



GUELPH INNOVATION DISTRICT

URBAN DESIGN GUIDELINES, 2025



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1.0 INTRODUCTION

- 1.1 Overview
- 1.2 Vision Statement
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OVERVIEW

The Guelph Innovation District (GID) is a proposed compact, mixed use community located in the City’s east end. The GID is a combined urban village and sustainable employment hub that supports the University of Guelph and Downtown Guelph as innovation spaces. The GID is designed as a pedestrian-oriented neighbourhood community with a street-related built form that accommodates residential, commercial, and employment uses in low, medium, and high density formats. The GID is bisected by the Eramosa River and will protect this natural heritage resource while integrating it into the community.

The GID is broken up into four Block Plan areas, each with a unique identity.

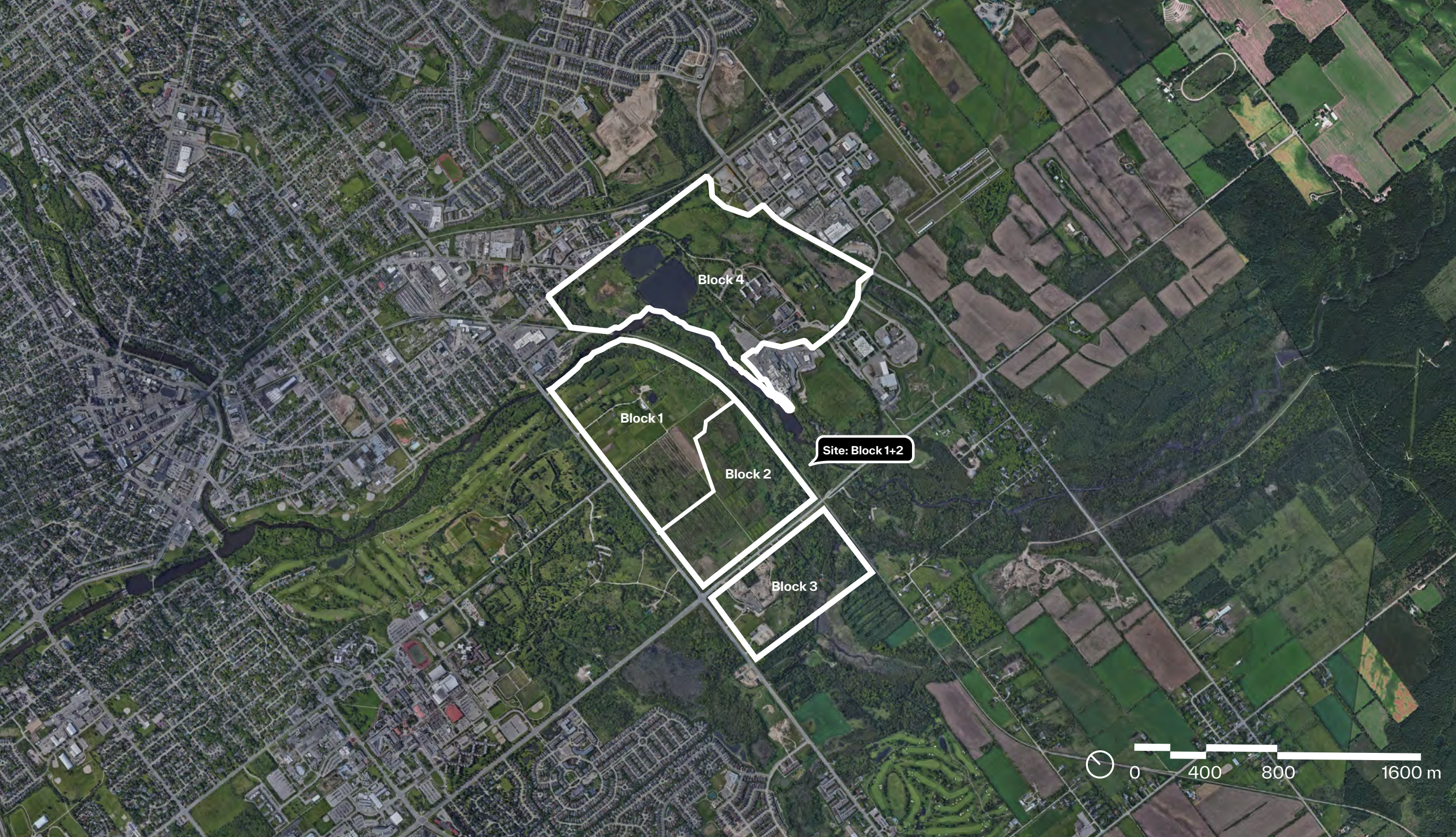
Blocks 1 and 2 are located in the northwestern quadrant of the GID. Bounded roughly by Victoria Road South, Stone Road East, and the Eramosa River. The Master Plan envisions a vibrant, mixed-use development featuring a range of residential, commercial, and employment uses, complemented by a network of integrated open spaces and a fine-grained pedestrian and active transportation circulation network.

This report provides a series of Urban Design Guidelines for Blocks 1 and 2 and includes the following topics:

- Overview of the existing site conditions and surrounding context at the regional and local scales;
- Development of a community vision, principals, and strategies;
- Overview of the proposed Master Plan, including the block plan, land uses, height distribution, neighbourhood subdistricts, public realm and open spaces, ground floor activation, transportation network, and phasing;
- Design guidelines for the various streets, open spaces, and building typologies; and,
- Review of the implementation process.

This report is prepared as part of a complete application for Block Plan Approval, Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, and must be read in conjunction with the following studies and drawings.

- Planning Justification Report, prepared by MHBC Planning (dated March 2025)
- Sustainability Report, prepared by MHBC Planning (dated March 2025)
- Environmental Impact Study, prepared by Natural Resources Solutions Inc (dated March 2025)
- Engineering Master Servicing Plan, prepared by MTE (dated March 2025)



VISION STATEMENT

The Guelph Innovation District is envisioned as a flourishing, inclusive, and connected community that strives to break down barriers, uniting how residents want to live, work, and play.

A “City within a City,” Fusion Homes is committed to shaping a community that embraces emerging opportunities, driven by advancements in technology and employment growth. Designed with connectivity in mind, the Master Plan will shape a vibrant, well-connected community with pedestrian-friendly streets, inspiring open spaces, dynamic gathering places, and accessible public transportation. It will offer a range of housing options and adaptable living solutions to support a diverse and growing population.

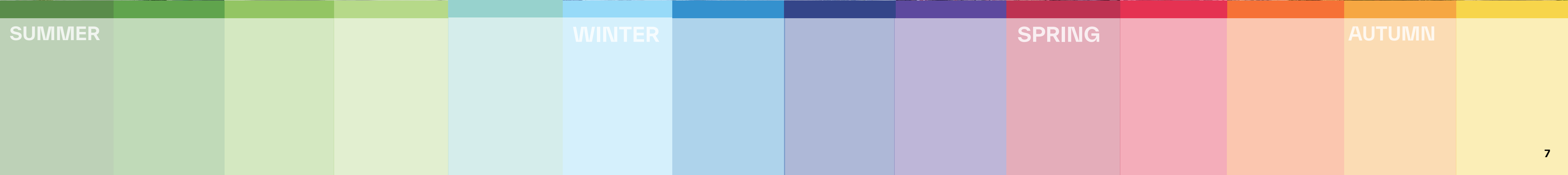
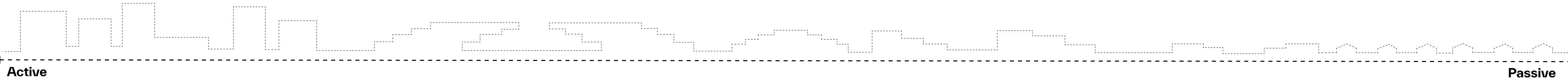
Technology will be embedded throughout, driving innovation and enhancing everyday life for residents of all ages. Thoughtful design will prioritize resource efficiency, green infrastructure, and smart sustainability practices, ensuring a lasting and resilient future.

This development will create diverse employment opportunities, with an opportunity to establish hubs of innovation in collaboration with academic institutions and cultivate an environment where businesses and workers can thrive.



1.2.1 COMMUNITY DESIGN | SEASONALITY

The Master Plan vision thoughtfully integrates the diverse rhythms of community life, embracing the fluidity of daily routines, seasonal shifts, and the dynamic nature of Guelph. It captures the essence of the city by celebrating its evolving character and weaving in unique programs that cater to all stages of life. From the vibrant energy of everyday interactions to the quiet reflection of changing seasons, the design creates spaces that grow and adapt with the community.



1.3 INNOVATION CORRIDOR

Redefining Guelph with a forward-thinking development, GID has the potential to put the city on a national stage.

Guelph, located in southwestern Ontario, is part of the Greater Toronto and Hamilton Area. This region forms a uniquely interconnected innovation corridor, with Toronto at its core. Each municipality, varying in size and population, contributes through distinct industry specializations. Technology, manufacturing, finance, academia, health, and science are key pillars of innovation within the corridor. Guelph’s expertise lies in agriculture, food innovation, and technology. These municipalities collaborate, exchanging resources and ideas while providing services and goods across Canada and beyond.



1.3.1 CITY

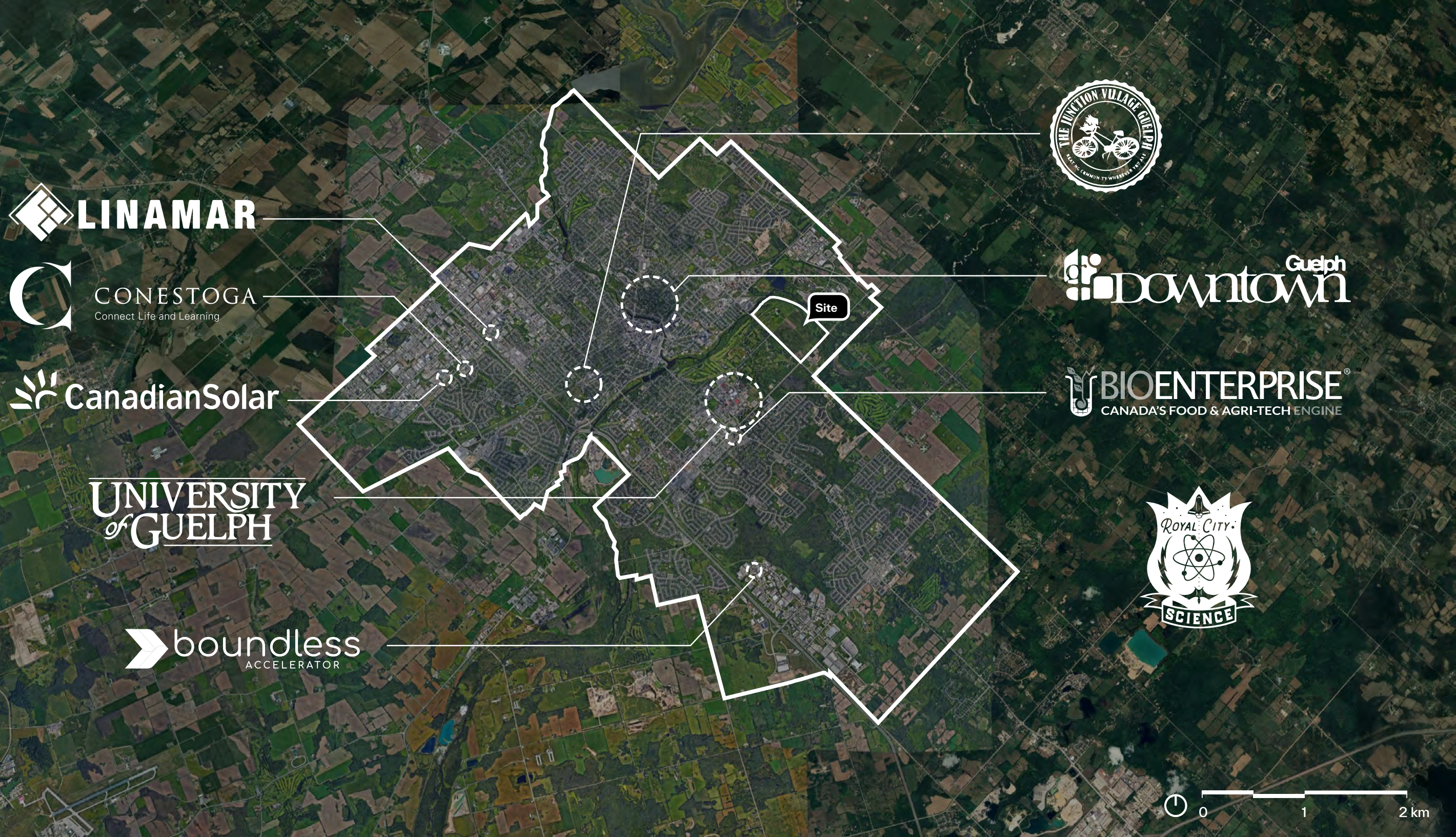
Guelph thrives on agricultural research, innovation, and community well-being, seamlessly connecting its institutions, industries, and neighbourhoods to key regional hubs.

While Kitchener-Waterloo has earned the nickname “Silicon Valley North” for its tech sector, Guelph has built its reputation on agricultural research and environmental innovation. The city is home to renowned institutions such as the University of Guelph and Conestoga College, alongside leading tech hubs and incubators like BioEnterprise and Boundless Accelerator.

Major manufacturers, including Linamar and Canadian Solar, drive advancements in agri-technology and renewable energy, reinforcing Guelph’s strong regional ties to Kitchener, Hamilton, Mississauga, Toronto, and Oshawa.

Downtown Guelph blends historic charm with a vibrant business district and essential community amenities, all in a walkable environment.

Located in southeastern Guelph, the site serves as a gateway to these institutions, industries, and dynamic neighbourhoods, positioning it at the heart of the city’s evolving landscape.



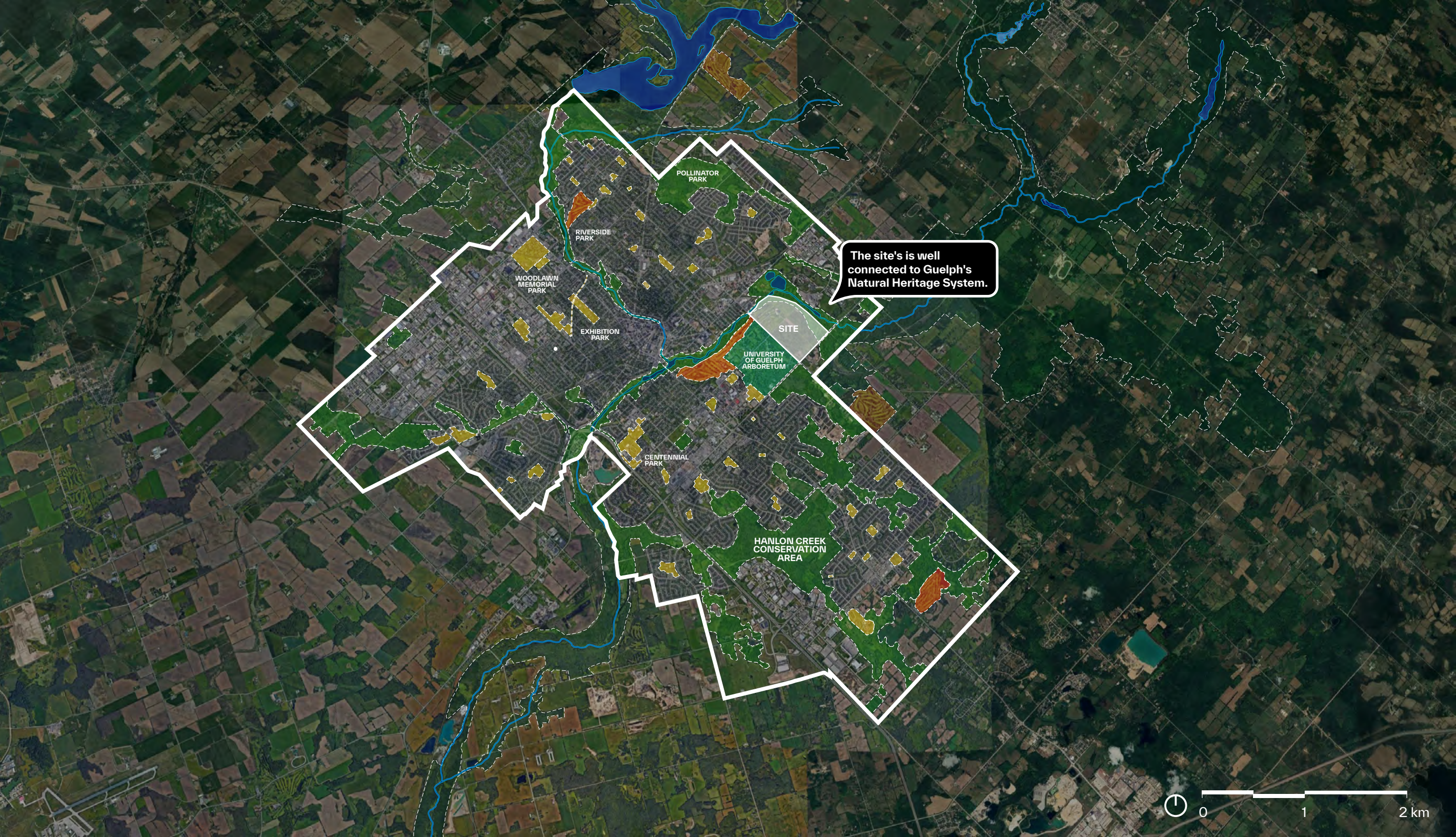
1.3.2 OPEN SPACE NETWORKS

The site is seamlessly connected to Guelph’s Natural Heritage System, which spans the Eramosa River Valley and its tributaries. This corridor, defined by its valley edge, is home to woodlands, wetlands, and diverse wildlife habitats. Running through the valley, the Guelph Radial Line Trail follows a historic rail line, offering opportunities for recreation and nature appreciation.

Directly west of the site, across Victoria Road South, lies the University of Guelph Arboretum – a publicly accessible green space spanning over 160 hectares. It features gardens, walking trails, woodlands, wetlands, and meadows, providing a natural retreat within the city.

Across the River Valley to the north lies two municipal parks, Eramosa River Park, and Royal City Jacees Park. Eramosa River Park is accessible from Victoria Road South and Florence Lane and features a large open space and shade structure for seating. Royal City Jacees Park sits along the Eramosa River and is a large open space that offers views of the river.

- Natural Heritage System
- University of Guelph Arboretum
- Parks & Public Spaces
- Golf Courses



1.3.3 GUELPH NEIGHBOURHOODS

The Guelph Innovation District is located at the City's eastern edge and forms an important part of the City's overall urban structure. The Site is closely linked with the existing natural heritage features, providing an essential open space framework that connects the Site with the various nodes and neighbourhoods across the city.

- Guelph is a city of diverse and distinct neighbourhoods, each contributing to its character and vibrancy:
- Historic Downtown: A vibrant hub with a strong sense of community, featuring historic architecture, shops, restaurants, cultural venues, and community spaces.
 - University Area: Lively and youthful, shaped by the student population, with a mix of student housing, cafés, and green spaces.
 - South End: A newer, growing area with a mix of residential and commercial spaces, along with modern amenities.
 - Exhibition Park: One of Guelph's oldest neighbourhoods, known for its large historic homes, mature trees, and strong community feel, all centered around the park.
 - Riverside Park: A peaceful, nature-oriented area with scenic views, walking trails, and access to outdoor activities.
 - The Ward: A historically industrial neighbourhood now undergoing revitalization, known for its eclectic mix of homes, artistic community, and creative energy.
 - Residential Suburbs: Family-friendly communities with modern homes, parks, and quality schools, offering a quiet, suburban atmosphere.
 - The Industrial Park: A major center for industrial and commercial activities, supporting business and economic growth in Guelph.



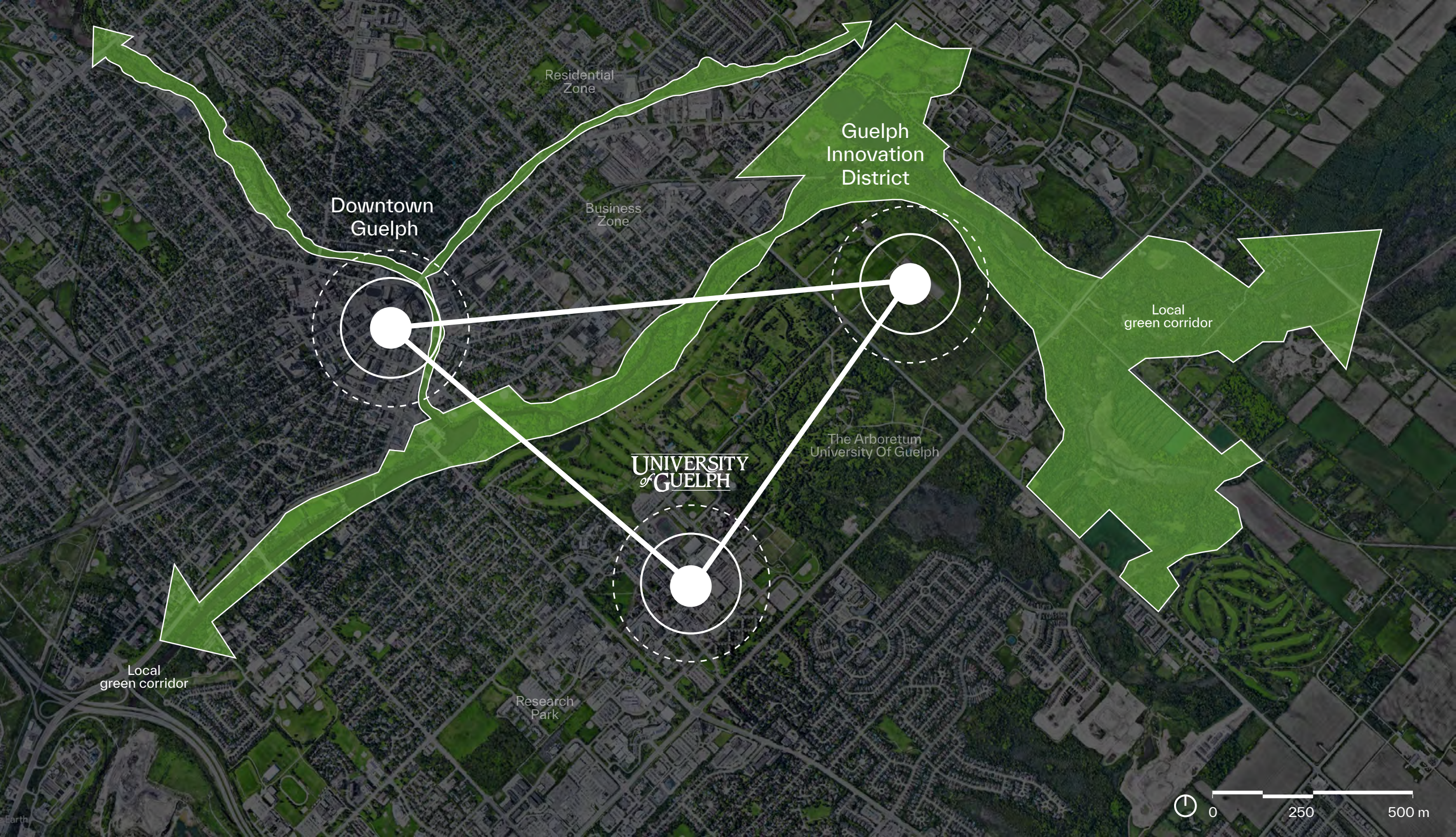
1.3.4 LOCAL TRIANGLE

The proximity of Downtown Guelph to the University of Guelph creates a connection between these two urban hubs, driving activity and growth along that corridor. Further strengthening this relationship, the GID sits in a strategic location capable of creating two new urban corridors to these important nodes, forming a triangle of industry, education and innovation. Each plays a vital role in shaping the city’s future.

Downtown Guelph is a vibrant cultural and economic center, home to diverse businesses, restaurants, cultural venues, and community spaces. Its rich heritage and well-connected transit system further enhance its role as a key destination.

The University of Guelph, is a leader in research and education, excelling in agriculture, food science, and environmental sustainability. Its innovation ecosystem fosters industry collaboration and fuels local economic growth.

The GID, serves as a bridge between these two hubs, facilitating the exchange of ideas, resources, and opportunities. Its strategic location enhances connectivity between education, industry, and community, positioning the area as a potential future innovation hub.



1.3.5 LOCAL FUTURE PLANS

The site is nested within an area of Guelph that is set to experience long-term growth and development.

Surrounding it are three key corridors and a community node, fostering economic and residential expansion. Several major projects will shape the area’s future:

YORK / ELIZABETH PROJECT
Supports business, commercial, and industrial employment while promoting residential intensification.

DOWNTOWN GUELPH CENTRAL BUSINESS DISTRICT
Strengthens the historic downtown’s economic vitality, cultural attractions, and transit connections.

COMMUNITY FOCUSED AREA
Prioritizes high-density housing, transit access, trail networks, and essential services.

THE UNIVERSITY OF GUELPH
Plans include increasing student housing options near campus to accommodate future growth.



1.3.6 MOBILITY

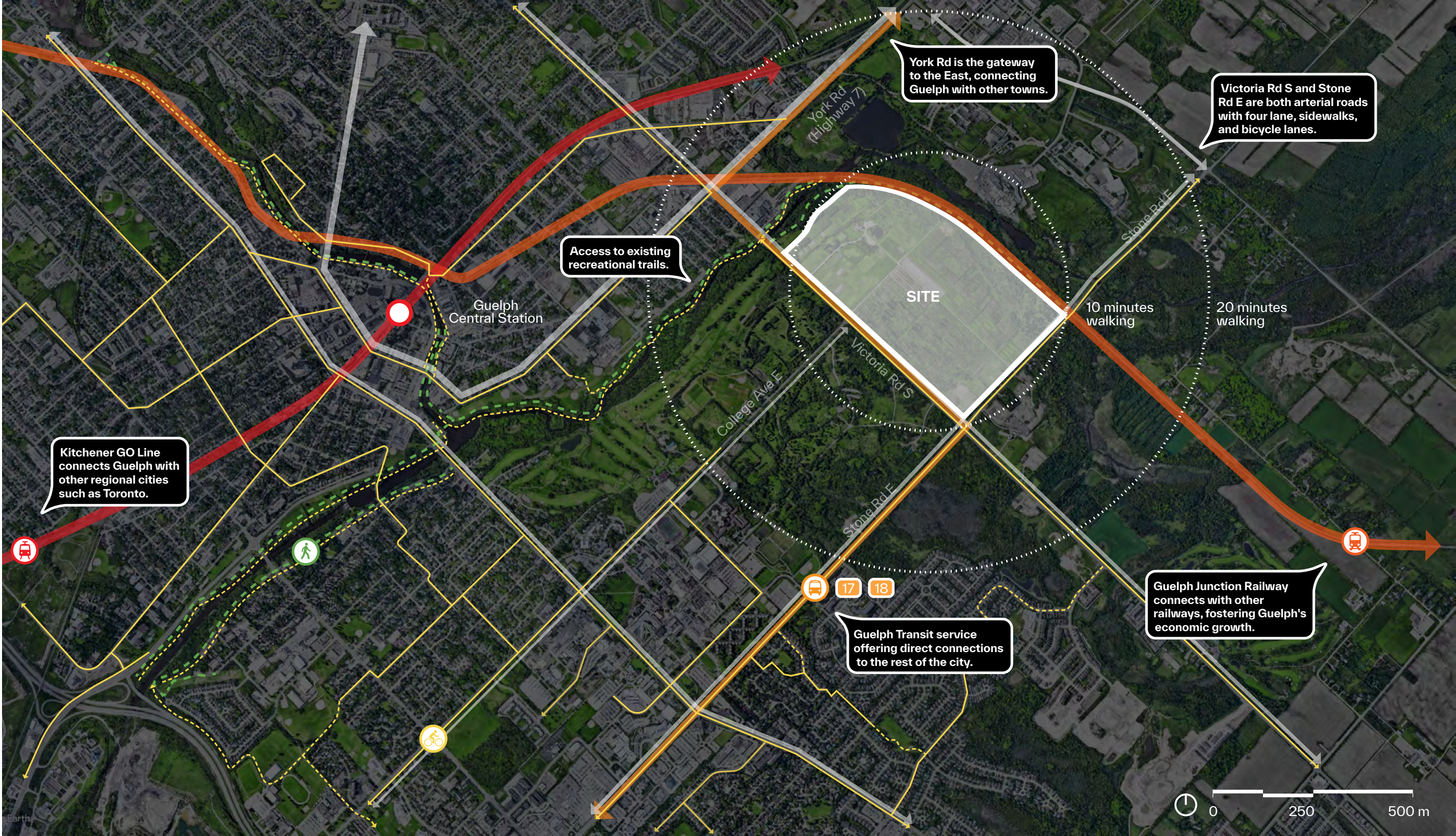
The surrounding road network and block sizing follows the pattern of the city's historical concession lots. Major arterial roads such as Victoria Road South, Stone Road East, and College Avenue East provide access to Guelph and beyond.

Public transit options include:

- Guelph Transit services along Victoria Road South and Stone Road East, connecting the site to the University of Guelph and surrounding areas.
- GO Transit's Kitchener Line at Guelph Central Station, linking passengers to Toronto and Kitchener.
- Guelph Junction Railway, supporting industrial transport and economic growth.

Active transportation options vary due to the site's location at the city's edge:

- Victoria Road South and Stone Road East feature painted bicycle lanes with buffered sections to the north and west.
- Sidewalks are proposed to the west and south, though existing pedestrian connections to the site are limited.
- Recreational trails, including the Guelph Radial Line Trail and Royal Recreational Trail, intersect nearby, offering walking and cycling routes.



1.3.7 HERITAGE

The site and surrounding context include cultural heritage resources.

As detailed in the Heritage Impact Assessment, the Ontario Reformatory located on Block 4 has been identified City of Guelph as a Heritage Conservation District. Block 1 meets criteria under Ontario Regulation 9/06 and is of Cultural Heritage Value or Interest. Block 2 does not include any built heritage resources and does not meet any criteria under Ontario Regulation 9/06.

Block 1 includes landscape features as well as the G.M. Frost building which was constructed in 1992 and is a representative example of the postmodern architectural style designed by Karl Briestensky. A Heritage Impact Assessment has been prepared for the proposed development of Block 1 in order to provide an analysis of anticipated impacts on cultural heritage resources as a result of the proposed development and provide mitigation recommendations.

A Heritage Impact Assessment will be required for Block 3 at the appropriate time in the future.



The Turfgrass Institute
(G.M. Frost building)



the Ontario Reformatory
site.



1.3.8 SITE

The Site has variable topography and is largely divided into the upland developable area and the river valley.

The Site is the former location of the University of Guelph Agroforestry Research Site. Currently, the Site is occupied by low-impact farming uses, in accordance with an existing minor variance. The lands are occupied by planting rows and open areas with administrative and storage buildings located in the northern portion. The northern and eastern edges of the Site include the Eramosa River corridor and naturalized valley lands.

The Site is surrounded by a mix of residential, employment, and open space uses. The lands immediately surrounding the Site are rural and open space in character, including the Eramosa River valley to the east and north, Guelph Arboretum lands to the west, and existing rural residential and commercial to the south.

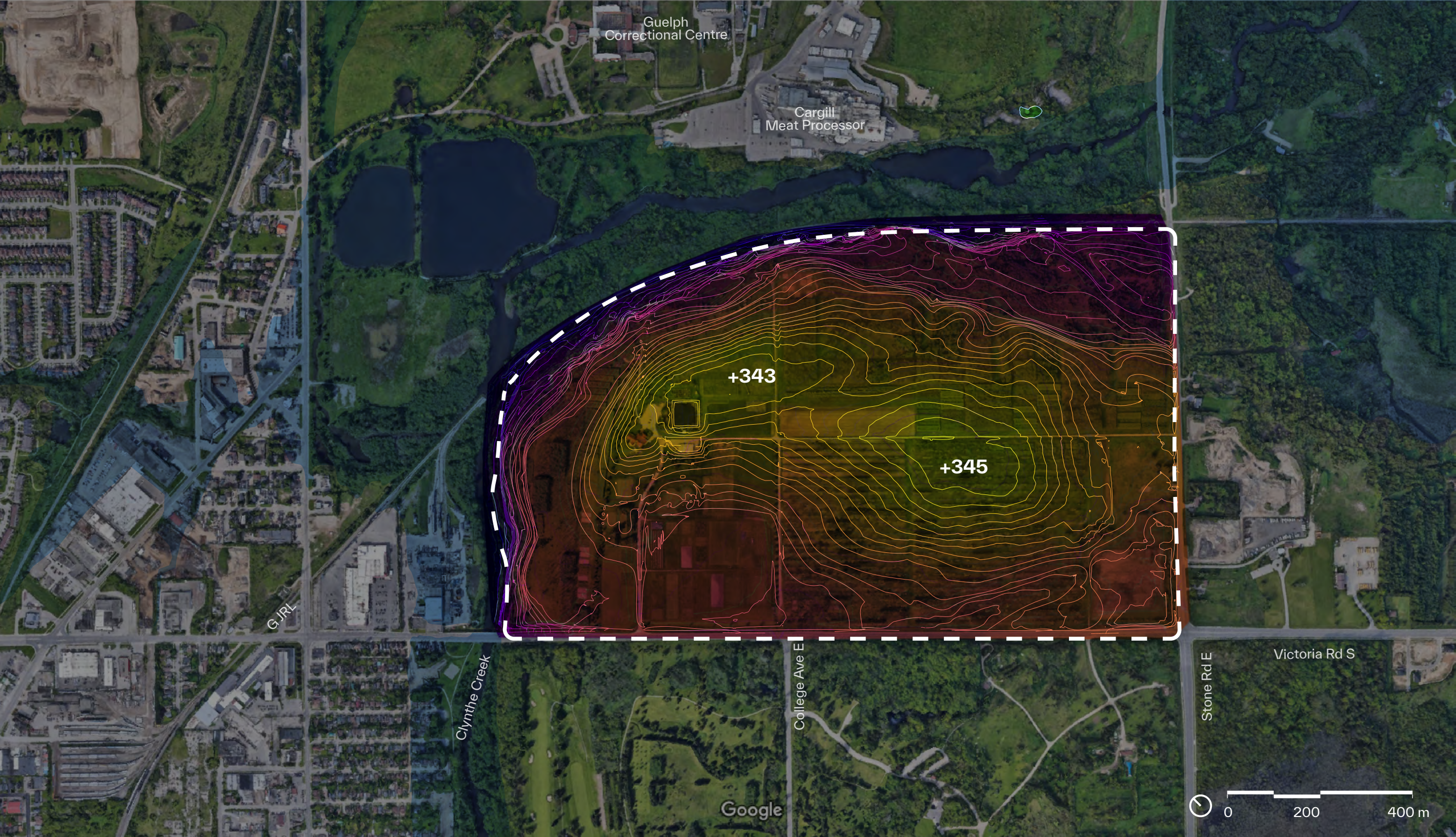
Beyond these lands to the north and west lie the urban area of Guelph, with an employment corridor along the existing rail corridors surrounded by residential neighbourhoods. The University of Guelph is located approximately 1.25km west of the Site along College Avenue East and Stone Road East. The lands beyond the Eramosa River to the east are occupied by employment uses and the former Guelph Correctional Centre, which comprises Block 4 of GID. The rural lands to the immediate south include GID Block 3, with additional natural heritage, open space, and agricultural uses beyond.



1.3.9 TOPOGRAPHY

The site features varied topography with steep valley slopes and elevated upland areas offering panoramic views of the surrounding landscape.

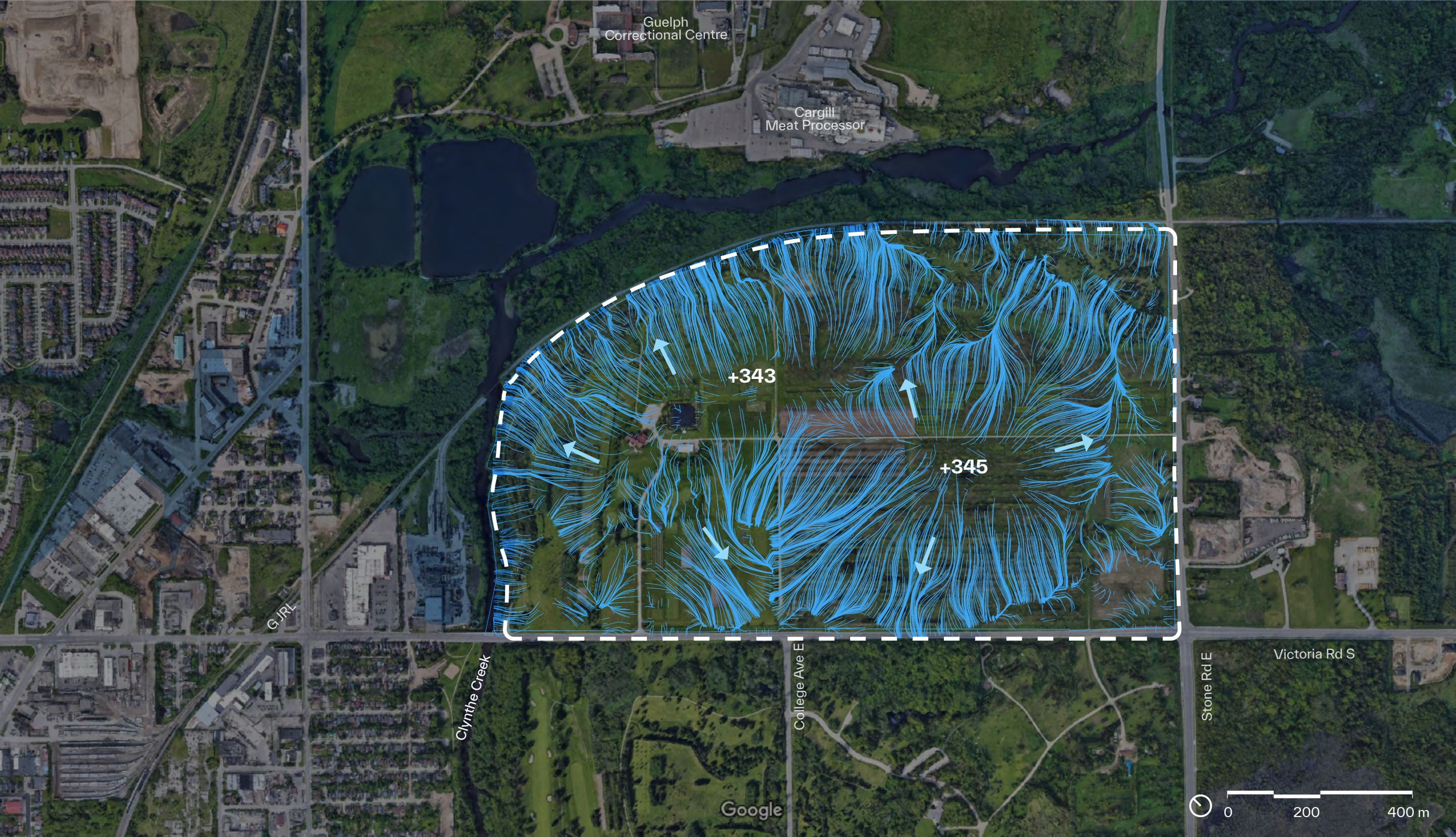
The valley lands are marked by steep slopes of approximately 10-20m toward the Eramos River and rail corridor. The upland areas slope approximately 15m from Victoria Road and 10m from Stone Road East to high points at the Site's center that provide views of Downtown, the University, and surrounding natural heritage lands.



1.3.10 WATER FLOWS

The site features steep slopes with a 40-meter elevation change, with water flowing toward the Eramosa River and surrounding areas.

The site's topography consists of steep slopes with the highest point of elevation 345 meters and the lowest around 318 meters above sea level. The low point of the Site is near the Eramosa River, located in the northeast portion of the site. The water flow of the site travels downward toward Victoria Street S, the Eramosa River and the adjacent rural properties.

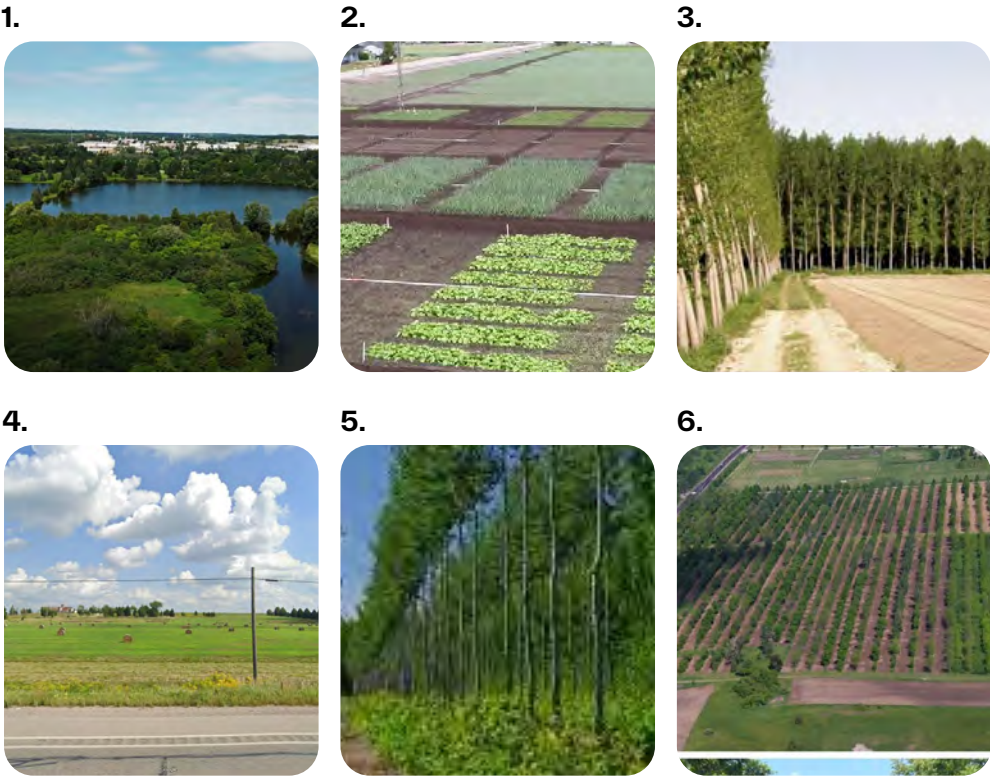


1.3.11 EXISTING LANDSCAPES

The site landscape features primarily agricultural and woodland areas, owing to its previous use as the University of Guelph’s experimental planting grounds.

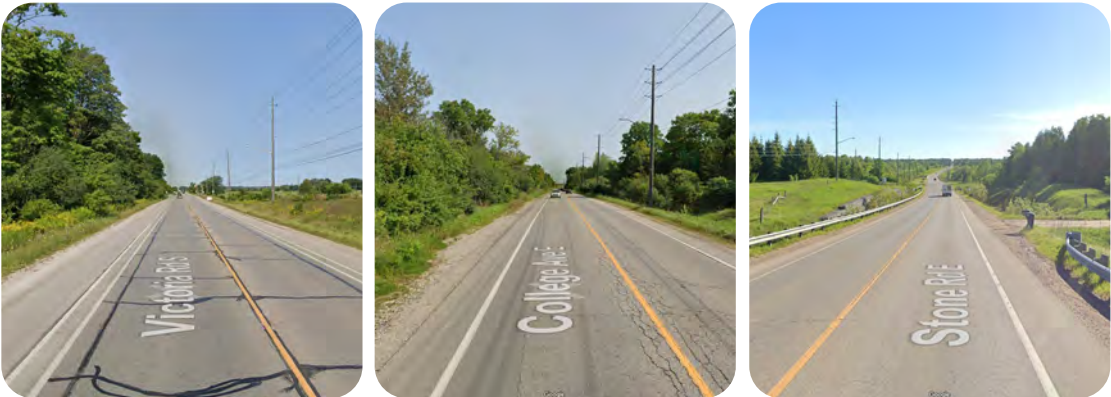
Features can be separated into the following six categories:

- 1. Guelph Natural Heritage Corridor- Dense woodlands, riparian areas, and wildlife habitats along the Eramosa River.
- 2. Agricultural Lands- Crop fields, mowed lawns, and a reservoir.
- 3. Afforestation Area- Short-duration woody crops such as poplar and willow.
- 4. Open Fields- Mowed grasslands.
- 5-6. Agroforestry Research Grounds- Rows of experimental trees and crops.



1.3.12 ADJACENT STREET TYPOLOGIES

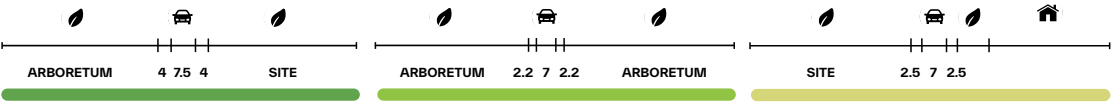
The site is surrounding by three arterial roads that are framed by vegetation, fields, or single detached dwellings.



Victoria Road South – A two-lane, future four-lane arterial road. While there are marked bicycle lanes on the road, there are no formal sidewalks or physical barriers. City improvements are planned for 2026.

College Avenue East – A two-lane road with no sidewalks or bike lanes, bordered by vegetation. This is anticipated to become a strengthened corridor between the University and the Site.

Stone Road East – A four-lane arterial road that narrows to two lanes east of Victoria Road. This road is anticipated to see further improvements by the City beginning in 2026.



1.3.13 DOWNTOWN GUELPH STREET TYPOLOGIES

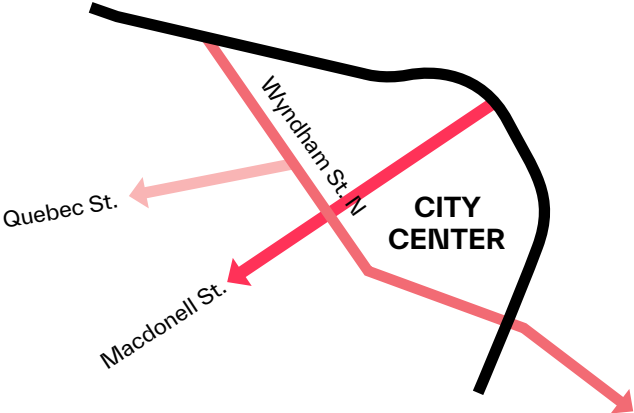
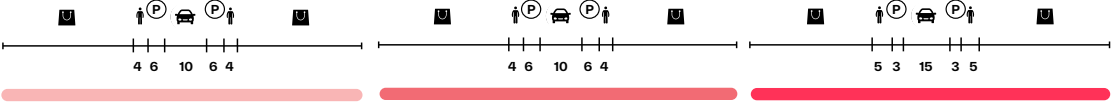
Guelph has several local and active streets downtown that can provide valuable insights for designing the new innovation district.



Quebec Street – A two-lane street lined with heritage commercial properties, featuring on-street parking, outdoor patios, and sidewalks.

Macdonell Street – A two-lane commercial main street with on-street parking, outdoor patios, and sidewalks.

Wyndham Street N – Originally a two-lane main commercial street that evolved into four lanes, framed by institutional buildings, services, and commercial establishments.



1.3.14 LEARNING FROM GUELPH STREETS

Guelph’s streets support a variety of active transportation modes, each offering a unique environment. Streets within the downtown core feature a historic streetscape with street-level amenities such as restaurants, cafés, shops, local breweries, and more. In less central areas, streets provide movement through green spaces and forested networks. These diverse streetscapes highlight Guelph’s uniqueness, variety, and opportunities for growth.



Wyndham Street
Home to many restaurants, cafés, and unique shops, it also features the iconic church.



Macdonell Street
Known for its nightlife, this street is a hotspot for dining, pubs, and local breweries.



Quebec Street
A pedestrian-friendly street ideal for a stroll, offering boutique stores, coffee shops, and galleries.



Niska Road
A quiet, scenic road surrounded by forests and wildlife, providing a peaceful setting for walking or driving.



Riverside Park Drive
Winding through Riverside Park, one of Guelph’s largest and most beautiful green spaces.



MAIN STREET



ACTIVE



CAR FREE



SCENIC



NATURAL

1.3.15 LEARNING FROM GUELPH PARKS & PLAZAS

Guelph has an existing network of parks and urban squares across its neighbourhoods that support a variety of cultural events as well as active and passive leisurely activities. The preserved natural spaces offer unique open spaces near the downtown area of Guelph that are unique to the city.



Market Square
A vibrant public space that hosts a variety of events, offering a mix of outdoor activities, markets, and community gatherings.



Sunny Acres Park
A tranquil green space with walking trails and recreational opportunities for the community.



Royal City Park
A scenic park offering walking trails, picnic areas, and recreational spaces along the Speed River.



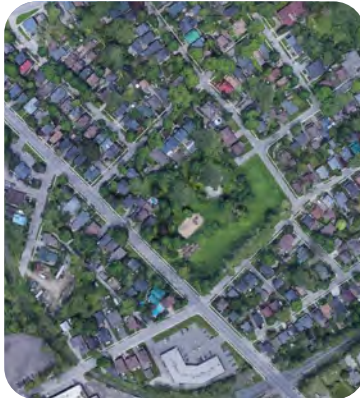
Exhibition Park
A lively community space featuring sports fields, playgrounds, and walking paths, ideal for outdoor activities.



Riverside Park
A picturesque park with walking trails, picnic areas, and scenic views along the Speed River.



PUBLIC SQUARE
civic | event
2,597 M2



INTERACTIVE
leisure/ low key
2,210 M2



ACTIVITIES/SCENIC
recreation
79,261 M2



FESTIVALS
formal events | greenery
136,025 M2



NATURAL
natural landscape | Picnics
405,233 M2

1.3.16 LOCAL DESIGN FEATURES

The master plan articulation draws inspiration from Guelph and surrounding municipalities, incorporating unique design features that enhance the public realm with local materials and spatial elements.

The masterplan has been inspired by local context, rich with diverse typologies such as covered retail spaces, amenities with year-round comfort in mind, vibrant streets filled with shops, restaurants, and Urban Squares that attract visitors from around the world, and spaces that transform empty parking lots into dynamic destinations featuring food, events, art, and sports. It also draws its identity from the local natural features, such as the Eramosa River, integrating nature into the varied residences and park spaces while serving as a common backyard. Together, these elements provide precedents for creating exciting, people-centered spaces rooted in the local and national context.

Taking its cues from successful global examples of cities with exceptional streetscapes and inviting open spaces, the Guelph Innovation District aims to embody a local, sustainable, and experiential design.



Design for
all year round
thermal comfort.

ARCADE
Guelph



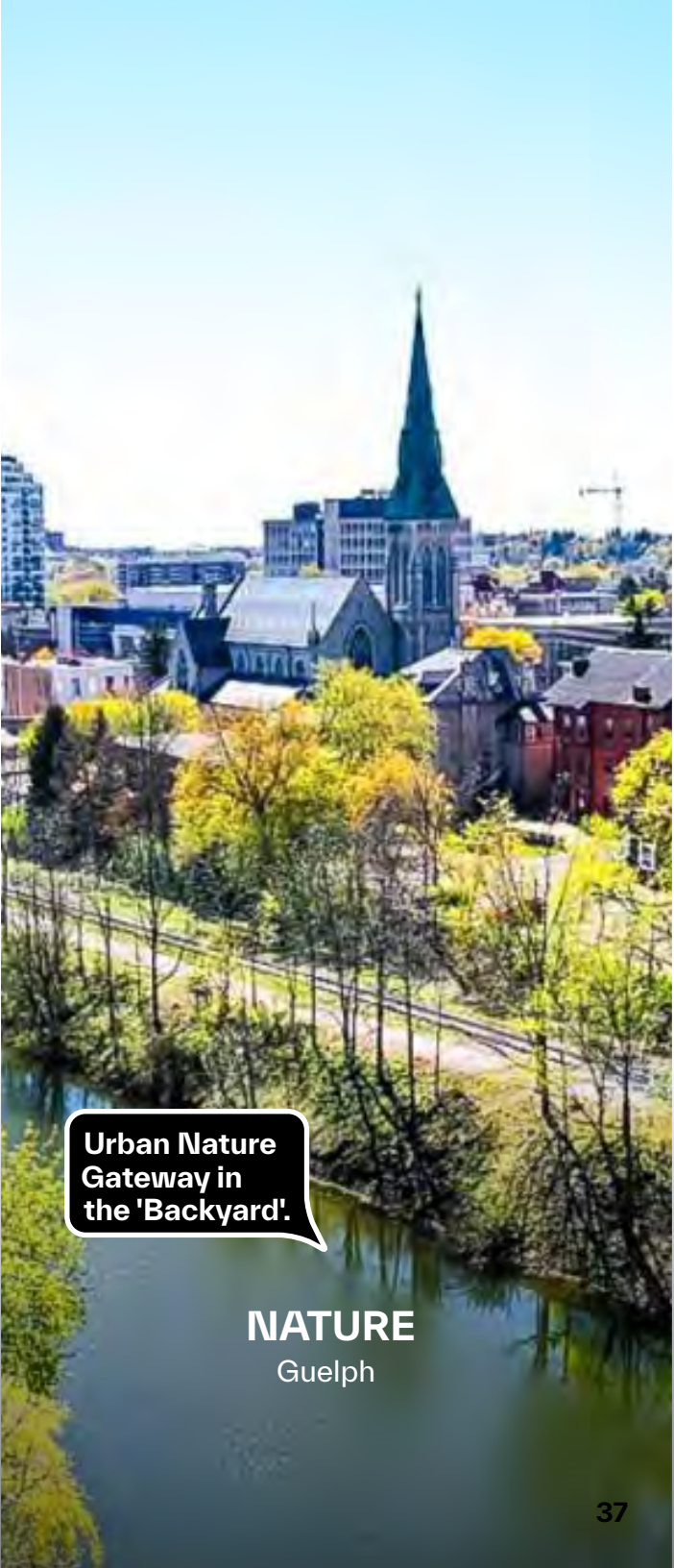
Active public space
for people to connect
and form community.

OUTDOOR GATHER
Toronto



'2050 New Guelph
Downtown - active
vibrant streets!

ACTIVE STREETS
Quebec



Urban Nature
Gateway in
the 'Backyard'.

NATURE
Guelph

1.3.17 GUELPH SEASONALITY | SUMMER

The city of Guelph offers a range of activities during the summer month. These activities range from small neighbourhood programs to multi-day city wide festivals. Some popular summer events include Guelph Musicfest, Hillside festival, and the Guelph Farmer’s Market. These activities promote community pride as well as economic opportunities that draw people from Southern Ontario to the city.



1.3.18 GUELPH SEASONALITY | WINTER

The city of Gulph’s duality of offering a city within nature allows for a variety of activities during all seasons, not just the warmer months. The city’s parks and conservation areas offer outdoor activities such as cross-country skiing, snowshoeing, winter biking, and hiking through a variety of trails. There are also outdoor skating rinks, curling, and ice fishing activities scattered throughout the downtown and surrounding neighbourhoods.



1.3.19 CLIMATE STRATEGIES & HUMAN COMFORT

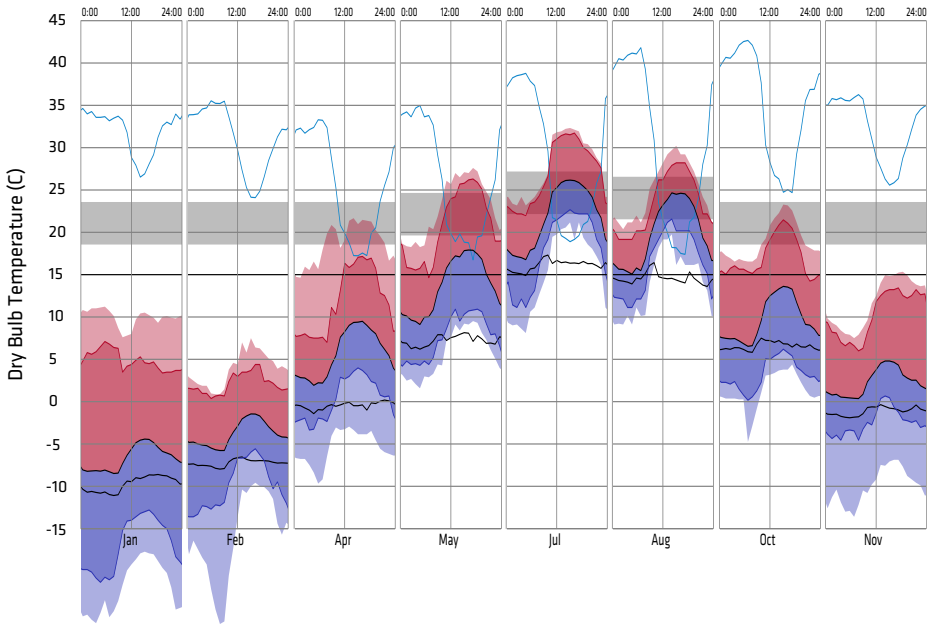
Given Guelph’s local climate, it is critical to establish strategies that ensure that public and private spaces are useable and desirable throughout the year.

1. OUTDOOR TEMPERATURE

In general, temperatures in Guelph are highly seasonal. While summers can be relatively hot, winters can be frigidly cold, nearing -25 degrees Celsius or -13 degrees Fahrenheit. Averages in the summer near adaptive comfort ranges with a spike in humidity in the morning. In general, the biggest deviation from comfortable levels occurs in the winter, by as much as 50 degrees Celsius. Thermal mass may provide some heating benefits in the winter.

STRATEGIES

- Emphasis on heating-oriented design
- Thermal mass
- Low U-value glazing



2. WIND

Throughout the year, prevailing winds in Guelph are mainly seen from the west with occasional winds from the east. Winds in Guelph can reach 8-10 meters per second or 19 knots on the strongest days. Winds appear to be especially strong during the spring and winter. Much of the year is unsuitable for “cafe sitting,” with most areas falling within the standing or sitting comfort criteria.

STRATEGIES

- Shield West (and East) outdoor spaces
- Mitigate wind tunnel effect

FIG. Yearly Wind Rose

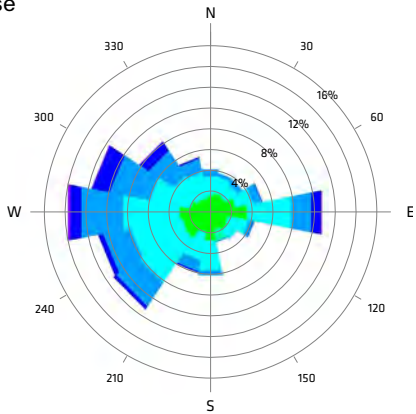
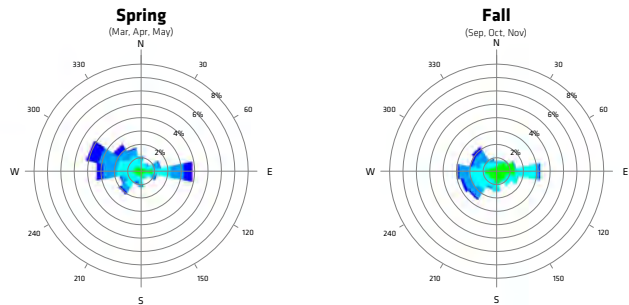


FIG. Afternoon Wind Shoulder Seasons



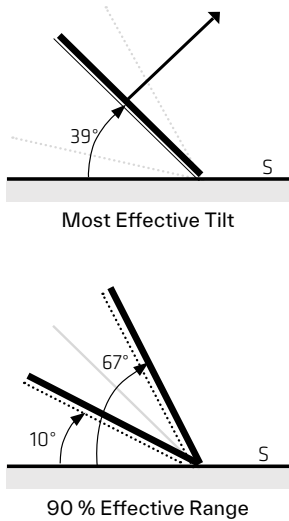
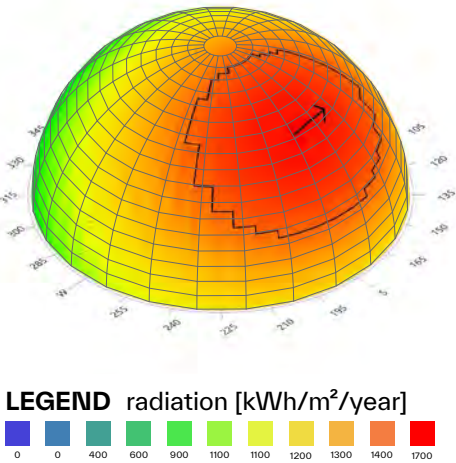
3. PHOTOVOLTAIC PANEL POTENTIAL

The site offers a radiation intensity that combined with photovoltaics, could produce up to 300 kWh/m2. The optimal positioning for panels is at a tilt of 39 degrees and an azimuth of 187 degrees (almost directly south.) However, any tilt between 10 to 67 degrees and azimuth between 134 to 240 degrees can be 90% effective as well. While the rooftop is the obvious choice for PV, southern facade portions could feature photovoltaics as well.

STRATEGIES

- Long orientation towards South
- Terraced massing towards South
- PV angled at 39 degrees

FIG. Calla Dome

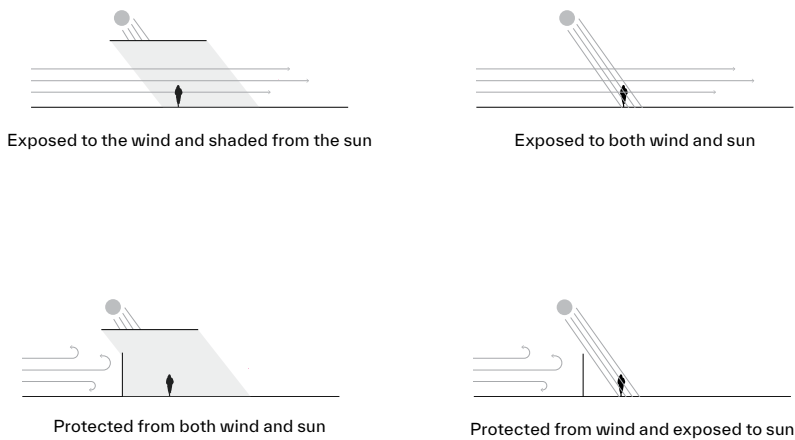


4. OUTDOOR COMFORT

Since the most relevant comfort strategy revolves around heating in the winter, it appears protecting from the wind and exposing the sun offers the most opportunity for success. Similarly, for the small portion of the year that requires cooling strategies, simple interventions could be applied like temporary shading devices (umbrellas, awnings, etc.)

STRATEGIES

- Protect against winter winds
- Enable solar penetration
- Flexible shading options for summer



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POLICY OVERVIEW

Development within the Guelph Innovation District is regulated by the Official Plan, Secondary Plan, and Urban Design Manual. The Master Plan has taken into consideration the following policies and guidelines.

OFFICIAL PLAN

Chapter 8 of the City of Guelph Official Plan contains urban design policies to guide the development of complete communities. Specific policies relate to sustainable urban design, public realm, landmarks and public views, gateways, built form, transition, parking, circulation, signage, lighting, landscaping, safety, accessibility, urban squares, and public art. Specific direction surrounding land use, road networks, and open space systems are deferred to the Guelph Innovation District Secondary Plan.

GUELPH INNOVATION DISTRICT SECONDARY PLAN

The Secondary Plan (Official Plan Amendment 54) establishes a detailed planning framework for the GID, including a vision, principles, objectives, policies, and schedules. Blocks 1 and 2 are located within the northwest quadrant of the GID. The six principles cover a range of topics that enable the vision of the GID as a compact, mixed use community that protects natural heritage resources. The principles are:

Principle 1: Protect What is Valuable - Creating a place that respects the Natural Heritage System and cultural heritage resources, making citizens stewards of the resources for current and future generations.

Principle 2: Create Sustainable and Energy Efficient Infrastructure - Building infrastructure that is efficient, focuses on renewable energy sources, and supports an integrated energy distribution system that enables a carbon free lifestyle.

Principle 3: Establish a Multi-modal Pedestrian-focused Mobility System - Making connections that serve the community, allow current and future generations to walk or cycle to daily needs, and provide convenient transit services to access broader activities.

Principle 4: Create an Attractive and Memorable Place - Creating meaningful places to bring people, activities, environment(s) and ideas together, creating a sense of arrival and inclusion.

Principle 5: Promote a Diversity of Land Uses and Densities - Mixing it up to create vibrant, resilient, and efficient spaces that make it possible, practicable, and beneficial to reduce our ecological footprint.

Principle 6: Grow Innovative Employment Opportunities - Grow innovative employment opportunities that support the knowledge-based innovation sector, within a compact, mixed use community.

In addition, Section 11.2 of the Secondary Plan provides a number of specific policies related to natural heritage, cultural heritage, energy, servicing, stormwater, mobility, the public realm, land use, and built form.

GUELPH URBAN DESIGN MANUAL

The Guelph Urban Design Manual implements the policy direction of the Guelph Official Plan by providing a set of specific urban design guidelines. Volume 2, Part 3 of the guidelines contains policy directions to be applied to developments city-wide, as well as specific policy direction for residential, mixed use, and commercial developments. Further, Volume 3C establishes standards for mid-rise and townhouse forms, including Site design, mid-rise buildings, and townhouses.



2.2 COMMUNITY PRINCIPLES

The community vision is based on the secondary plan’s six established principles.

Each principle focuses on an essential aspect of the master plan, such as affordable housing, connectivity, best-in-class employment, technology, or environmental sustainability. These themes are underpinned by three essential principles. The graphic below illustrates the relationship between the different principles and pillars.

The Guelph Innovation District (GID) is a compact, mixed use community that straddles the Eramosa River in the City’s east end. The GID will serve predominately as the home of innovative, sustainable employment uses with an adjacent urban village connecting residential and compatible employment uses.

The urban village is meant to be an identifiable, pedestrian oriented space, with street-related built form that supports a mix of medium and high density commercial, residential and employment uses. Important land use connections are also envisioned between the GID, as an innovation centre, the University of Guelph, as a knowledge-based research centre and the Downtown, as the City’s civic hub and cultural centre, supporting the emergence of a University-Downtown-GID trinity of innovation spaces. The GID is at once highly energetic and intimately familiar, because it showcases an entirely new approach to planning, designing, and developing urban places, and at the same time, reflects Guelph’s history and celebrates the rich heritage resources of the district, including the stunning river valley, dramatic topography and views, and historic Reformatory Complex.

The GID is attractive, pedestrian-focused and human-scaled. It provides a mix of land uses at transit-supportive densities, offers meaningful places to live, work, shop, play and learn, and supports a wide range of employment and residential land uses. It protects valuable natural and cultural heritage resources while fully integrating them with the new community, features sustainable buildings and infrastructure, and works towards carbon neutrality. It makes needed connections between all modes of transportation, but in a manner that prioritizes pedestrians, cyclists and transit users over drivers, and stitches the GID into the overall fabric of the City. It is exciting and new and feels like it has been part of the City for a long time.

1. ENHANCE IDENTITY

Protect What is Valuable (Principle 1)

Creating a place that respects the Natural Heritage System and cultural heritage resources, making citizens stewards of the resources for current and future generations.

2. PROMOTE WELLBEING

Create Sustainable and Energy Efficient Infrastructure (Principle 2)

Building infrastructure that is efficient, focuses on renewable energy sources, and supports an integrated energy distribution system that enables a carbon free lifestyle.

3. CONNECT COMMUNITIES

Establish a Multi-modal Pedestrian-focused Mobility System (Principle 3)

Making connections that serve the community, allow current and future generations to walk or cycle to daily needs, and provide convenient transit services to access broader activities.

4. INSPIRE PLACEMAKING

Create an Attractive and memorable Place (Principle 4)

Creating meaningful places to bring people, activities, environment(s) and ideas together, creating a sense of arrival and inclusion.

5. DIVERSIFY DEVELOPMENT

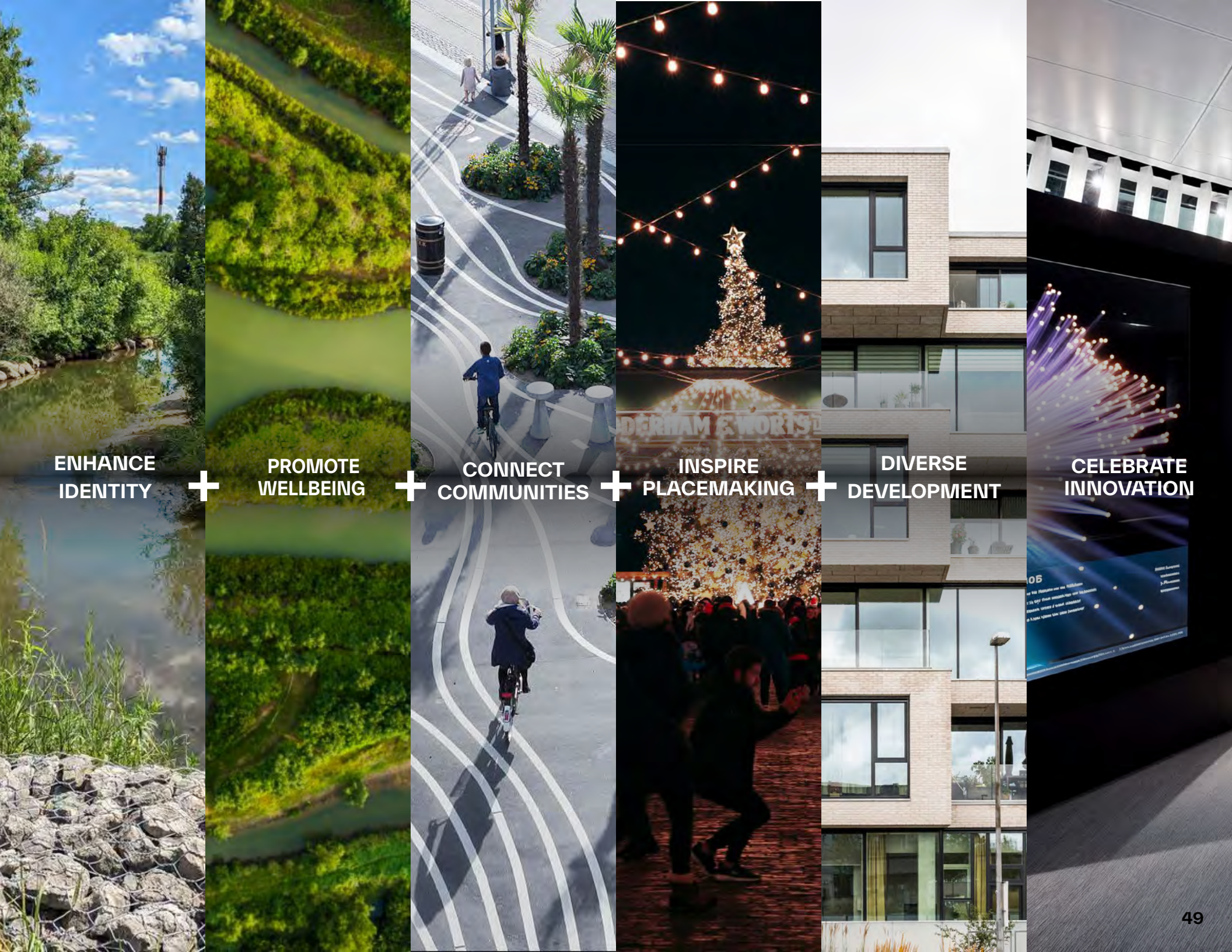
Promote a Diversity of Land Uses and Densities (Principle 5)

Mixing it up to create vibrant, resilient, and efficient spaces that make it possible, practicable, and beneficial to reduce our ecological footprint.

6. CELEBRATE INNOVATION

Grow Innovative Employment Opportunities (Principle 6)

Grow innovative employment opportunities that support the knowledgebased innovation sector, within a compact, mixed use community.



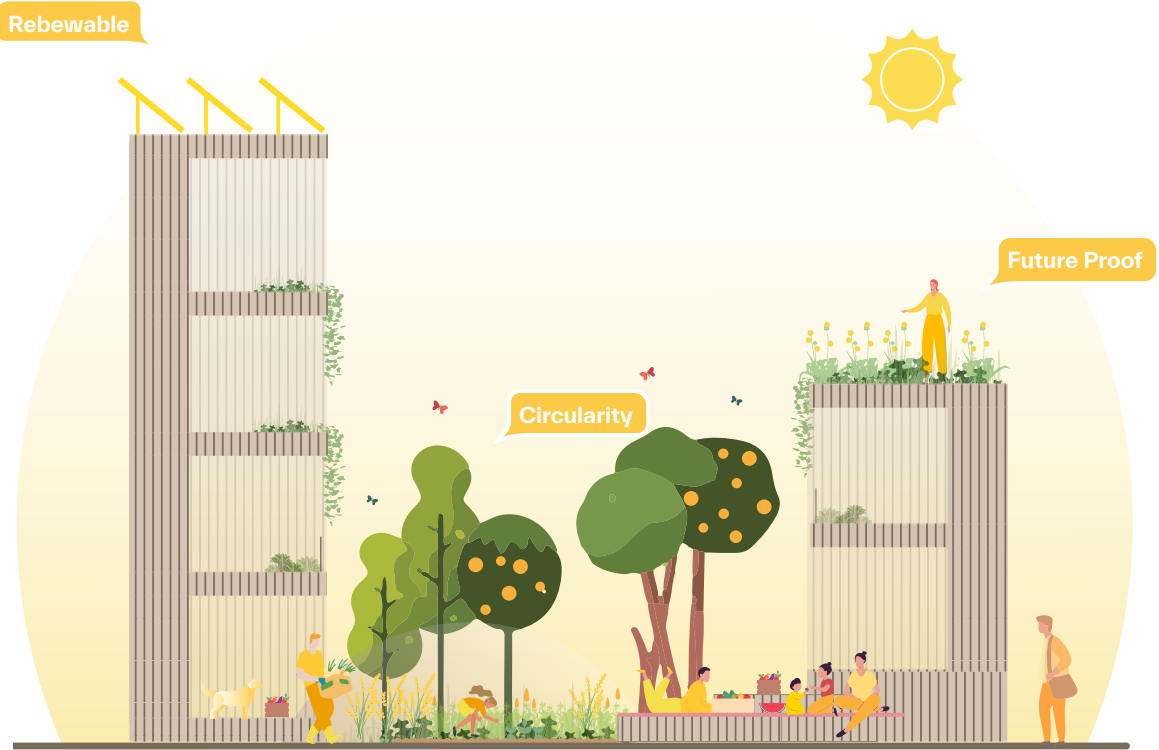


ENHANCE IDENTITY
Protect What is Valuable

(Principle 1)

Creating a place that respects the Natural Heritage System and cultural heritage resources, making citizens stewards of the resources for current and future generations.





PROMOTE WELLBEING

Create Sustainable and Energy Efficient Infrastructure

(Principle 2)

Building infrastructure that is efficient, focuses on renewable energy sources, and supports an integrated energy distribution system that enables a carbon free lifestyle.





CONNECT COMMUNITIES

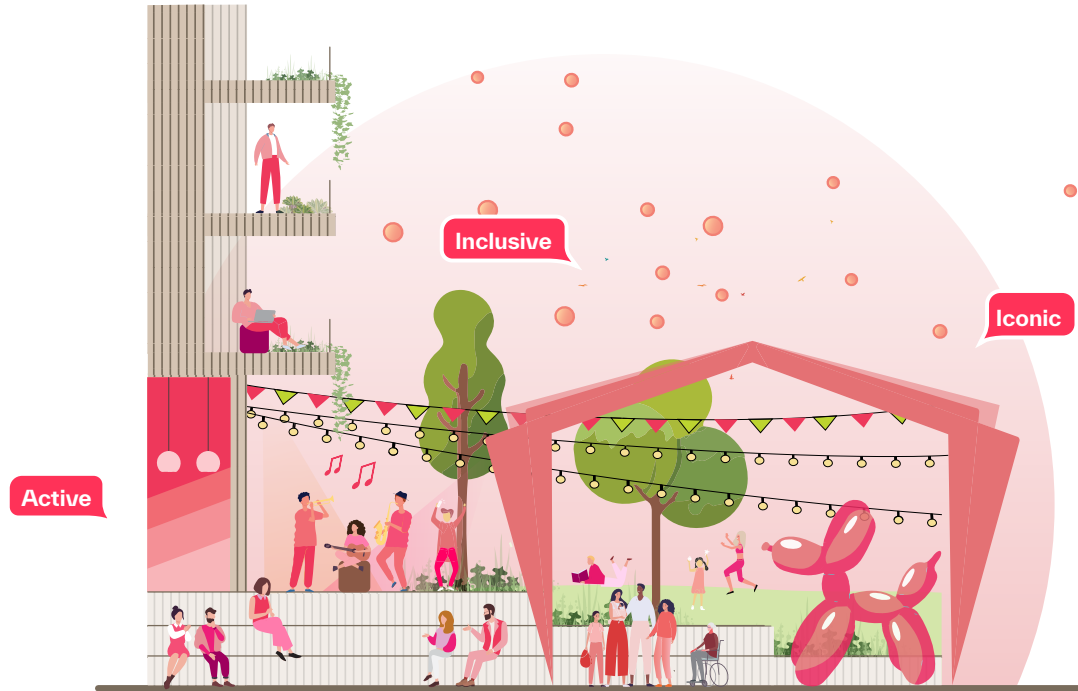
Establish a Multi-modal Pedestrian-focused Mobility System

(Principle 3)

Making connections that serve the community, allow current and future generations to walk or cycle to daily needs, and provide convenient transit services to access broader activities.



2.2.4 COMMUNITY PRINCIPLES



INSPIRE PLACEMAKING
Create an Attractive and Memorable Place

(Principle 4)

Creating meaningful places to bring people, activities, environment(s) and ideas together, creating a sense of arrival and inclusion.



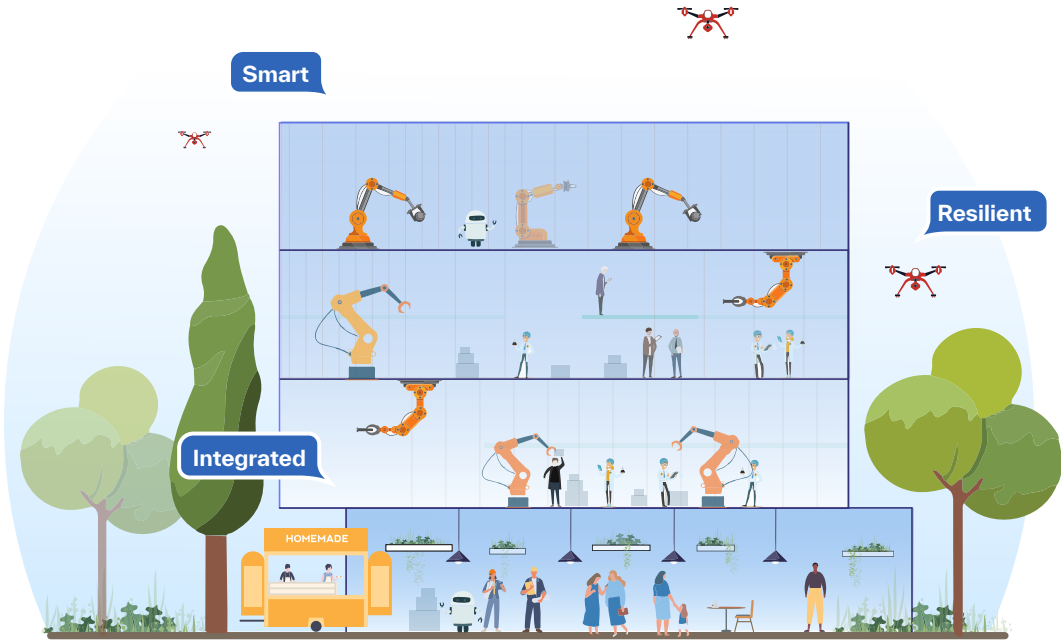
2.2.5 COMMUNITY PRINCIPLES



DIVERSIFY DEVELOPMENT
Promote a Diversity of Land Uses and Densities
(Principle 5)

Mixing it up to create vibrant, resilient, and efficient spaces that make it possible, practicable, and beneficial to reduce our ecological footprint.





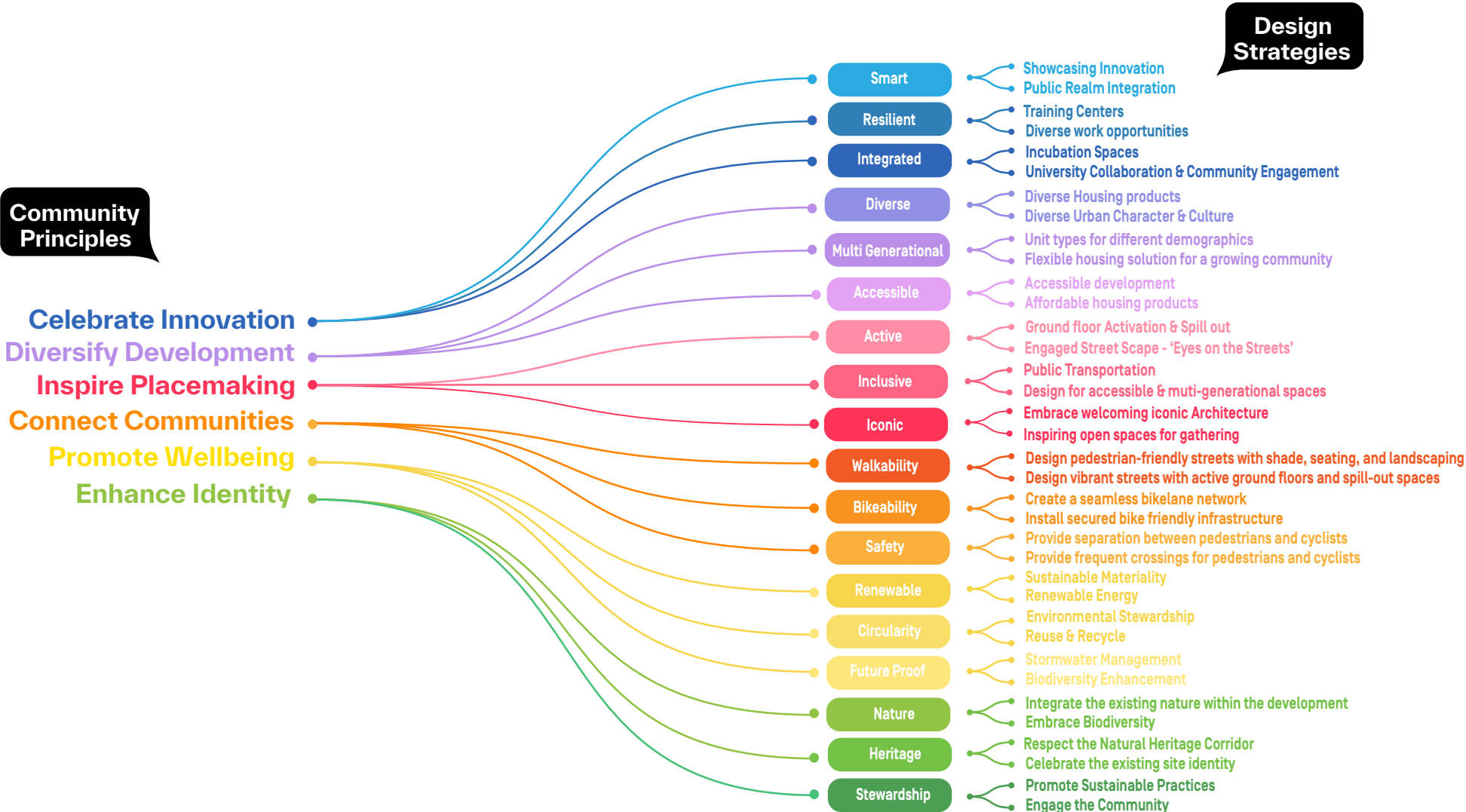
CELEBRATE INNOVATION
Establish a Multi-modal Pedestrian-focused Mobility System
(Principle 6)

Grow innovative employment opportunities that support the knowledge-based innovation sector, within a compact, mixed use community.



2.2.7 COMMUNITY PRINCIPLES & DESIGN STRATEGIES

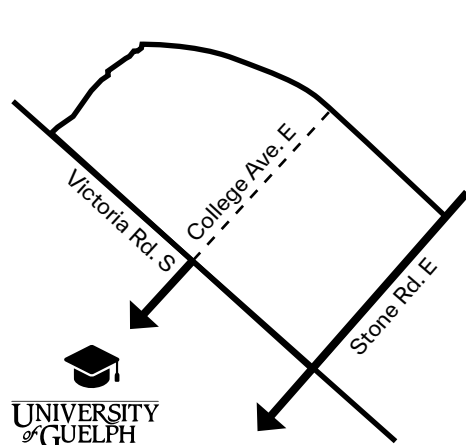
In the masterplan vision, each principle is translated into design strategies that will be implemented in each development.



2.3 OPPORTUNITIES

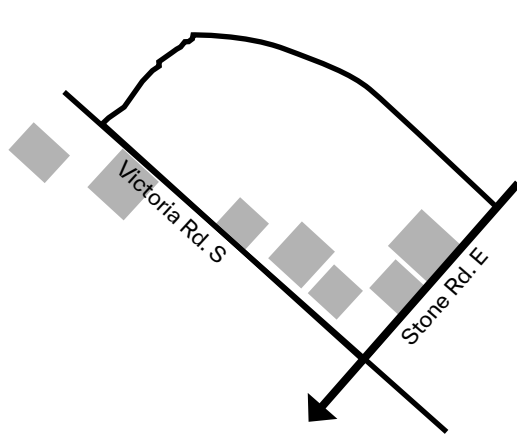
The Master Plan leverages key opportunities presented by the site's location, connectivity, landscape, and topography to create a dynamic and well-integrated community.

1. **University Connection**– The extension of College Avenue East into the site serves as a gateway, strengthening connections to the University of Guelph to the east.
2. **Permeable Urban Edge**– A network of small blocks and new buildings will establish a pedestrian-friendly urban edge along Victoria Road South and Stone Road East.
3. **Nature Preservation**– The valley lands on the eastern edge of the site are designated for conservation, with lower-density development along the perimeter to maintain ecological integrity.
4. **Trail Connectivity**– New connections to the existing trail network will enhance recreational opportunities and active transportation options.
5. **Stormwater Management**– Strategically placed stormwater management areas will accommodate the site's natural topography while creating open space linkages.
5. These opportunities form the foundation of the Master Plan, shaping a vibrant, mixed-use community inclusive of: a Mixed Use Heart, Innovation Zone, Neighbourhood Districts, a variety of open spaces, and a fine-grained circulation network



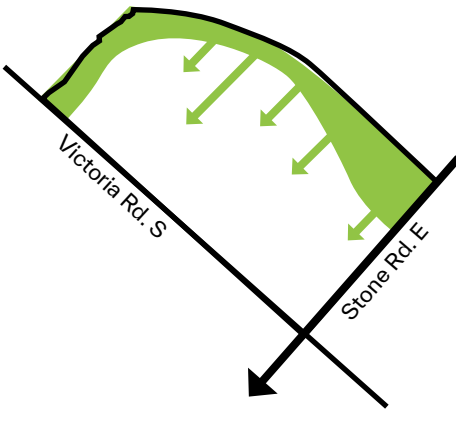
UNIVERSITY CONNECTION

Guelph University Connection through College Ave.



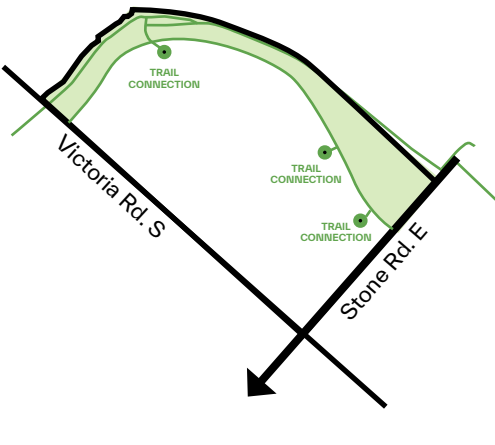
PERMEABLE URBAN EDGE

With small blocks and New buildings along Victoria Rd. South and Stone Rd



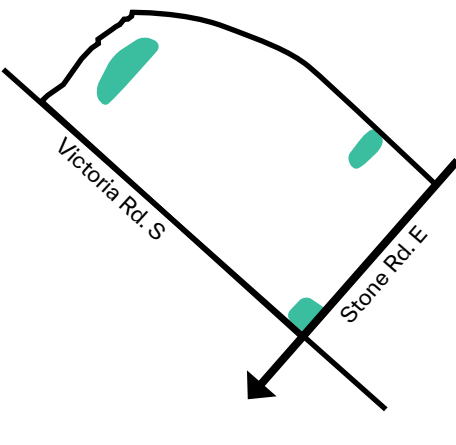
NATURE PRESERVATION

The valley lands at the eastern edge of the site and reserved for conservation purposes, with lower density development along the periphery.



TRAIL CONNECTION

Connections to the existing trail network provide opportunities for recreation.



STORMWATER MANAGEMENT

Identify stormwater locations that accommodate the existing topography and provide open space linkages.

2.4 BLOCK PLAN

The Block Plan establishes the detailed planning framework for the GID Block 1 and 2 lands, and will guide the pattern, nature and phasing of development for Block 1 and 2. The Block Plan envisions a hub for innovation, exemplary urban design and sustainable mixed-use development.

The Block Plan provides a framework for innovative, sustainable employment uses adjacent to an urban village composed of a mixed use heart and residential uses. The Block Plan will build a healthy community, where future residents can live, work and play in their community with access to innovative jobs and sustainable transportation and housing options. Buildings in the Block Plan will take various forms with a range of densities and will provide a range of housing options. The Block Plan will provide opportunities for individuals and families to call GID their home at various life stages. Employment opportunities will be provided for GID residents and residents of Guelph at large, drawing in talent from beyond the City limits and increasing the range of employment opportunities in the City.

The Block Plan integrates urban living and preservation of the natural environment by creating strong visual and physical links to the woodlands and Eramosa River Valley to the east. Views of the surrounding cultural heritage environment will also be maintained and showcased to anchor the innovative GID community within the broader City context. Transportation connections are envisioned between the GID Blocks 1 and 2 and other areas of the City though active transportation connections, transit connections and road connections.



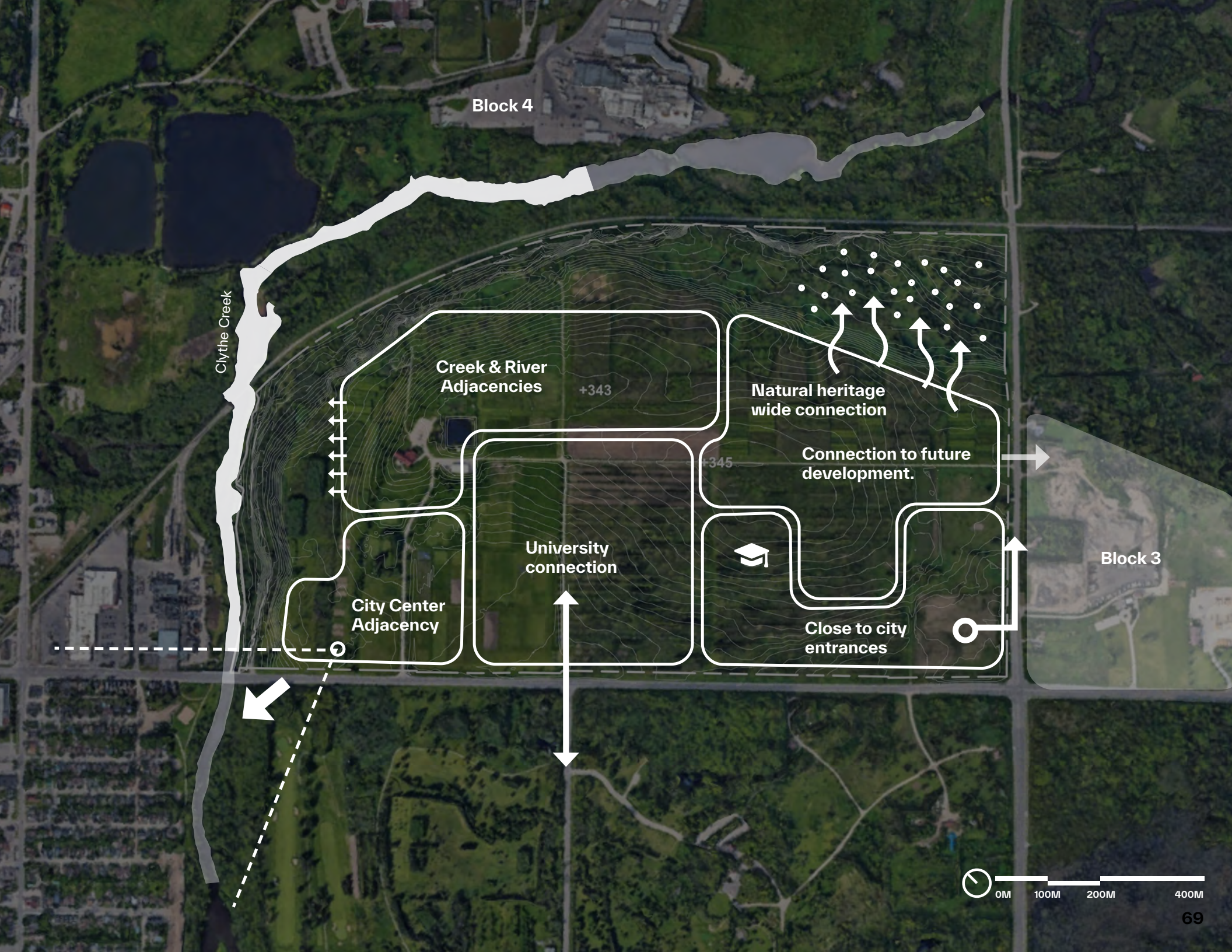
2.5 SITE ADJACENCIES

The Guelph Innovation District is composed of five distinct neighbourhoods, each designed to serve different functions and user groups. Together, they contribute to district’s broader vision of implementing the secondary plan principles, in a community tailored to fostering wellness and active mobility.

The character and identity of the GID’s neighbourhoods will be shaped by density, land use, and design, offering a diverse range of living and working experiences tailored to various populations and lifestyles.

From a high-density, mixed-use district that serves as the cultural heart of the community to a serene, lower-density residential area, the development accommodates a spectrum of lifestyles and preferences. These thoughtfully designed spaces will attract both citywide and out-of-city visitors, inviting them to explore the neighbourhood’s offerings, including vibrant plazas, lush parks, and a dynamic innovation zone that fosters creativity and collaboration.

The Mixed-use district is oriented around the extension of College Avenue, and the site’s tallest buildings are in this area. The innovation district is located on the southwest quadrant of the plan area and is planned for a variety of employment uses and a community park. These uses are sited around the proposed stormwater management facility at the corner of Victoria Road South and Stone Road East, to ensure the corner of Victoria and Stone is an attractive and active connection into the community and provides a well-designed vista for this node. Surrounding the mixed-use district and innovation district are three residential neighbourhoods, with a variety of residential types and densities. Lower building heights are located along the edge of the natural heritage system lands. Three new internal collector roads and various local roads are proposed to provide internal Block connections and connections to the existing public road network.



2.6 LAND USE

The Block Plan is composed of five land use categories, each with a distinct purpose and function. The land use categories will ensure that neighbouring land uses are compatible, and distinct districts are created to allow co-location of supportive uses.

1. MIXED USE

The Mixed-Use lands are designed to support a dynamic blend of uses that contribute to the Guelph Agri-Innovation Cluster. Permitted uses include medium and high density residential, office and administrative spaces, cultural and community uses, educational institutions, entertainment and recreational uses, and service uses.

2. MEDIUM DENSITY RESIDENTIAL

The Medium Density Residential designation primarily accommodates multi-unit housing forms, including townhomes, stacked townhouses and apartments. A limited amount of low-density housing - such as detached, semi-detached, and duplex dwellings are also anticipated, ensuring a diverse residential mix.

3. LOW DENSITY RESIDENTIAL

The Low-Density Residential Blocks offer a variety of housing types, including single-detached, semi-detached, and townhouse dwellings, with limited stacked, triplex and back-to-back townhouse forms. A fine-grained road network will enhance connectivity while creating view corridors to the surrounding natural and cultural heritage features. Building heights will gradually decrease away from key nodes and collector roads, with the lowest heights positioned adjacent to the natural heritage system in order to maximize opportunity for views across the site.

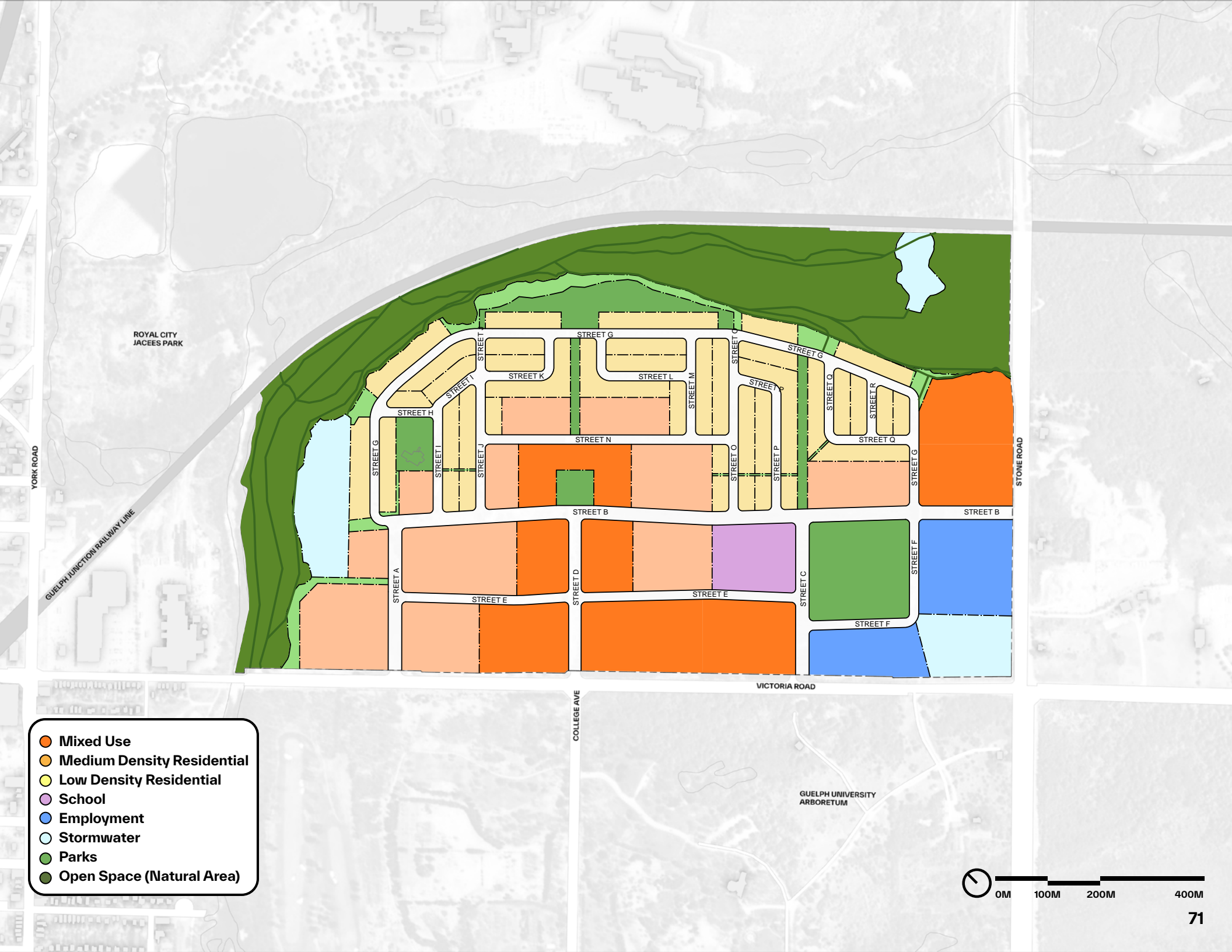
4. INNOVATION EMPLOYMENT

The Innovation Employment area, primarily located within Block 2 of the block plan, is designed to support knowledge-based industries and innovative employment uses. Permitted uses include office and administrative facilities, research and development centers, hotel and convention facilities, entertainment and recreational commercial spaces, and the assembly and manufacturing of products requiring ongoing research and development. Ancillary retail and complementary uses such as restaurants, financial institutions, medical services, fitness centers, open space and recreation facilities, and child care centers - are also permitted. Development can support a combination of street-related and campus-style formats to foster a dynamic work environment.

5. EDUCATION

The Employment Mixed-Use 2 lands are planned to accommodate a new school under the Upper Grand District School Board, possibly supporting an urban style mixed-use, office and education building. The school has been located central to Blocks 1 & 2 as well as Block 3, all of which are anticipated to be within the school catchment area.

The school has been located adjacent to higher-density residential uses to accommodate convenient and direct access to the school for the highest number of households. Strategically positioned, the school will serve as a transitional element between Mixed-use, residential neighbourhoods and the Employment Mixed-Use 1 lands, enhancing accessibility and integration within the community and amplifying the opportunities for collaboration.



2.7 HEIGHT DISTRIBUTION

The Block Plan’s tallest buildings are in the mixed-use district, with building heights transitioning down towards the edge of the abutting natural heritage lands. The proposed building height transition creates a landmark entrance to the community from Victoria Road South and the lower densities around the edge of the development area maintain views of the natural heritage system lands to the north and east.

1. 2-6 STORIES
2-6 storey built forms are located in the employment and low density residential areas at the corner of Victoria Road South and Stone Road East, and between the mixed-use core and the natural heritage lands.

Employment buildings will be designed in accordance with their planned end user. Ground floors will feature a high degree of transparency to create interaction between the public street frontages and the employment and complementary commercial uses.

2-6 storey residential buildings will take a variety of forms from single detached dwellings to low rise apartment buildings. The lowest building heights will generally be located along the natural heritage lands to maintain views of the natural heritage system.

2. 3-12 STORIES
3-12 storey buildings will be located along Victoria Road South and Stone Road East. The primary built form will be apartment and mixed-use buildings, but medium density residential built forms including various types of townhouses and live-work units are also permitted. Where buildings front a public street, the ground floor will be designed with a high degree of transparency and prominent building entrances.

The 3-12 storey built form will provide a range of building heights and densities, to act as a transition from the tallest building heights in the mixed-use core, and the lower building heights along the edge of the natural heritage system.

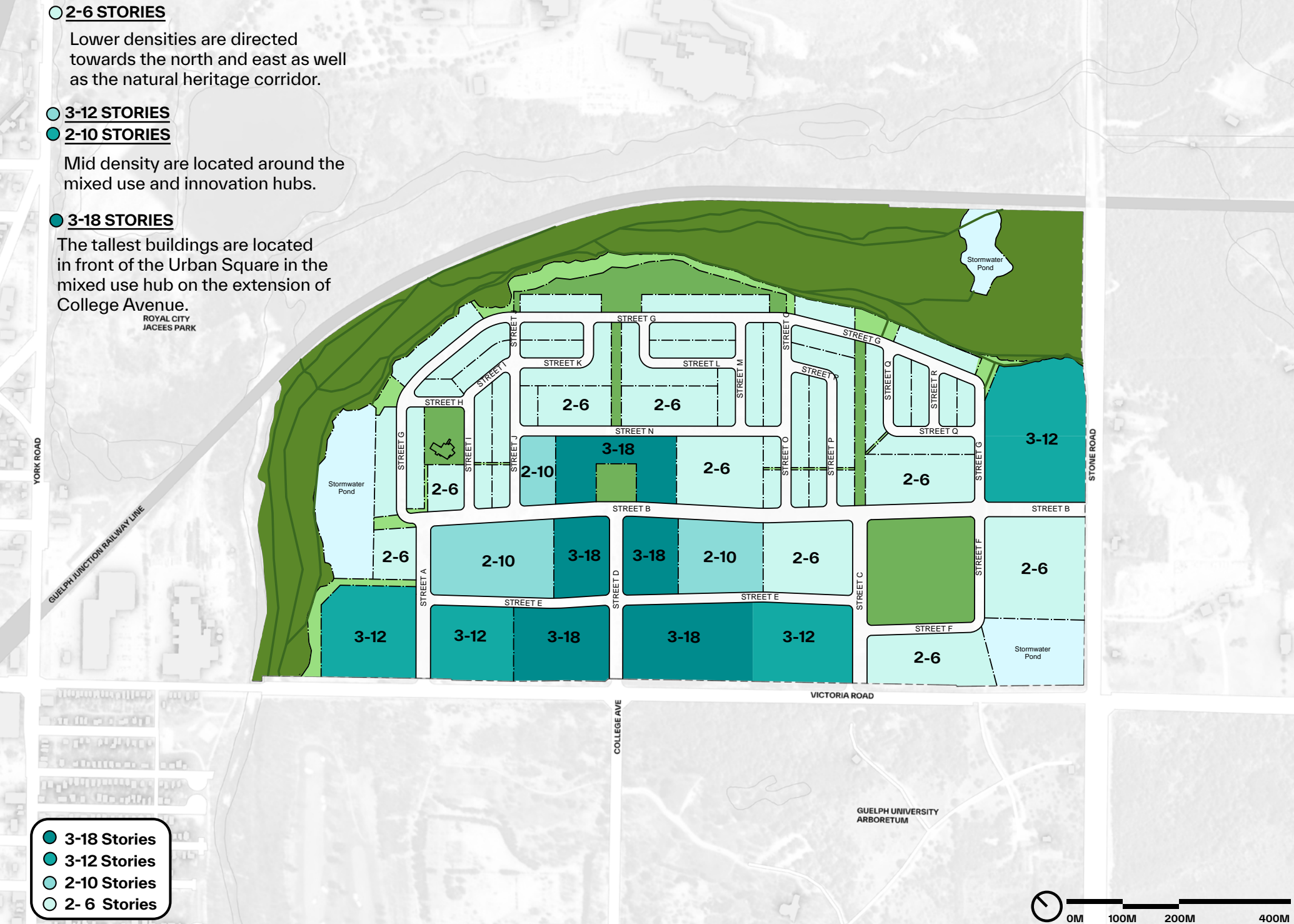
The higher densities are proposed on arterial and collector roads to provide enhanced access to transportation facilities including transit and active transportation routes. Uses in these areas will be primarily residential with supporting commercial and community uses. The upper stories of buildings will be stepped back from the public street to create a pleasant public realm.

3. 2-10 STORIES
2-10 storey building areas will provide a transition between the highest and lowest building heights in Block Plan. This are will allow a range of built forms from cluster townhouse units to apartment buildings.

Only residential uses are envisioned for these areas, but these areas are directly adjacent to mixed-use areas where future residents will be able to access facilities and services for their daily needs. The 2-10 storey height areas will allow for development blocks to include a range of residential built forms to accommodate a range of end user needs and lifestyles. Higher building heights will generally be adjacent to the 3-12 and 3-18 storey areas, with buildings in the lower end of the height class oriented towards the 2-6 storey areas.

4. 3-18 STORIES
The block plans tallest buildings will be 3-18 storeys. These tall buildings will be located in the mixed-use core of the site along the extension of College Avenue East. Most buildings will be apartments and mixed-use buildings, but medium density residential built forms including various types of townhouses and live-work units are also permitted.

The first storey of buildings along College Avenue East will be primarily commercial, with a high degree of transparency and frequent entrances. The upper stories of buildings will be stepped back from the public street to create a human scale public realm.



2.8 GROUND FLOOR ACTIVATION

Ground floor activation in the GID will take two forms, primary activation and secondary activation. Primary activation frontages are located on the extension of College Avenue East and in the site's mixed-use core. The secondary activation areas front collector roads and key public-private interfaces.

On primary activation frontages, buildings will be designed with a high degree of ground floor transparency and enhanced building design. A large proportion of ground floor uses are encouraged to be commercial and public facing uses which encourage a high degree of foot traffic. Commercial patios and display spaces will be provided in and adjacent to the public right-of-way to extend the commercial uses into the public realm. Sheltering elements will also be employed to improve pedestrian comfort.

Secondary activation frontages will be designed with a high degree of ground floor transparency and enhanced building design, but the mix of uses on the ground floor will be more varied. A portion of ground floor uses will be encouraged to take the form of commercial uses, but the primary uses of the respective designation will also make up a significant portion of these frontages. Where employment and residential uses exist on the ground floor, prominent building entrances will be provided and large windows will be utilized to provide natural surveillance where possible.



2.9 STREET TYPES

The masterplan comprises of three main street types. Arterials, Collectors and local streets.

The Master Plan divides the site into a structured grid of blocks, organized through a hierarchy of road types. Existing arterial roads, Victoria Road South and Stone Road East, will be reimagined as urban boulevards, while new collector roads will improve internal connectivity by linking College Avenue East with the Block 3 lands to the south. A fine-grained local street network will create pedestrian-friendly blocks that support a walkable and well-integrated development.

Within the Mixed-Use Heart, pedestrian-first streets will establish urban promenades that connect key open spaces and reinforce the area’s urban identity. These shared streets will prioritize pedestrian and bicycle movement while maintaining access for vehicles, creating dynamic, flexible and accessible public spaces. Conceptual cross-sections for all proposed road types will be developed to illustrate potential configurations and uses. These designs will be refined in collaboration with the City through subsequent planning phases, including a future Environmental Assessment.

Victoria Road South and Stone Road East are proposed to be reconfigured to balance vehicle movement, active transportation, and environmental integration. The conceptual design for Victoria Road South includes a four-lane cross section with dedicated bicycle lanes and sidewalks. The eastern portion of the right-of-way will be reserved for a wide green corridor incorporating low-impact development plantings and a multi-use trail. This easement zone will establish a naturalized green edge for the Master Plan, seamlessly transitioning from the existing Arboretum lands to the planned urban community. Stone Road East will similarly feature a four-lane cross section, with wide sidewalks and designated planting zones. Opportunities to incorporate bicycle lanes within the existing right-of-way will be evaluated through the detailed

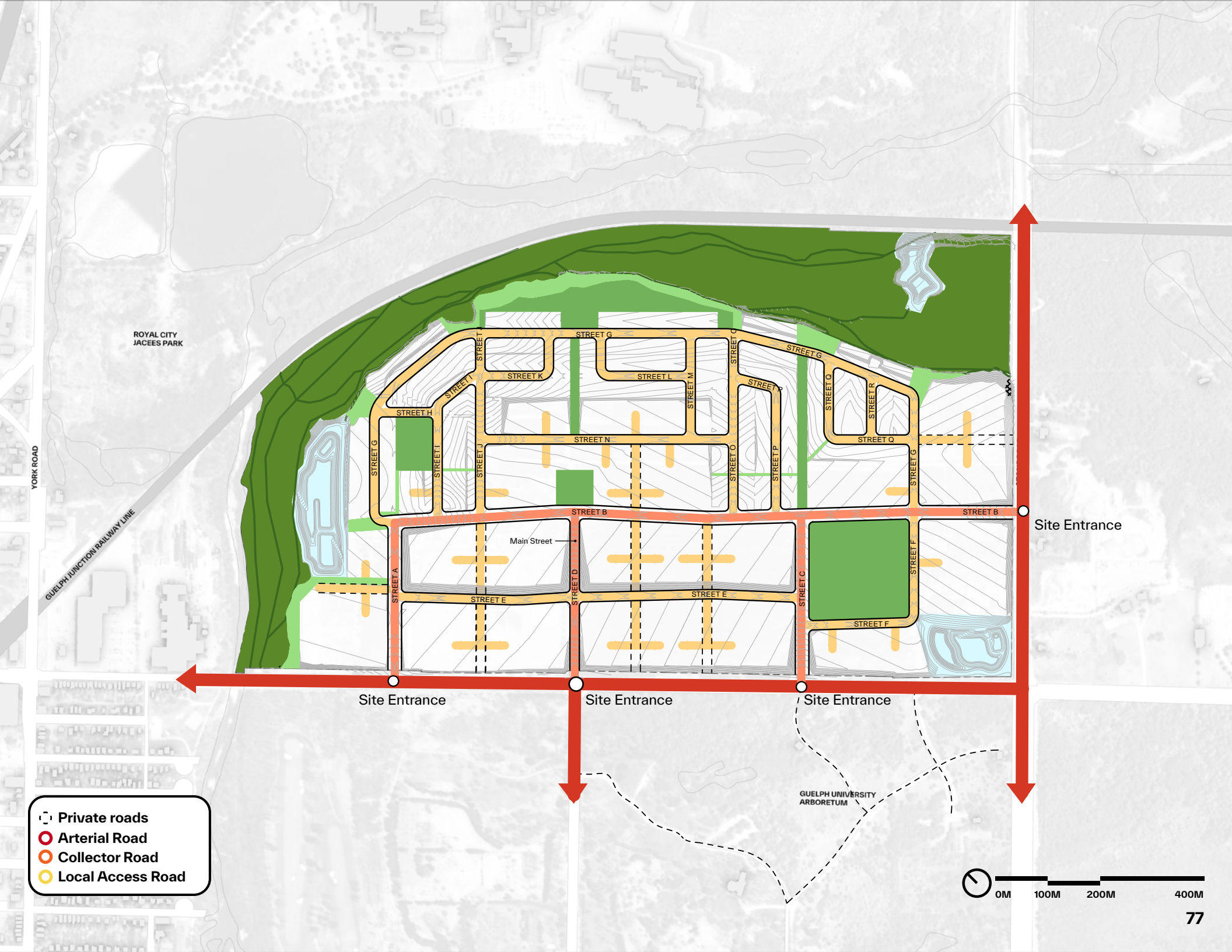
design process.

The conceptual design for the proposed collector roads utilizes a 26-meter right-of-way, creating complete streets that support multiple modes of transportation. These roads will include three vehicle lanes, on-street parking, buffered bicycle lanes, planting strips, and wide sidewalks, ensuring a balanced and pedestrian-friendly streetscape. Retail uses facing the green boulevards are envisioned with minimal setbacks, promoting direct interaction between ground-floor spaces and the public realm.

The 24m Main Street identified on the plan anticipates a dynamic and unique cross section reflective of the diverse uses fronting onto it. Buildings along this corridor will allow for a mix of uses including at grade retail, above grade commercial and high density residential uses, all supported by a pedestrian focused and active-transportation friendly streetscape inclusive of a variety of patio spaces, planting zones and potential woonerfs.

The remaining local streets will follow an 18-meter right-of-way cross section, designed to accommodate pedestrian-scaled environments while maintaining access to individual properties and open spaces. These streets will include two vehicle lanes, on-street parking, planting strips, and sidewalks, fostering a walkable and connected neighbourhood.

This framework for street design establishes a clear hierarchy of road types, balancing mobility, public space, and environmental considerations. Through future design phases, the proposed streetscapes will be refined in collaboration with the City to ensure they align with the vision and functional needs of the Master Plan.

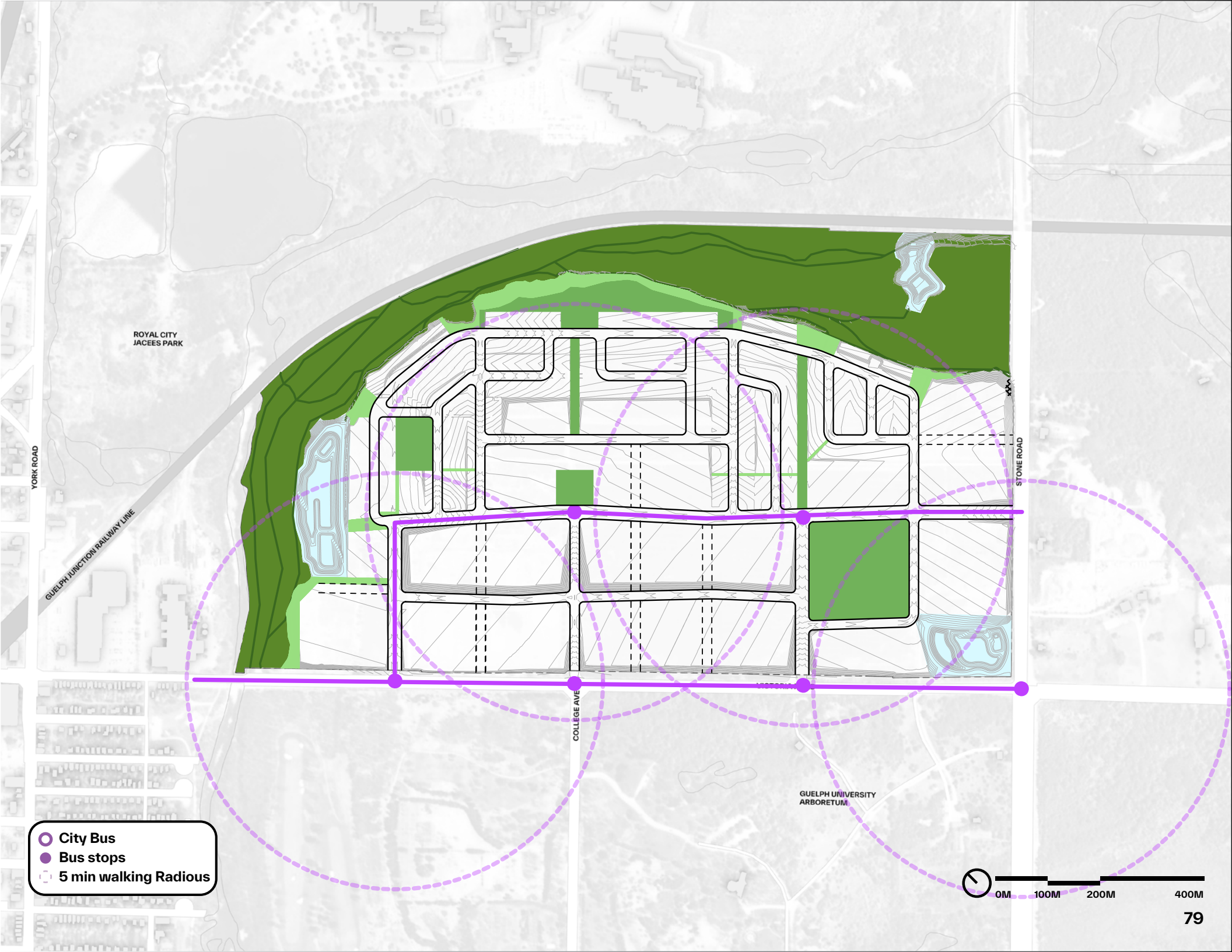


2.10 TRANSIT NETWORK

The Master Plan is also designed to accommodate the extension of transit service through the Site. The conceptual transit plan shows potential routing and stop locations through the site to connect the neighbourhoods and mixed use area to the Downtown and University of Guelph.

Transit is proposed in the form of a bus route. The bus route is proposed to extend north-south on Victoria Road South, with an internal connection to the site on Street New Street 'A'. Bus stops are proposed at each of the Block Plan's nodes, and at key intersections with collector streets to provide access to transit within a 5-10-minute walking radius for all residents. Most of the Block Plan residents will be within a five-minute walk of a transit stop, making transit easily accessible. The proposed transit route will also allow for a future extension to the south via New Street 'A' to provide transit service to the GID Block 3 lands.

Transit stops are in the site's highest density areas, to ensure that sufficient populations are present to support transit ridership. The bus stops will be designed to meet Accessibility for Ontarians with Disabilities Act (AODA) requirements. Lighting, seating and landscaping will all be thoughtfully designed around transit stops to ensure user safety and comfort. Visual and tactile materials may also be used at transit stops where appropriate to clearly delineate the transit stops in the public realm. Bicycle parking and storage facilities will be provided at transit stops to enable multi-modal trips.



2.11 PUBLIC REALM & OPEN SPACE

The public realm within the Guelph Innovation Community connects all the unique neighbourhoods, forming a cohesive urban fabric. By weaving the active public realm into the heart of the community, it will offer welcoming social spaces for play, relaxation, entertainment, and physical activity, creating a dynamic and inclusive environment for everyone.

The master plan establishes a robust, pedestrian-centered network that ensures seamless connectivity, prioritizing walkability and bikeability throughout the entire development.

This network is composed of diverse typologies of open spaces, each thoughtfully designed to cater to the needs of the community, accommodate seasonal changes, reflect the unique character of different neighbourhoods, and support the varied programming throughout the masterplan.

From the central Urban Square and community park to the programmed

01. URBAN SQUARE

The social and cultural heart of the master plan, it is an active and lively destination that attracts both residents of the community and visitors from Guelph.

02. PUBLIC PARKS | COMMUNITY & NEIGHBOURHOOD

The community and neighbourhood parks vary in size and programming, offering a range of spaces designed to serve the diverse needs of all residents, fostering recreation, social interaction, and a strong sense of community.

03. PARK PLAY CORRIDORS (PUBLIC - PRIVATE)

Active, functional, easily accessible parks spaces with community amenities serve as connective pathways within the residential areas. Their width can be adapted to suit the specific programming of each space.

GREEN CORRIDORS

04. PASSIVE NATURAL LINEAR GREEN SPACE AND MIDBLOCK CONNECTIONS WITH PATHS AND NATURAL FEATURES ENHANCE BIODIVERSITY AND CONNECTIVITY THROUGHOUT THE MASTER PLAN.

05. MID-BLOCK CROSSING (PUBLIC - PRIVATE)

Connected pathways within the blocks ensure a pedestrian-friendly scale, providing porosity and creating opportunities for shortcuts and exploration and retention of mature trees and hedgerows “where possible”.

green corridors with community amenities, the master plan fosters connectivity while enhancing the public realm. Key features include mid-block crossings that weave through the urban fabric, creating a dynamic flow between blocks. This hierarchy of spaces enriches the public realm, providing both functional and inviting spaces that will support and engage residents, promote community interaction, and elevate the overall experience of the Guelph Innovation District Community. The design of the GID open space network will have regard for retention of mature trees and hedgerows and will ensure that new landscaping is provided sufficient area to thrive.

06. STREETS

Pedestrian-friendly streets with bike lanes and a continuous tree canopy will form the foundation of the connecting network between the open spaces.

07. PIXEL PARKS (PUBLIC - PRIVATE)

Micro-nodes for community gatherings are integrated into mid- to high-density residential zones, and community amenities.

RIDGELINE (PUBLIC - PRIVATE)

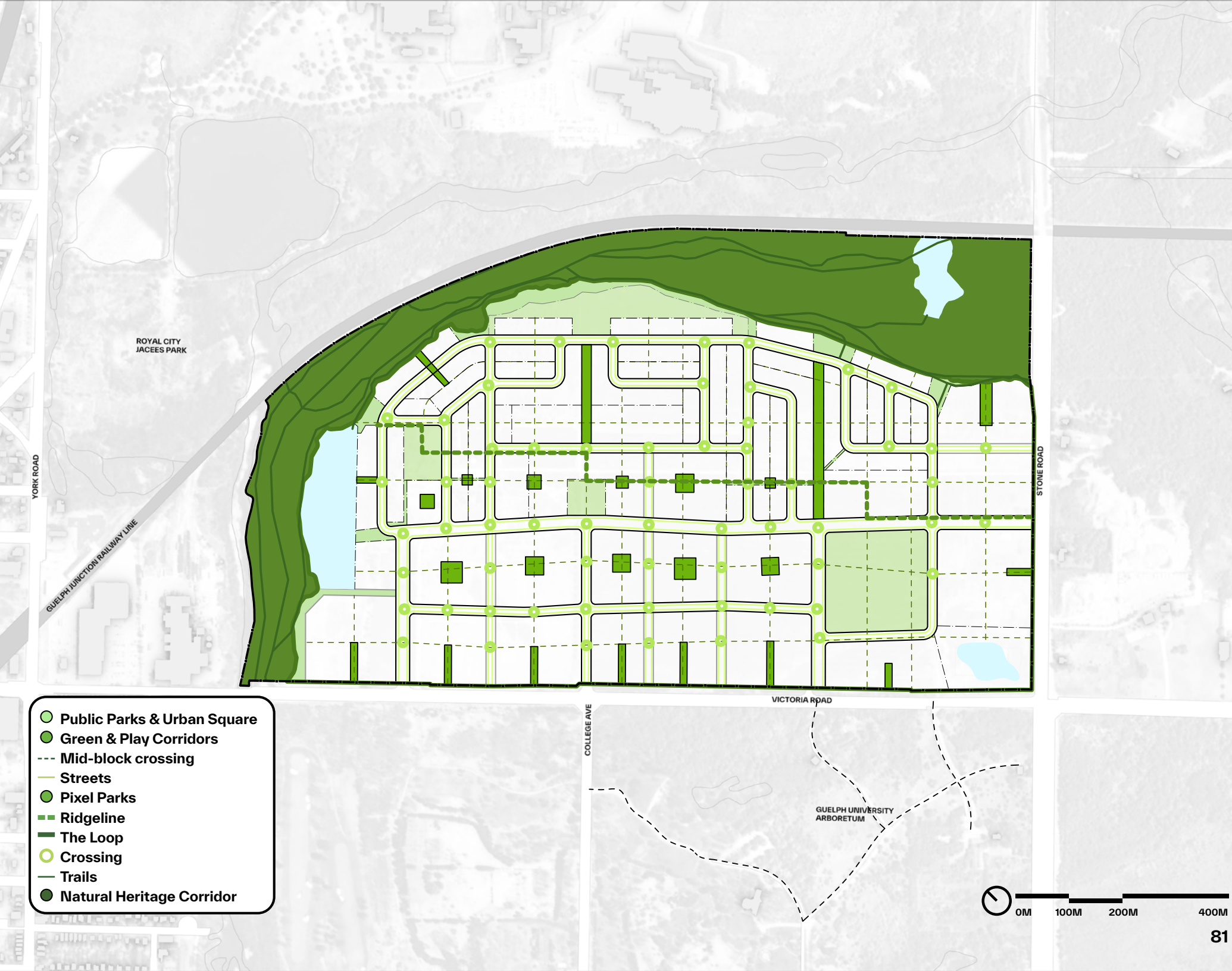
08. COMMUNITY DIAGONAL PATH, ORIGINATING FROM THE HIGHEST POINTS OF THE TOPOGRAPHY, MEANDERS THROUGH VARIOUS NEIGHBOURHOODS, PROVIDING A SAFE AND SCENIC ROUTE TO MAJOR OPEN SPACES.

THE LOOP

09. THE 5KM PERIMETER ROUTE CREATED BY THE TRAILS AND SIDEWALKS IN THE PROPOSED ENHANCED ROW'S SURROUNDS THE MASTER PLAN, PROVIDING RESIDENTS WITH A DEDICATED PATH FOR LEISURE CYCLING OR JOGGING WHILE SERVING AS AN ORGANIZING ELEMENT FOR THE OVERALL DESIGN.

10. NATURAL HERITAGE CORRIDOR & LOCAL TRAILS

An existing natural heritage system with recreational trails surrounds the site along the Eramosa river with woodlands, wetlands, and wildlife habitat.



2.12 PHASING

The masterplan will be implemented in phases, with the first phase focusing on the creation of the Urban Square and surrounding residential neighbourhoods which will serve as the anchor of the entire development.

This Urban Square will establish the foundation for the surrounding open space network, providing a focal point for the community and connecting the various elements of the masterplan. As the project progresses, additional phases will introduce further parks, streetscapes, and privately managed spaces, expanding the network and enhancing the overall urban experience. The Urban Sqaure will play a crucial role in defining the character of the development and setting the tone for future phases.

The initial residential neighbourhoods will establish a population base in the Block Plan area to support future commercial, institutional and employment uses in later phases. The school is proposed in the second phase, to support the site’s growing population.

The site’s phasing remains conceptual at this time and will be finalized through collaboration with servicing and utility providers. The site’s phasing will be finalized through the draft plan of subdivision process.



3.0 COMMUNITY DESIGN GUIDELINES

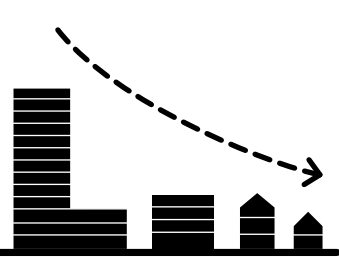
- 3.1 Community-Wide Guidelines
- 3.2 Public Realm
- 3.3 Urban Typologies

3.1 COMMUNITY-WIDE GUIDELINES

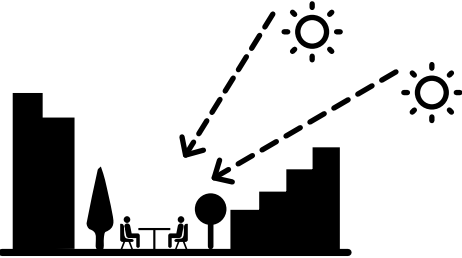


3.1 COMMUNITY-WIDE GUIDELINES

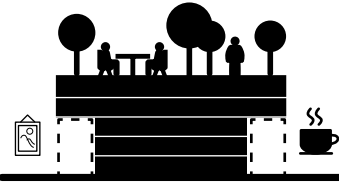
Six key design principles have been established to ensure the community vision is effectively realized throughout the Master Plan. These principles, along with their associated guidelines, provide a cohesive framework for guiding the detailed design process. They apply holistically to the entire community, shaping its structure and character. Additional guidelines related to parks and Urban Squares, streets and alleyways, urban typologies, and sustainability will further refine specific aspects of the development as it progresses. These principles collectively shape a dynamic, connected, and sustainable community, ensuring a high quality of life for residents while supporting long-term urban resilience.



3.1.1 DENSITY & VARIETY
The plan encourages a balanced mix of densities, ensuring that each neighbourhood maintains a sense of scale and appropriateness while fostering diverse housing options.



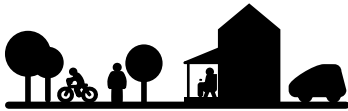
3.1.3 LIGHT & AIR
Designed to maximize natural light and create a sense of openness, the community prioritizes sunlight exposure - particularly in colder months - to enhance livability and comfort.



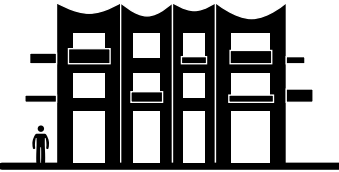
3.1.5 PARKING & SERVICE
Parking is intentionally de-emphasized by incorporating below-grade solutions, integrating parking structures with active uses and shared amenities, or moving parking areas away from the street, promoting a more pedestrian-friendly environment.



3.1.2 POROSITY
The plan supports multiple layers of movement, incorporating protected passages and multi-modal connections that enhance accessibility and encourage active transportation.



3.1.4 ORIENTATION & ACTIVATION
Public and community open spaces are prioritized, while parking areas and service functions are strategically placed away from the street to maintain an engaging and pedestrian-oriented streetscape.



3.1.6 FACADE ARTICULATION
Buildings are designed with active facades that foster interaction between pedestrians and occupants. Architectural elements will support a vibrant public realm while reinforcing principles of healthy living.



3.1.1 DENSITY & VARIETY

The plan encourages a balanced mix of densities, ensuring that each neighbourhood maintains a sense of scale and appropriateness while fostering diverse housing options.

A variety of building typologies are encouraged at the block, land use, and community levels to create a dynamic and visually rich urban environment. These typologies may include high-rise and mid-rise buildings, stacked and back-to-back townhouses, various townhome typologies and traditional single-family homes.

Building heights and densities will be strategically arranged to create smooth transitions between higher- and lower-density areas. The greatest heights and densities will be concentrated along the main street corridor and the north-south collector road, gradually stepping down to the north, east, and south to ensure compatibility with surrounding neighbourhoods.

Block and building designs should embrace architectural diversity while maintaining a cohesive identity. A mix of densities, combined with varied architectural styles and material palettes, will contribute to a distinctive and engaging public realm. The overall design approach should align with each neighbourhood’s visual character, enhancing both functionality and aesthetic appeal.

FIGURE: References



VARIED ARCHITECTURE

Aarhus Masterplan, Copenhagen
BIG



COMMUNAL TYPOLOGIES

Sluishuis, Copenhagen
BIG



DIVERSE MATERIALITY

Le Marais du Billet, Switzerland
Graeme & Patricia Capua Mann



STEP DOWN MASSING

Kastaniehjørnet, Denmark
BIG



PLAYFUL FACADES

VM Houses, Copenhagen
BIG + JDS

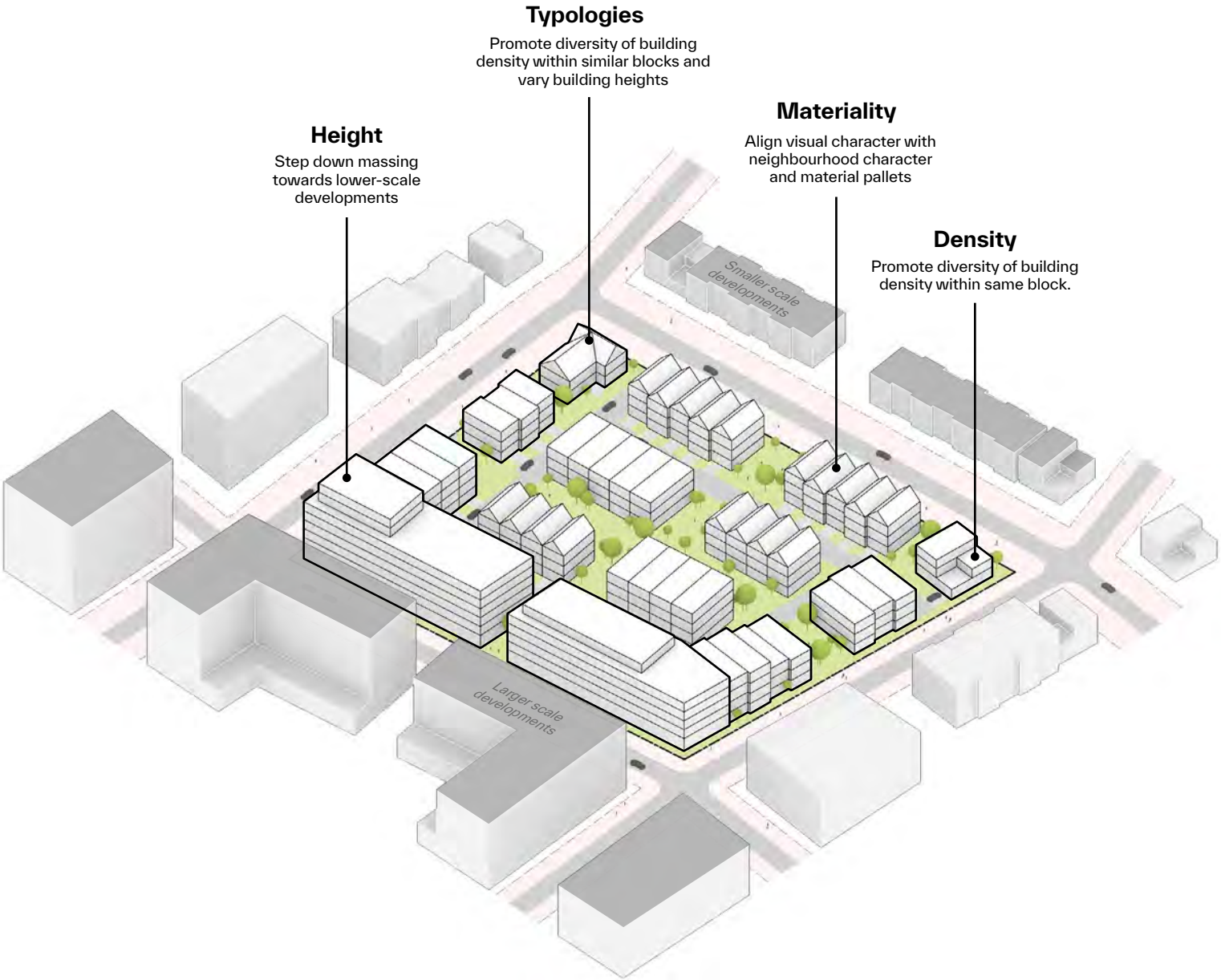


FIGURE: Diagrammatic overview of guidelines. Intended to provide general guidance for future development, not prescriptive rules for design.

3.1.2 POROSITY

The plan supports multiple layers of movement, incorporating protected passages and multi-modal connections that enhance accessibility and encourage active transportation.

By integrating diverse entry points and movement opportunities, the plan strengthens connectivity throughout the community. Key open space features - such as active courtyards, shared yards, programmed alleys, and pedestrian cut-through pathways - will provide inviting, well-connected spaces that encourage engagement and interaction.

The Master Plan is structured around a fine-grained network of arterial,

collector, and local roads, ensuring an efficient and intuitive circulation system. This grid-based layout is designed to promote ease of movement and is complemented by pedestrian-friendly elements, such as sidewalks, flex zones, planting strips, multi-use trails, and bicycle lanes. This “complete street” approach prioritizes multimodal transportation, making the community more accessible, navigable, and connected.

FIGURE: References



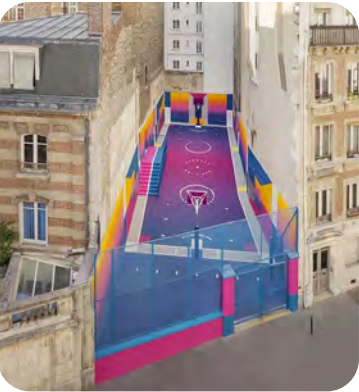
ACTIVE GROUND FLOOR

Public building, Malmö,
Kjellander Sjöberg



SHARED COURTYARDS

Blue Bay, Shanghai,
ECADI studio



PROGRAMMED ALLEYS

Pigalle Basketball, Paris
III-Studio



MID-BLOCK CONNECTIONS

Courtyard Community, Rockwood
Waechter Architecture



PEDESTRIAN CUT-THROUGH

8 House, Copenhagen
BIG

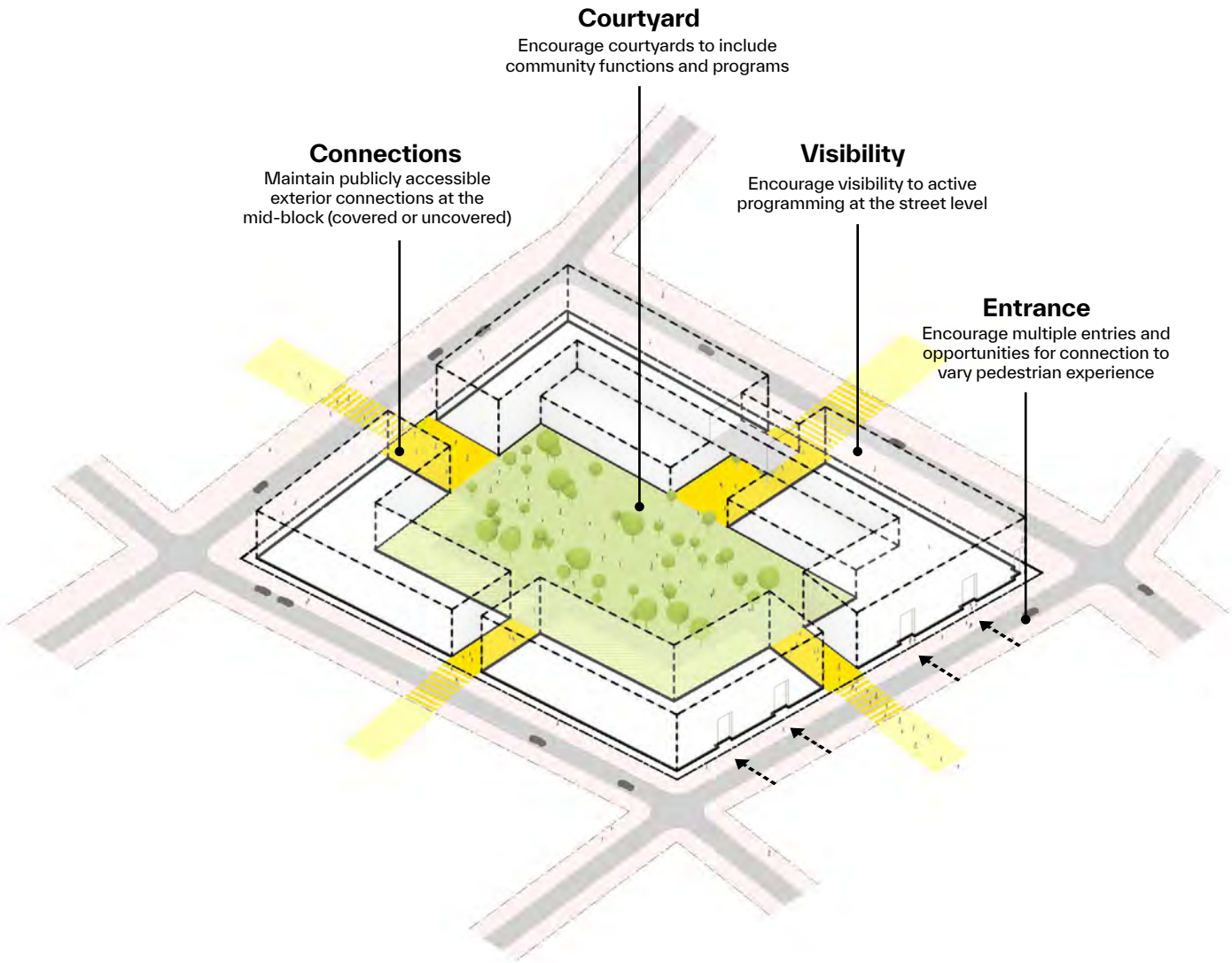


FIGURE: Diagrammatic overview of guidelines. Intended to provide general guidance for future development, not prescriptive rules for design.

3.1.3 LIGHT & AIR

Provide for abundant sunlight and sense of open space, particularly in colder months. The site will be designed to maximize natural light and create a sense of openness, and the community prioritizes sunlight exposure - particularly in colder months - to enhance livability and comfort.

To create a visually dynamic skyline and improve air circulation, tower placement should be staggered within the block layout, introducing visual porosity while maintaining a cohesive urban form. The massing of towers and surrounding structures should be carefully considered to minimize shading over public Urban Squares and parks, ensuring these spaces remain vibrant, inviting, and usable throughout the day. Additionally, building forms should incorporate thoughtful articulation that allows light and airflow into mid-block open spaces, enhancing their comfort and functionality.

At the street level, landscape design should reinforce a welcoming and pedestrian-friendly environment while prioritizing access to natural light. Greenery should be strategically positioned to enhance the public realm without obstructing sightlines, supporting intuitive pedestrian movement, and maintaining a sense of openness. Low-height plantings, well-placed street furniture, and pedestrian-scaled lighting should be integrated to promote safety, accessibility, and aesthetic appeal, ensuring that walkways and sidewalks remain well-lit, inviting, and seamlessly connected to the surrounding built environment.

FIGURE: References



RELIEVING BUILDING FORM
The Smile, New York
BIG



REDUCED TOWER MASSING
251 1st Street, New York
ODA



COURTYARD ORG.
Social Housing, Paris
Mobile Architectural Office



BROKEN UP MASS
9 Chapel, New York
SO-IL



HEIGHT TO NORTH
Villa Cascade, Netherlands
CROSS Architecture

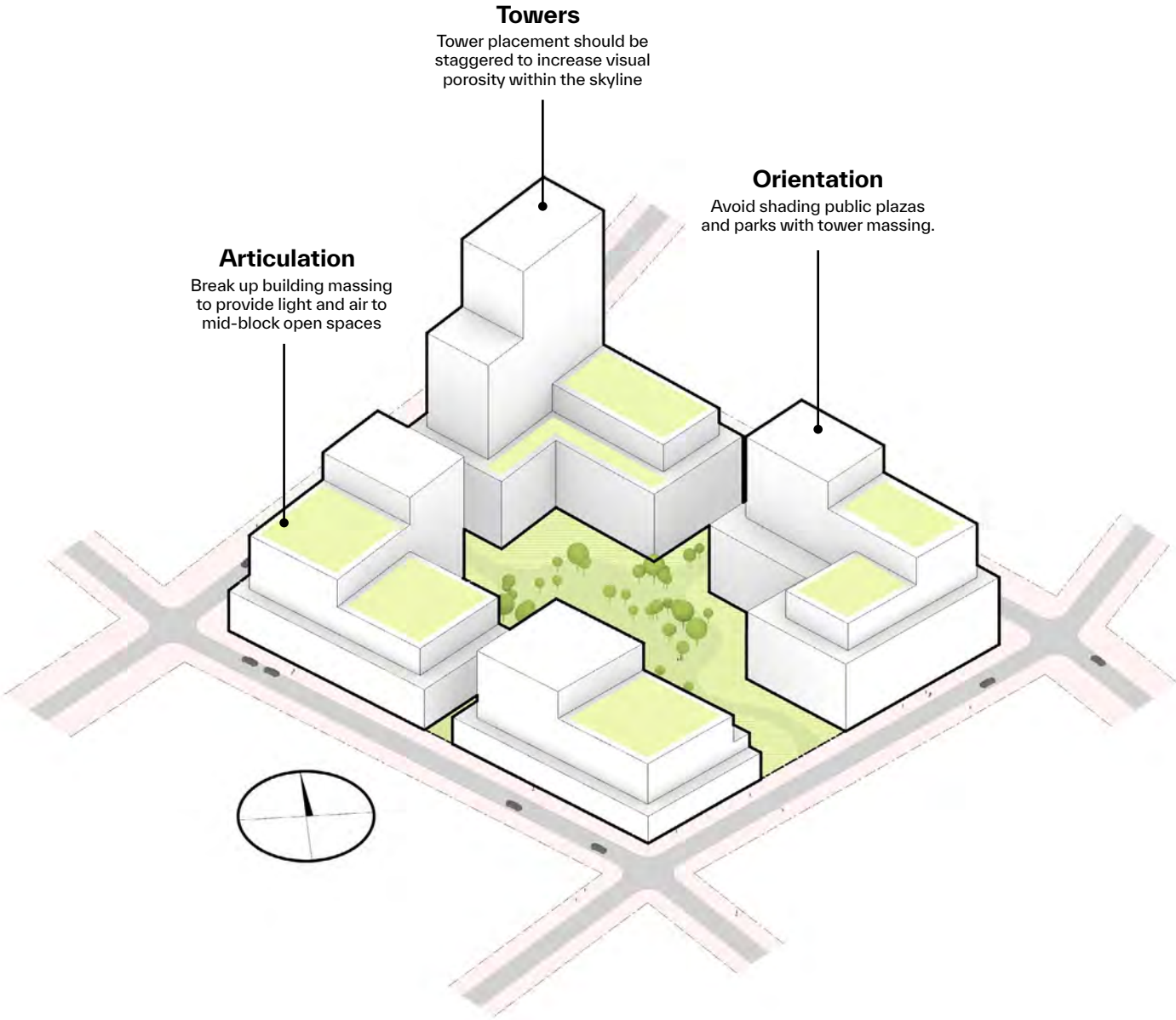


FIGURE: Diagrammatic overview of guidelines. Intended to provide general guidance for future development, not prescriptive rules for design.

3.1.4 ORIENTATION & ACTIVATION

Public and community open spaces are prioritized, while parking areas and service functions are strategically placed away from the street to maintain an engaging and pedestrian-oriented streetscape.

Block-scale development should prioritize community-oriented open spaces, ensuring that parking and service areas are strategically placed away from the street on medium and high-density blocks, to maintain a pedestrian-friendly streetscape. Vehicle parking for high density development is encouraged to be accommodated underground or integrated within building podiums, optimizing land use while preserving active street frontages. When included within podium structures, parking should be wrapped with active uses and screened from public view to enhance the visual appeal and vibrancy of the public realm. By shifting parking away from primary pedestrian areas, the design allows for more space to be dedicated to programming, gathering areas, and active transportation infrastructure, reinforcing a dynamic and engaging urban

environment.

Bicycle parking should be seamlessly integrated into the public realm to promote active transportation and support a multimodal approach to movement throughout the site. Along major corridors, buildings should feature adequate ground-floor heights to accommodate viable commercial uses, ensuring long-term flexibility and economic resilience. To further enhance the relationship between buildings and the public realm, entrances should be oriented toward shared community spaces along the streetscape, fostering stronger visual and physical connections between indoor spaces and the pedestrian environment. This approach promotes a safe, active, and walkable public experience.

FIGURE: References



ENTRY OFF STREET
Dumbo Townhouses, New York
Alloy Design



SHELTERED SIDEWALK
Suit Supply HQ, Amsterdam
BIG



COURTYARDS
Mueller, Austin



YARDS
Yard, Brooklyn
SCAPE



EXTENDED PROGRAM
Music Valley Jimo District,
Team I&II

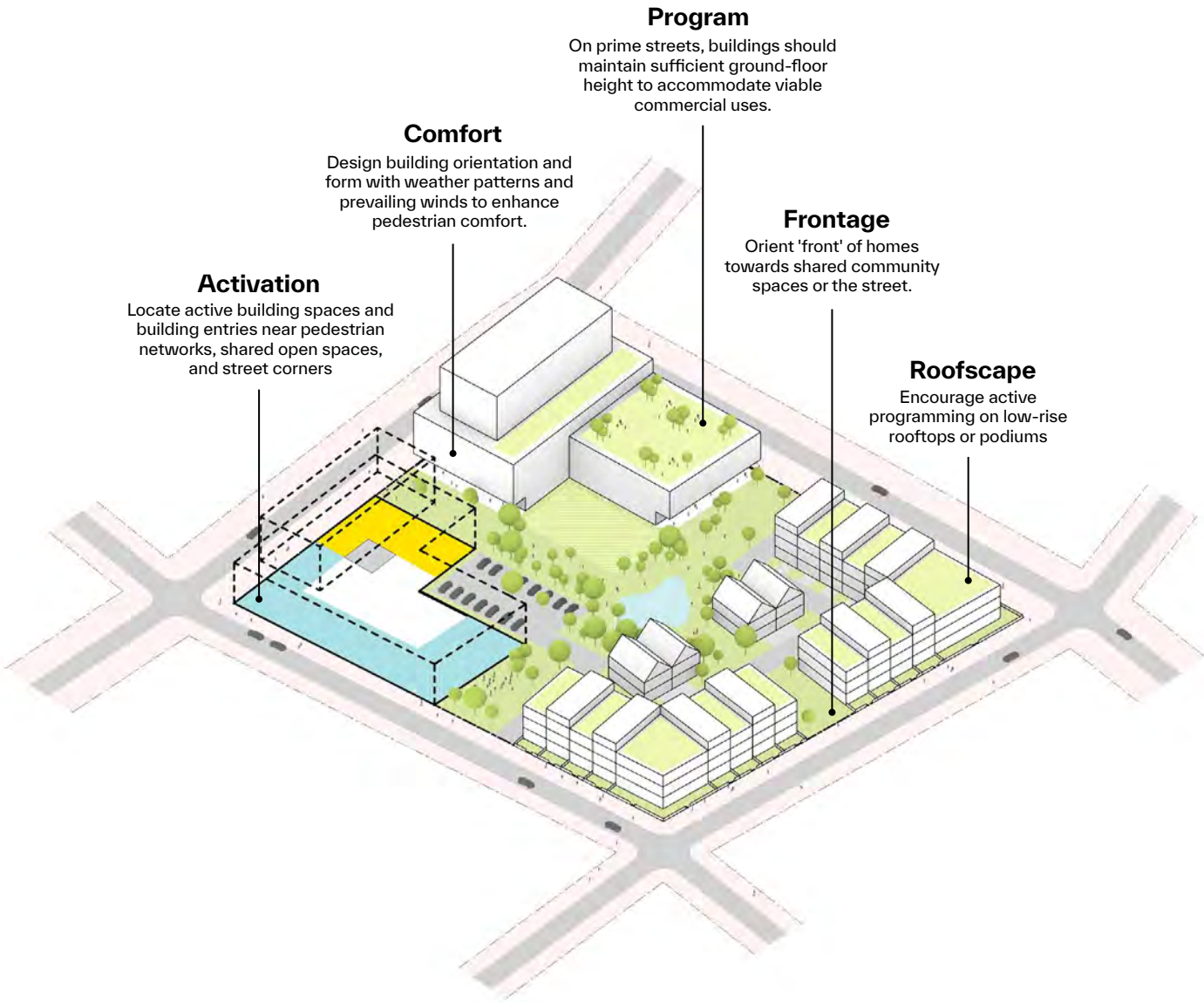


FIGURE: Diagrammatic overview of guidelines. Intended to provide general guidance for future development, not prescriptive rules for design.

3.1.5 PARKING & SERVICE

Parking is intentionally de-emphasized by incorporating below-grade solutions or integrating parking structures with active uses and shared amenities, promoting a more pedestrian-friendly environment.

The Site Plan prioritizes a people-first public realm by de-emphasizing parking and ensuring it is strategically located away from the street or integrated within structured facilities that incorporate active uses facing the active frontage on medium and high density blocks. Site circulation is designed to enhance interconnectivity through active transportation, while vehicular movement is directed to the perimeter of development blocks to minimize conflicts with pedestrian pathways.

A variety of visually integrated parking solutions are encouraged to balance functionality with an unobtrusive presence in the public realm. These include wrapped parking garages - above-grade structures lined with active frontages - and below-grade parking that supports a vibrant street-level experience. Embedded parking should be adaptable

for future conversion, accommodating evolving mobility trends and alternative transportation methods. Parking, loading, and service entrances should be minimized, strategically placed outside of pedestrian pathways, and consolidated where possible to enhance walkability and reduce disruptions to the public realm.

To further reinforce high-quality urban design, mechanical structures and service areas should be concealed and integrated within architectural features. Situating mechanical equipment away from key public spaces and embedding it within building articulations will ensure minimal visual impact, preserving the site's cohesive and aesthetically engaging character.

FIGURE: References



CONCEALED MECHANICAL
Via 57 West, New York
BIG



PROG. GARAGE ROOF
Park N Play, Copenhagen
JAJA



SHELTERED SIDEWALK
Suit Supply HQ, Amsterdam
BIG



WRAPPED PARK. GARAGE
Park Place, Missoula
MMW Architects



EMBEDDED PARKING
Pro. Sapporo Miyanomori, Japan
Kengo Kuma & Assoc.

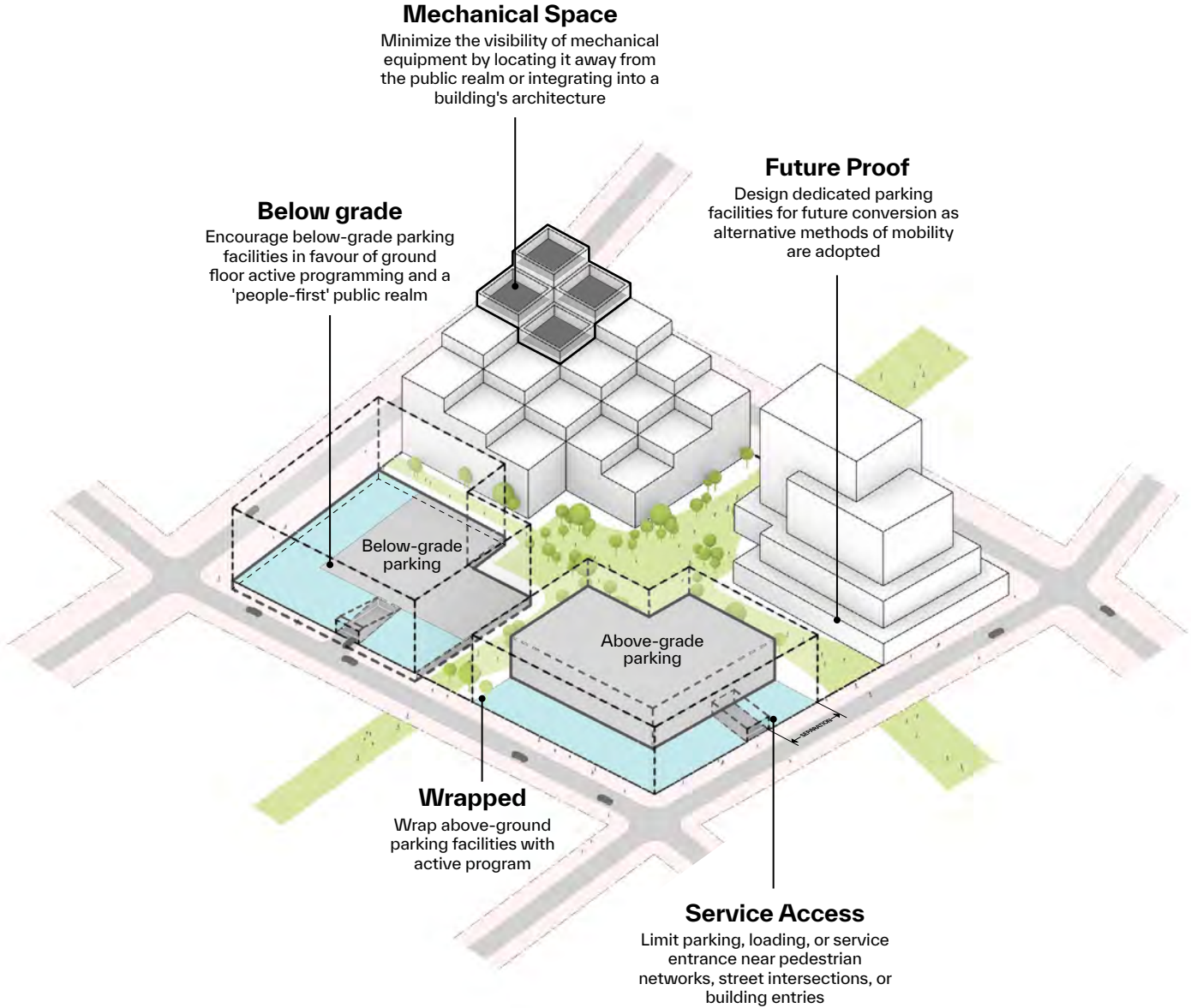


FIGURE: Diagrammatic overview of guidelines. Intended to provide general guidance for future development, not prescriptive rules for design.

3.1.6 FACADE ARTICULATION

Buildings are designed with active facades that foster interaction between pedestrians and occupants. Architectural elements will support a vibrant public realm while reinforcing principles of healthy living. These principles collectively shape a dynamic, connected, and sustainable community, ensuring a high quality of life for residents while supporting long-term urban resilience.

Block developments are encouraged to feature active facades that foster strong connections between pedestrians and building occupants while supporting principles of healthy living. Blank walls should be avoided in favor of thoughtfully designed ground-floor uses that encourage continuous interaction between interior and exterior spaces. To further enhance the pedestrian experience, the integration of public art, landscaped planters, and other softscape elements will help blend indoor and outdoor environments, while providing privacy and reinforcing a vibrant, healthy public realm.

The site should emphasize high-quality architectural design, with well-articulated facades, contemporary materials, and an aesthetic language that reflects the innovative vision for the Guelph Innovation

District. Special attention should be given to landmark buildings, prominent corners, gateway sites, and street-facing facades, ensuring a distinct and dynamic urban identity.

An urban street wall condition is encouraged through thoughtful building orientation, facade articulation, and minimal setbacks, creating a well-defined and cohesive streetscape. Where feasible along Main Street, strategic pedestrian setbacks may be incorporated to provide sheltered connections, enhancing year-round comfort and walkability in all seasons. By prioritizing architectural quality and human-scaled design, the Master Plan fosters a visually engaging and socially connected public realm.

FIGURE: References



TIMBER LOBBY

World of Volvo, Gothenburg
Henning Larsen



PEDESTRIAN SETBACK

Poly Centre, Sydney
Grimshaw



EXPRESSIVE FACADE

Cosway Street Housing, London
Bell Phillips



PUBLIC ART

"Heavy stones Fear No Weather"
Wes21, Reykjavik



INTEGRATED PLANTERS

Orestad Apartments, Copenhagen
Tegnestuen Lokal

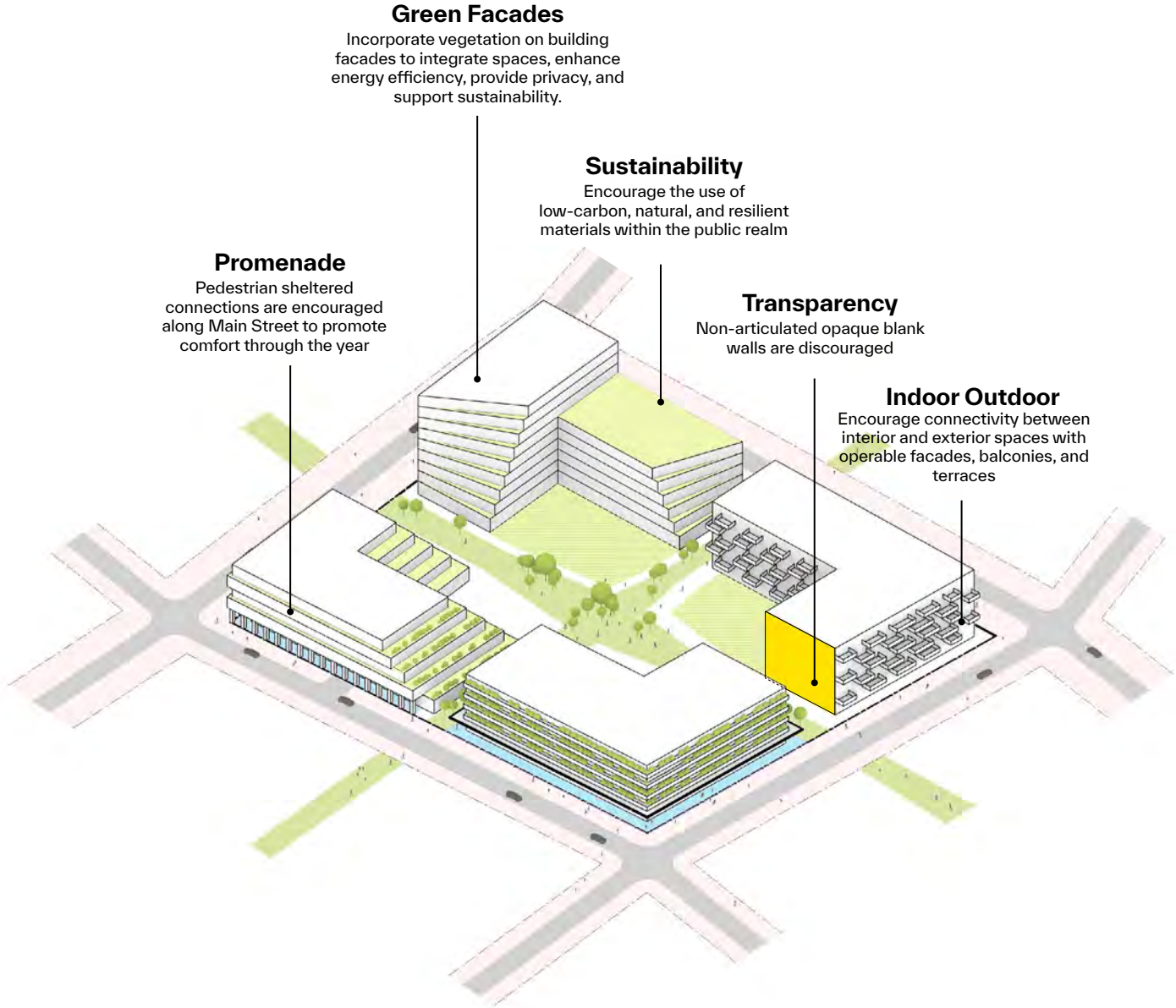


FIGURE: Diagrammatic overview of guidelines. Intended to provide general guidance for future development, not prescriptive rules for design.

3.2 PUBLIC REALM



3.2.1 PUBLIC REALM OVERVIEW

FIGURE: Public Realm & Open Spaces References



THE URBAN SQUARE
The Granary Square fountain,
United Kingdom



COMMUNITY PARK
Green space, Soccer fields



NEIGHBOURHOOD PARKS
UWO Workshop, Slovakia
Woven



LINEAR PARK ACTIVE
Light City, Baltimore
Kaiser Permanente



GREEN PARK CORRIDOR
Gather, Outdoor Furniture
Foster + Partners



NATURAL HERITAGE
Biodiverse, lush environment
by ramosa River



PIXEL PARKS
Timewalk, South Korea
Lab D+H



THE LOOP
Sowerby Park, United Kingdom
Re-Form



MIDBLOCK CROSSING
Manduca Market, Argentina
Hitzig Militello Arquitectos



THE RIDGE LINE
Path of Silence, Norway
Jeppe Hein



1. The Urban Square
2. Community Park
3. Neighbourhoods Parks
4. Pixel Parks
5. Park Play Corridor
6. Green Corridor
7. Mid-block crossing
8. The Loop
9. The Ridge line
10. Natural Heritage Corridor

3.2.2 PUBLIC REALM & OPEN SPACE NETWORK

The master plan consists of several distinct open spaces, each with different sizes, characters, and programming, all connected by a pedestrian-friendly network.

The masterplan open space network is composed of a variety of parks and street typologies, creating a dynamic blend of public and privately managed spaces.

Some areas function as public parks, maintained by the city to serve the broader community, while others are privately owned public spaces, linked to specific clusters of buildings and maintained by private condominium corporations.

This dual approach ensures that both city-managed and privately managed spaces contribute to the overall vibrancy of the urban environment, fostering a diverse range of experiences while allowing for greater community involvement and care within the open space network.



- Public Parks & Open Spaces
- Private parks & Amenity Spaces

3.2.3 PARKS & PLAZAS



3.2.4 PARKS & PLAZAS GUIDELINES

The Master Plan establishes a cohesive network of open spaces that enhances connectivity, preserves natural heritage, and promotes a vibrant public realm. Key urban gathering spaces, including the Urban Square, potential Innovation Plaza, and community parks, will support both active and passive recreation, providing inclusive and accessible environments for all users. The Eramosa River valley lands are protected and enhanced through conservation-focused strategies and sensitive development, ensuring the long-term sustainability of this ecological corridor. These natural areas are seamlessly connected by a system of linear parks, green connectors, and promenades, improving accessibility while reinforcing the site’s environmental integrity.

LANDSCAPE DESIGN

The landscape strategy will work with the site’s existing grading to create smooth, natural transitions between different elevations while preserving key terrain features that contribute to sightlines and view corridors. A balanced integration of plantings, hardscapes, and green spaces will enhance the public realm. The planting palette will prioritize native, drought-resistant, and salt-tolerant species to ensure year-round visual interest and ecological resilience, while adequate soil volumes will support full canopy development and long-term tree health.

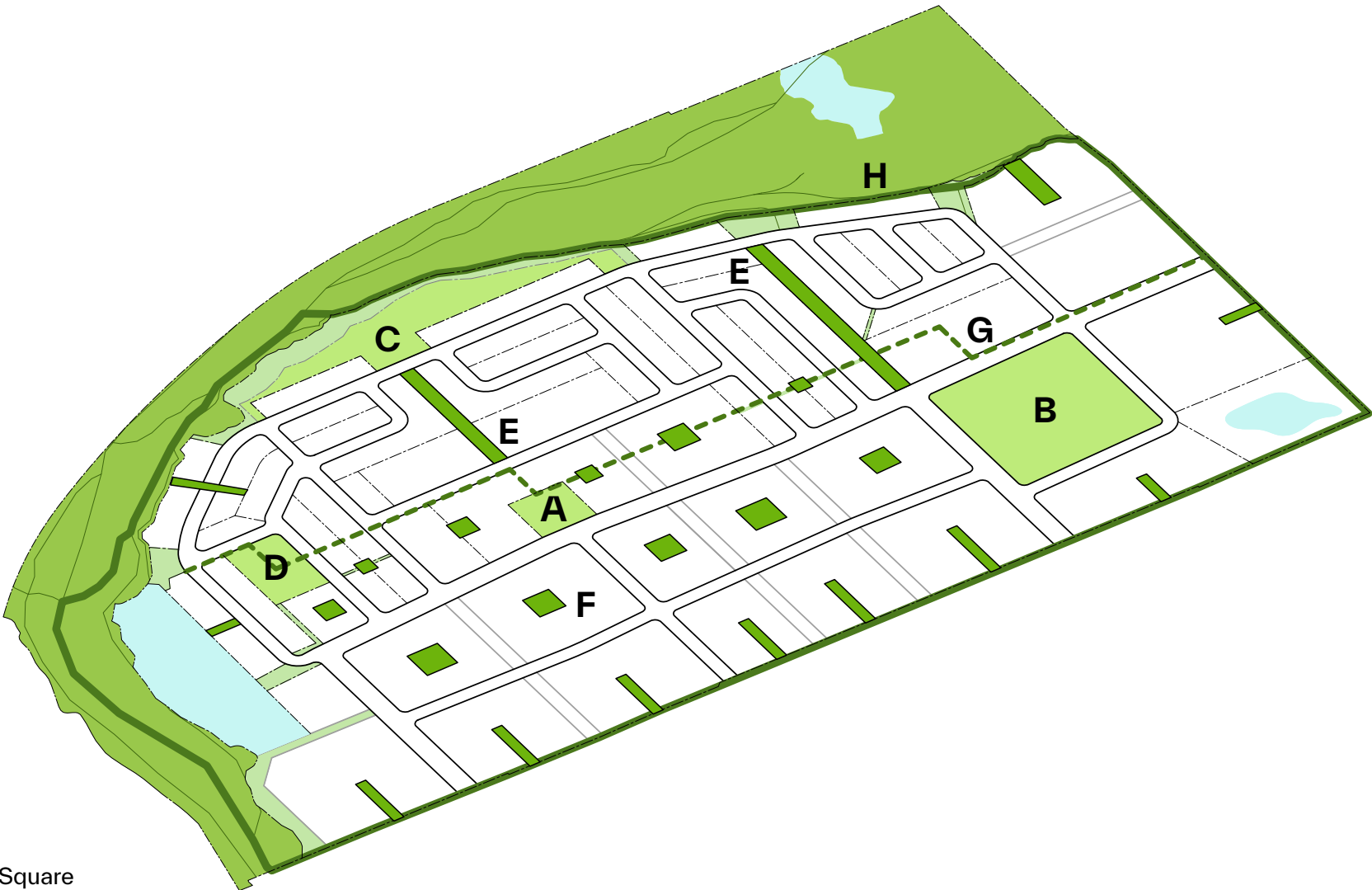
NATURAL HERITAGE

Parks and open space designs will align with the general intent of the Official Plan and relevant Environmental Impact Study to protect, restore, and improve the site’s natural heritage system and enhance the original parks plan for the site. Efforts will focus on increasing biodiversity and expanding the urban tree canopy where ecologically appropriate. To minimize disruption to sensitive habitats, controlled access measures - such as strategic trail design, wayfinding, and educational signage - will

be implemented to guide visitors while safeguarding local flora and fauna. Public views and vistas of the Eramosa River corridor will be carefully preserved and enhanced, reinforcing the site’s ecological and scenic value. Where possible, mature trees and hedgerows will be retained and integrated into the site’s open space network.

PROGRAMMING

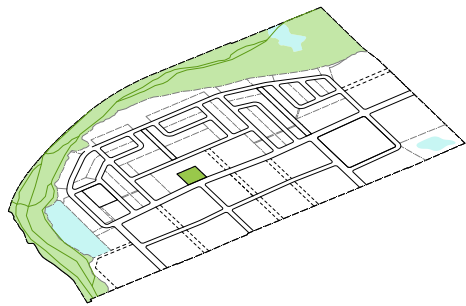
A diverse range of active and passive programming will be incorporated into parks and open spaces to serve users of all ages and abilities. These spaces can feature playgrounds, splash pads, community gardens, naturalized areas, trails, seating areas, and public art installations, fostering engagement and community interaction. Stormwater ponds will be designed as integrated landscape elements, using native vegetation and topographical features to create aesthetically and ecologically valuable spaces. To encourage active transportation, park designs will include seamless connections to the Guelph Radial Line Trail and future developments within Block 3, strengthening the overall walkability and connectivity of the district.



- A - The Urban Square
- B - Community Park
- C - The Forest Neighbourhood Park
- D - The Yard Neighbourhood Park
- E - Green & Play Park Corridors
- F - Pixel Parks
- G - Ridgeline
- H - The Loop

3.2.5 THE URBAN SQUARE

As the social and cultural heart of the master plan, this dynamic destination will serve as a central gathering place, attracting both residents and visitors from across Guelph. Thoughtful placemaking elements will ensure the space remains lively, adaptable, and responsive to the evolving needs of the community.



ART & CULTURE
Water droplets sculpture



YEAR ROUND PROGRAMMING
Christmas Tree Festival



ICONIC GATEWAYS
Sluishuis, Amsterdam
BIG



POP UP RETAIL
Blue Bottle Pop-Up Store



SPILLOUT
India Basin, United States
SOM



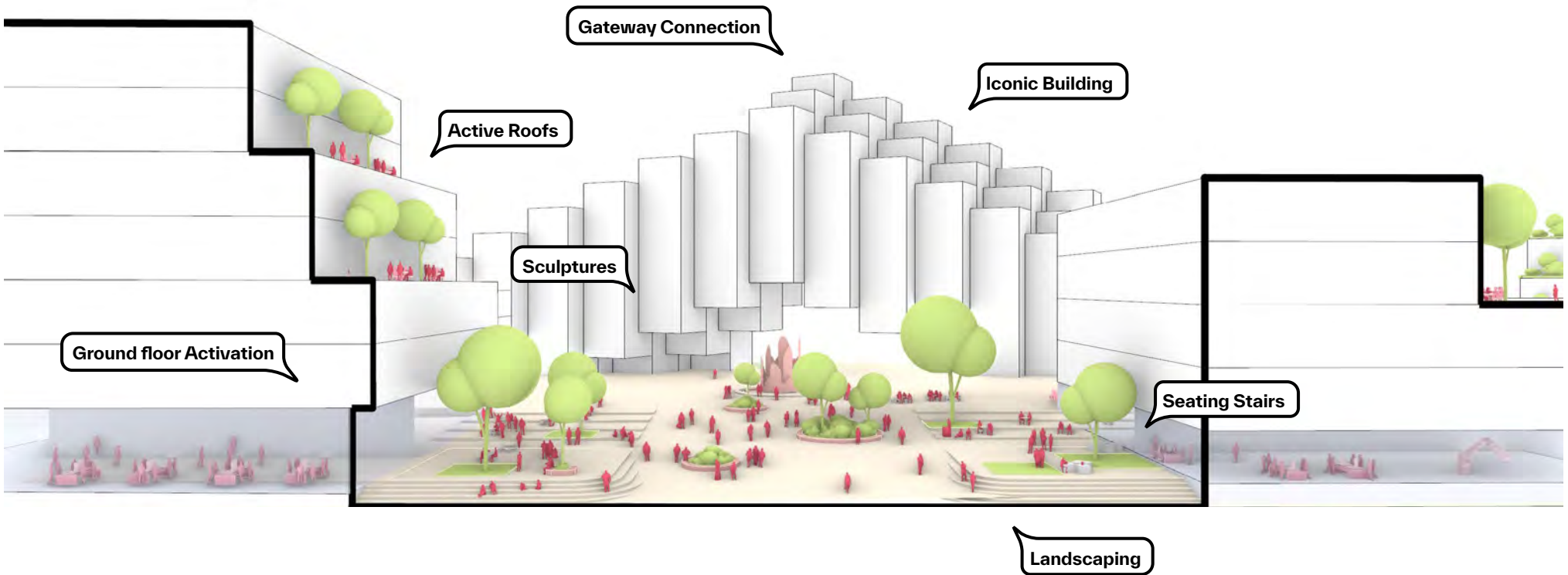
LEVEL CHANGING
Wuhan, China
AECOM



ART WATER FEATURES
Tianjin 4A Sports Park, China
BAM



DIVERSE SEATING
Orchestre, Aix-en-Provence
Olivier Vadrot



3.2.6 COMMUNITY PARK

The community park is designed to accommodate a diverse range of activities, fostering recreation, social interaction, and a strong sense of community. Thoughtfully programmed to support year-round engagement, the park can feature water elements and flexible spaces capable of hosting annual events, festivals, and fairs. This adaptability ensures it remains a central gathering space, evolving alongside the needs and aspirations of the community while reinforcing its role as a vibrant and inclusive public asset.



LARGE SPORTS FIELD
Green space, Soccer fields



SPECTATOR SEATINGS
The Couch, Netherlands
MVRDV



WATER FEATURES
Tainan Spring, Taiwan
MVRDV



PLAYGROUNDS
Neighbourhood Play



WEEKEND MARKETS
Coal Drops Yard, London
Heatherwick Studio



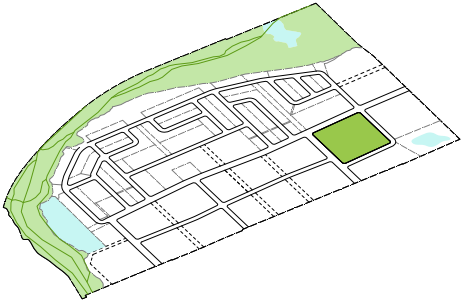
LARGE LAWNs FOR PUBLIC
McCarren Park, United States



PARK AMENITIES
Marsden Park, Australia
CHROFI



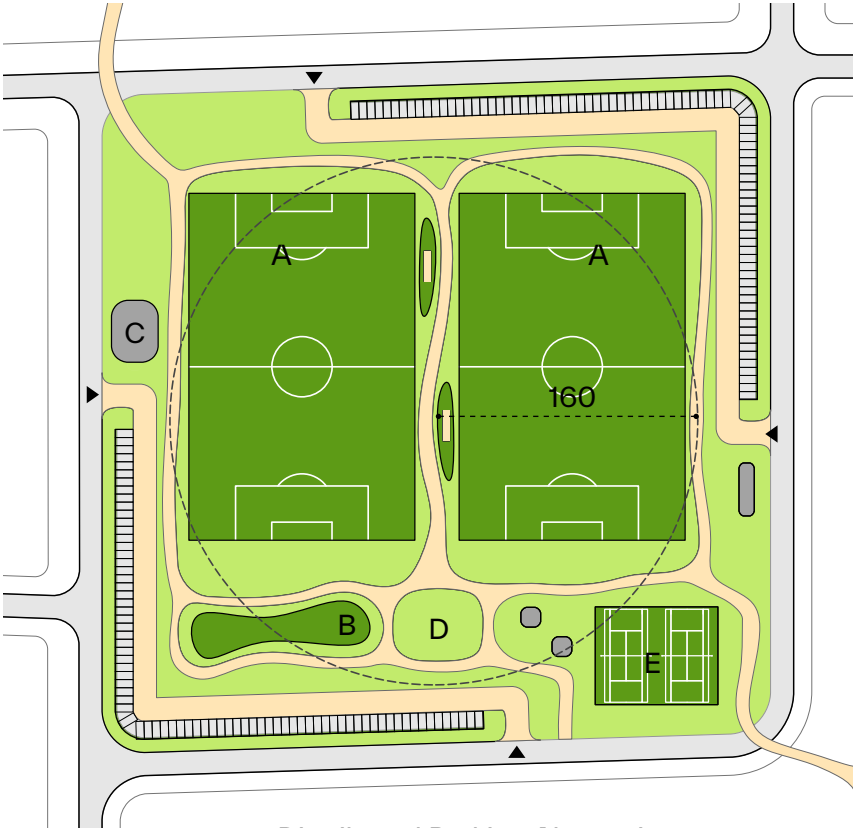
PARKING
Parking space around vegetation



Consolidate Parking Alternative

- A - Soccer Area
- B - Picnic Area
- C - Bathroom
- D - Play Area (650 sqm)
- E - Tennis Court

* Plan for illustrative purposes only.



Distributed Parking Alternative

3.2.7 NEIGHBOURHOOD PARKS

The neighbourhood park is a more compact yet welcoming space designed for intimate, community-focused activities and passive recreation. It offers residents a place to gather, unwind, and engage in smaller-scale events, fostering a strong sense of connection and belonging within the neighbourhood.

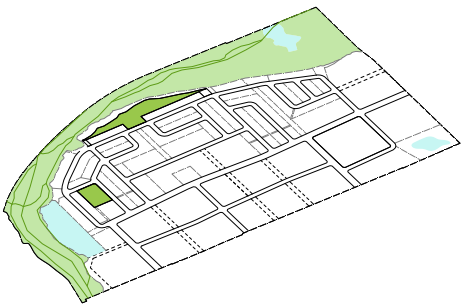


FIGURE: References



FOREST INTEGRATION
Ice Skating Park



LAWN
Central Park, United States



YARD
Eastside Coastal Resiliency, United States



HERITAGE OPPORTUNITIES
Domino Park, United States
SEGD



VIEWPOINT
Riverdale park Viewpoint
Toronto



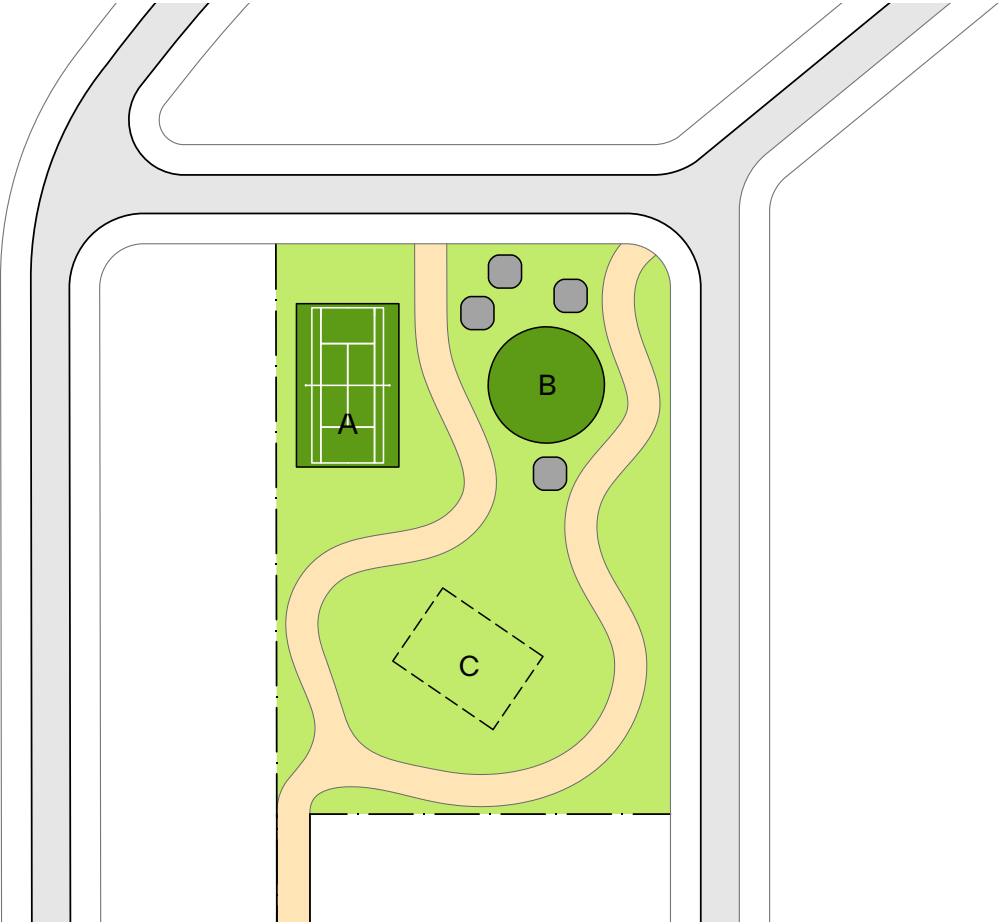
ICE RINK
Vale Rink, United States



COMMUNITY SPACE
Food trucks and beer garden

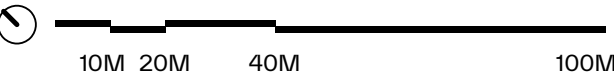


PLAY AREA
Domino Refinery, United States
James Corner



- A - Tennis Court
- B - Play Area (650sqm)
- C - Re-purposed elements from Frost Centre.

* Plan for illustrative purposes only.



3.2.8 PARK PLAY CORRIDORS

Accessible park spaces are provided centrally to the neighbourhoods in the form of Park Play Corridors, serving as vital connective pathways that integrate community amenities. Designed with flexibility, these pathways can be adapted to accommodate various planting and programming needs, enhancing both accessibility and engagement. By providing inviting and multi-use spaces, these corridors strengthen neighbourhood connectivity while supporting recreation and social interaction all within walking distance of residents.

FIGURE: References



ACTIVATION POCKETS
White Florwers Boulevard, Russia
8 Architects



YOGA
Sport activities on the lawn



ART INTEGRATION
Parc Mallet Stevens
Robert Mallet-Stevens



URBAN EDGES
Big Bang, China
100 Architects



SPILL OUT AREAS
Ball Chair
Finn Stone



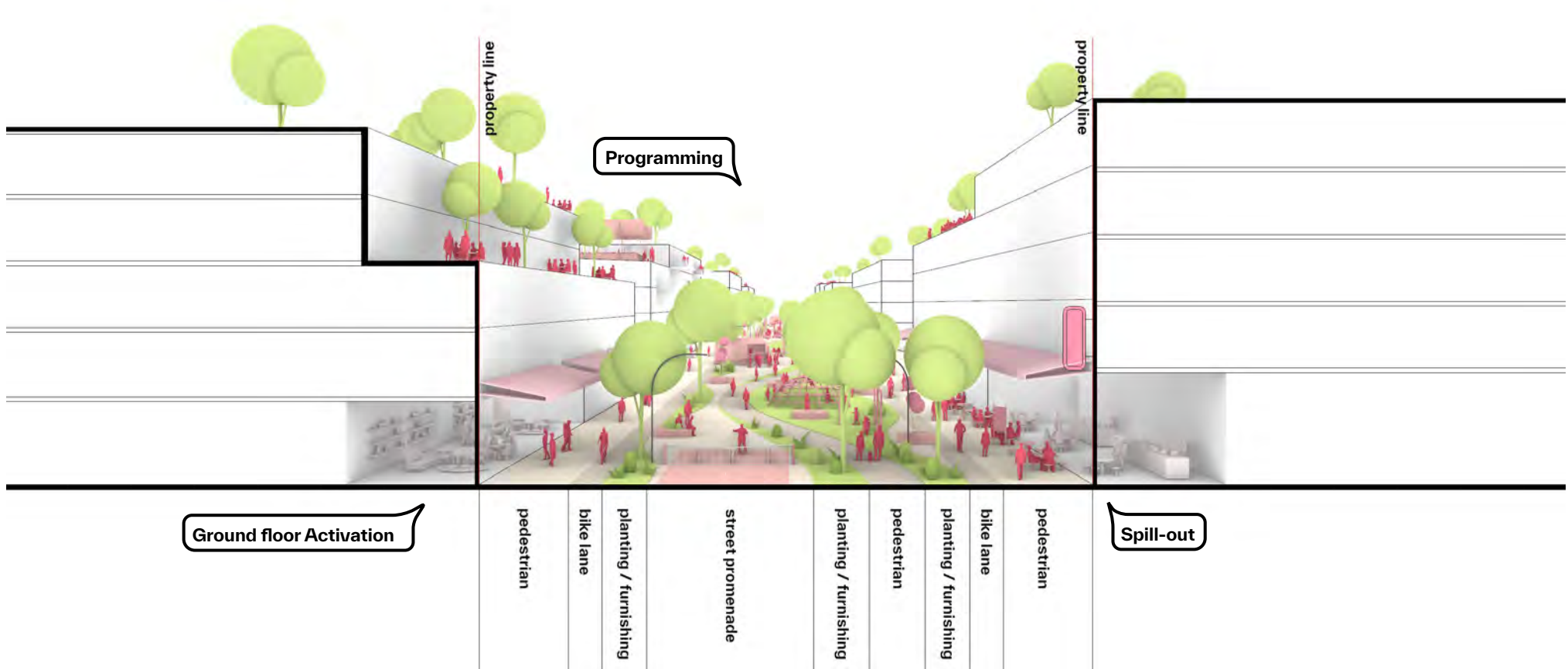
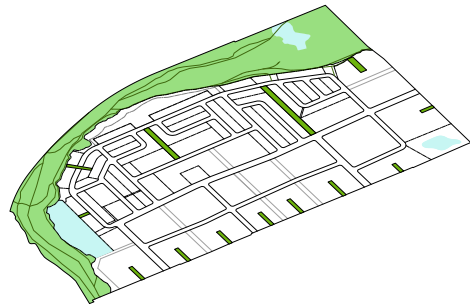
SMALL SPORTS
Activity Zone, Poland
SLAS Architects



COMMUNITY AMENITIES
Stadium Park, Perth
HASSELL



BIKELANES AND DOCKS
Electric Scooter



3.2.9 GREEN CORRIDORS

Connected pathways within the blocks are designed to promote a pedestrian-friendly scale, enhancing porosity and offering opportunities for shortcuts and exploration. These pathways create a dynamic and accessible environment, encouraging movement and interaction while fostering a sense of discovery within the neighbourhood.

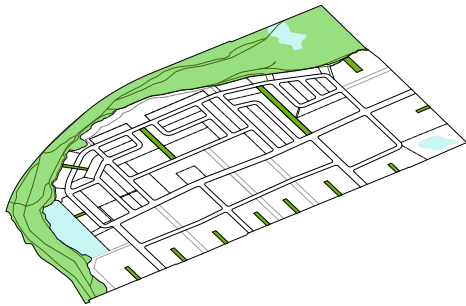


FIGURE: References



BACKYARD PATH



RESTING NODES



NATURE SPORTS



INTERACTIVE SEATING



STORMWATER MANAGEMENT



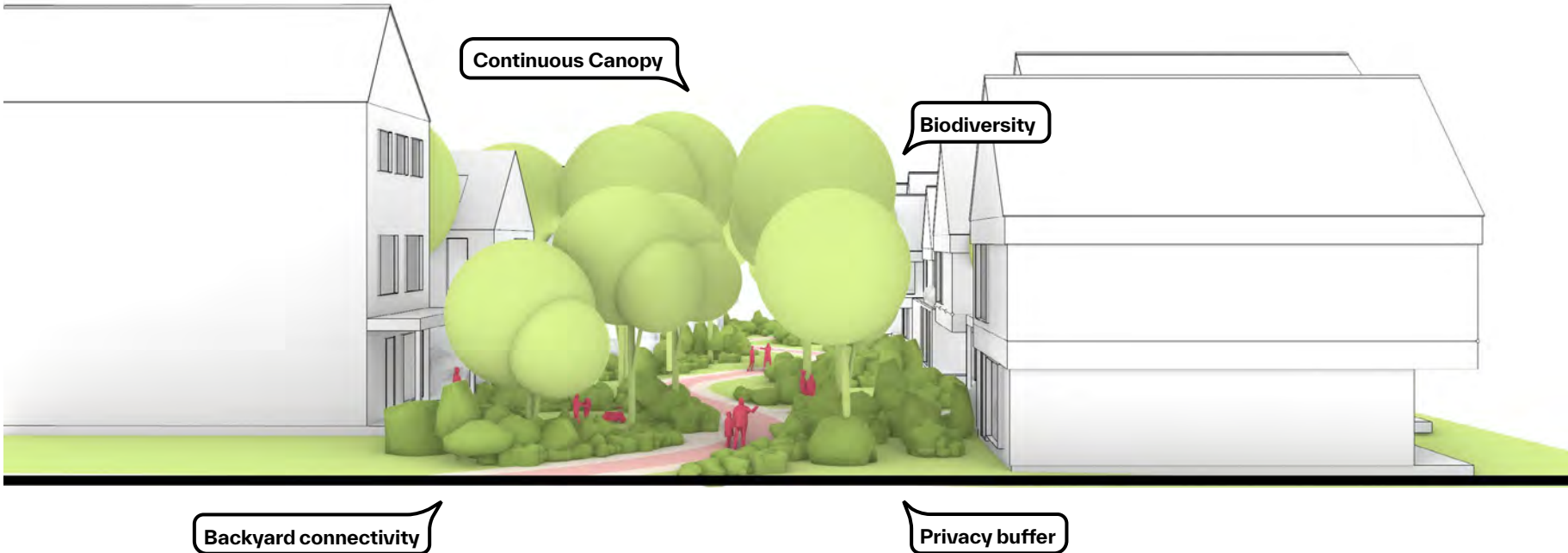
BIODIVERSITY CORRIDORS



BIRD WATCHING



COMMUNITY GARDEN



3.2.10 PIXEL PARKS

Micro-nodes for community gatherings are integrated into mid- to high-density residential zones, each of which can be thoughtfully designed with play facilities, community gardens or a range of community amenities. These nodes provide inviting spaces for social interaction, fostering a sense of connection and enhancing the overall livability of the area.



FIGURE: References



COMMUNITY GARDEN
Farming Kindergarten, Vietnam
VTN Architects



PLAYGROUND
Sticks and Stone, Osterville, MA
Lu La Landscape



CAFE & DINING
Facbook, Clifornia



OUTDOOR GYM
Jiangshan Mansion, China
Project Team IX



RELAXATION AREAS
Miami Design District, USA



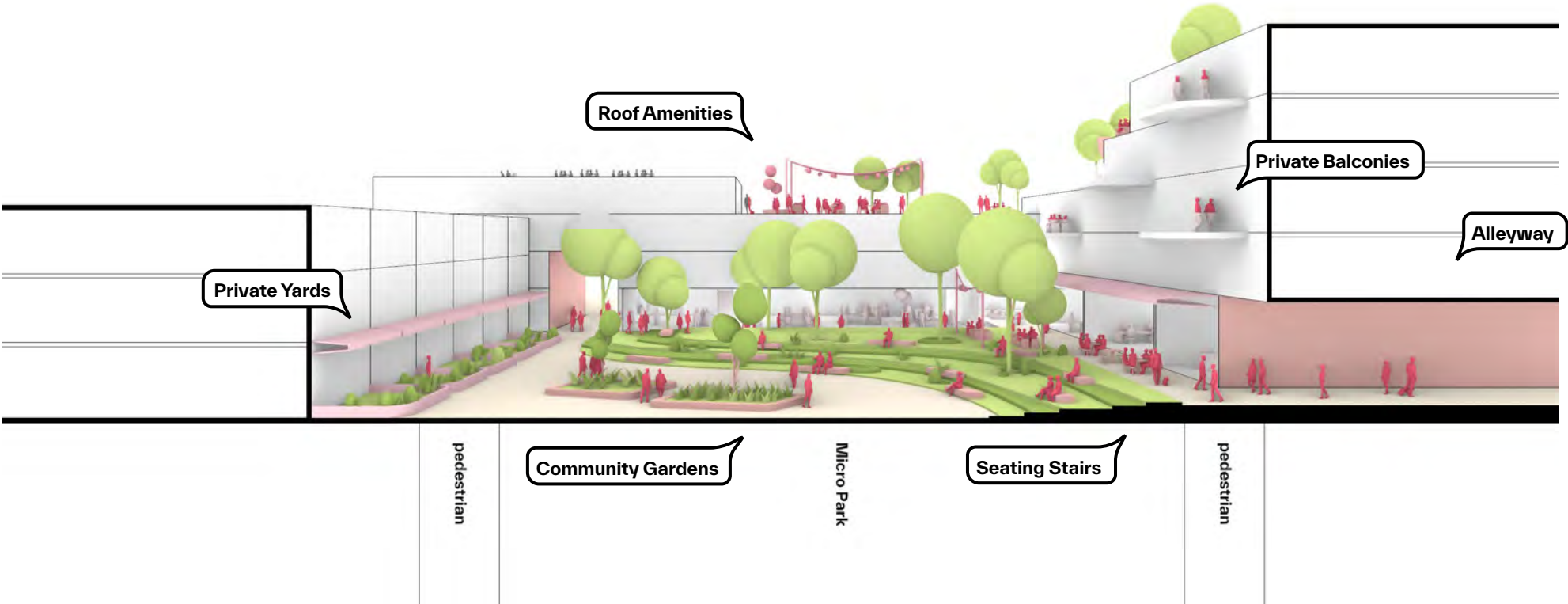
PAVILIONS
Street Library, Bulgaria
Downtown Studio



DOG PARK
Velomaster, Latvia
WeBuildParks



RETAIL COURTYARDS
Police Married Quarters,
Hongkong



3.2.11 THE RIDGE LINE

The ridgeline is a public promenade located along some of the highest points of the development, offering panoramic views of downtown and the river. Made up of walkway blocks and easements through private blocks, the ridgeline functions as a key connective feature of the site, linking the distinct phases of development with the Urban Square, main community park and the broader trail system. South of the ridgeline, the development adopts an urban character, while the northern area transitions into a more rural and natural setting with lower-density housing. This careful integration of built form and landscape strengthens the relationship between the community and its surrounding environment.



FIGURE: References



INTERACTIVE SEATING
Play Seating



VIEWPOINT
Perspectives, United Kingdom
Giles Miller Studio



ART ELEMENTS
Path of Silence, Norway
Jeppe Hein



LIGHTING FEATURES
Doha Wedding, Qatar
White Dina



COMMUNITY AMENITIES
Grenfell Early Nursery, United Kingdom
Perkins and Will



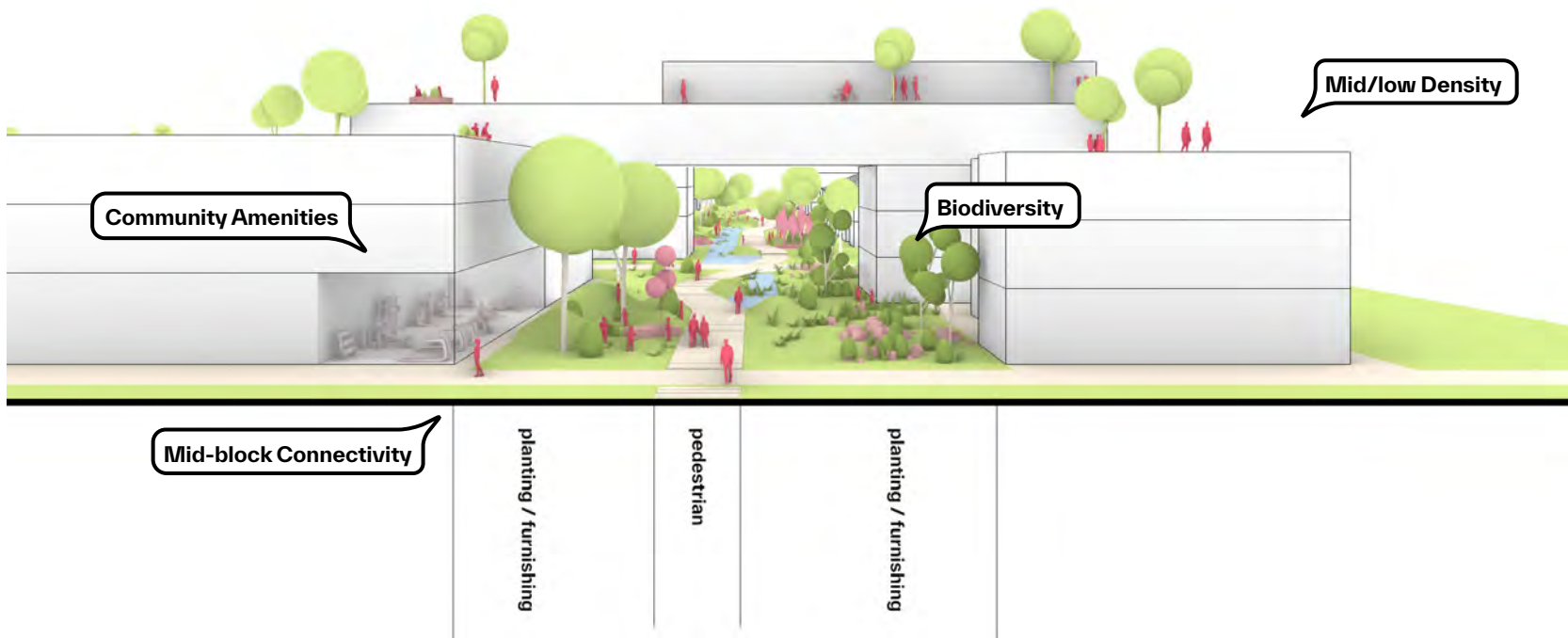
LUSH VEGETATION
Glassfields, United Kingdom
B/D Landscape



WAYFINDING
Corten wayfinding element



INTERACTIVE PLAYScape
Playscape, Lausanne
Moveart



3.2.12 THE LOOP

A five-kilometer loop encircles the perimeter of the Master Plan in the form of improved sidewalks and trails, providing a dedicated pathway for active transportation such as cycling and walking. More than just a recreational feature, this route serves as a key organizing element, tying together various open spaces and enhancing connectivity across the site. By offering a continuous and engaging route for movement, it reinforces the development’s emphasis on walkability, wellness and active transportation.

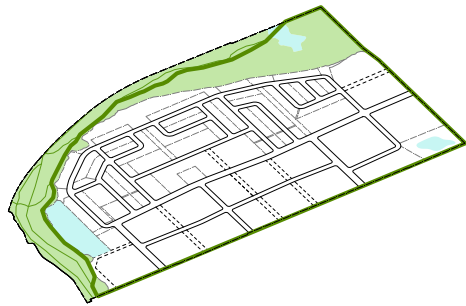


FIGURE: References

RUNNING TRAILS
Sowerby Sports Village
United Kingdom

BIKE TRAILS
Queens Waterfront Loop
United States

ART INTEGRATION
A Rusty Ring Rendezvous
BuildGreenNewHomes

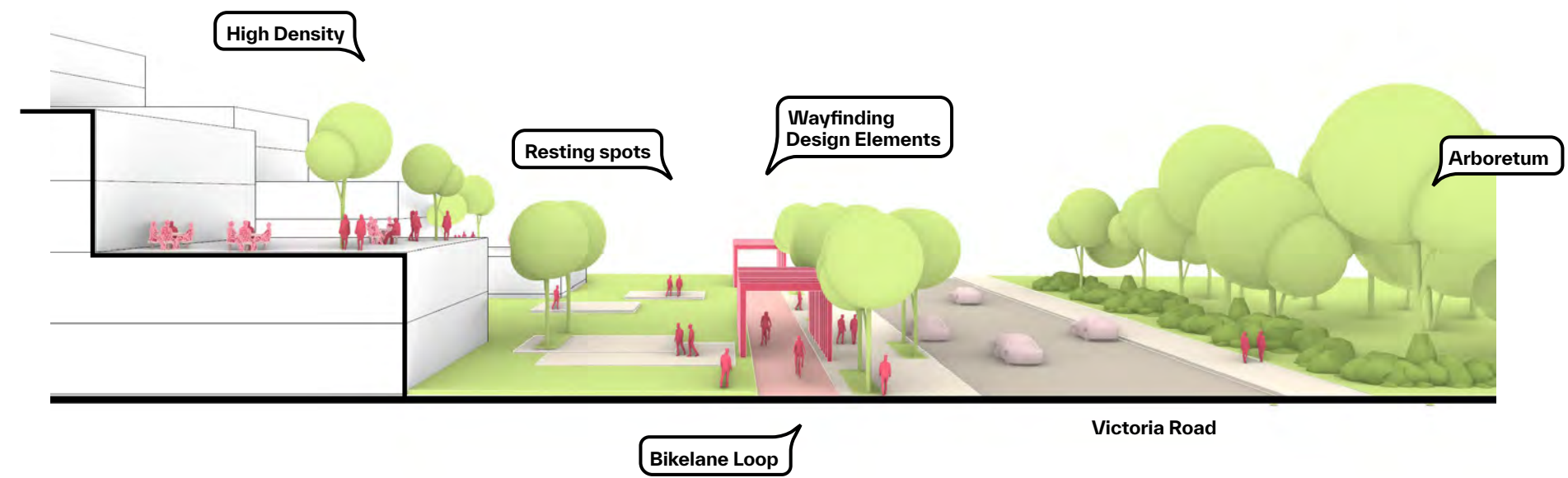
WAYFINDING
Wayfinding Signage

PAVILIONS
Wuhan Change Studio

LIGHTING
landscape / hardscape lighting

BUS STOPS
Midjourney

RESTING SPOT
Music Pavilion Bad Ischl
Two in a Box Architekten



3.2.13 NATURAL HERITAGE CORRIDOR

Bordering the site, the Eramosa River’s established natural heritage system features an extensive network of scenic recreational trails that wind through woodlands, wetlands, and wildlife habitats. This biodiverse environment offers residents an immersive natural experience, strengthening the connection between urban life and the surrounding ecosystem. Designed to enhance outdoor recreation, these trails provide a tranquil retreat while supporting ecological conservation and environmental appreciation.

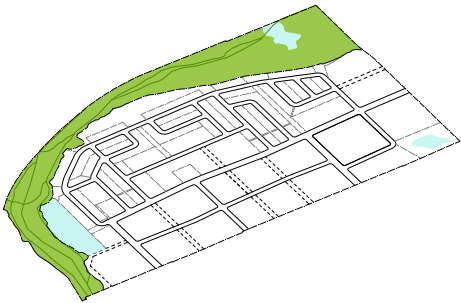


FIGURE: References



NATURAL HERITAGE
Dense woodlands



RUNNING TRAILS
Running/Jogging
Outdoor Activity



TRAILS
Immersive natural experience



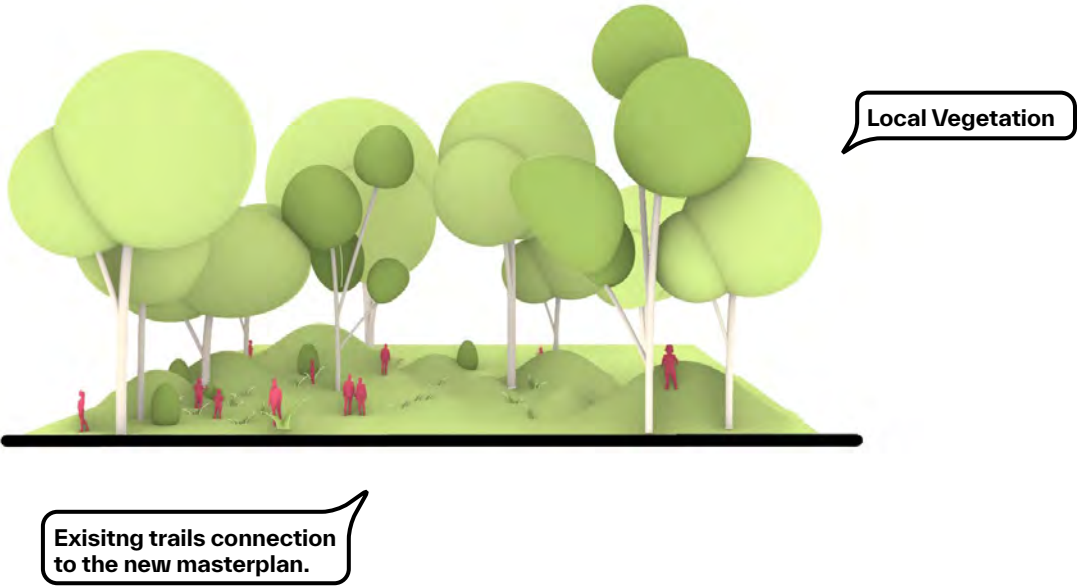
MEADOW
Local Specious



VEGETATION
Biodiverse environment



RIPARIAN AREA
Area near Eramosa River



3.2.14 STREETS & ALLEYWAYS



3.2.15 STREETS & ALLEYWAYS GUIDELINES

The Master Plan is designed around a framework of fine-grained streets with a hierarchy of arterial, collector, and local roads. The grid facilitates easy access throughout the Site and is supported by pedestrian-friendly features such as wide sidewalks, flex zones, planting strips, multi-use trails, and bicycle lanes to achieve a “complete street” concept.

COMPLETE STREETS

Streets should be designed for all modes of travel, with priority given to pedestrians, cyclists, and transit users. Provide continuous pedestrian routes, sidewalks, highly visible crosswalk treatments, barrier-free paths of travel, and amenities such as benches, bicycle racks, and pedestrian-scale lighting.

Streets with retail and employment uses should adopt an urban main street character with minimal setbacks, active street frontages, and marketing zones to encourage retail spill out, particularly adjacent to green connectors. Buildings and street trees should create a sense of enclosure within the pedestrian realm.

Local streets should be designed with an urban residential character with abundant street trees, landscape boulevards, and direct unit access to public sidewalks. On multi-residential blocks, garages and driveways on public roads should be avoided in favor of rear lanes and internal driveways.

Areas with high levels of pedestrian and bicycle trips, such as the Mixed-Use Heart, should treat the entire right of way as a part of the public realm. Measures to prioritize pedestrian movement are highly encouraged, including woonerf treatments, raised intersections, bump

outs, material changes, chicanes, and special event closures.

Unique gateway treatments are encouraged along Victoria Road South and Stone Road East to enhance the community identity and create a sense of arrival.

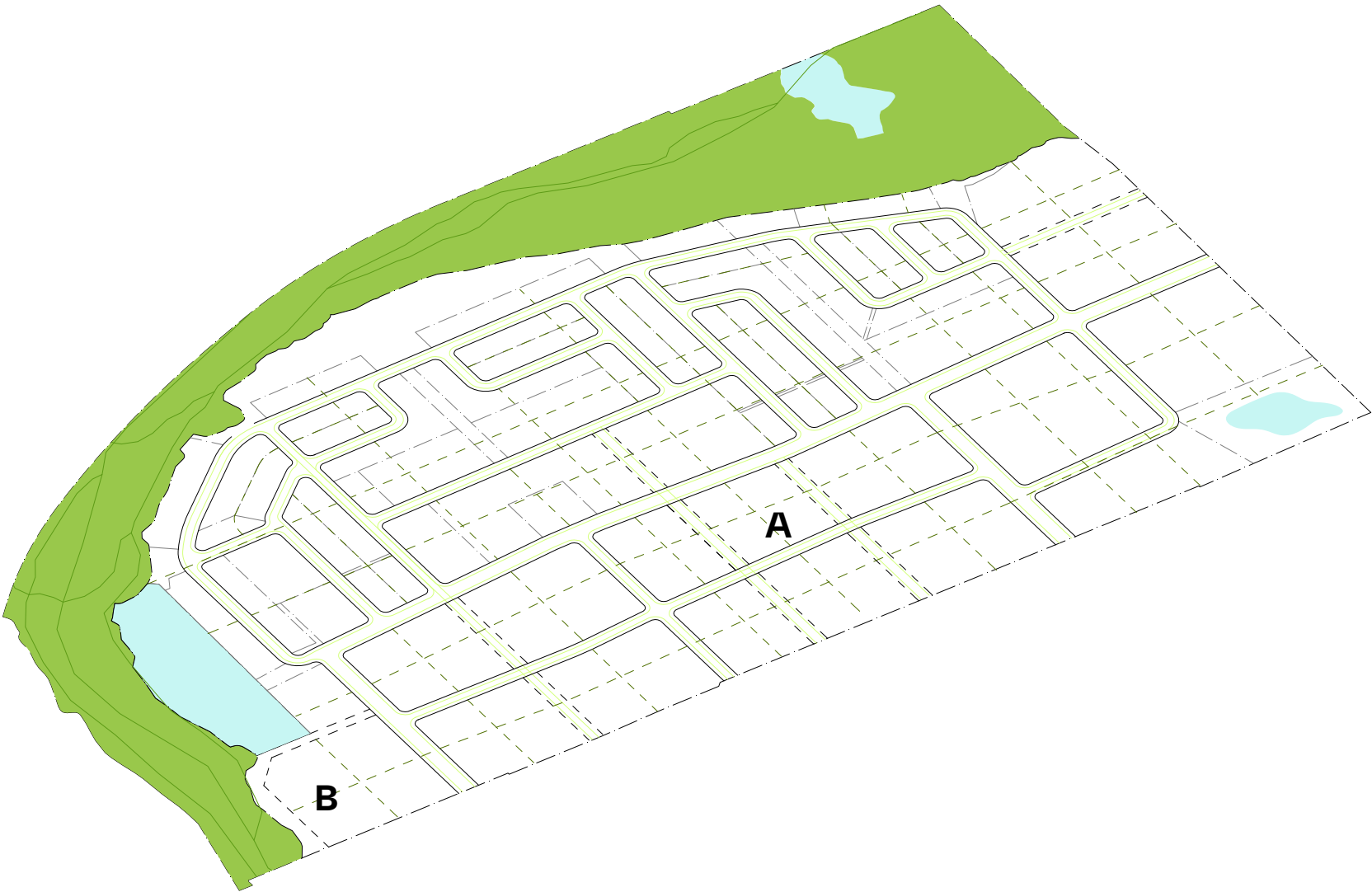
LANDSCAPE & FURNITURE

Street trees should be spaced to encourage a continuous tree canopy with adequate soil volume to enable full canopy growth. Species should be chosen for hardiness and tolerance of urban conditions.

Low-impact development measures and naturalized boulevards are encouraged, including rain gardens and pollinator gardens.

Low-height plantings and pedestrian-scaled lighting should be used along walkways and sidewalks to ensure clear lines of sight and safe paths of travel. Barrier-free paths of travel should be included between sidewalks, building entrances, and accessible parking spaces with tactile cues to aid in navigation.

Street furniture must be coordinated between all GID blocks to create a cohesive identity. Furniture should employ a modern design to reflect an innovative character, including lighting, signage, seating, and waste receptacles.




A - Streets
B - Alleyway - Mid block Crossing


3.2.16 MAIN STREET

The main street serves as the vibrant heart of the community, lined with an engaging mix of shops, cafés, and public spaces that foster social interaction, commerce, and cultural expression. Designed to provide a dynamic urban experience, it encourages activity throughout the day and serves as a central gathering place. A protected public realm offers protection from the summer sun and winter winds, ensuring comfort for pedestrians year-round.


FIGURE: References




STREET RETAIL
Ninot Market, Spain




CONTINUOUS TREE CANOPY
Austin, Texas




DEDICATED BIKELANES
City of Fargo, North Dakota




BIKE DOCKS
San Pedro Mexico




SEATINGS
Tooley Street London



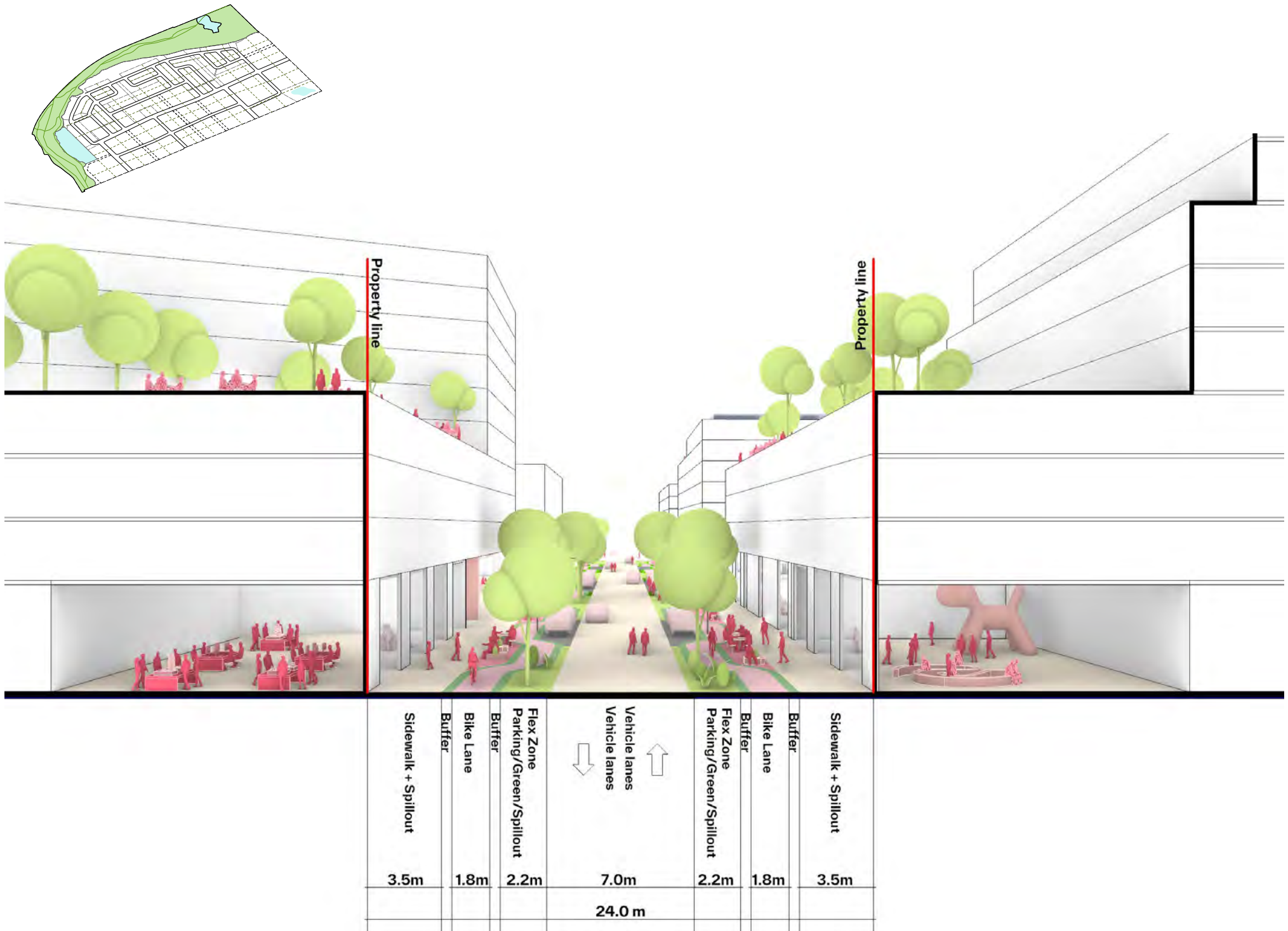
GREEN POCKETS
Buffalo, New York.



SPILOUT
Austin, Texas



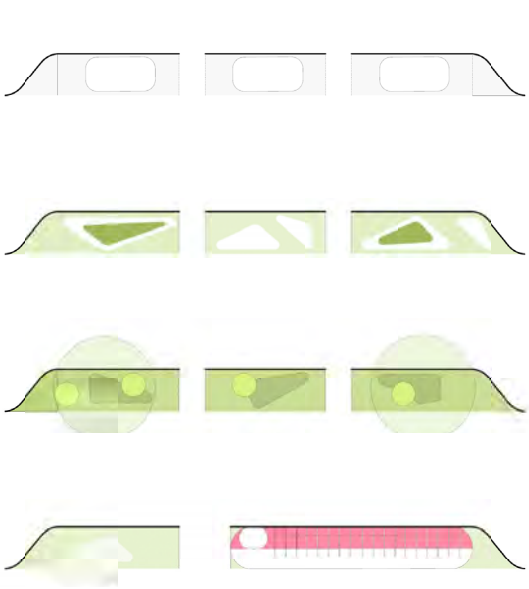
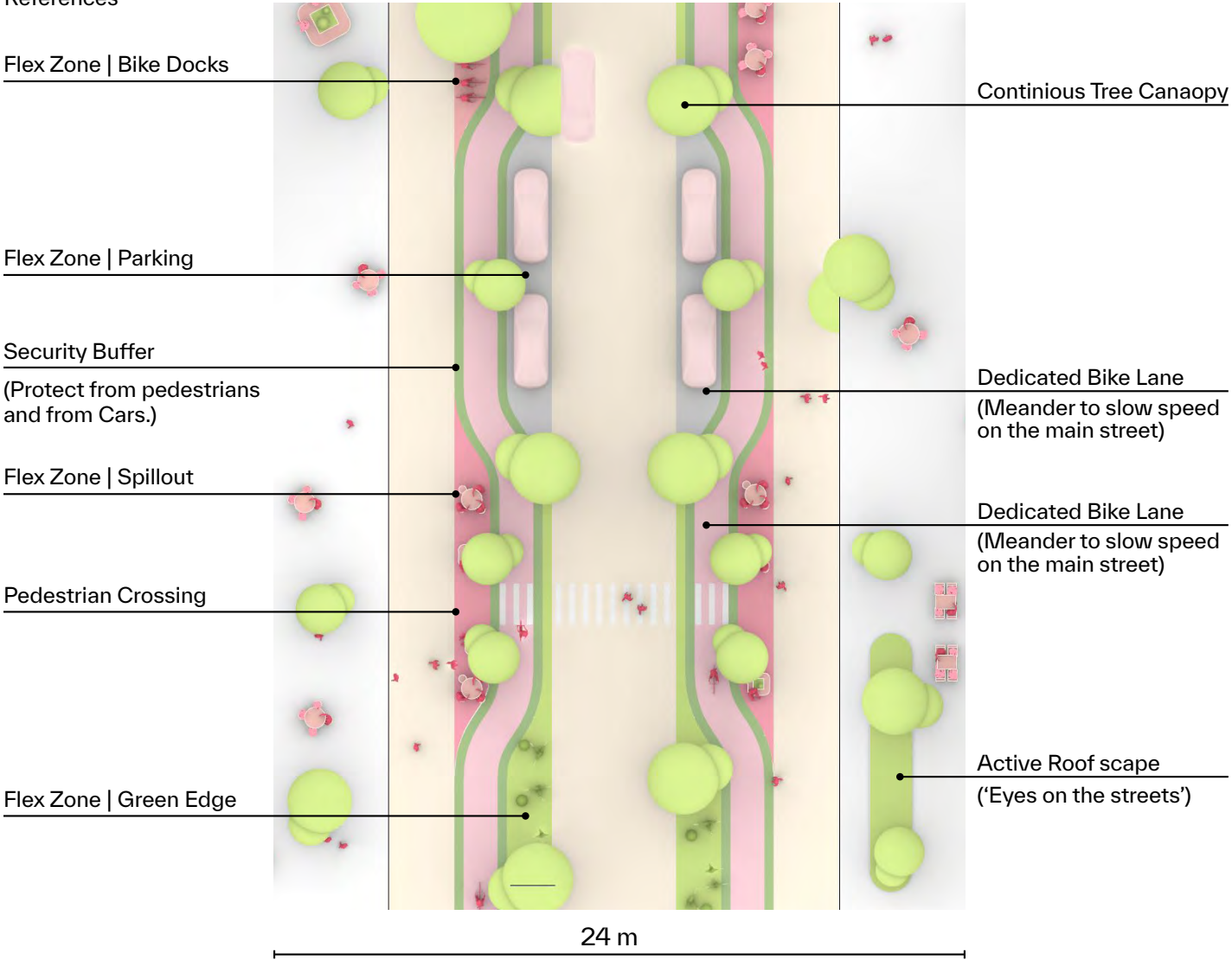
CONTINUOUS PAVING
Brighton & Hove England



3.2.17 MAIN STREET DESIGN

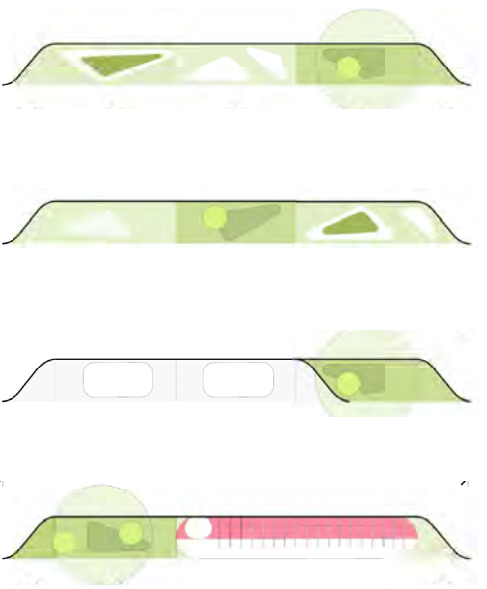
Designed for seamless integration of pedestrian, cyclist, and vehicular movement, the street prioritizes safety and accessibility. In the most public areas of the Master Plan, the bike lanes meander gently, slowing cyclist movement and creating a more engaging streetscape. This winding path allows for flexible zones that shift in function: when adjacent to the sidewalk, it provides spill-out seating and street amenities; when facing the road, it accommodates on-street parking or greenery, contributing to a balanced and functional urban environment.

FIGURE: References



TOOLKIT

The flex zone can have diverse programing such as parking, greenery, spill out and bike docks.



MIX & MATCH

The flex zone programming can be mixed and match according to the adjacent use, as well as change over time.

3.2.18 COLLECTOR STREET

The collector road plays a key role in the Master Plan, seamlessly linking local streets to major arterial routes while maintaining a smooth flow of vehicular traffic. Designed to prioritize both pedestrian and cyclist accessibility, it supports a safe and efficient circulation network that integrates harmoniously into the broader urban framework.

FIGURE: References



MOBILITY SEPARATION
Dedicated bike lane



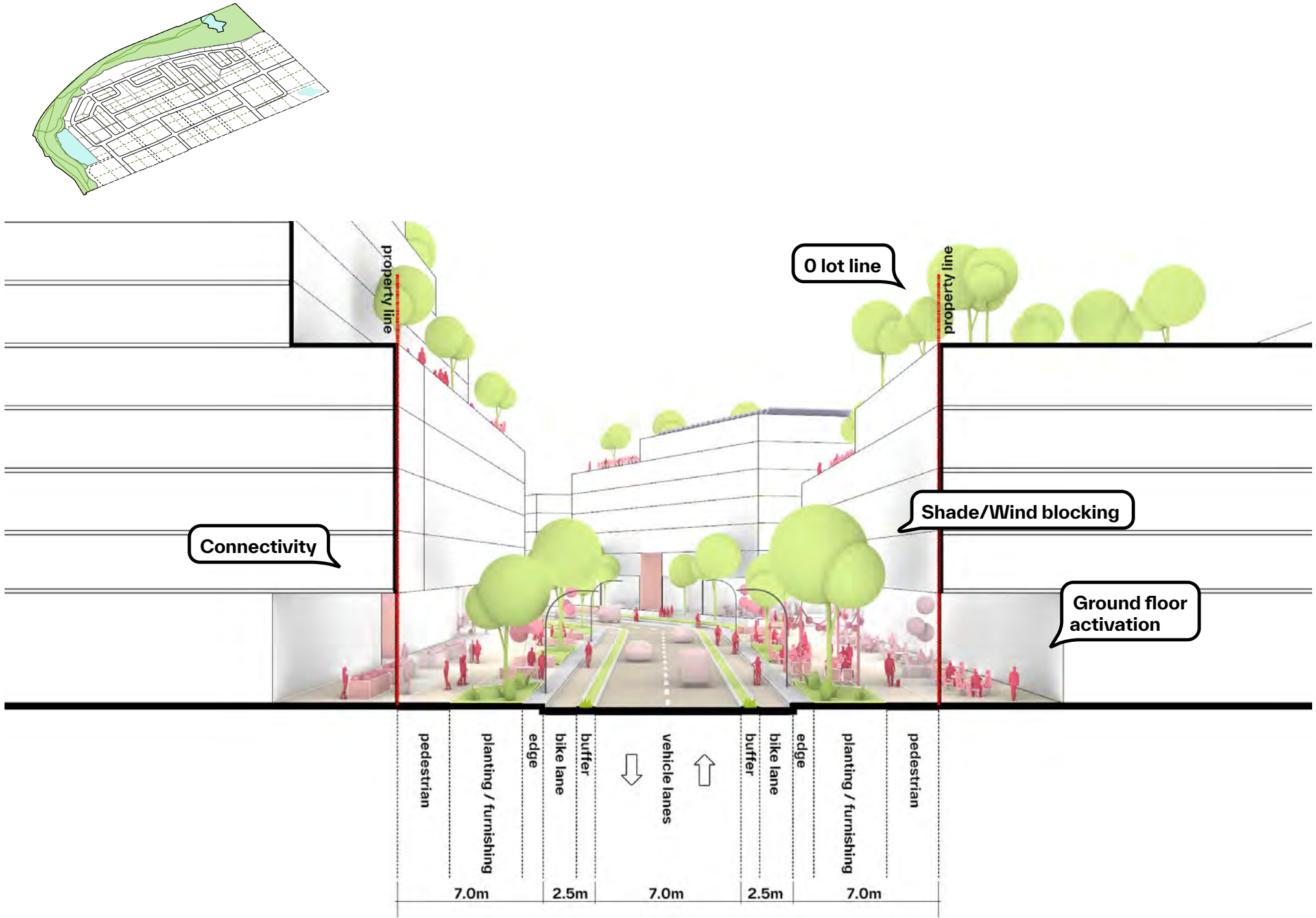
PLANTERS
Movable Planters



BIKE DOCKS
Metal Racks



STREET FURNITURE
Permanent furniture



3.2.19 LOCAL STREET

Local streets form the intimate, pedestrian-friendly backbone of the community, providing direct access to residences and neighbourhood amenities. Designed for slower traffic speeds, they enhance walkability and foster a strong sense of identity. Tree-lined sidewalks, inviting streetscapes, and easy connections to parks and public spaces create a welcoming and accessible environment that supports everyday life.

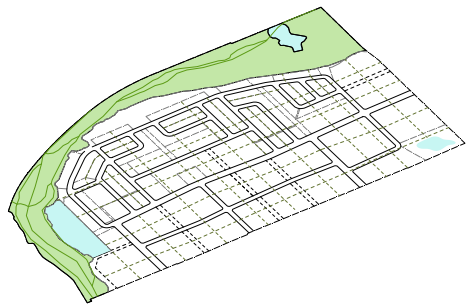


FIGURE: References



SHARED STREET
Sharrow



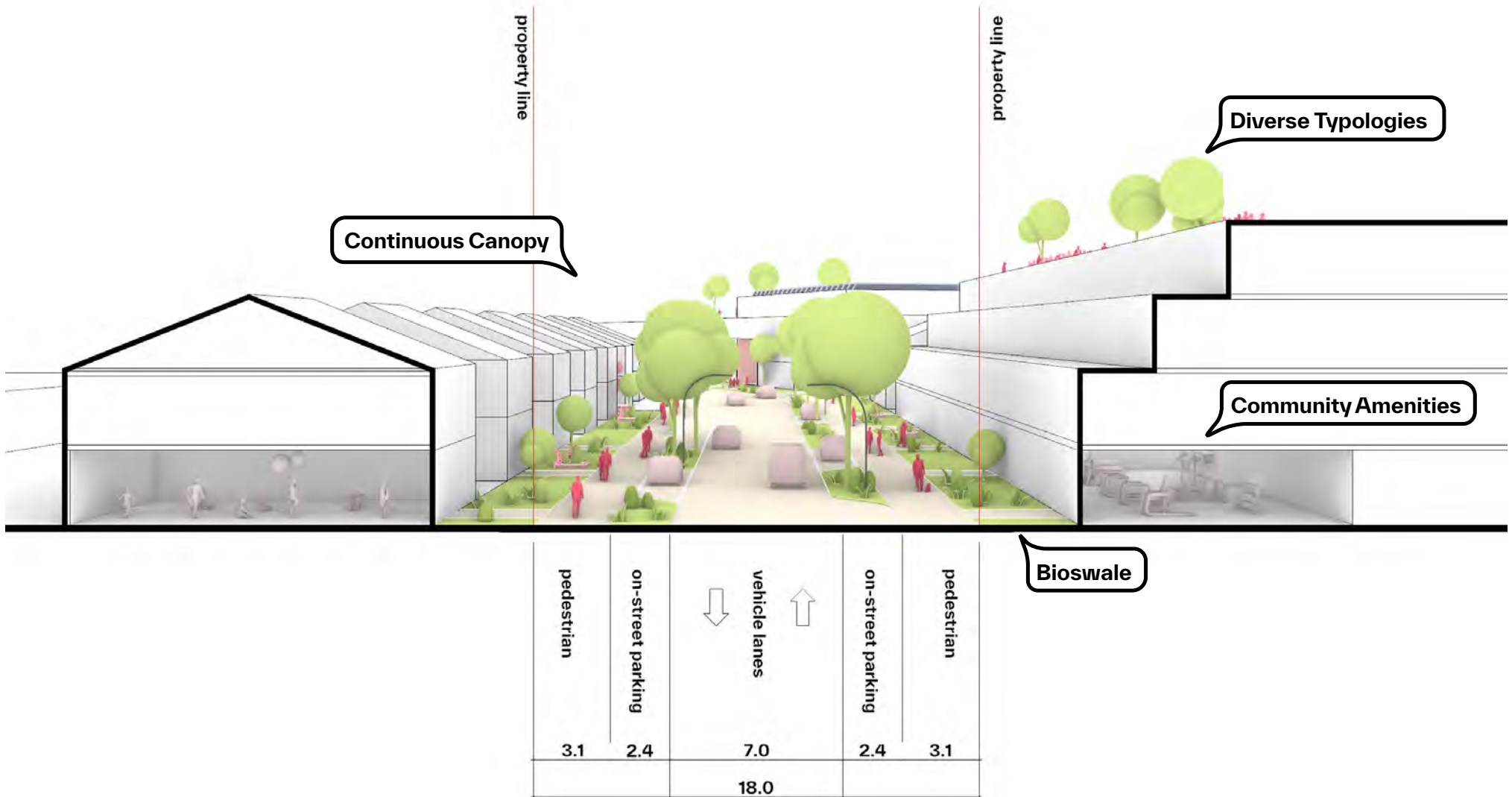
CONTINUOUS PAVING
Woonerf



TREE CANAOPY
Continious Shade



GREEN BUFFER
Setback



3.2.20 LOCAL STREET (WITH DEDICATED BIKE LANE)

The local street serves as the intimate, pedestrian-friendly backbone of the community, providing direct access to residences and local amenities. Designed for slower traffic speeds, it encourages walkability and fosters a strong sense of neighbourhood identity, with tree-lined sidewalks, inviting streetscapes, and easy connections to nearby parks and public spaces.

FIGURE: References



SHARED STREET
Sharrow



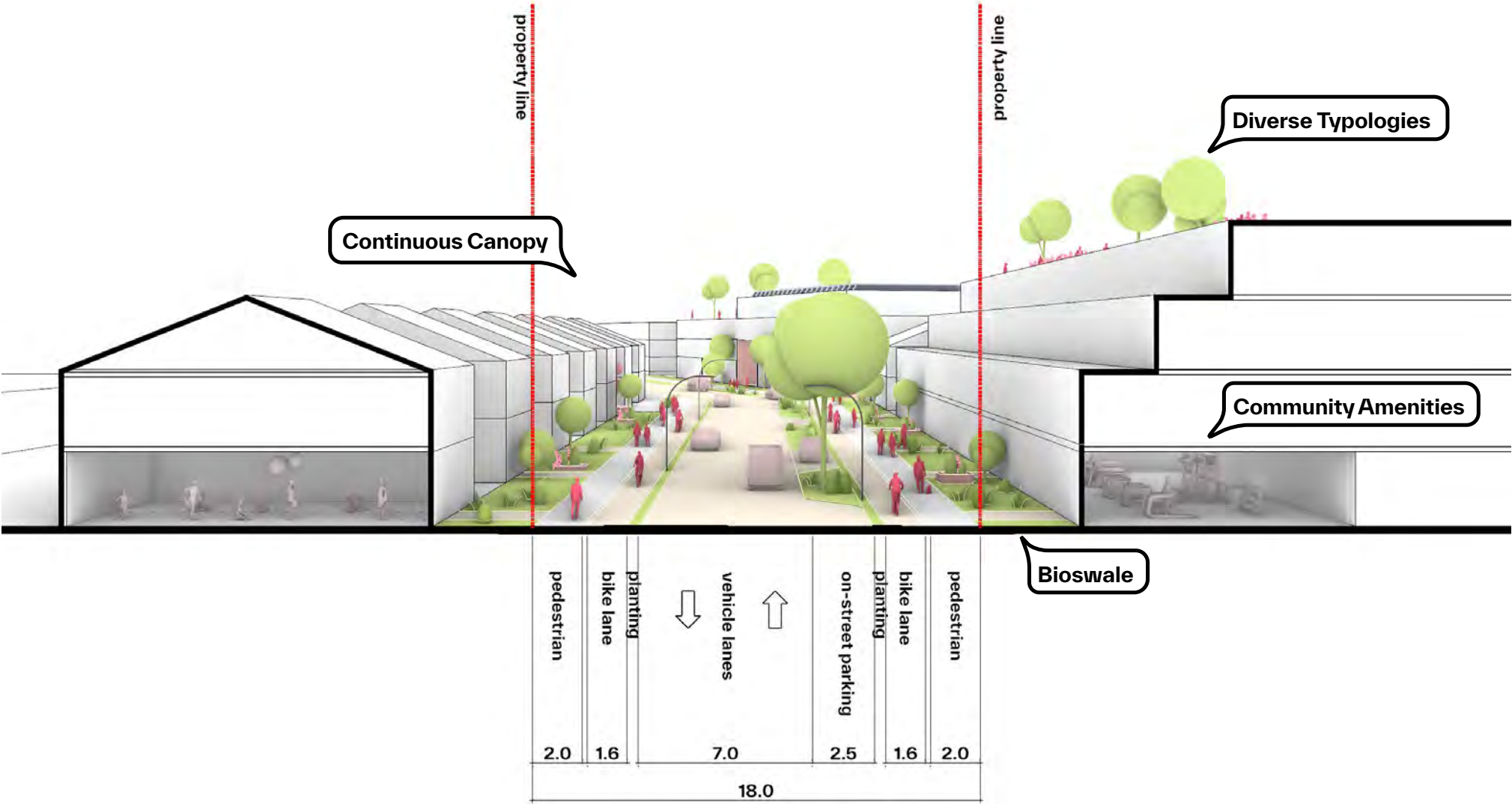
CONTINUOUS PAVING
Woonerf



TREE CANAOPY
Continuous Shade



GREEN BUFFER
Setback



3.2.21 ALLEYWAY (MID-BLOCK CROSSINGS)

As connectors, mid-block connections serve as discreet yet essential links between different parts of the neighbourhood, facilitating pedestrian movement and access to key spaces. These narrow pathways enhance connectivity, offering convenient shortcuts, encouraging exploration, and creating more direct routes between residential, commercial, and public areas. By integrating seamlessly into the street network, they contribute to a more walkable and interconnected community.

FIGURE: References



GREEN
Green Path



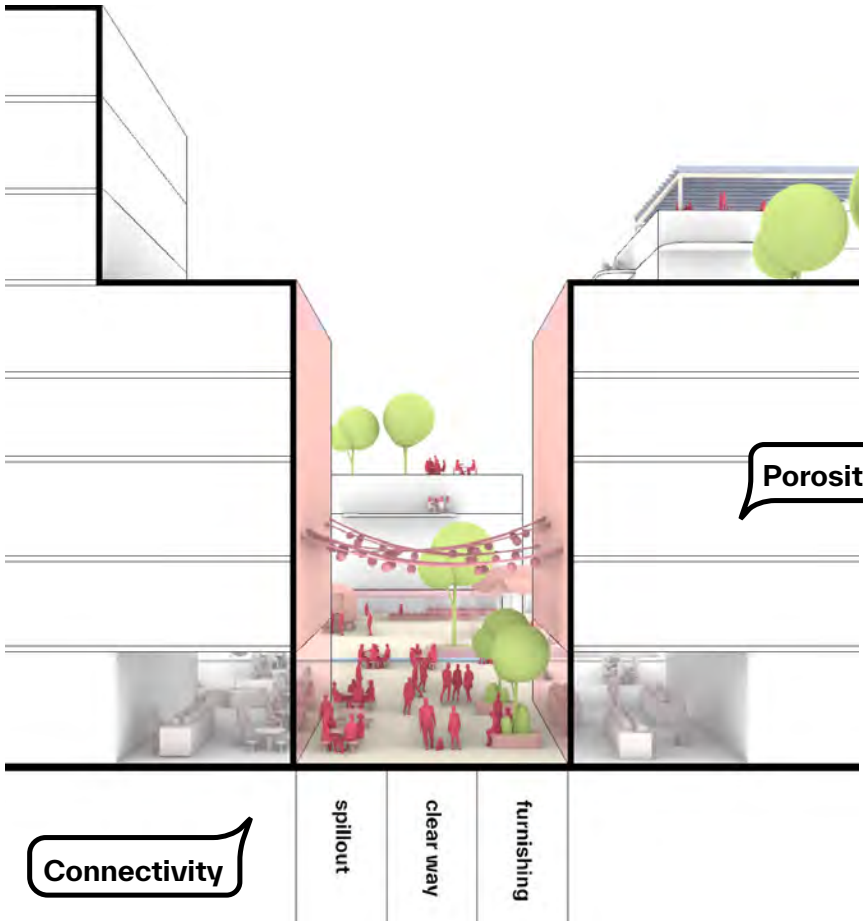
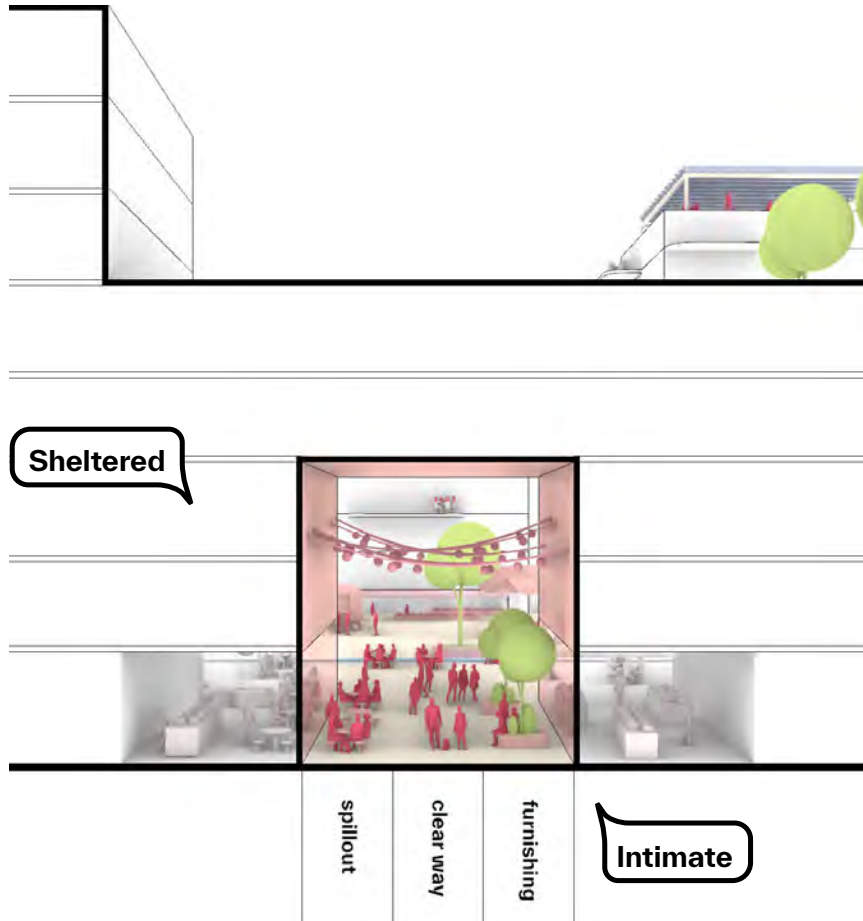
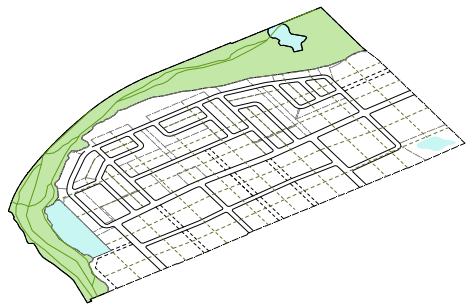
ART
Tactical Urbanism



COVERED
Passage



OPEN TO AIR
Market Lane



3.2.22 STREET ENDS

These locations can serve as key design focal points, offering opportunities for public amenities, landscape features, and passive community spaces, such as scenic viewpoints or trail connections, enriching the public realm and encouraging social interaction. These spaces create moments of respite and exploration and integrate with the surrounding environment.

FIGURE: References



PERMEABLE PAVING
Landscape



SEATING ELEMENTS
Furniture



CONNECTING TRAILS
Circulation



LOOKOUT MOMENTS
Viewpoints





3.3 URBAN TYPOLOGIES

3.3.1 URBAN TYPOLOGY CATEGORIZATION

The proposed mix of urban typologies in the Block Plan provides a range of uses and densities to meet the needs of future residents across a range of lifestyles and stages. Commercial and employment uses will attract visitors and will provide essential services to the Block Plan’s residents.

MIXED USE
The Mixed-Use blocks form the core of the Master Plan, accommodating a blend of retail, commercial, office, and residential uses. These areas emphasize mid- and high-rise building typologies, incorporating podium and tower forms to support an active and engaging streetscape. Building heights will transition downward from the central height peak toward the north, south, and east. To maintain a human-scaled environment, tower podiums and mid-rise buildings must be a minimum of three stories along the street edge, with setbacks above the base to reinforce a pedestrian-friendly atmosphere. An urban street wall condition will be created through strategic building orientation, articulation, and minimal setbacks, enhancing street-level activity and visual appeal.

MEDIUM DENSITY RESIDENTIAL
The Medium Density Residential Blocks may encompass a blend of housing types including mid-rise residential apartments, stacked, back-to-back, traditional townhouses, and live-work units.

LOW DENSITY RESIDENTIAL
Low- Density Residential will use varied roof forms and heights to break up massing and add visual interest. Creating architectural interest through a variety of distinctive façade elements, using contemporary styles to enrich the street view. Utilize visible front doors, ground floor porches, and strategically designed front-facing rooms to promote a

vibrant streetscape and provide natural surveillance where possible. Garages should be designed as a cohesive part of the façade and reinforce the pedestrian-friendly character of the street.

INNOVATION EMPLOYMENT
The Innovation Blocks represent a vibrant technological hub within the GID. These blocks are characterized by low to mid-rise buildings with a minimum height of 2 storeys. These buildings should be divided into a clear base, middle, and top portions through materials, articulation, setbacks, and datum lines.

EDUCATION
The school has been located central to Blocks 1 & 2 as well as Block 3, which are anticipated to be within the school catchment area. The school has also been located adjacent to the higher density residential to accommodate convenient and direct access to the school for the highest number of households. This block will act as a transition between the Mixed-Use, Residential and Employment Mixed-Use 1 lands to amplify the opportunities for collaboration.



- Mixed Use
- Medium Density Residential
- Low Density Residential
- School
- Employment
- Stormwater
- Public Parks

3.3.2 MIXED USE GUIDELINES

The Mixed Use typology forms the core of the Master Plan. These blocks are intended for varied uses such as retail, commercial, office, and residential with a focus on mid and high-rise building typologies comprised of base and tower forms. The Mixed-Use blocks are located within and adjacent to the Mixed-Use Heart and along Stone Road East.

SITE DESIGN & MASSING

Locate the tallest buildings in the blocks along the extension of College Avenue East to form a height peak at the Site's centre. Building heights should transition down from the height peak to the north, south, and east.

Tower podiums and mid-rise buildings should have a base of a minimum three storeys along the street edge. Step buildings back above the base to reinforce a pedestrian scale along the street edges.

Create an urban street wall condition through building orientation, articulation, and minimal setbacks.

Limit tower footprints to create slender building forms or orient tower masses to minimize impacts on adjacent lands, including shadows and wind.

ELEVATIONS

Employ high-quality designs, well-articulated façade treatments, contemporary materials that reflect the innovative design vision for GID, with a particular emphasis on terminating vistas, corners, gateways, and street-facing facades. Divide buildings into clear base and townner portions through materials, articulation, stepbacks, and datum lines.

Include active uses along street and park frontages, such as ground-oriented residential units and common amenity spaces. Avoid blank walls facing the public realm. Utilize high levels of transparency and prominent building entrances to provide visual interest and natural surveillance.

CIRCULATION

Locate building entrances and bicycle parking areas along the street to encourage active transportation.

Locate vehicle parking underground or within building podiums. Podium parking is to be wrapped with active uses and screened from view of the public realm. Locate vehicle access points on local roads and limit the number of driveway entrances from the street. Access driveways are not to cross linear parks or green boulevards to maintain the continuity of the open space network. Loading, servicing, and garbage areas should be located inside building footprints and screened from view wherever possible, with entrances integrated into the building façade design.

LANDSCAPE & SERVICING

Encourage well-landscaped rooftops, green roofs, and outdoor amenity spaces that enhance the functionality and visual appeal of development blocks. Utility and servicing elements should be located and screened to be hidden from the public realm wherever possible.





3.3.3 HIGH DENSITY MIXED USE EXAMPLE BLOCKS

The following pages demonstrate block designs and building typologies that embody the mixed-use guidelines. The images are intended as example designs only and are not to be construed as designs for a particular block or location.

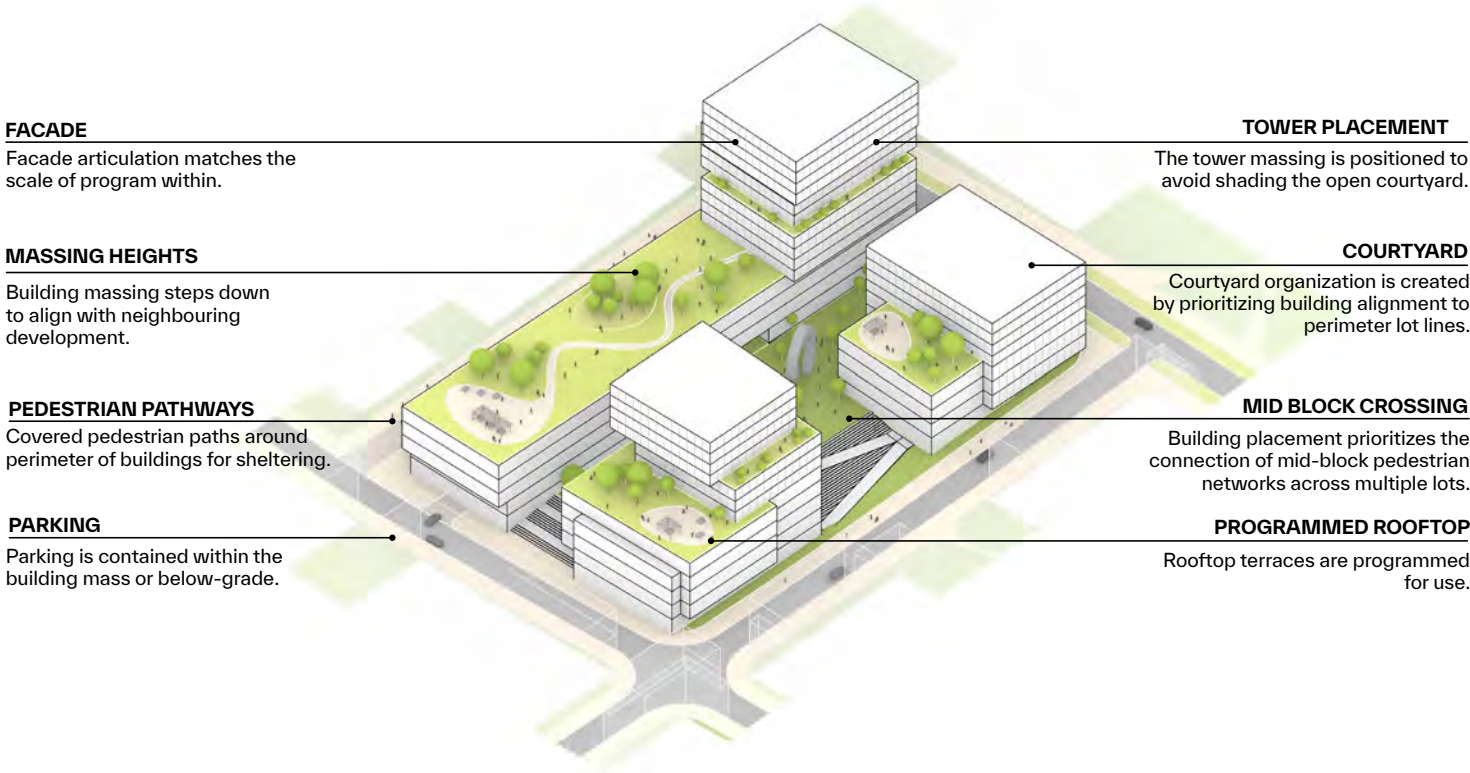


FIGURE: Diagrammatic example of development within a High-Density Mixed-Use district. Green roof placements are for illustrative purposes.



FIGURE: Diagrammatic example of development within a High-Density Mixed-Use district. Green roof placements are for illustrative purposes.

3.3.4 MEDIUM DENSITY MIXED USE EXAMPLE BLOCKS

The following pages demonstrate block designs and building typologies that embody the mixed-use guidelines. The images are intended as example designs only and are not to be construed as designs for a particular block or location.

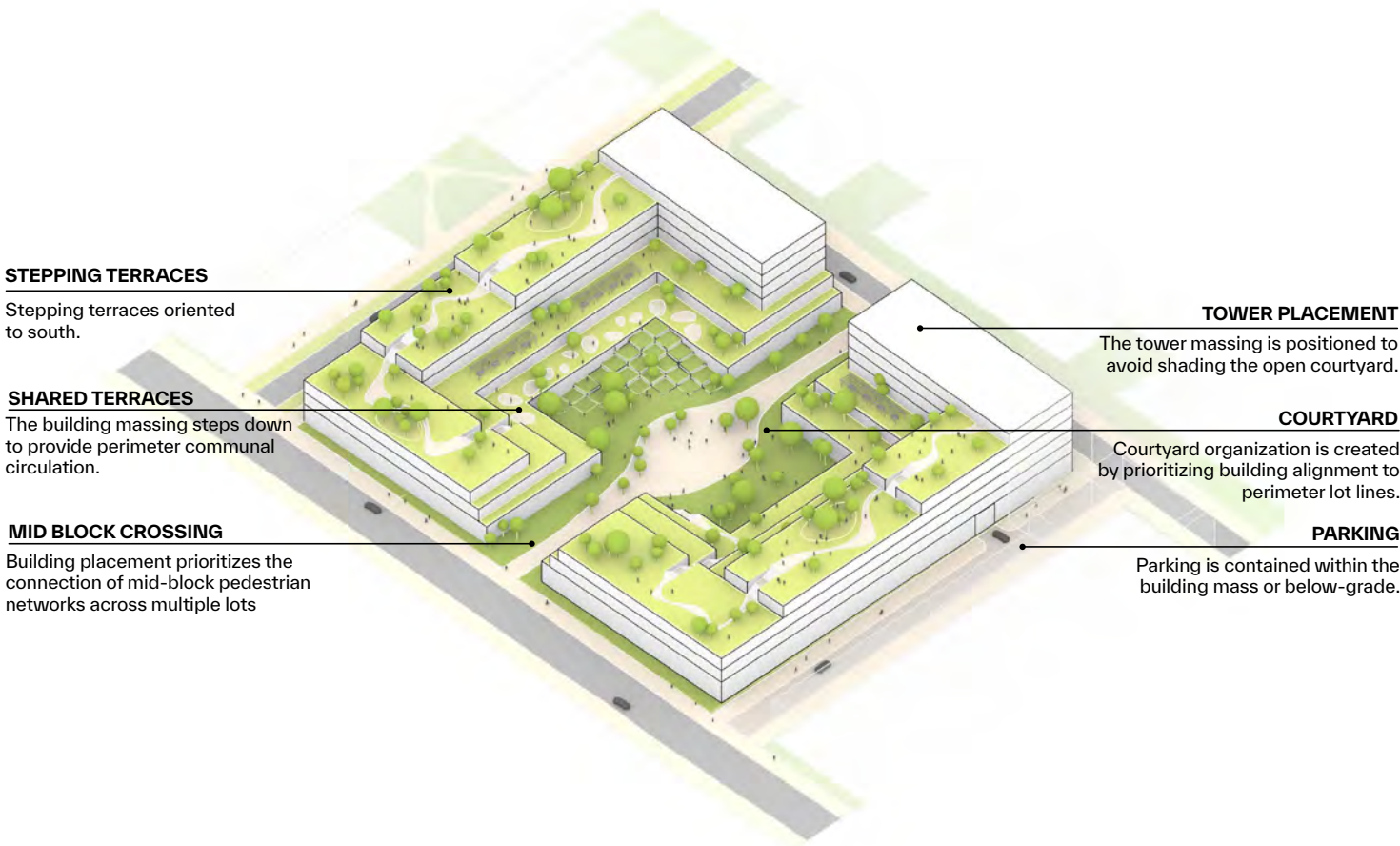


FIGURE: Diagrammatic example of development within a High-Density Mixed-Use district. Green roof placements are for illustrative purposes.



FIGURE: Diagrammatic example of development within a High-Density Mixed-Use district. Green roof placements are for illustrative purposes.

3.3.5 MEDIUM DENSITY RESIDENTIAL GUIDELINES

The Medium Density Residential typology encompass a blend of housing types including mid-rise residential apartments, stacked, back to back, and traditional townhouses, and live-work units. These uses surround the Mixed Use Heart and provide a transition in form between the highest and lowest densities.

SITE DESIGN & MASSING

Utilize a perimeter block design for all blocks with central courtyard spaces and street-oriented buildings. Varied building heights and configurations are encouraged within and between blocks to create a dynamic massing.

ELEVATIONS

Employ high-quality designs, well-articulated façade treatments, contemporary materials that reflect the innovative design vision for GID, with a particular emphasis on landmark buildings, corners, gateways, and street-facing facades. Include active uses along street and park frontages, such as ground floor commercial, ground-oriented residential units, community and institutional uses, and common amenity spaces. Avoid blank walls facing the public realm. Utilize high levels of transparency and prominent building entrances to provide visual interest and natural surveillance.

CIRCULATION

Locate building entrances and bicycle parking areas along the street to encourage active transportation. Locate vehicles parking away from the street or within covered parking or podiums where possible. Podium parking is to be wrapped with active uses and screened from view of the public realm. Locate vehicle access points on local roads and limit the number of driveway entrances from the street. Access driveways should avoid crossing linear parks or green boulevards where possible to maintain the continuity of the open space network.

Loading, servicing, and garbage areas should be located within blocks and screened from view wherever possible, with any internal collection entrances integrated into the building façade design.

LANDSCAPE & SERVICING

Encourage well-landscaped rooftops, green roofs, and outdoor amenity spaces that enhance the functionality and visual appeal of development blocks. Utility and servicing elements should be located and screened to be hidden from the public realm wherever possible.





3.3.6 MEDIUM DENSITY RESIDENTIAL EXAMPLE BLOCKS

The following pages demonstrate block designs and building typologies that embody the Medium Density guidelines. The images are intended as example designs only and are not to be construed as designs for a particular block or location.



FIGURE: Diagrammatic example of development within a Medium-Density district.

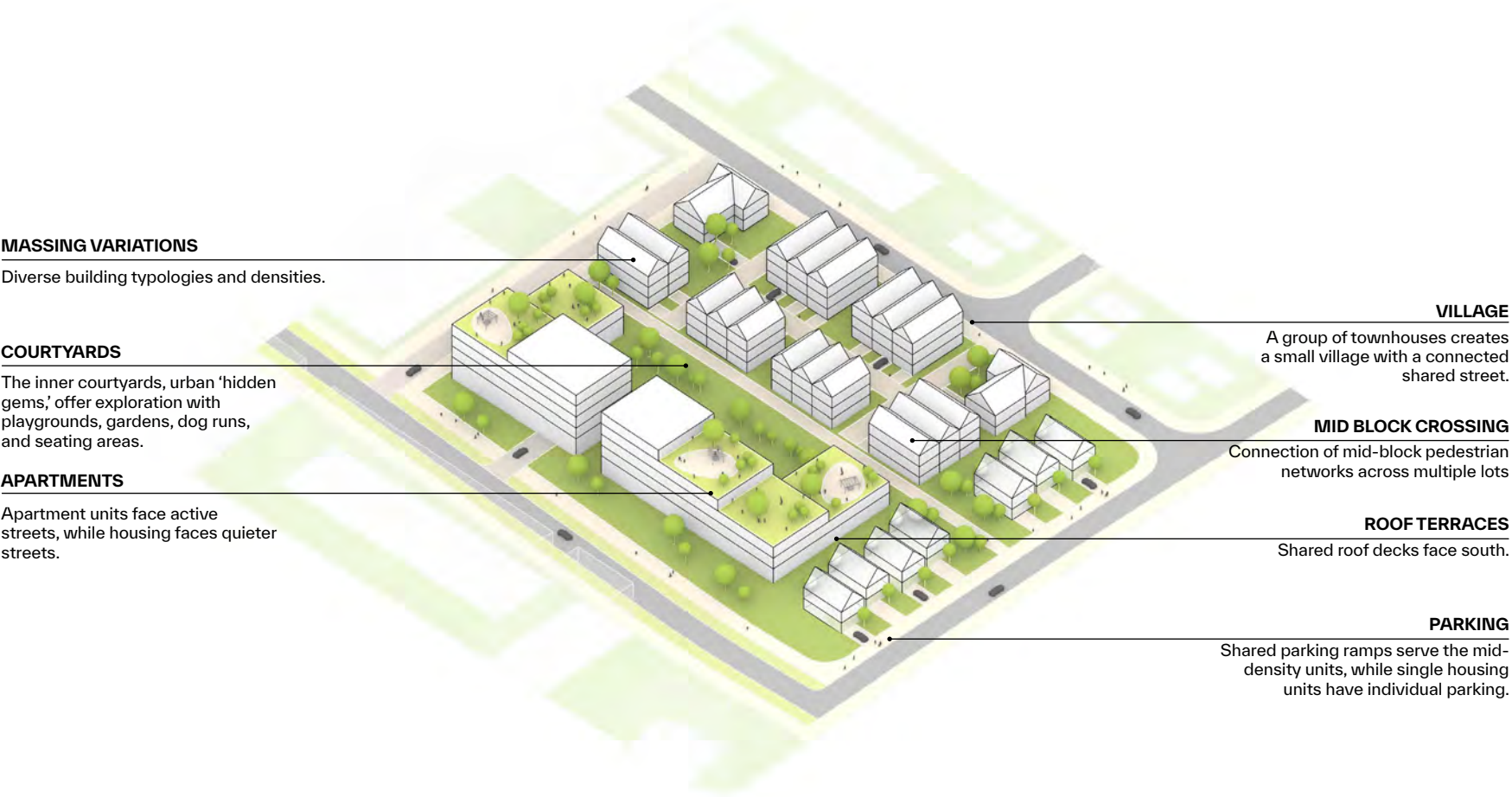


FIGURE: Diagrammatic example of development within a Medium-Density district. Green roof placements are for illustrative purposes.

3.3.7 LOW DENSITY RESIDENTIAL GUIDELINES

The Low Density Residential Blocks feature a mix of housing types including single-detached, semi-detached, and townhouse forms, as well as limited stacked townhouse and back to back forms. The diversity in housing types is intended to accommodate various lifestyles and family sizes within the community. These forms are located around the periphery of the Block Plan, adjacent to the natural heritage areas.

SITE DESIGN & MASSING

Design built form adjacent to natural areas to include gradual transitions, employing strategies that reduce ecological disruption and preserve the natural heritage system. Minimize front and exterior side yard setbacks to create a pedestrian-oriented streetscape.

ELEVATIONS

Ensure high-quality material and visually appealing design on priority frontages, such as corner lots, view termini, and park-facing locations. Buildings on corners or with multiple priority frontages should address all frontages through entrance placement, articulation, and materiality.

Use varied roof forms and heights to break up massing and add visual interest. Create architectural variety with distinctive façade elements, using contemporary styles to enrich the street view.

Utilize visible front doors, ground floor porches, and strategically designed front-facing rooms to promote a vibrant streetscape and provide natural surveillance. Garages should be designed as a cohesive

part of the façade and reinforce the pedestrian-friendly character of the street.

CIRCULATION

Provide direct access from unit entrances to the public realm to encourage active transportation. Surface parking areas are to be minimized and located away from the street wherever possible. Break up areas of surface parking with landscaping buffers that include trees and walkways. Rear lanes are encouraged to minimize the number of driveways along street frontages. Access driveways are not to cross linear parks or green boulevards to maintain the continuity of the open space network.

LANDSCAPE & SERVICING

Encourage well-landscaped rooftops, green roofs, and outdoor amenity spaces that enhance the functionality and visual appeal of development blocks. Utility and servicing elements should be located and screened to be hidden from the public realm wherever possible.





3.3.8 LOW DENSITY RESIDENTIAL EXAMPLE BLOCKS

The following pages demonstrate block designs and building typologies that embody the Low Density guidelines. The images are intended as example designs only and are not to be construed as designs for a particular block or location.



FIGURE: Diagrammatic example of development within a Low -Density district.



FIGURE: Diagrammatic example of development within a Low -Density district.

3.3.9 INNOVATION EMPLOYMENT GUIDELINES

The Innovation Blocks represent a vibrant technological hub within the GID. These blocks are characterized by low to mid-rise buildings with a minimum height of 2 storeys. The blocks will include a variety of traditional services and commercial uses, as well as modern and innovative uses, including research facilities, startups, and collaborative workspaces.

SITE DESIGN & MASSING

Utilize the perimeter block designs to create an urban form and integrate with the surrounding building typologies. Varied building heights and configurations are encouraged within and between blocks to create a dynamic massing. Encourage flexible spaces that can adapt to a variety of tenants and needs over time. Create an urban street wall condition through building orientation, articulation, and minimal setbacks. Step buildings back above the base to reinforce a pedestrian scale along the street edges.

ELEVATIONS

Employ high-quality designs, well-articulated façade treatments, contemporary materials that reflect the innovative design vision for GID, with a particular emphasis on landmark buildings, corners, gateways, and street-facing facades. Divide buildings into clear base and tower portions through materials, articulation, setbacks, and datum lines.

Include active uses along street and park frontages, such as ground floor commercial, building lobbies, meeting rooms, and communal spaces. Avoid blank walls facing the public realm.

Utilize high levels of transparency and prominent building entrances to

provide visual interest and natural surveillance.

CIRCULATION

Locate building entrances and bicycle parking areas along the street to encourage active transportation.

Where surface parking is present, parking should be appropriately screened with landscaping. Vehicle parking is encouraged to be located underground or within building podiums. Podium parking is to be wrapped with active uses and screened from view of the public realm. Locate vehicle access points on local roads and limit the number of driveway entrances from the street. Access driveways are not to cross linear parks or green boulevards to maintain the continuity of the open space network. Loading, servicing, and garbage areas should be located inside buildings and screened from view wherever possible, with entrances integrated into the building façade design.

LANDSCAPE & SERVICING

Encourage well-landscaped rooftops, green roofs, and outdoor amenity spaces that enhance the functionality and visual appeal of development blocks. Utility and servicing elements should be located and screened to be hidden from the public realm wherever possible.





3.3.10 INNOVATION EMPLOYMENT EXAMPLE BLOCKS

The following pages demonstrate block designs and building typologies that embody the mixed-use guidelines. The images are intended as example designs only and are not to be construed as designs for a particular block or location.

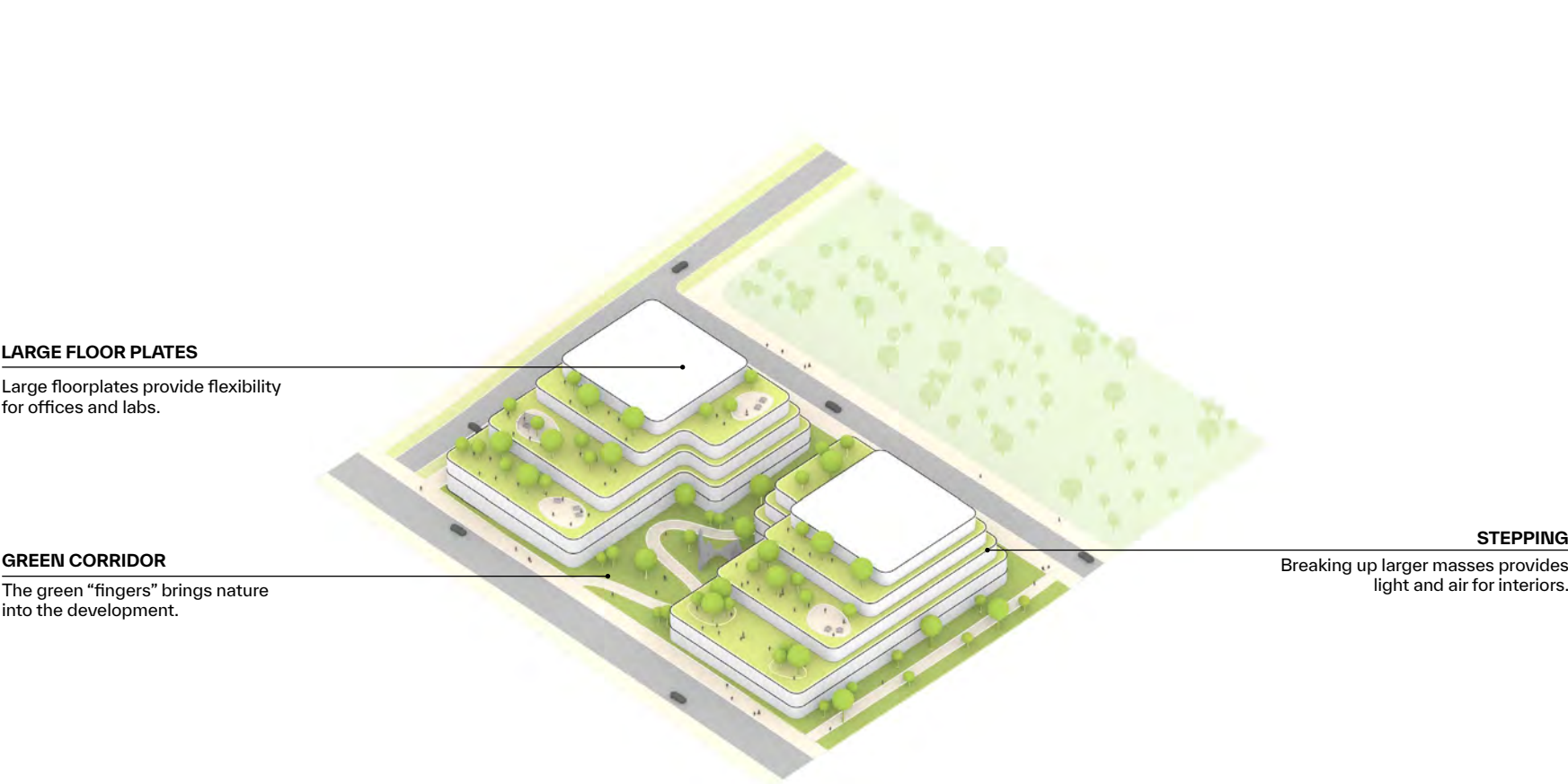


FIGURE: Diagrammatic example of development within Employment district. Green roof placements are for illustrative purposes.

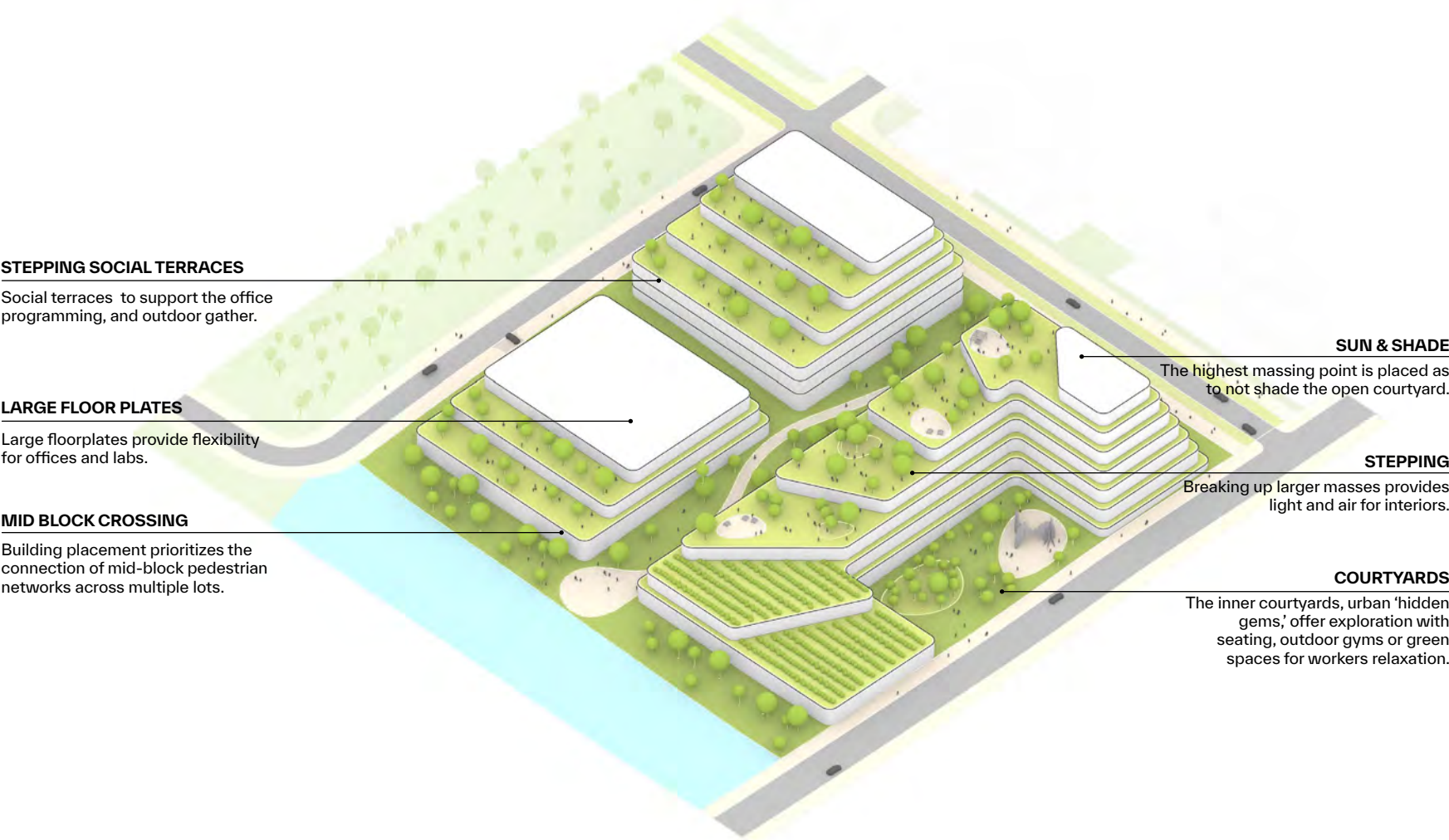


FIGURE: Diagrammatic example of development within Employment district. Green roof placements are for illustrative purposes.

4.0 IMPLEMENTATION

4.1 Implementation



4.1 IMPLEMENTATION

The GID Secondary Plan allows for Urban Design Guidelines to be prepared as part of the Block Plan approval process. Once approved, these guidelines will form the basis of the review process for subsequent Subdivision Detailed Design and/or Site Plan Approval applications.

The GID Secondary Plan identifies that Block Plans are required to be developed and approved by the City of Guelph prior to the approval of development applications in the corresponding Block Plan area.

This report has been prepared according to the City’s Terms of Reference and submitted as part of a complete Block Plan, Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision application. The report provides a series of guidelines to ensure the proposed neighbourhood meets the high standard of urban design required by the City of Guelph Official Plan, Guelph Innovation District Secondary Plan, and applicable municipal urban design guidelines. Subsequent applications to the City for Subdivision Detailed Design and Site Plan Approval will be required to demonstrate conformity with the guidelines in this report, as well as the applicable urban design policies and guidelines mentioned above.

These guidelines are intended to be flexible and encourage best practices for the Block Plan’s implementation. Future applications may deviate from these guidelines so long as the vision and general intent of the guidelines and a high standard of urban design is maintained. It is the responsibility of the applicant to demonstrate the Site-specific conditions that may warrant deviation from these guidelines and/or consideration of alternative interpretations.

REVIEW PROCESS

Once accepted and approved as part of the Block Plan applications, these guidelines will form the basis of the review process for subsequent Subdivision Detailed Design and/or Site Plan Approval applications. For applications not requiring Site Plan Approval, including single-detached, semi-detached, and street-townhouse developments, MHBC will review the submitted documents and act as the approval authority. For the remaining applications subject to Site Plan Approval, MHBC will review the submitted documents and advise the municipality on the submission’s conformity with the guidelines. In both cases, a letter and/or stamp will be issued certifying the review and conformity.

Drawings required to demonstrate conformity may include Site plans, floor plans, elevations, material palettes, landscape plans, and others as deemed necessary by the municipality and MHBC.

Any disputes regarding guideline interpretation, required plans, or certification may be escalated to the municipality for resolution. The municipality will work with the affected parties to provide a fair and timely settlement that maintains the vision and intent of the guidelines.

The municipality may periodically review documents submitted to and certified by MHBC. Where inadequate compliance is evident, the municipality may cease to accept certification by MHBC, and the applicant shall retain an alternative consultant satisfactory to the municipality.



FUSION + BIG + 
HOMES MHBC