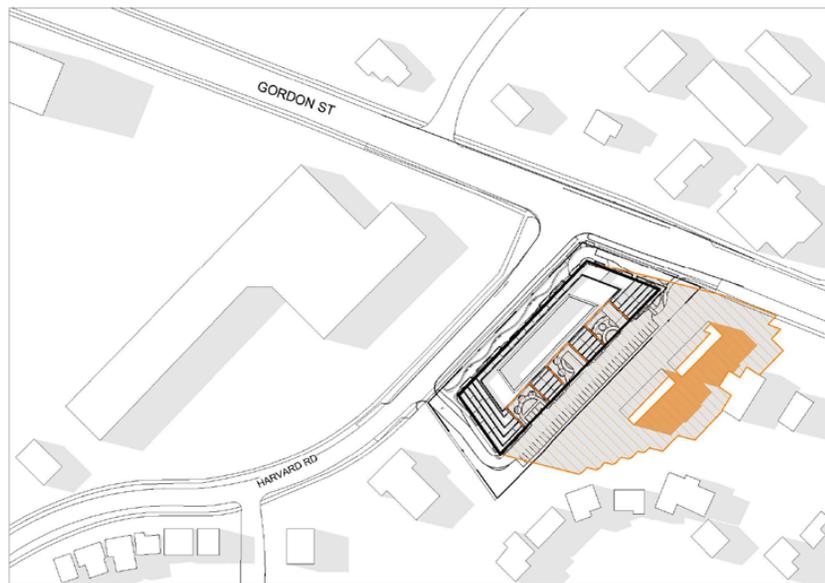
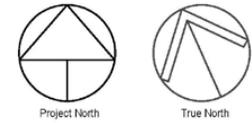


**SUMMER SHADOW STUDIES 6  
785 GORDON STREET**

21017  
02/18/22  
**REVIEW**



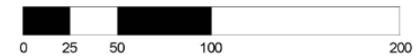
# SUMMER



**1 SHADOW STUDY - SUMMER SOLSTICE - 7PM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

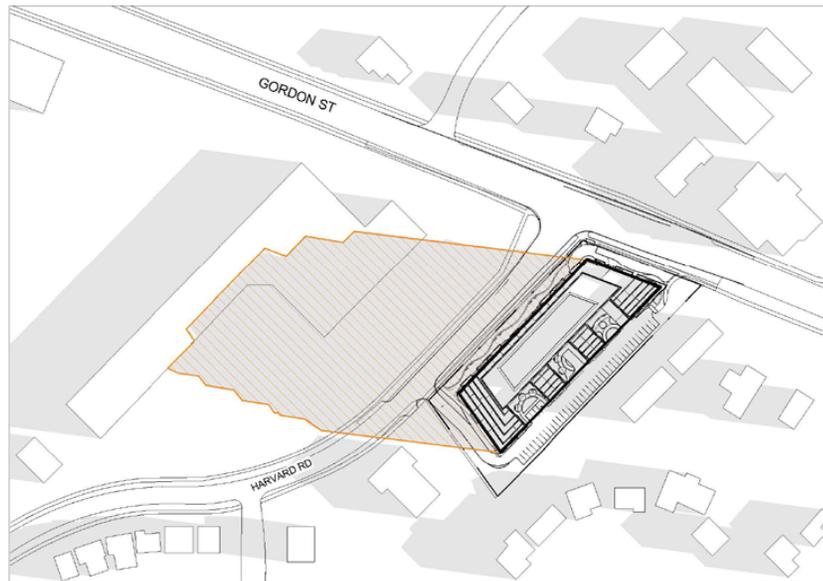
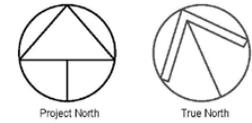


## SUMMER SHADOW STUDIES 7 785 GORDON STREET

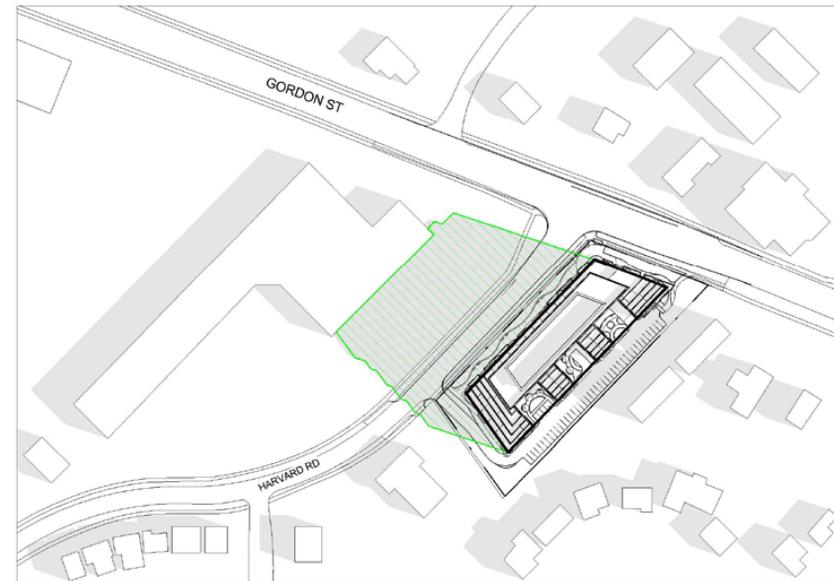
21017  
02/18/22  
**REVIEW**



# FALL



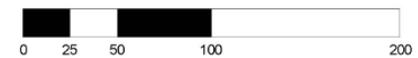
**1** SHADOW STUDY - FALL - 8AM\*  
1 : 2500



**2** SHADOW STUDY - FALL - 9AM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

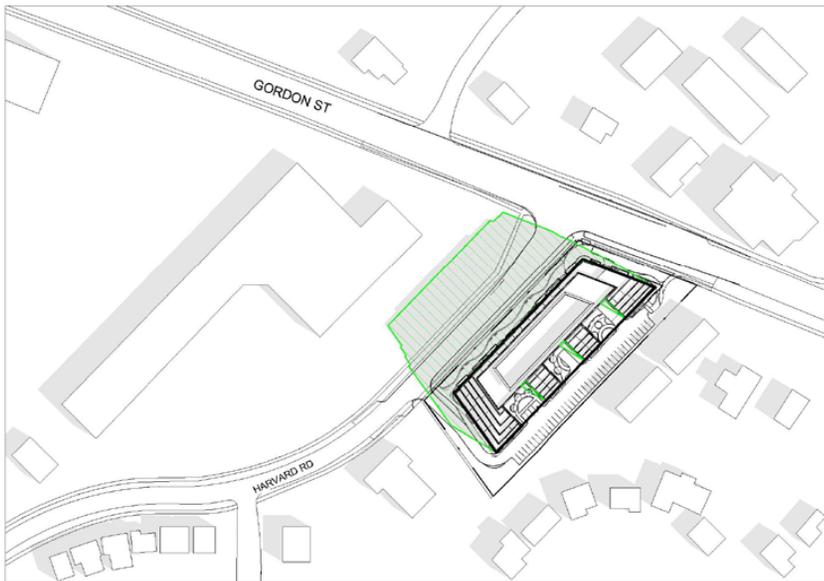
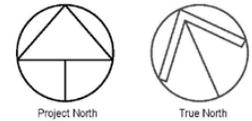


## FALL SHADOW STUDIES 1 785 GORDON STREET

21017  
02/18/22  
**REVIEW**



# FALL



**1** SHADOW STUDY - FALL - 10AM  
1 : 2500



**2** SHADOW STUDY - FALL - 11AM  
1 : 2500

**LEGEND**

-  PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
-  PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
-  PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
-  PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

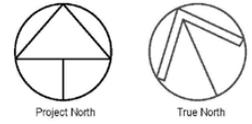


FALL SHADOW STUDIES 2  
785 GORDON STREET

21017  
02/18/22  
**REVIEW**



# FALL



**1 SHADOW STUDY - FALL - 12PM**  
1 : 2500



**2 SHADOW STUDY - FALL - 1PM**  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

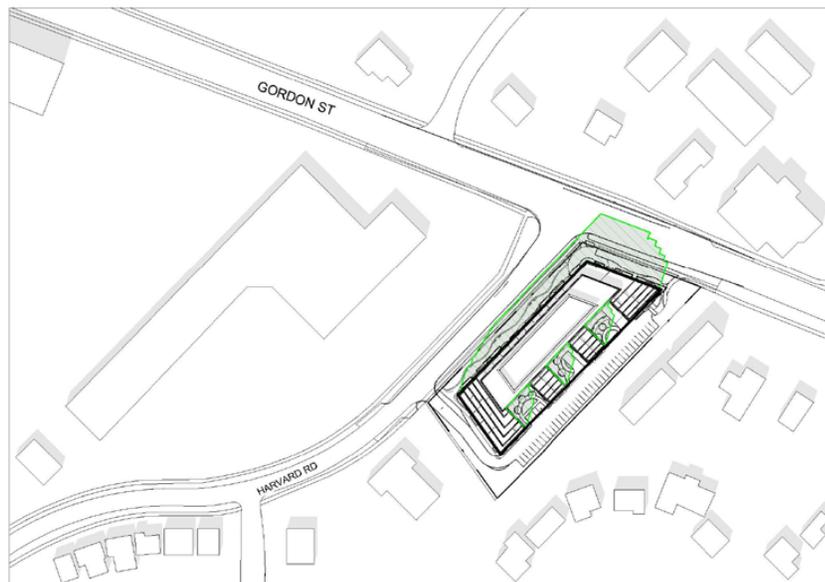
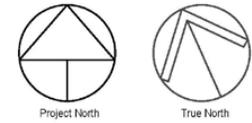


FALL SHADOW STUDIES 3  
785 GORDON STREET

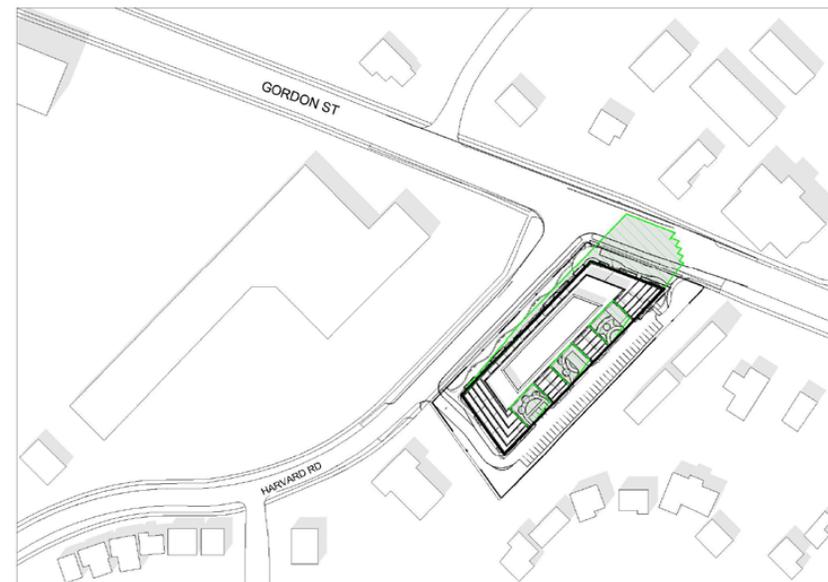
21017  
02/18/22  
**REVIEW**



# FALL



**1** SHADOW STUDY - FALL - 2PM  
1 : 2500



**2** SHADOW STUDY - FALL - 3PM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW  
W/ NO INCREMENTAL SHADOWS

PROPOSED / EXISTING SHADOW OVERLAP  
W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW  
W/ INCREMENTAL SHADOWS

PROPOSED / EXISTING SHADOW OVERLAP  
W/ INCREMENTAL SHADOWS

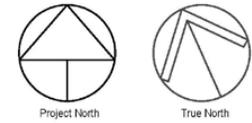


FALL SHADOW STUDIES 4  
785 GORDON STREET

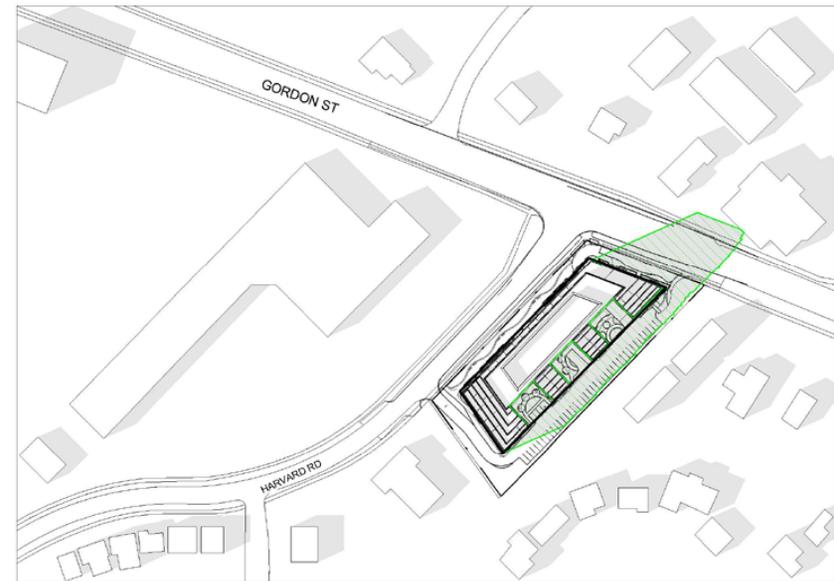
21017  
02/18/22  
**REVIEW**



# FALL



**1** SHADOW STUDY - FALL - 4PM  
1 : 2500



**2** SHADOW STUDY - FALL - 5PM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

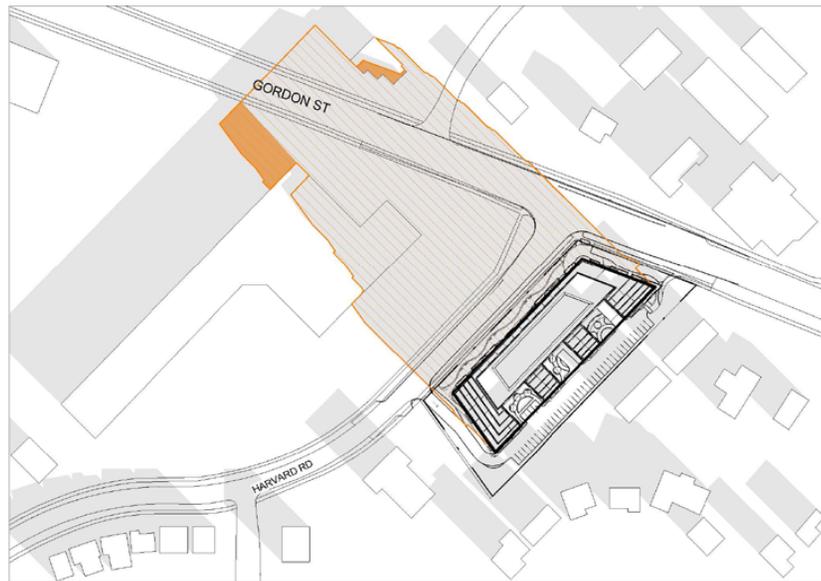
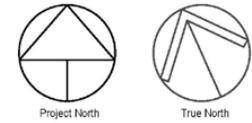


FALL SHADOW STUDIES 5  
785 GORDON STREET

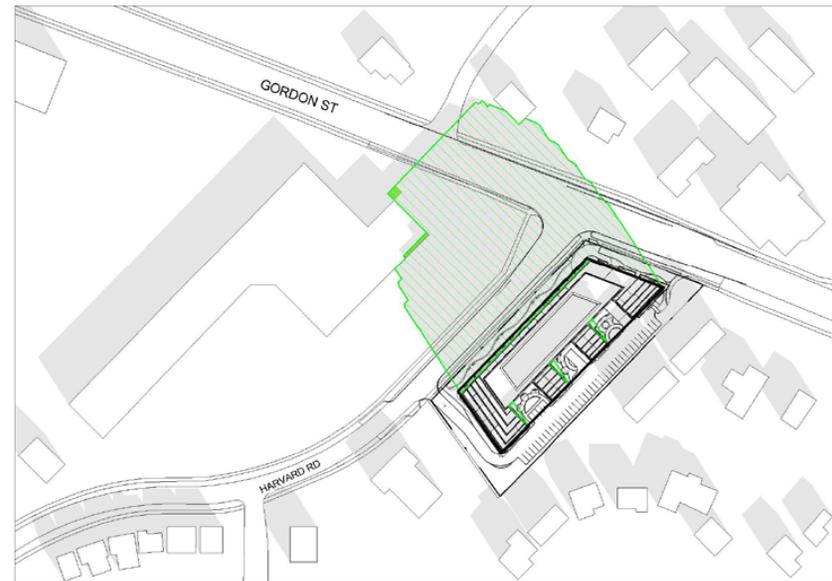
21017  
02/18/22  
**REVIEW**



# WINTER



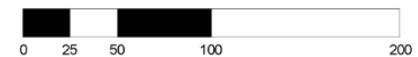
**1** SHADOW STUDY - WINTER SOLSTICE - 10AM  
1 : 2500



**2** SHADOW STUDY - WINTER SOLSTICE - 11AM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

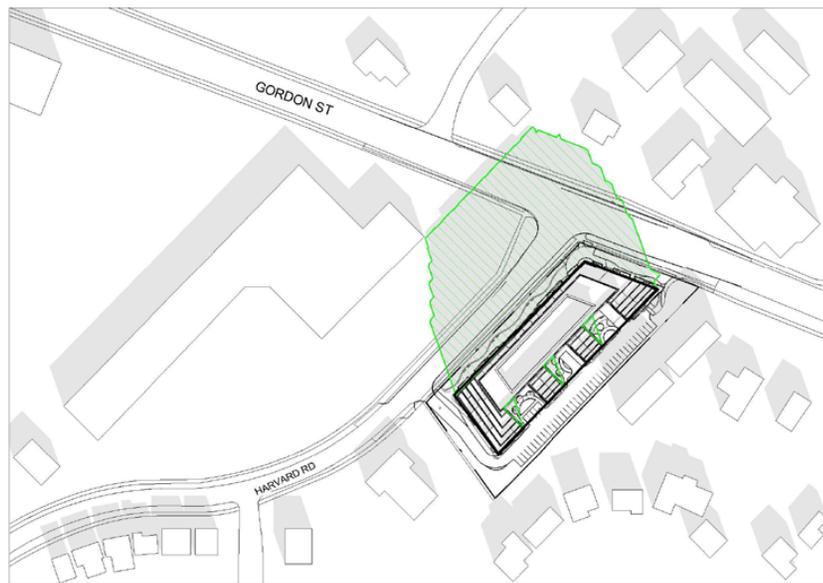
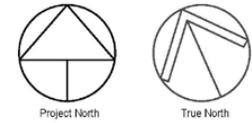


## WINTER SHADOW STUDIES 1 785 GORDON STREET

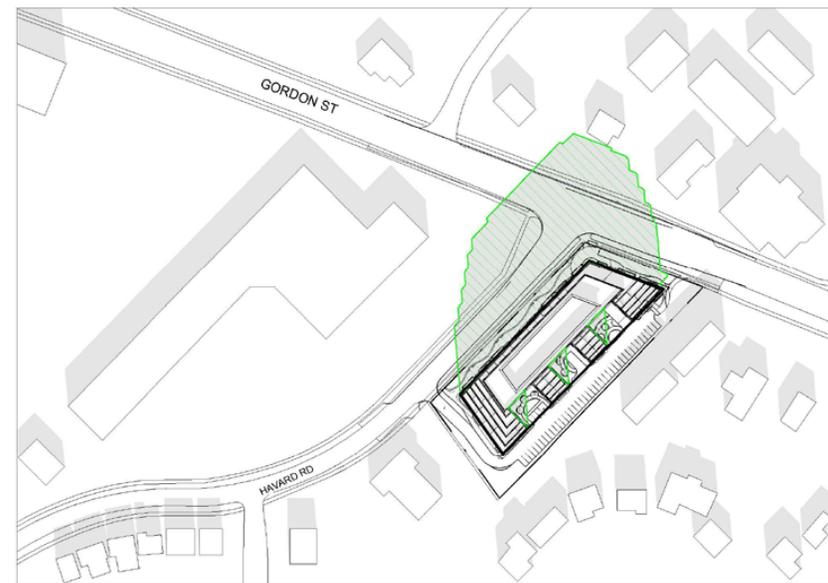
21017  
02/18/22  
**REVIEW**



# WINTER



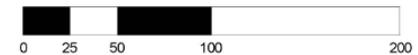
**1** SHADOW STUDY - WINTER SOLSTICE - 12PM  
1 : 2500



**2** SHADOW STUDY - WINTER SOLSTICE - 1PM  
1 : 2500

**LEGEND**

- PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
- PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS
- PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS

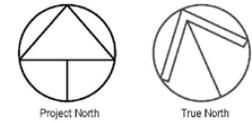


## WINTER SHADOW STUDIES 2 785 GORDON STREET

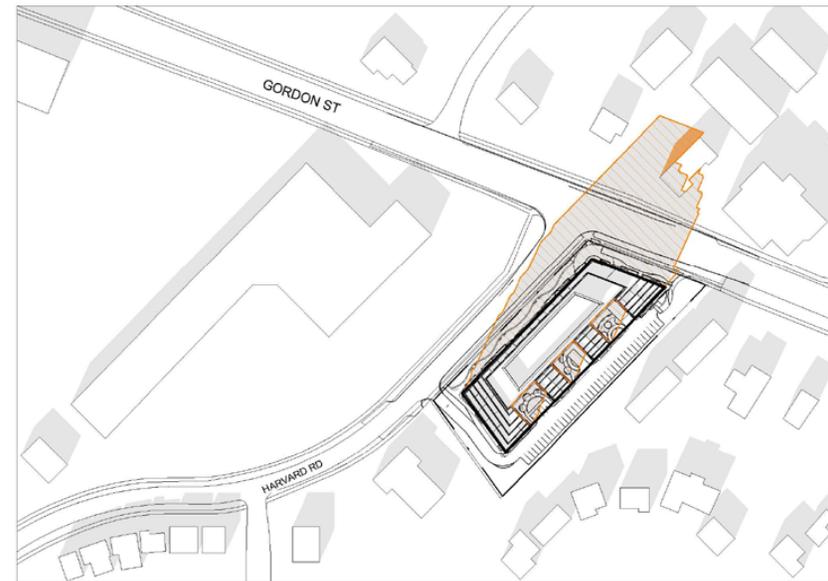
21017  
02/18/22  
**REVIEW**



# WINTER



**1** SHADOW STUDY - WINTER SOLSTICE - 2PM  
1 : 2500



**2** SHADOW STUDY - WINTER SOLSTICE - 3PM  
1 : 2500

**LEGEND**

-  PROPOSED DEVELOPMENT SHADOW W/ NO INCREMENTAL SHADOWS
-  PROPOSED / EXISTING SHADOW OVERLAP W/ NO INCREMENTAL SHADOWS

-  PROPOSED DEVELOPMENT SHADOW W/ INCREMENTAL SHADOWS
-  PROPOSED / EXISTING SHADOW OVERLAP W/ INCREMENTAL SHADOWS



## WINTER SHADOW STUDIES 3 785 GORDON STREET

21017  
02/18/22  
**REVIEW**

