

Urban Design Concept Plans for the Gordon Street Intensification Corridor

April 2018





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1.0 Introduction

1.1 Purpose of the Visioning Document

This document contains design direction for the Intensification Corridor along Gordon Street, between Stone Road and Clairfields Drive. The intent is to illustrate a cohesive vision for the future planning and intensification for Gordon Street that demonstrates guidance from the Official Plan (OPA 48) and other City policies.

Specific design direction is given to seven key sites to demonstrate potential future development scenarios in the event that they are sold and proposed for redevelopment.

Concept plans illustrate full build out of Official Plan policies. While market and economic conditions will ultimately determine the timing for the full build out of the permitted uses and built form vision, the concept plans are intended to provide greater guidance to development proponents and enhance clarity and consistency regarding the City's urban design policies in this area.

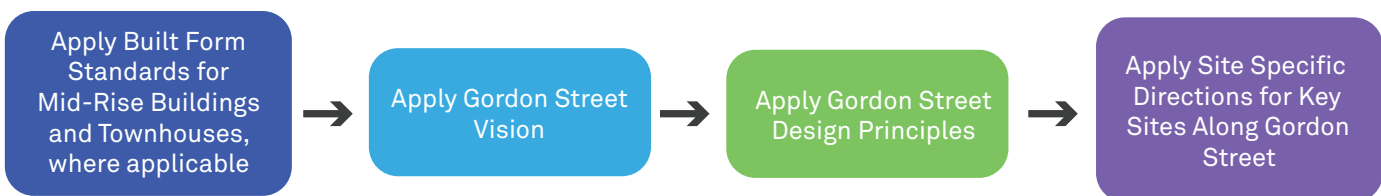
1.2 How to Use the Document

This document will be used as a tool by City Staff, developers, architects and urban planners to determine and evaluate future design proposals for sites along Gordon Street should development applications be made.

The document will be used:

- By developers to guide site planning;
- By the City to review development applications;
- To inform future updates to the Zoning By-Law, Transportation Master Plan; and
- To inform servicing updates.

Where mid-rise buildings or townhouse forms are included within a proposed redevelopment application, design will respect the direction from the City of Guelph's Built Form Standards for Mid-Rise Buildings and Townhouses, in addition to this document.



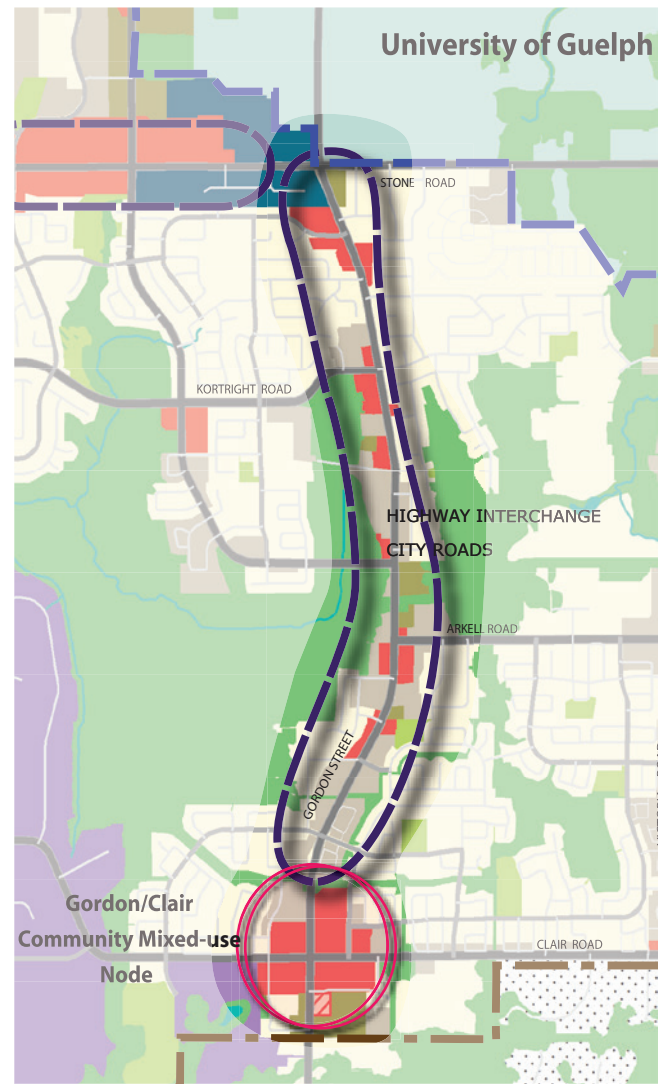
2.0 Area Overview

2.1 Area Context

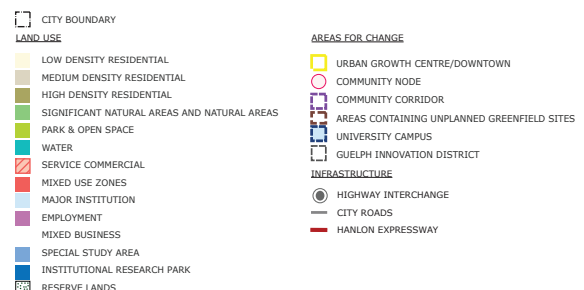
Gordon Street is a central north-south corridor in the City of Guelph and has historically acted as a key southern entrance into the City. Its designation as an Arterial in the Official Plan Amendment 48 reinforces its importance within the city. Arterial roads accommodate a high volume of traffic and will support future higher order transit. The City is updating its City wide transportation master plan and will be considering how additional densities will and can be accommodated on Gordon Street.

Gordon Street features a variable lot fabric and a range of building types and land uses, including a mix of low and mid-rise residential and commercial uses. Although the majority of the existing built fabric consists of single detached homes, and low-rise commercial and office developments, Gordon Street is beginning to experience more compact urban development forms such as townhouses and mid-rise buildings. Gordon Street, between Stone Road to just south of Clairfields Drive, is identified as an Intensification Corridor within the Official Plan. These corridors are areas along major roads, arterials or higher order transit corridors that are appropriate for intensified mixed-use areas, which can support multi-modal transportation, a range of local services, and residential, office, institutional and commercial uses. Future higher-order transit is being considered for Gordon Street. The corridor spans two subwatersheds; the Hanlon Creek and the Torrance Creek. Within this area, the most prominent land use designation is Medium Density Residential, which allows for multiple unit residential buildings (i.e. townhouses and apartments), ranging in height from 2 to 6 storeys.

As Gordon Street is an identified intensification corridor and anticipated to experience redevelopment, specific guidance for Gordon Street is required. This guidance will ensure that any future proposals for the street are informed by unique site conditions like varying



Excerpt of Opportunity Areas Map, Urban Design Action Plan



topography, existing trees and natural areas, stormwater constraints, and appropriate transitions to adjacent land uses.

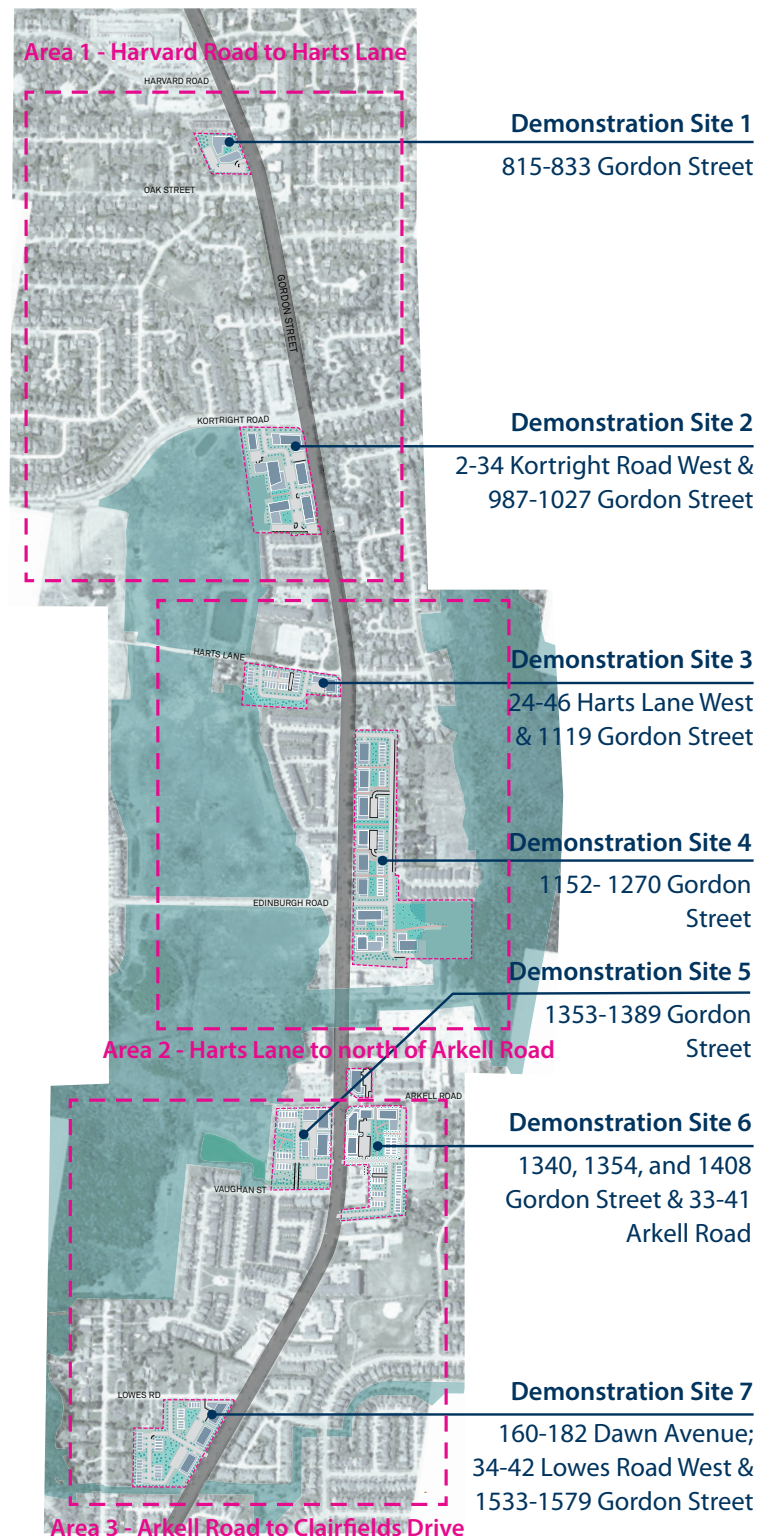
Gordon Street will be designed with coordinated site planning efforts, with appropriate landscaped setbacks, shared drive access, pumping stations, servicing and stormwater infrastructure. Coordinated efforts should also give priority to the retention of existing mature trees and maintaining views to the Natural Heritage System. Improved connections to the Natural Heritage System will be considered and provided where appropriate and consistent with policy direction.

Although this document outlines guidance for a preferred future of Gordon Street, it is recognized that Gordon Street will develop incrementally. Development of all sites should consider impacts on adjacent properties and phase development accordingly.

2.2 Demonstration Sites

Demonstration Sites have been identified along Gordon Street to highlight specific site opportunities. These sites are areas where context based design is required due to adjacent sensitive land uses. The sites are discussed further later in this document and include:

- **Site 1:** 815-833 Gordon Street;
- **Site 2:** 2-34 Kortright Road West & 987-1027 Gordon Street;
- **Site 3:** 24-46 Harts Lane West & 1119 Gordon Street;
- **Site 4:** 1152- 1270 Gordon Street;
- **Site 5:** 1353-1389 Gordon Street;
- **Site 6:** 1340, 1354, and 1408 Gordon Street & 33-41 Arkell Road; and
- **Site 7:** 160-182 Dawn Avenue; 34-42 Lowes Road West & 1533-1579 Gordon Street.



3.0 Existing Policy Directions

3.1 Growth Plan

The Growth Plan for the Greater Golden Horseshoe, 2017 was prepared and approved under the Places to Grow Act. The Growth Plan provides population and employment forecasts for all municipalities in the Greater Golden Horseshoe Area including the City of Guelph. In conformance with the Growth Plan, the City has identified a Nodes and Corridors structure to accommodate and direct growth within the City. Gordon Street is included in the City's Official Plan as an Intensification Corridor.

3.2 Official Plan

The Official Plan provides direction on urban design objectives, permitted land uses, building heights and development densities. Land use designations provide direction on height and density (section 9). In addition, the Urban Design section (Section 8) identifies key principles and objectives specific to the design of townhouses and mid-rise buildings, as well as direction on related issues like parking, access, circulation, landscaping, land use transitions and the public realm.

3.3 Zoning By-Law (1995)-14864

The City's Zoning By-Law identifies specific development permissions for each zone, such as maximum building heights, setbacks, lot coverage, parking, amenity space and landscaped open space requirements. Recommendations will inform the City's comprehensive zoning by-law review. Currently the existing zoning for the Gordon Street Corridor is out of date and does not implement the approved Official Plan vision.

3.4 Urban Design Manual

The Urban Design Manual establishes a framework for urban design excellence throughout the City. The document is one tool used to implement the City's land use vision articulated within the Official Plan. The document identifies Opportunity Areas, organizational improvement strategies and urban design policy directions. The Urban Design Manual contains the Built Form Standards for Mid-Rise Buildings and Townhouses.

3.5 Built Form Standards for Mid-Rise Buildings and Townhouses

The Built Form Standards for Mid-Rise Buildings and Townhouses apply to the entire City of Guelph, excluding the Downtown. They reflect the different contexts that exist within Guelph (i.e. differences between older areas of the City and more recently developed areas), as well as City planning policies that direct growth to specific locations (i.e. Community Mixed-Use Node, Intensification Corridors). Important differences between these areas, which affect how new or infill buildings will be designed, include:

- Land uses and adjacent built form;
- Protecting sensitive land uses such as low rise residential areas, schools and natural areas;
- The size and shape of lots;
- The size of buildings;
- The depth of setbacks;
- The amount of existing green space and parks nearby;
- The proximity to the Natural Heritage System; and
- Access to transit and other active transportation infrastructure.

3.6 Technical Studies

Any redevelopment of these sites would require development approval(s) such as site plan approval. Development applications require the review and approval of technical studies related to transportation, environmental impacts, stormwater management, servicing, etc. The demonstration plans shown in this document are intended to be diagrammatic to highlight how redevelopment can transform the character of the site.

4.0 Gordon Street Vision

4.1 THE VISION

The Gordon Street Intensification Corridor is an area that has seen significant change over the past 5 to 8 years. As development has occurred there have been a number of lessons learned and aspirations identified. This section focuses on the overall guiding principles for future development along Gordon Street.

Gordon Street is envisioned to become a vibrant pedestrian friendly street framed by mid-rise buildings, continuous rows of healthy trees, and active at-grade uses that engage the street and the sidewalk. Future development will carefully protect, maintain, restore and enhance the Natural Heritage System and sensitively transition to the adjacent low rise neighbourhoods.

















4.2 GUIDING PRINCIPLES

1. Reflect Gordon Street's City-building role by reinforcing it as a major street and promoting intensification in appropriate building forms.
2. Promote greening of Gordon Street through the design and location of buildings, by establishing a consistent landscaped street frontage and retaining healthy regulated trees when possible.
3. Create enhanced site design that connects north-south along Gordon Street and east-west to the natural heritage system, where appropriate.
4. Promote mid-rise as the dominant built form for intensification to frame streets, site edges and outdoor amenity spaces.
5. Promote sunlight, views and privacy through appropriate building design, including heights, floor plates, overall massing, separation distances, and appropriate street setbacks.
6. Foster variety and flexibility in building form to reflect the diversity and character of the City.
7. Where appropriate, promote densities that allow for parking to be located underground or in screened facilities. Where surface parking is provided, it should be well-designed and landscaped.
8. Incorporate innovative stormwater management infrastructure such as green roofs, etc.
9. Create pedestrian connections that facilitate an ease of mobility and expand the City's active transportation network.

5.0 Directions for Demonstration Sites

The following directions have been provided for the aforementioned demonstration sites along Gordon Street. The legend associated with each of the key directions diagrams is as follows:

LEGEND

| | |
|---------------|--|
| Context |  Roads  Significant Natural Area |
| Site |  Site Boundaries |
| Buildings |  Principal Facade  Secondary Facade  Buildings - Commercial at Grade |
| Cars |  Main Vehicular Circulation  Potential New Road  Surface Parking Areas  Garage Parking Access |
| People |  Pedestrian Path  Amenity / Open Spaces (Framed by Principal Facades) |
| Trees |  Existing Trees  Visual Connection/ Access To Significant Natural Area  New Tree Buffers |
| Adjacent Uses |  Land Use Transition Zone (Application of 45° Angular Plane to control the height of new development adjacent to lower rise buildings and open spaces) |

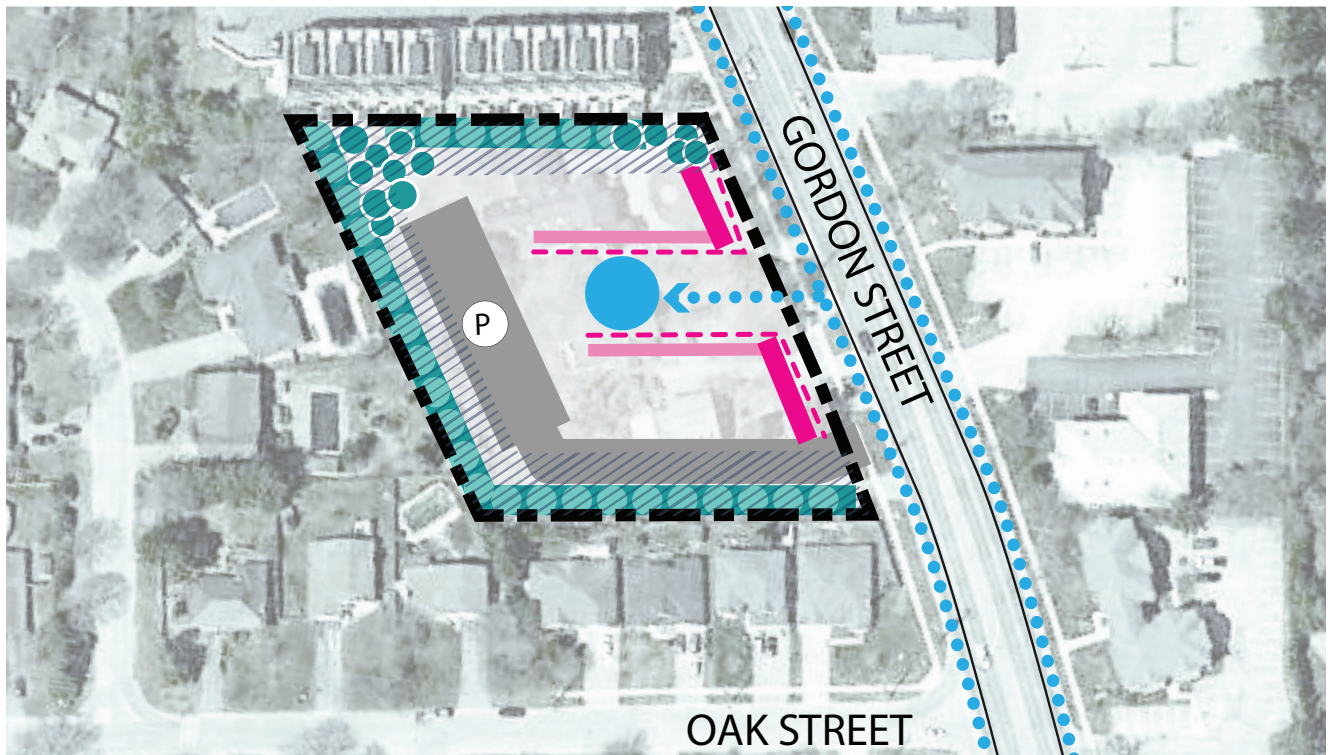
5.1 Area 1 - Harvard Road to Harts Lane

Official Plan Directions for Site 1

Site 1 is designated for Mixed Office/Commercial use, which allows for small-scale commercial, small-scale office, residential or mixed-use buildings. Residential uses are permitted above or behind the ground floor commercial space or in freestanding buildings. The maximum permitted height is 4 storeys and the maximum net residential density is 100 units / ha. New development must be directed and oriented toward arterial roads.

Design Considerations for Site 1

- Create an urban development framing Gordon Street.
- Incorporate well-designed surface parking or structured parking to the rear of the building where possible.
- Retain cluster of trees on northwest corner of site and along the street.
- Create an inviting amenity area for employees.
- Provide generous landscaping along the building frontage.
- Conduct technical studies related to environmental impacts, stormwater management, servicing, etc.



Directions Diagram - Site 1: 815-833 Gordon Street

Direction from the Official Plan for Site 2

















Site 2 is a Neighbourhood Commercial Centre that may include residential and commercial uses, but residential is only permitted above the ground floor. The maximum permitted height is 6 storeys and new development must be directed and oriented toward arterial and collector roads.

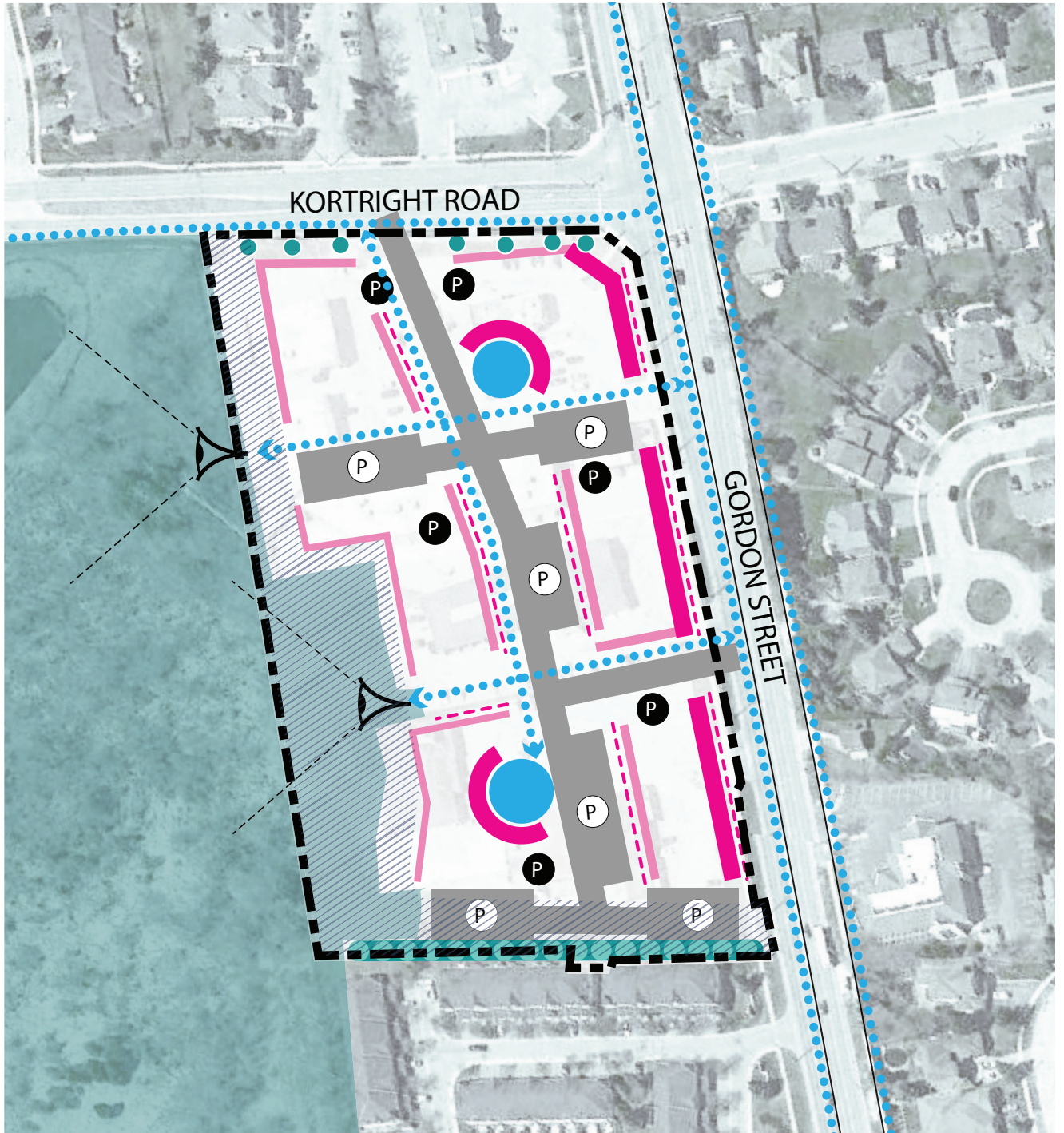
Design Considerations for Site 2

- It is anticipated that the commercial only function will evolve over time to a mixed-use function, while recognizing that this may not happen right away. Concentrate commercial uses and make efficient use of the site area by replacing existing commercial floor area and concentrate commercial uses.

- Mix commercial uses with significant residential uses above the ground floor.
- Establish a sensitive transition to the adjacent Significant Natural Area with buffers.
- Create view corridors to the natural area that align with pedestrian connections between buildings.
- Locate parking for residents underground or in structured parking where possible, with well-designed pockets of convenience surface parking for commercial uses.
- Conduct technical studies related to environmental impacts, stormwater management, servicing, etc.

LEGEND

| | | | |
|---|--|--|--|
| <p>Context</p> <p>Site</p> <p>Buildings</p> <p>Cars</p> | <p> Roads</p> <p> Significant Natural Area</p> <p> Site Boundaries</p> <p> Principal Facade</p> <p> Secondary Facade</p> <p> Buildings - Commercial at Grade</p> <p> Main Vehicular Circulation</p> <p> Potential New Road</p> <p> Surface Parking Areas</p> <p> Garage Parking Access</p> | <p>People</p> <p>Trees</p> <p>Adjacent Uses</p> | <p> Pedestrian Path</p> <p> Amenity / Open Spaces (Framed by Principal Facades)</p> <p> Existing Trees</p> <p> Visual Connection / Access To Significant Natural Area</p> <p> New Tree Buffers</p> <p> Land Use Transition Zone (Application of 45° Angular Plane to control the height of new development adjacent to lower rise buildings and open spaces)</p> |
|---|--|--|--|



Directions Diagram - Site 2: 2-34 Kortright Road West & 987-1027 Gordon Street

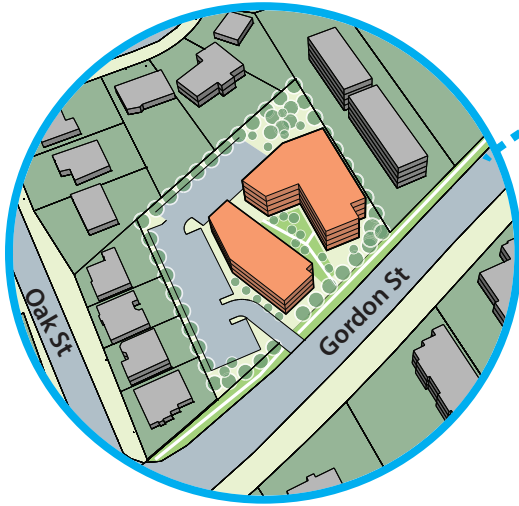
Conceptual Urban Design Illustration for Area 1 - Harvard Road to Harts Lane



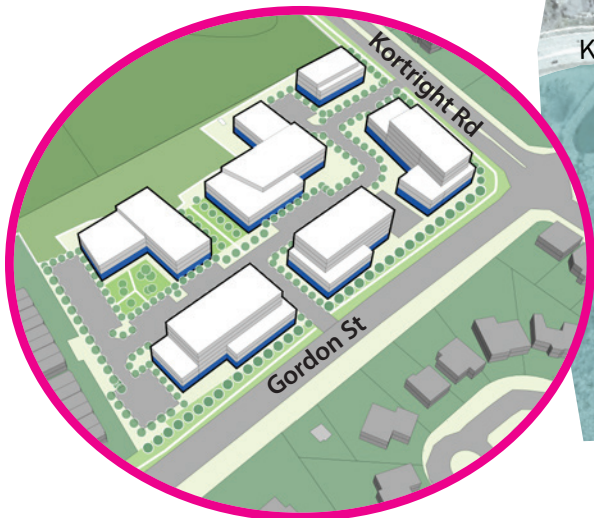
Office building framing the street with front yard landscaping



Amenity space for employees that is comfortable and inviting



Conceptual massing for Site 1 (Gordon Street and Oak Street)



Conceptual massing for Site 2 (Gordon Street and Kortright Road)



A consistent streetscape framed by mid-rise buildings



Active grade-level commercial units on the ground floor with residential units above

5.2 AREA 2 - HARTS LANE TO NORTH OF ARKELL ROAD

















Official Plan Directions for Site 3

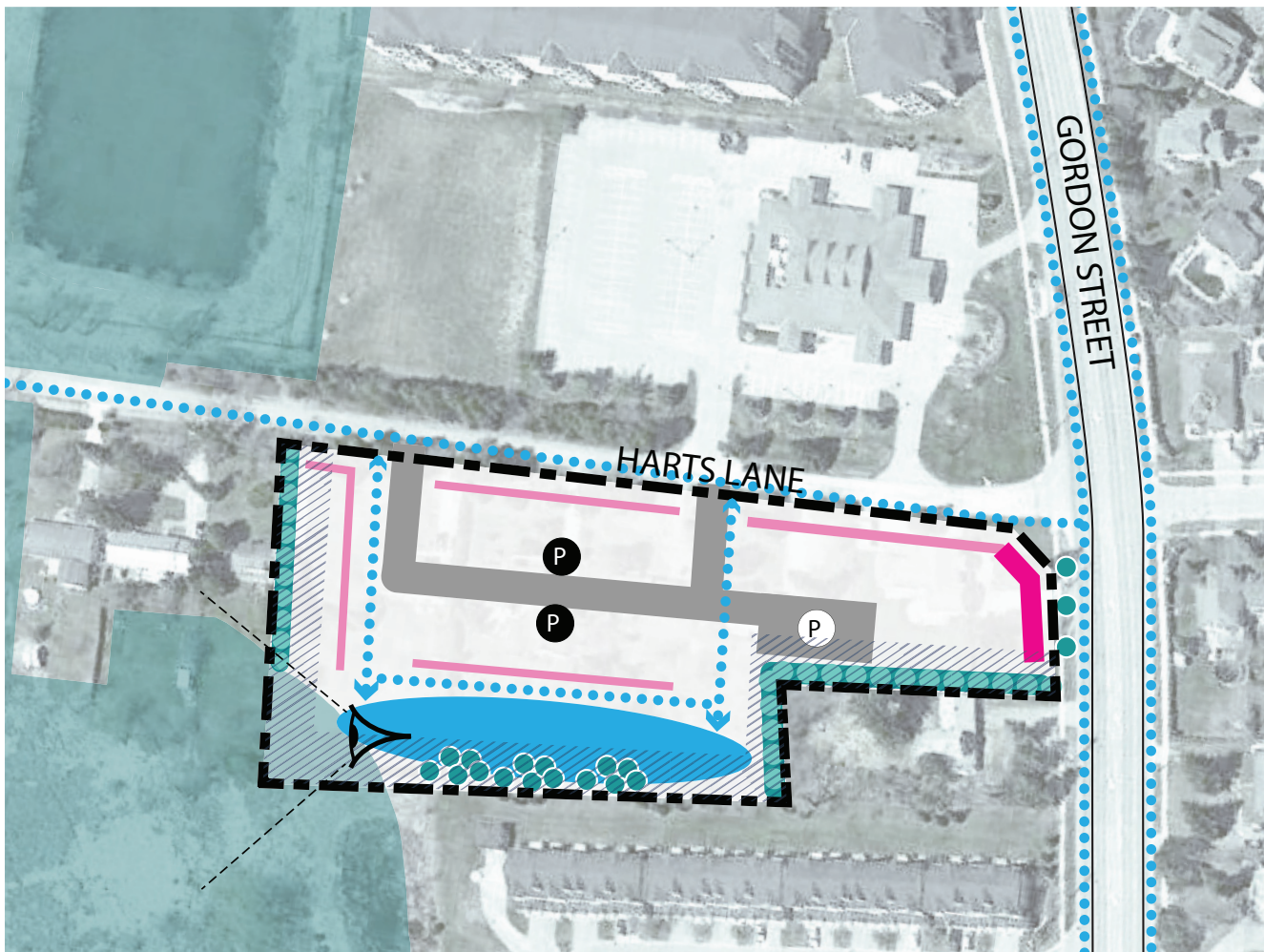
Site 3 is identified as Medium Density Residential and allows for multiple unit residential buildings, such as townhouses and apartments. The permitted heights are 2 to 6 storeys and the permitted Net Residential Density is 35 units / ha to 100 units / ha. All new development must be directed and oriented toward arterial and collector roads to frame the street.

Design Considerations for Site 3

- Create well-scaled residential intensification in keeping with the context.
- Frame the corner of Gordon Street and Harts Lane with a mid-rise building, transitioning to townhouses along Harts Lane.
- Sensitively transition to the Significant Natural Area.
- Create an amenity area to incorporate existing trees.
- Create rear lane access to parking for the majority of townhouse units along Hart's Lane.
- Provide underground or structured parking for mid-rise buildings where possible, with a small pocket of convenience parking to the rear of the building.
- Limit the length of townhouse units to ensure visual and physical permeability.
- Conduct technical studies related to environmental impacts, stormwater management, servicing, etc.
- Explore alternative road design to preserve existing trees along Harts Lane and the connection to the active transportation network.

LEGEND

| | | | |
|------------------|---|----------------------|--|
| Context |  Roads | People |  Pedestrian Path |
| |  Significant Natural Area | |  Amenity / Open Spaces (Framed by Principal Facades) |
| Site |  Site Boundaries | Trees |  Existing Trees |
| Buildings |  Principal Facade | |  Visual Connection/ Access To Significant Natural Area |
| |  Secondary Facade | |  New Tree Buffers |
| |  Buildings - Commercial at Grade | Adjacent Uses |  Land Use Transition Zone (Application of 45° Angular Plane to control the height of new development adjacent to lower rise buildings and open spaces) |
| Cars |  Main Vehicular Circulation | | |
| |  Potential New Road | | |
| |  Surface Parking Areas | | |
| |  Garage Parking Access | | |



Directions Diagram for Site 3: 24-46 Harts Lane West & 1119 Gordon Street

Official Plan Directions for Site 4

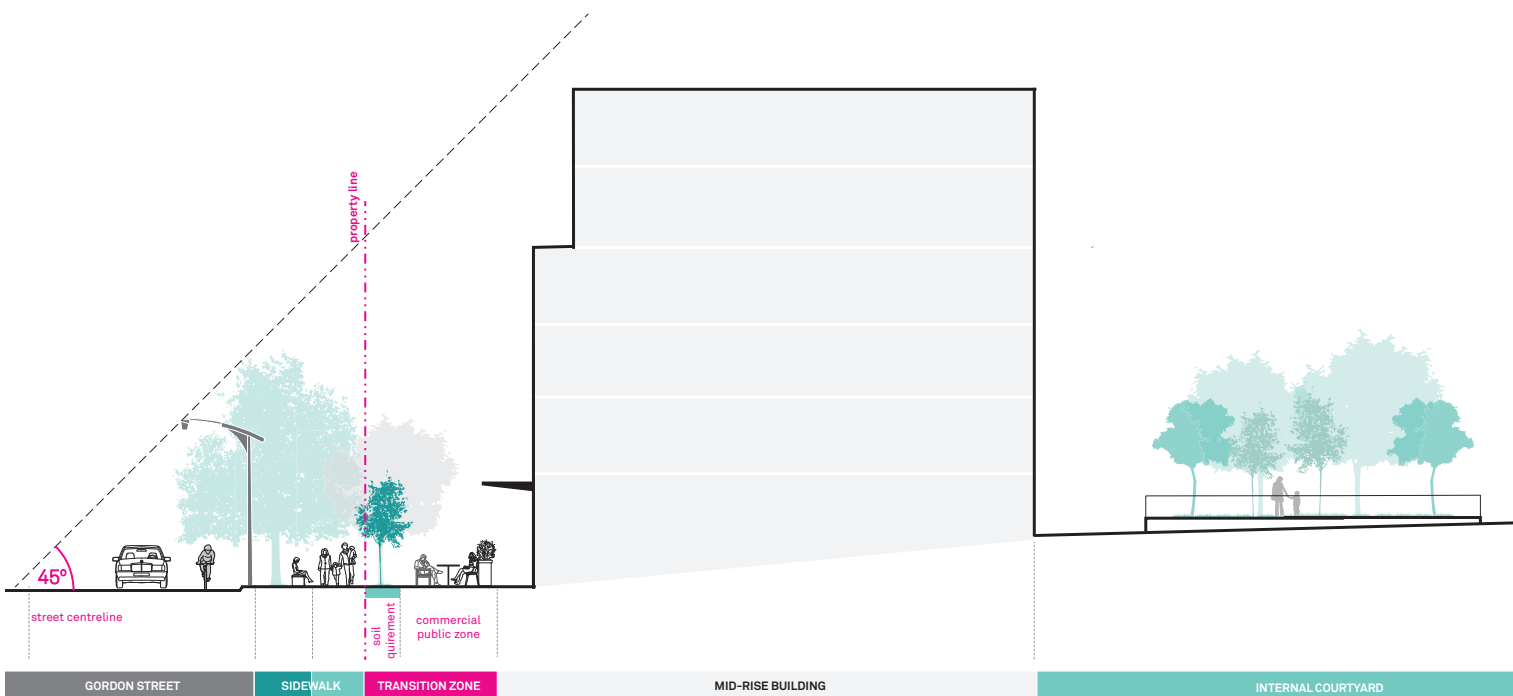
Site 4, north of Edinburgh Road is designated as Medium Density Residential with multiple unit residential buildings, such as townhouses and apartments. The permitted height is 2 to 6 storeys and the permitted net residential density is 35 units / ha to 100 units / ha. South of Edinburgh Road is designated High Density Residential with multiple unit residential buildings, generally in the form of apartments. The permitted height is 3 to 10 storeys and the permitted net residential density is 100 units / ha to 150 units / ha. All new development must be directed and oriented toward arterial and collector roads.

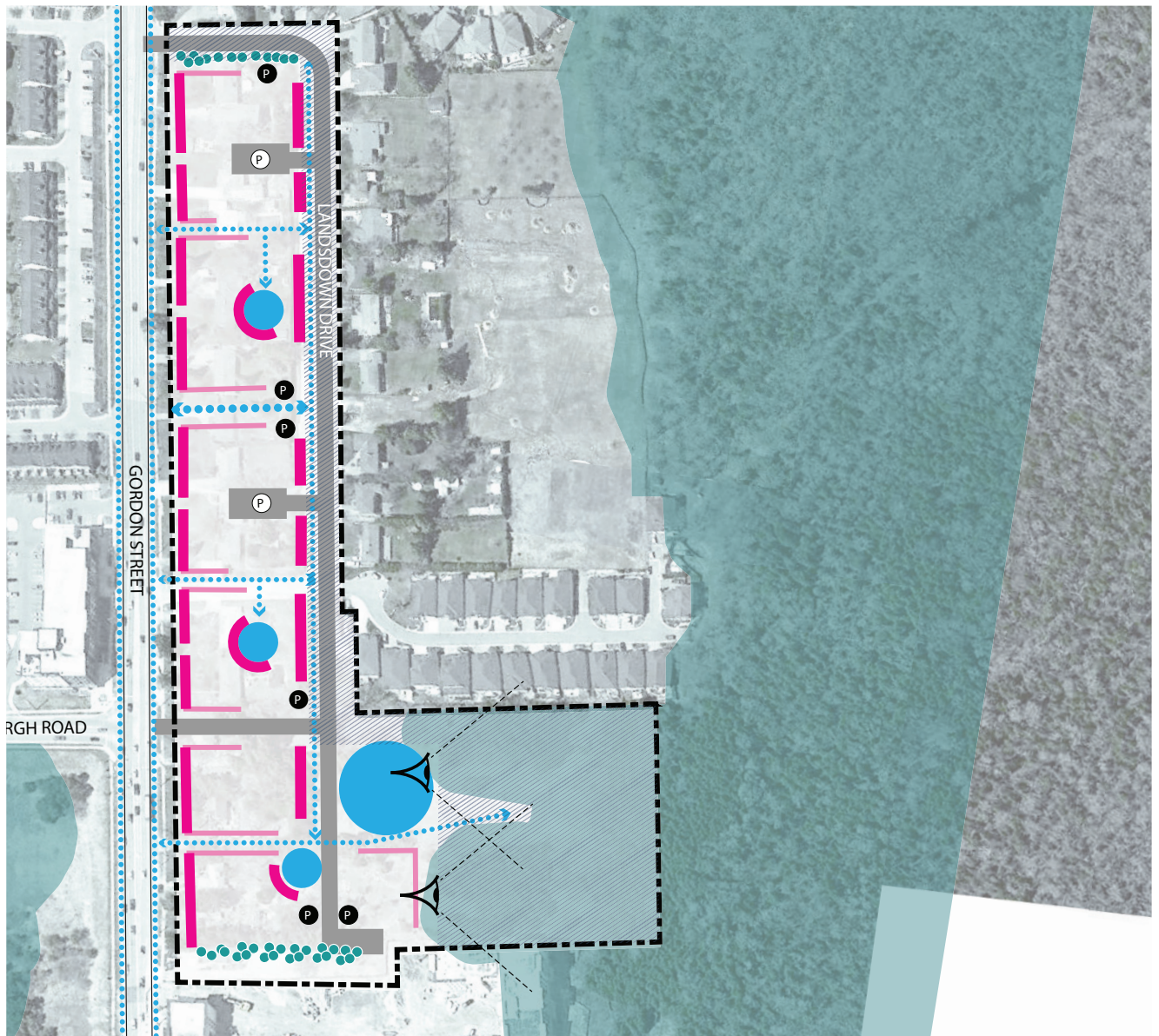
Design Considerations for Site 4

- Create well-scaled residential intensification in keeping with the context and Official Plan designations.
- Promote a range of housing options and building types within a consistent mid-rise to high-rise form along Gordon Street.
- Design Landsdown Road as a two-way residential street, not as a service lane.
- Provide pedestrian connections through the site, including direct access to the park and the Significant Natural Area from Gordon Street.
- Establish a sensitive transition to the adjacent Significant Natural Area with buffers.
- Create a logical network of new streets connecting to the existing street network.
- Create a new public park for the community, taking advantage of the proximity to a Significant Natural Area.
- Provide a combination of underground and structured parking where possible, and pockets of well-designed surface parking for convenience.
- Create a height transition from buildings along Gordon Street toward adjacent low-rise dwellings along Landsdown Drive and Valley Road through a 45 degree angular plane from Landsdown Road.
- Create a potential future street connection south from Landsdown Drive.
- Conduct technical studies related to environmental impacts, stormwater management, servicing, etc.
- Locate amenity and open space that preserves existing trees.
- Extend a new municipal road that connects to the existing Edinburgh Road.

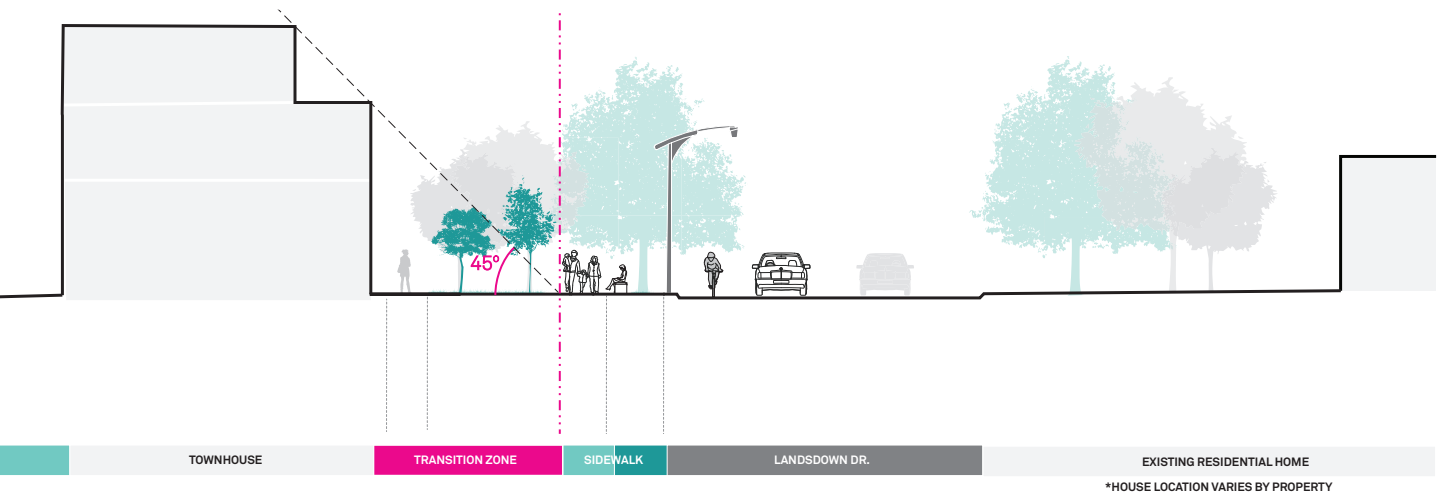
LEGEND

| | |
|--|--|
| <p>Context</p> <p>==== Roads</p> <p>■ Significant Natural Area</p> | <p>People</p> <p>●●●● Pedestrian Path</p> <p>● Amenity / Open Spaces (Framed by Principal Facades)</p> |
| <p>Site</p> <p>--- Site Boundaries</p> | <p>Trees</p> <p>●●● Existing Trees</p> <p>▲ Visual Connection/ Access To Significant Natural Area</p> <p>●●●●● New Tree Buffers</p> |
| <p>Buildings</p> <p>■ Principal Facade</p> <p>■ Secondary Facade</p> <p>■ Buildings - Commercial at Grade</p> | <p>Adjacent Uses</p> <p>/// Land Use Transition Zone (Application of 45° Angular Plane to control the height of new development adjacent to lower rise buildings and open spaces)</p> |
| <p>Cars</p> <p>■ Main Vehicular Circulation</p> <p>■ Potential New Road</p> <p>Ⓟ Surface Parking Areas</p> <p>Ⓟ Garage Parking Access</p> | |





Directions Diagram - Site 4: 1152- 1270 Gordon Street (Option 1)



Conceptual Urban Design Illustration for Area 2 - Harts Lane to north of Arkell Road



Townhouse units fronting a local street with parking provided at the rear from a laneway



Conceptual massing for Site 4 (Gordon Street and Edinburgh Road)



Conceptual massing for Site 3 (Gordon Street and Harts Lane)



A range of housing types and forms within a consistent built form along the primary street



A mid-rise building framing a corner



Mid-rise buildings framing a new park

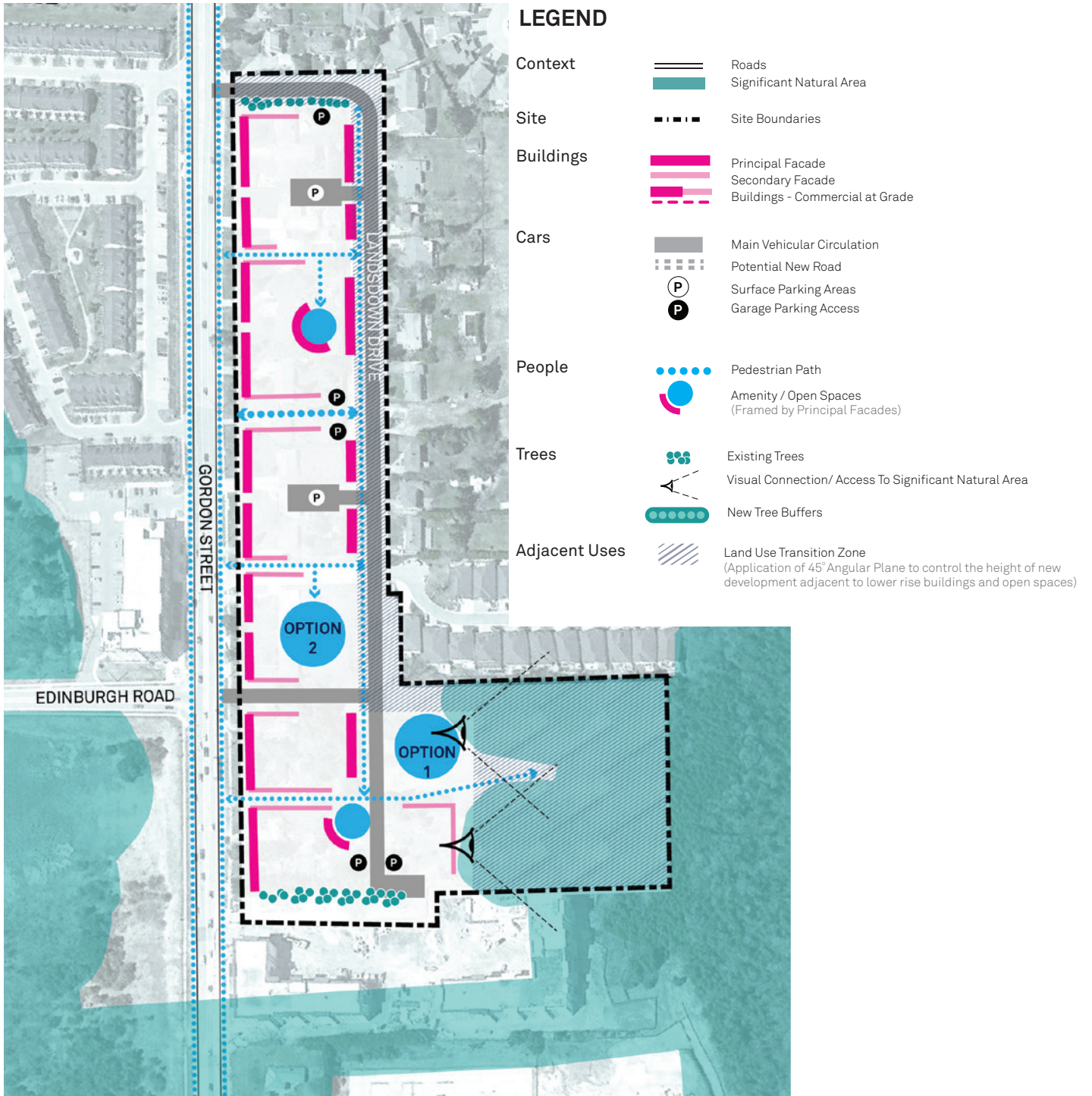
Additional Public Park Location Criteria for Site 4

The need for a new public park has been identified for Site 4. Two general locations are shown on the key directions diagram (option 1 and option 2). In both options, the proposed public park location would reinforce a connected network of green spaces and balance the development capacity in the area.

Based on the following criteria, the final location of the public park would be addressed through a subsequent development application.

Public Park Location Criteria:

- A neighbourhood park with a desirable minimum area of approximately 0.20 ha.
- The park should contain both active and passive recreational activities (i.e. children's play equipment, water feature, shade structure, seating, site furniture and planting).
- The park should be connected to public sidewalks and should be designed as an accessible and barrier free space.
- The park should be mostly flat (i.e. 80% table land with 2-3% slopes).
- The park site should be well drained and have access to water, sanitary and storm water drainage servicing.
- The park should contain adequate public street frontage for high visibility and surveillance.
- The park should be completed outside of natural heritage features.



Directions Diagram - Site 4: 1152- 1270 Gordon Street (Park Location Options)

5.3 AREA 3 - ARKELL ROAD TO CLAIRFIELDS DRIVE

Official Plan Directions for Sites 5 and 6

Sites 5 and 6 have two land uses designations that are divided between the front portions facing Gordon Street and the rear portions not facing Gordon Street.

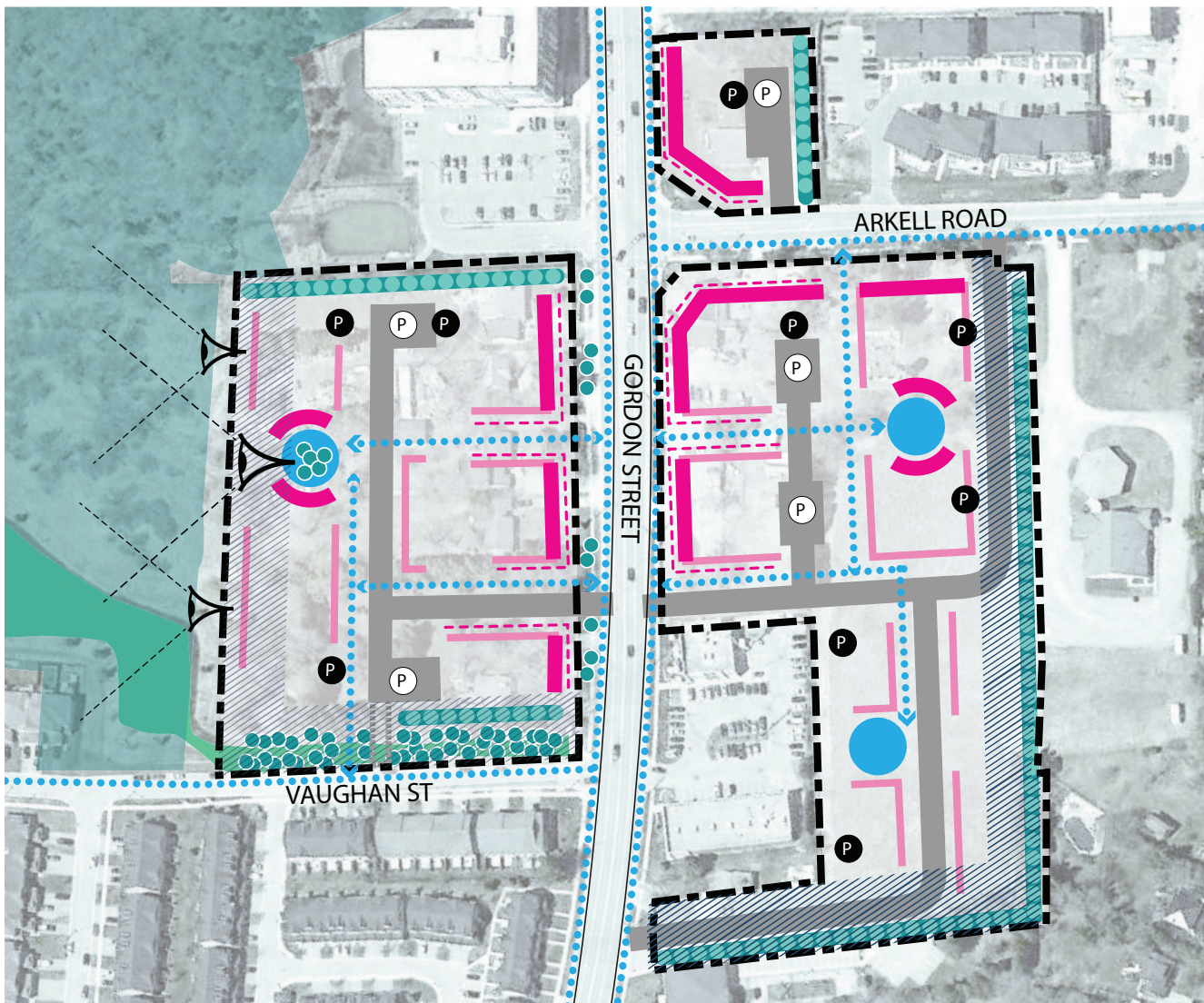
The front portions allow for Neighbourhood Commercial Centres which may include residential and commercial uses. Residential uses are only permitted above the ground floor. The maximum height of new development is 6 storeys. The rear portion of the properties permit Medium Density Residential, which allows for multiple unit residential buildings, such as townhouses and apartments. The permitted heights are 2 to 6 storeys and the permitted net residential density is 35 units / ha to 100 units / ha.

Design Considerations for Sites 5 and 6

- Create a concentration of neighbourhood commercial uses, mixed with a diverse range of housing options and building types.
- Locate parking for mid-rise buildings in underground or structured parking where possible, with well-designed pockets of convenience surface parking for commercial uses.
- Create rear lane access to parking for the majority of townhouse units.
- Create mid-block connections through the site for permeability and visual access to the Significant Natural Area to the west.
- Create a potential connection south to Vaughan Street.
- Conduct technical studies related to environmental impacts, stormwater management, servicing, etc.

LEGEND

| | | | | | |
|------------------|---------------------------------|--------------------------|----------------------|---|---|
| Context | Roads | Significant Natural Area | People | Pedestrian Path | Amenity / Open Spaces (Framed by Principal Facades) |
| Site | Site Boundaries | | Trees | Existing Trees | Visual Connection/ Access To Significant Natural Area |
| Buildings | Principal Facade | | | New Tree Buffers | |
| | Secondary Facade | | Adjacent Uses | Land Use Transition Zone (Application of 45° Angular Plane to the height of new development adjacent to lower rise buildings and open spaces) | |
| | Buildings - Commercial at Grade | | | | |
| Cars | Main Vehicular Circulation | | | | |
| | Potential New Road | | | | |
| | Surface Parking Areas | | | | |
| | Garage Parking Access | | | | |



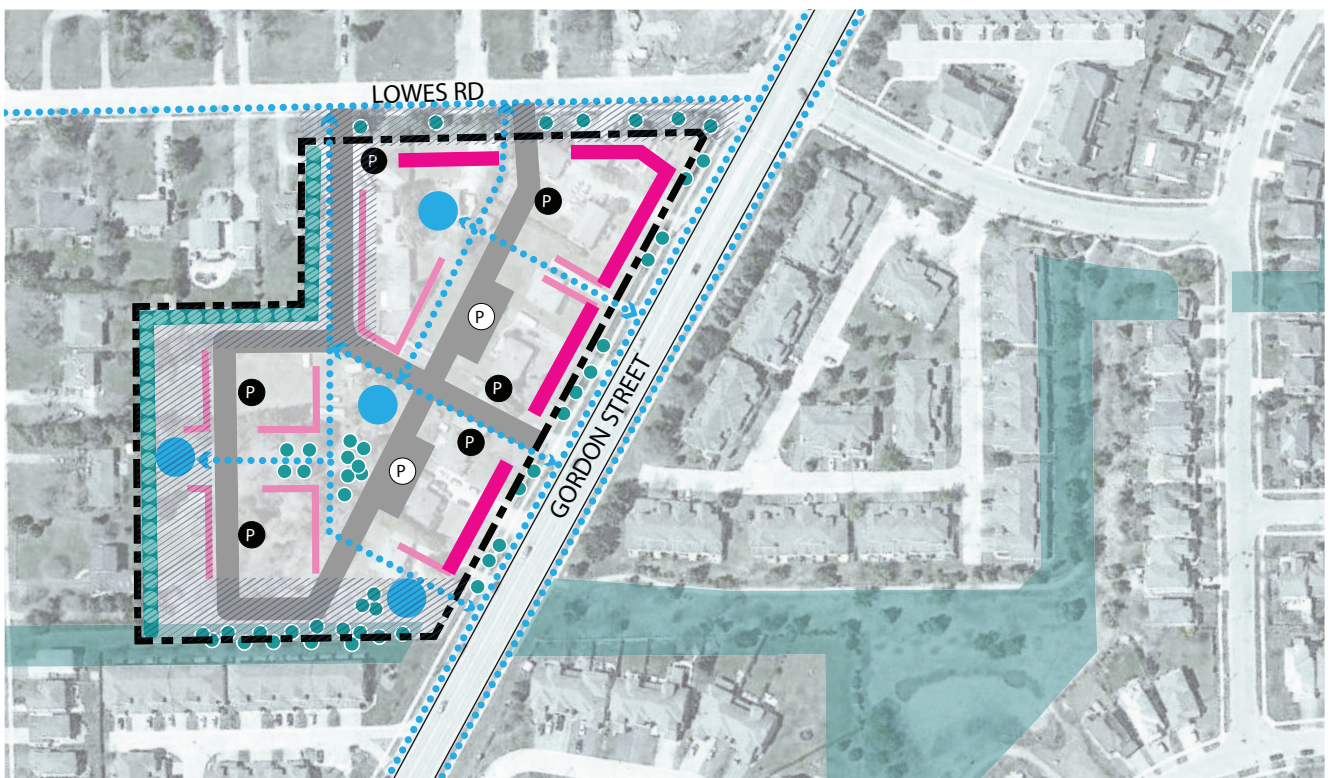
Directions Diagram - Sites 5 and 6: 1353-1389 Gordon Street (Site 5) 1340, 1354, and 1408 Gordon Street & 33-41 Arkell Road (Site 6)

Official Plan Directions for Site 7

Site 7 permits Medium Density Residential uses and allows for multiple unit residential buildings, such as townhouses and apartments. The permitted heights are 2 to 6 storeys and the permitted net residential densities are 35 units / ha to 100 units / ha. All new development must be directed and oriented toward arterial and collector roads.

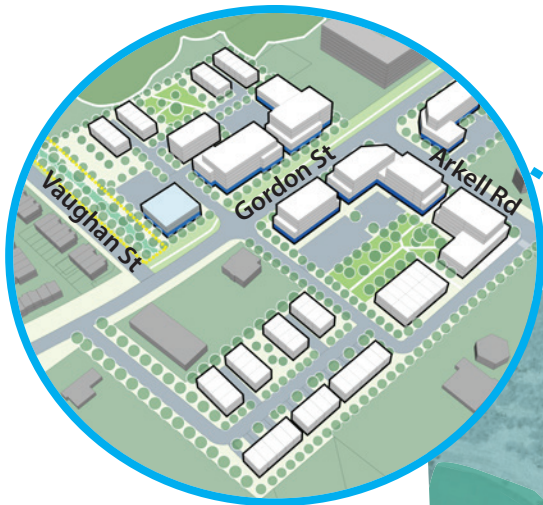
Design Considerations for Site 7

- Promote a diverse range of housing options and building types.
- Create a strong pedestrian network and significant amenity space.
- Create townhouse units that front onto open spaces.
- Create rear lane access to parking for the majority of townhouse units.
- Provide a combination of parking solutions for mid-rise buildings, including surface parking, and underground parking and structured parking where possible.
- Conduct technical studies related to environmental impacts, stormwater management, servicing, etc.
- At Lowes Road and Gordon Street, the intersection should be framed by built form and will confirm to the required setbacks for daylight triangles.
- Where building façades occur facing Lowes Road West or Gordon Street, they should be highly articulated (primary façades) with windows and entrances facing the street.
- All surface parking areas should be well screened from Lowes Road West or Gordon Street.

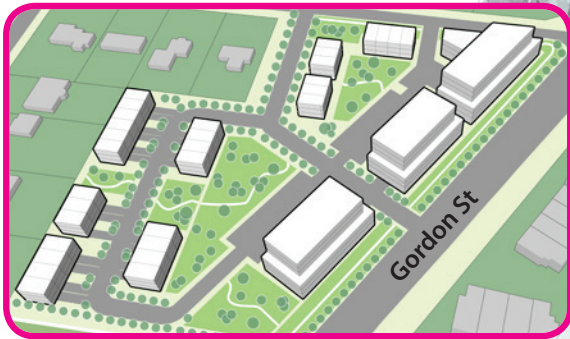
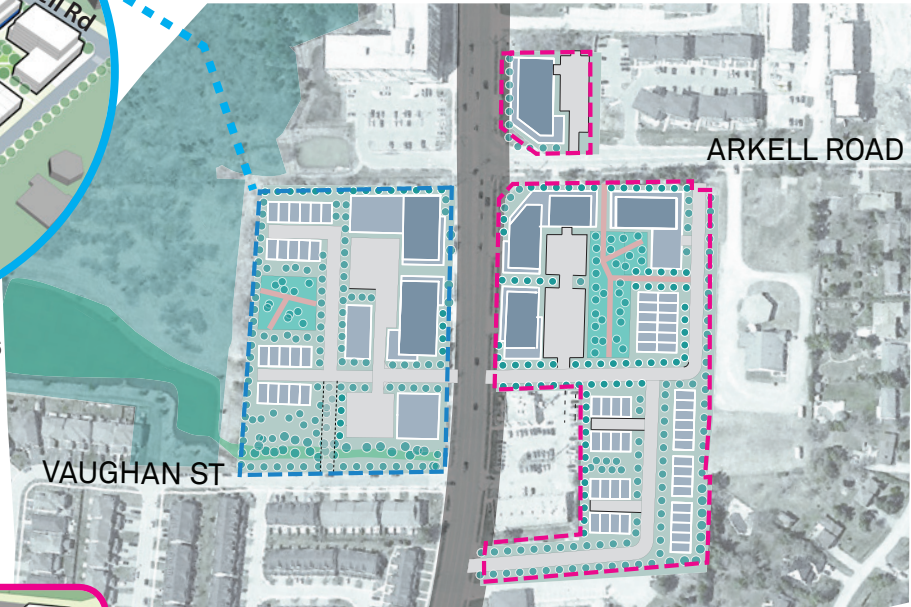


Directions Diagram - Site 7: 160-182 Dawn Avenue; 34-42 Lowes Road West & 1533-1579 Gordon Street

Conceptual Urban Design Illustration for Area 3 -
Arkell Road to Clairfields Drive



Conceptual massing for Sites 5 and 6
(Gordon Street and Arkell Road)



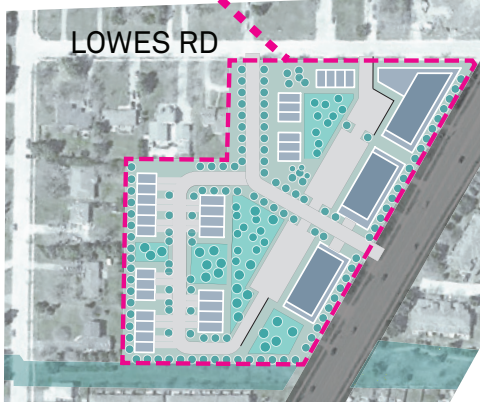
Conceptual massing for Site 7
(Gordon Street and Lowes Road)



Mixed-use building with pedestrian
pathway offering permeability
through the site



Rear laneway providing access
to parking for townhouse units



Townhouses front onto an
internal amenity space



Residential mid-rise building
with a landscaped setback and
an upper storey stepback

6.0 Conclusion

6.1 Recommended Zoning By-Law Updates

The City of Guelph will soon undertake a comprehensive review of its Zoning By-Law (1995)- 14864. Recommendations from this document may inform changes to existing zoning, and may be implemented incrementally where additional studies are required. Changes to the zoning by-law resulting from the Built Form Standards for Mid-Rise Buildings and Townhouses will also impact the vision for Gordon Street.

Mixed Use Zone

There is not currently a definition or regulations for a Mixed Use Zone within Zoning By-Law (1995)-14864. A Mixed Use Zone should be established in the zoning by-law to help address the challenges presented by the City's Nodes and Corridors, and to help reinforce the stratification of uses, such as sharing parking and amenities across properties. Mixed Use Zones should permit a range of commercial, residential and institutional uses, and should accommodate mid-rise buildings up to 6 storeys.

The Gordon Street intensification corridor could be zoned as a Mixed Use Zone to permit more compact built forms. A 45 degree angular plane from rear lots of properties on Gordon Street adjacent to lower rise buildings and open spaces that are not intended to change based on the Official Plan direction, should be applied to encourage appropriate transitions in massing and scale.

Should the City move forward with pre-zoning the sites for intensification, a holding symbol may be applied to ensure that appropriate servicing, transportation infrastructure and stormwater management can be met on individual sites.

The City is updating its City wide transportation master plan and will be considering how additional densities will and can be accommodated on Gordon Street.