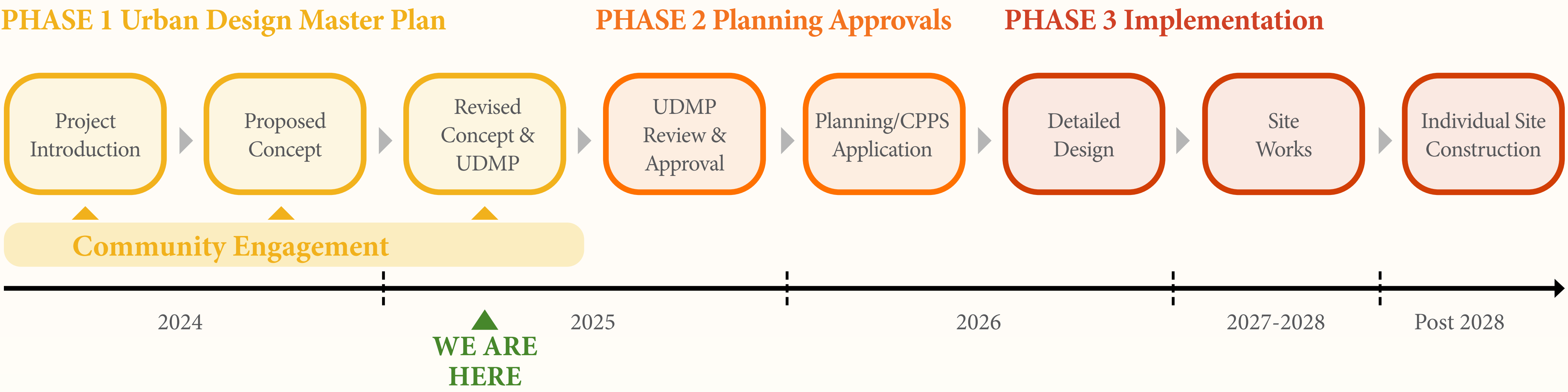


# 1 WELCOME!

*This is the third community meeting and open house on the future of the historic W.C. Wood Plant No. 2 site.*

Learn about the Wood Development Group’s revised Development Concept for the site and share your feedback. Please approach members of the project team with questions or comments. Over the summer, the team will prepare an Urban Design Master Plan, concluding Phase 1 of a three-phase planning and development process.

Agenda	
6:30 - 7:00	Review Panels and Chat with the Project Team
7:00 - 7:40	Presentation by Project Team
7:40 - 8:00	Q&A
8:00 - 8:30	Review Panels and Share Comments



## Project Team

  
Planning and Urban Design

  
Architecture

  
Landscape Architecture

  
Civil Engineering and Sustainability

  
Transportation

  
Rail Safety

  
Environmental Assessment

  
Archaeological Assessment



COMMUNITY ENGAGEMENT EVENT #3





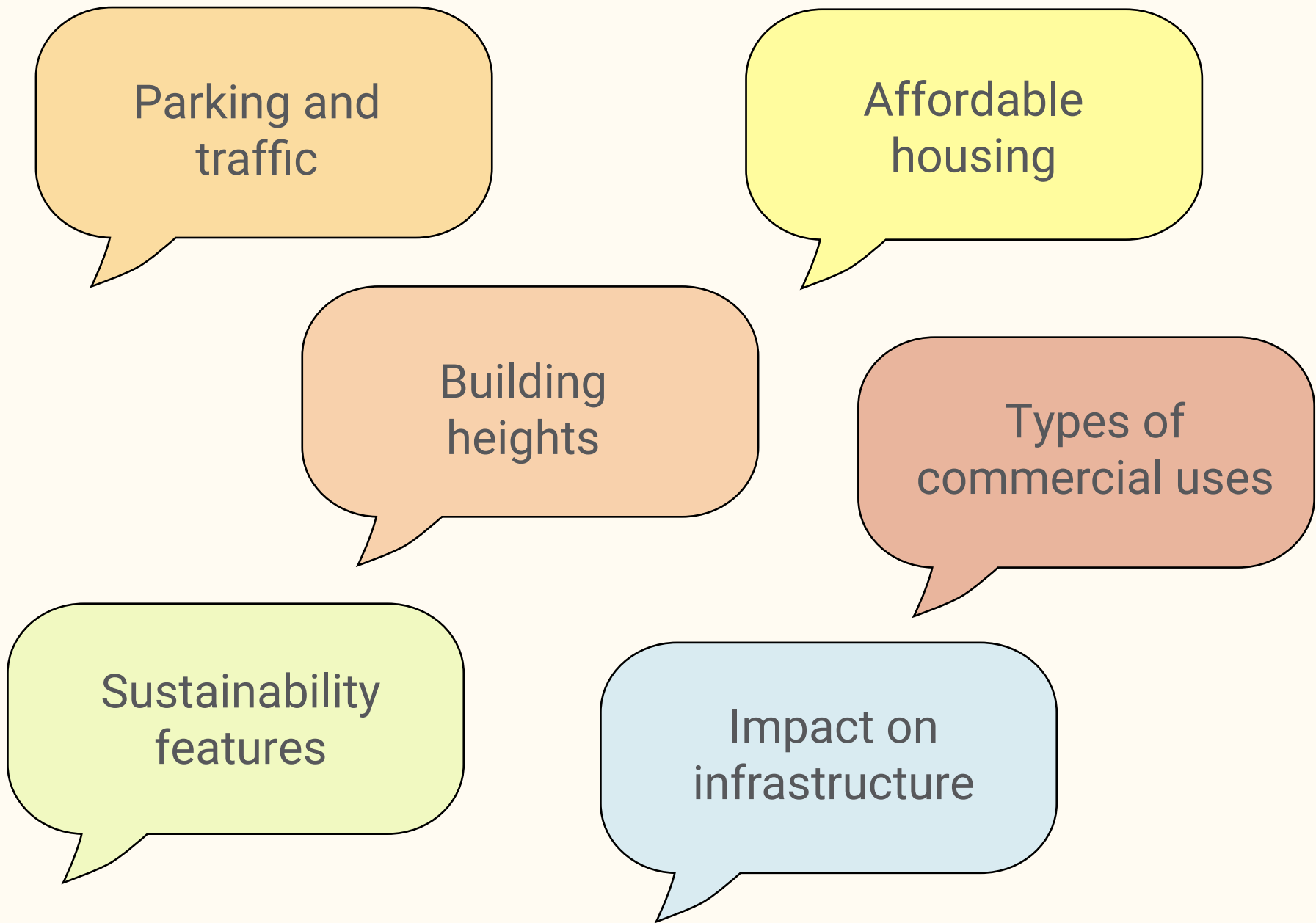
# 2 WHAT WE HEARD

*Below is a summary of what we heard at the second engagement event held in November last year.*

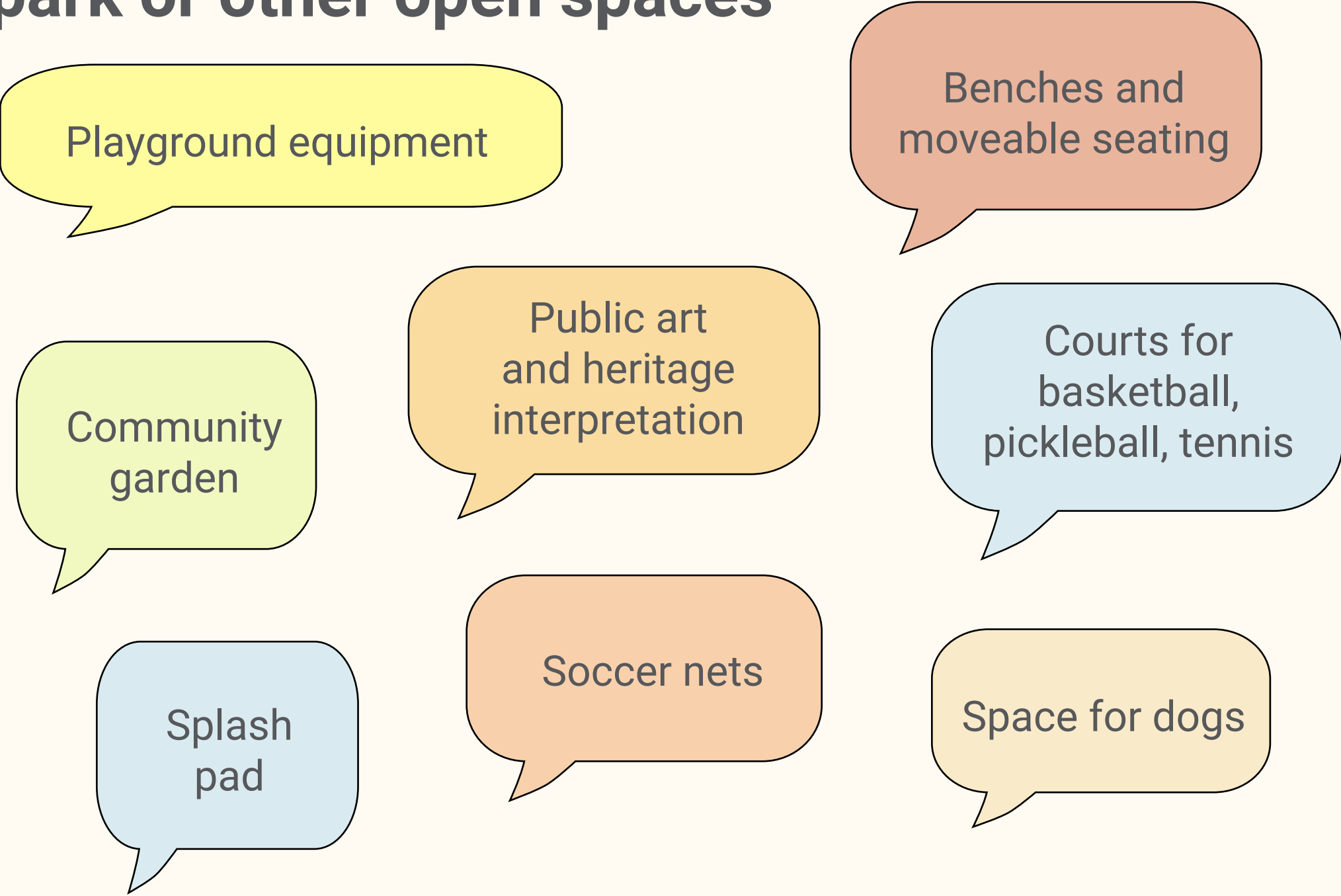
## What people liked about the proposed concept



## What elements people thought needed further consideration



## Activities people would like to see in the new park or other open spaces



## Uses people would like to see considered in the proposed development other than residential



Previous Concept Plan (November 2024)





# 3 CITY INITIATIVES

*Since the last community open house, the City has moved forward with a series of initiatives that affect the Plant No. 2 site.*

## Downtown Heights Study and Official Plan Amendment

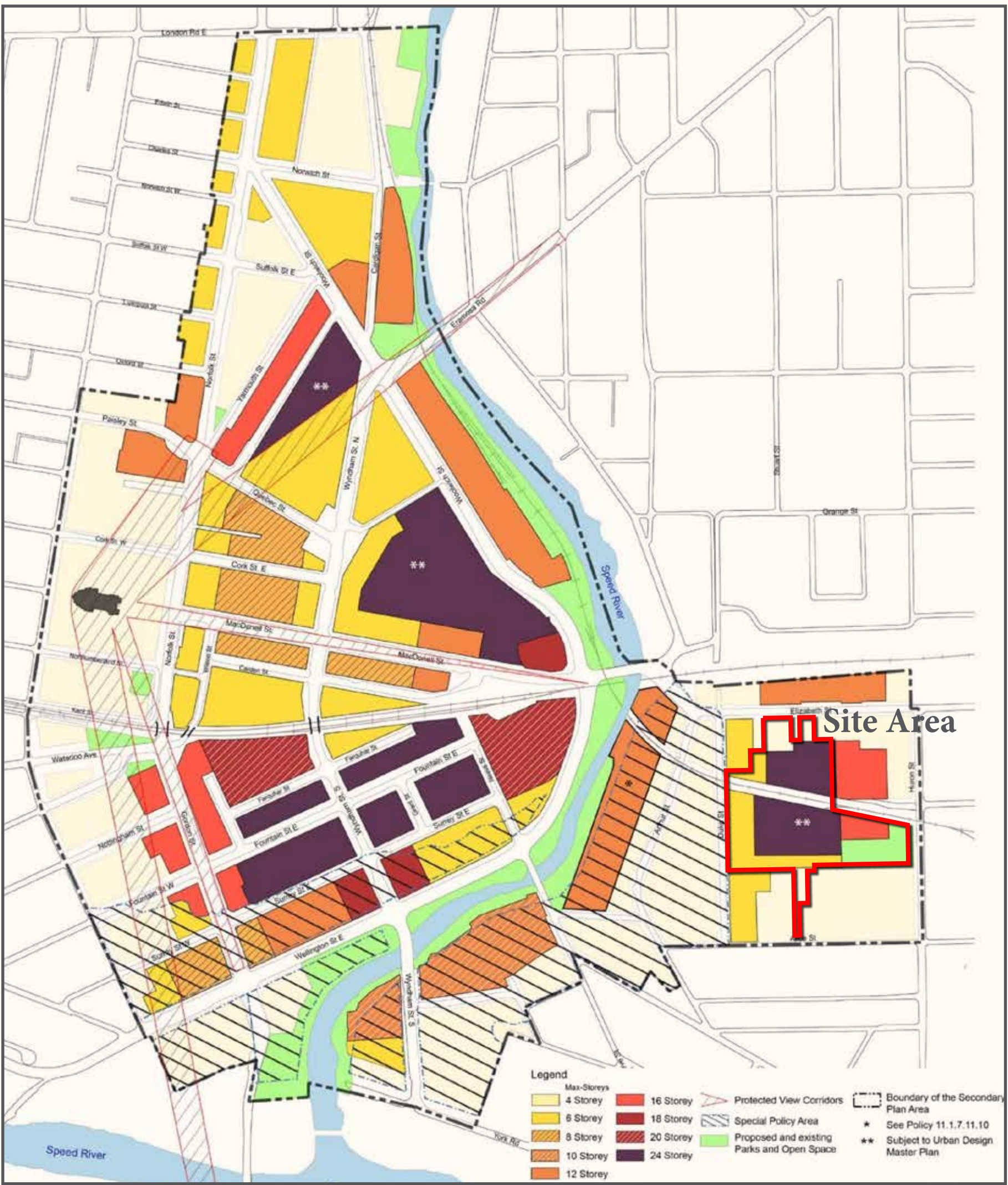
In response to the need to meet a minimum population density target of 200 people and jobs per hectare in the Downtown by 2051, City staff in the fall of 2024 initiated a review of the maximum building heights in the Downtown Secondary Plan. Following public consultation and based on the study team’s recommendations, City Council approved new height limits across much of Downtown on April 8, 2025. Informed by a 3D analysis, the new maximums allow taller buildings in locations where their direct impact on existing neighbourhoods and public spaces will be limited and existing cultural heritage resources will be protected (including views to the Basilica of Our Lady Immaculate). Maximum heights on the Plant No. 2 site were increased to 24 storeys over much of the site and maintained at 6 storeys along Duke Street. The Official Plan Amendment also eliminated the previous maximum density on the site, allowing the amount of new housing to be based on appropriate building massing and overall urban design.

## Downtown Community Planning Permit System

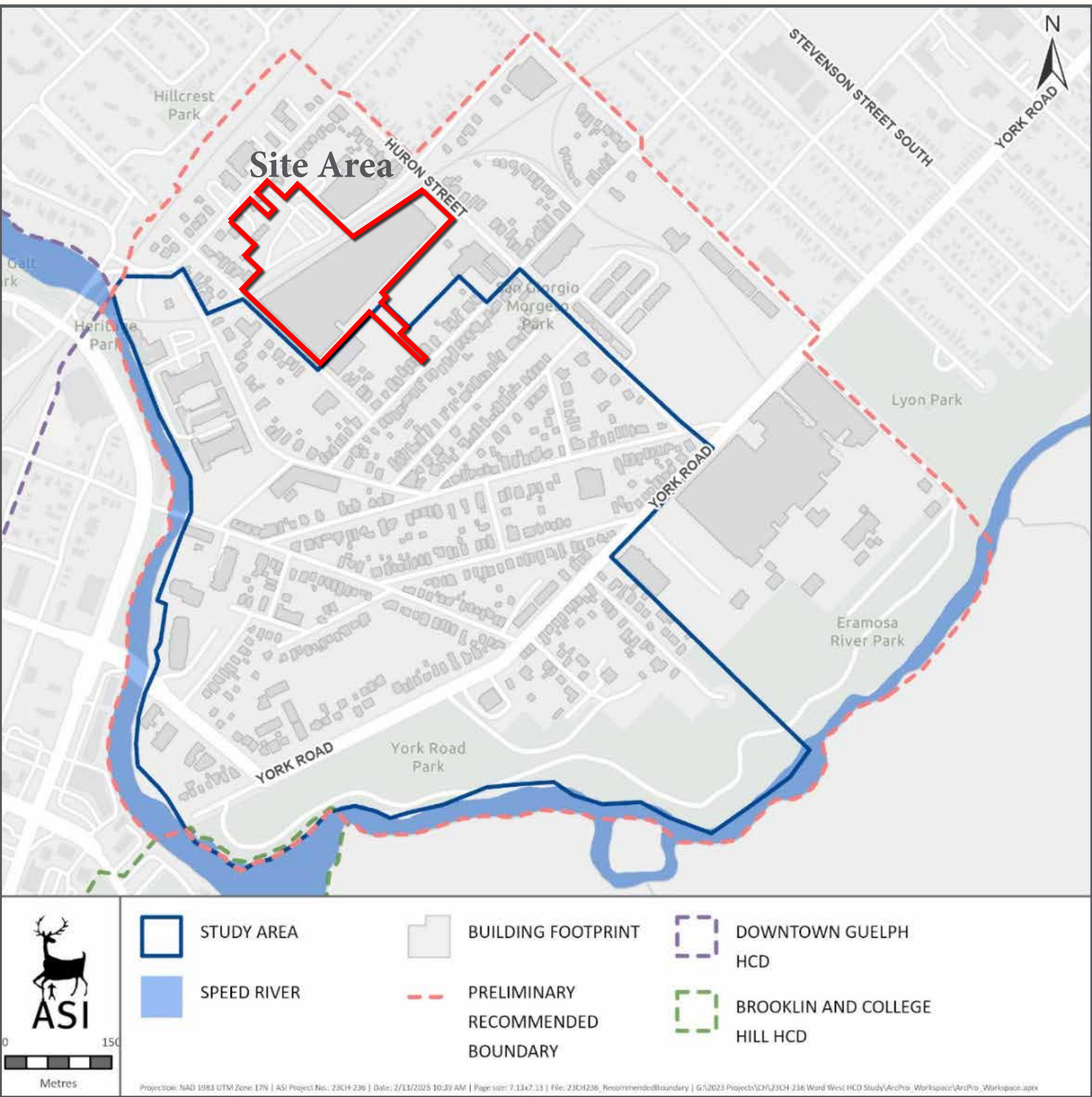
Following completion of a Community Planning Permit System (CPPS) for the Stone Road/Edinburgh Road area, the City is moving ahead with a CPPS for Downtown. A CPPS is a land use planning tool that combines rezoning, minor variance, and site plan applications into a single, more efficient application and approval process. Besides allowing housing to reach the market more quickly, a CPPS can be used to help achieve broader city-building objectives, such as affordable housing, diverse housing types, public open space, and improved infrastructure. The City held open houses on the Downtown CPPS in June and is aiming to present a draft CPP By-law at a public meeting in the fall.

## Heritage Conservation District Study

In 2023, Council directed staff to evaluate the Ward West for designation as a heritage conservation district (HCD) with the goal of safeguarding the neighbourhood’s heritage resources and cultural heritage landscapes. The HCD Study was completed in April this year and concluded that the Ward West “retains a distinct, visually cohesive, and interconnected set of features that together express the story of the Ward” and “contains a rich collection of heritage resources that merit guidance.” The consultant’s report recommends an HCD plan be prepared for an area that extends east to Huron Street, capturing the Plant No. 2 site. If Council adopts the recommendations and an HCD plan is prepared and approved, future development applications will need to be reviewed and approved under its policies and guidelines.



Proposed Schedule D of the Downtown Secondary Plan Maximum Building Heights



The Recommended Ward West Heritage Conservation District Boundary



# 4 PRINCIPLES & BIG MOVES

*The project team developed the following principles to guide the planning and design of future development.*

- 1 Accommodate a mix of housing types and sizes to meet the needs of a wide range of households with varying incomes.
- 2 Create safe and inviting public connections through the site for pedestrians and cyclists.
- 3 Create new public space with a range of amenities for residents of the development and the larger community.
- 4 Accommodate pathways and landscaped open space in the setbacks from the rail corridor.
- 5 Conserve and adaptively reuse the historic factory building.
- 6 Reflect the historic character of the Ward in new buildings.
- 7 Incorporate best practices in sustainability and environmental design.
- 8 Explore opportunities for entrepreneurs, artists and community organizations to secure space.

*The following “Big Moves” provide a framework for transformation of the Plant No. 2 site.*



- 1 Retain, restore and repurpose the historic factory building.
- 2 Enhance the rail corridor as a public open space lined with housing and accommodating a multi-use path.
- 3 Provide new private streets and pedestrian connections to access development.
- 4 Build a park adjacent and complementary to the Sacred Heart schoolyard.
- 5 Optimize the remaining lands for a diversity of housing in a variety of buildings that frame and enliven streets and open spaces.

Site Area	Rail Corridor Frontage	New Private Streets
Heritage Building	Rail Corridor Open Space	New Park Space
Existing Open Space	New Plaza Space	Pedestrian Routes
Rail Line	Trails	Frontage
		Development Site



# 5 REVISED CONCEPT

*Working within the previous public realm framework, the revised concept proposes more housing and adjusts building heights in response to the updated Downtown Plan.*

## Key features maintained from the previous concept:

- Seven residential buildings containing a mix of apartment sizes from studios to three-bedroom units
- Two-storey units on the ground floor of some buildings with potential for live-work units
- Restoration of the historic factory building's facades and conversion to residential use, with two-storey additions
- Height transitions from taller buildings in the heart of the site to low buildings on Duke and Elizabeth streets
- A new neighbourhood park and other public open spaces for a range of activities
- Opportunities for commercial and community uses adjacent to gathering spaces

- East-west and north-south walking and cycling connections through the site
- Main vehicular entrances on Elizabeth Street and Huron Street, with a secondary access on Duke Street

## Proposed changes:

- Reconfiguration of the north parcel to include a second driveway and a central 19-storey building
- Adjustments to building heights on the south parcel
- New ideas for how the future park and Sacred Heart school grounds can be integrated
- 800-850 total residential units, an increase of 50-100





# 6 REVISED CONCEPT

*The revised concept supports the City’s objective to optimize Downtown sites for housing while maintaining height transitions that respect the scale and character of the Ward.*

**Key Statistics:**

Site Area	39,100 sq m	Bicycle Parking	880-935 spaces
Proposed Density	2.2 Floor Space Index (FSI)	Short Term	80-85 spaces
New Gross Floor Area (GFA)	85,235 sq m	Long Term	800-850 spaces
Total GFA (including heritage building)	91,285 sq m	Parkland Dedication Area	3,910 sq m (10%)
Unit Estimate	800 - 850 units	Total Public Realm	17,400 sq m (44% of the site)
Resident & Visitor Parking	1,028 structured spaces 1.2 spaces per unit overall ratio	Development Area	21,700 sq m (55% of the site)
Surface or On-street Parking	~40 spaces		





# 7 ACCESS & CONNECTIONS

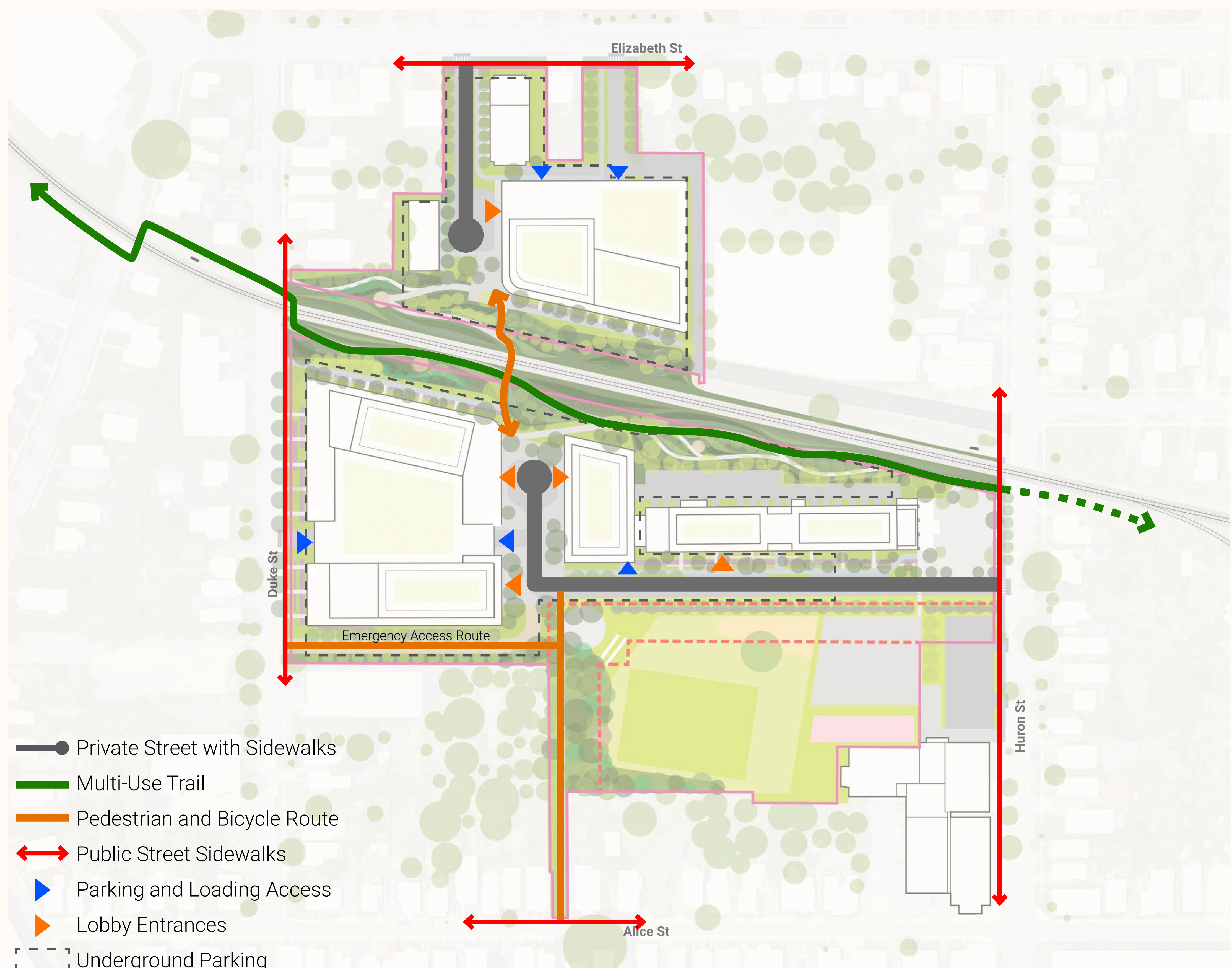
*As in the previous concept, the main vehicular access points are on Elizabeth and Huron streets, and the site is opened up for pedestrians and cyclists.*

It's expected future residents of the proposed developments will choose to live there partly because of the proximity to the Downtown core and Guelph Central Station, and the planned mobility network will encourage many to take daily trips by walking or cycling.

Some residents will rely on cars for commuting and shopping. To minimize traffic impacts on neighbourhood streets, the main vehicular access points will be located on Elizabeth Street for the north parcel and Huron Street for the south parcel, Huron provides direct connections to Elizabeth Street and York Road (via a short stretch

of Ontario Street). A secondary access to parking and servicing areas also connecting to centre courtyard is proposed on Duke Street to distribute traffic using both streets to and from the south parcel. The number of commercial trucks traveling through the Ward to access existing industrial uses on the site will also be significantly reduced.

Future planning applications to permit redevelopment will include transportation impact studies with more details about expected traffic impacts and how they will be minimized.





# 8 PUBLIC REALM CONCEPT

*Space for people and nature, offering a range of places and experiences.*

The proposed public realm concept stitches together the existing neighbourhood fabric through various landscape types – different spaces for different activities, each offering community and ecological benefits.

A new **Neighbourhood Park** is integrated with a refreshed Sacred Heart schoolyard, offering space for both school and city recreation programs, and impromptu fun.

The active Guelph Junction Railway is paralleled by a new multi-use trail, an extension of the regional system. The 50-metre wide space will become an **Eco-Corridor**, accommodating lush plantings representing native regional ecologies and places to sit and socialize.

On the east side of the site, **Huron Square** will be a flexible community gathering space that also supports businesses on the ground floor of the former factory building.



1. Park and Schoolyard



2. Eco-Corridor



3. Huron Square



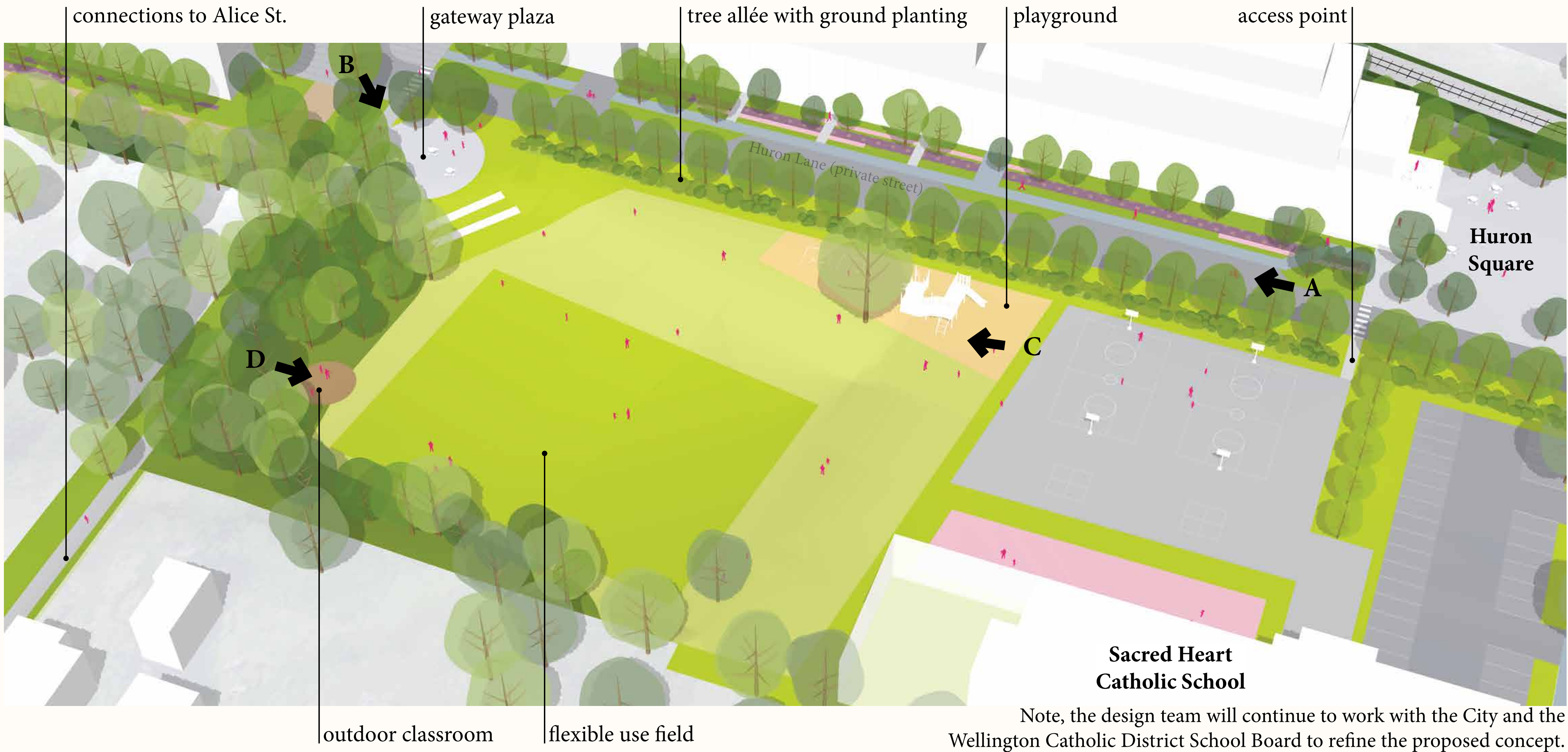


# 9 NEIGHBOURHOOD PARK

*A shared and safe space for play, for students and the Ward community.*

The proposed Neighbourhood Park will be a shared space integrated with a refreshed Sacred Heart schoolyard. As with other parks adjacent to schools in the city, amenities will be shared, with the public enjoying access to the full space after school hours, on weekends, and throughout the summer.

The design and spatial configuration of elements creates a sense of boundaries (made up of physical and visual barriers). Within the schoolyard, topography defines program zones for different recess activities. Additional vegetation west of a flexible field could become the setting for an outdoor classroom.



A. Looking down Huron Lane



B. Gateway Plaza looking into the park



C. The playground & flex field



D. The outdoor classroom

## Key Design Guidelines for the Neighbourhood Park

- Balance the programmatic needs of the school with those of the City and explore facilities that support multiple needs.
- Balance the need for controlled play space during school hours with public accessibility at other times by using low and waist-high vegetation, together with trees, for visual continuity and physical barriers around the perimeter of the space, with limited but visible openings for access and permeability.
- Use the site's topography to define spaces and manage stormwater.
- Provide adequate hard and soft spaces, and play structures, to accommodate a range of programmed and casual recreation.
- Provide spaces in nature for outdoor teaching and learning.
- Accommodate seating, shade trees and gardens at the northwest gateway to the park.

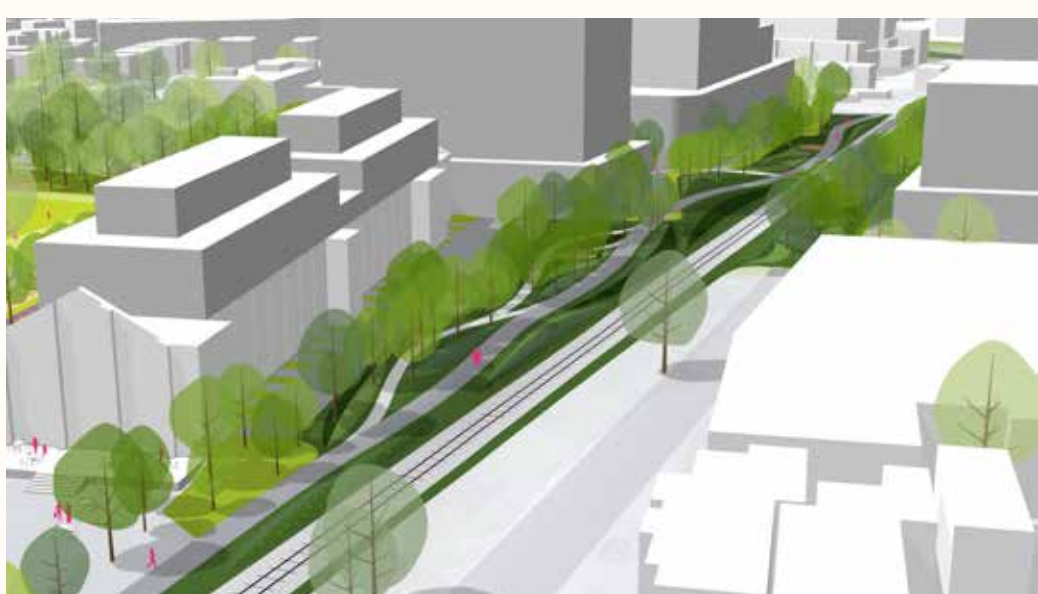




# 10 ECO-CORRIDOR

*Stroll or ride through a landscape of ecological restoration and urban habitat.*

Historically located behind buildings, the rail corridor, including required setbacks, will become a park-like space that contributes to re-greening the Ward as it extends the rail trail network. The Eco-Corridor will not just create significant ecological value but do so in a way that provides opportunities for interpretation of the Ward's (and the site's) cultural heritage. Offering places to sit and hang out, the Eco-Corridor will become a destination within the city's open space network and a model of sustainable landscape design.



A. Aerial view looking southwest



B. Berming for rail safety and restored ecology



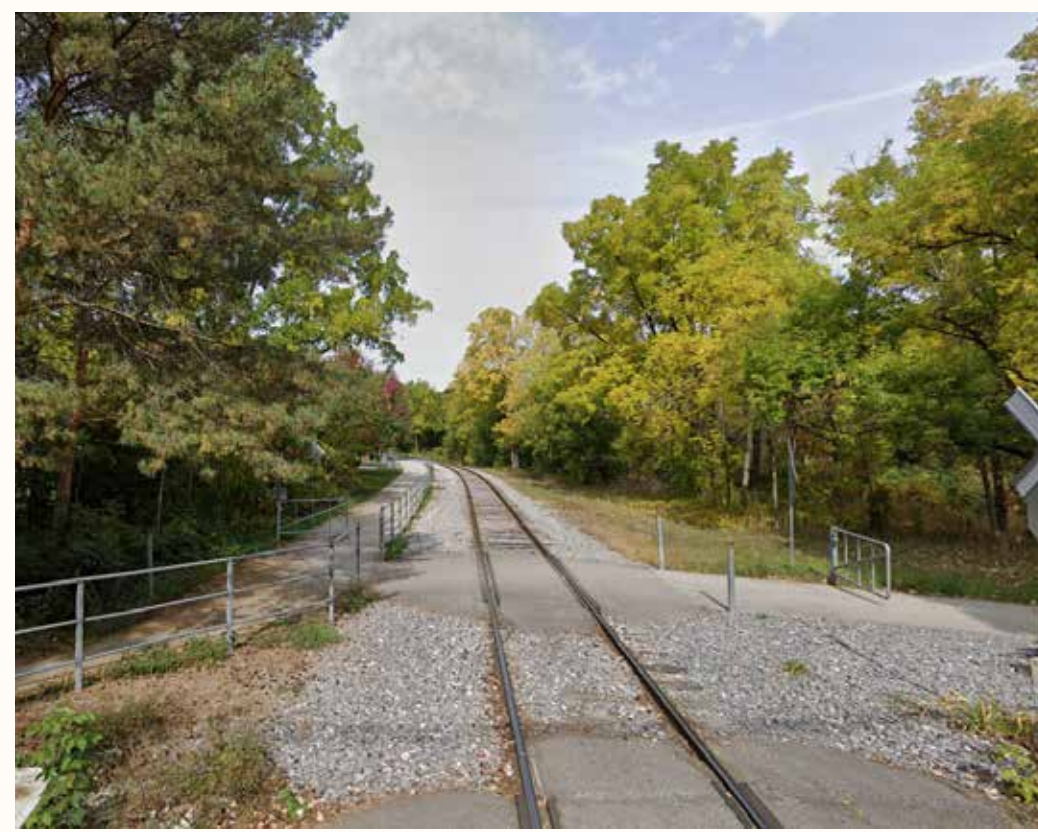
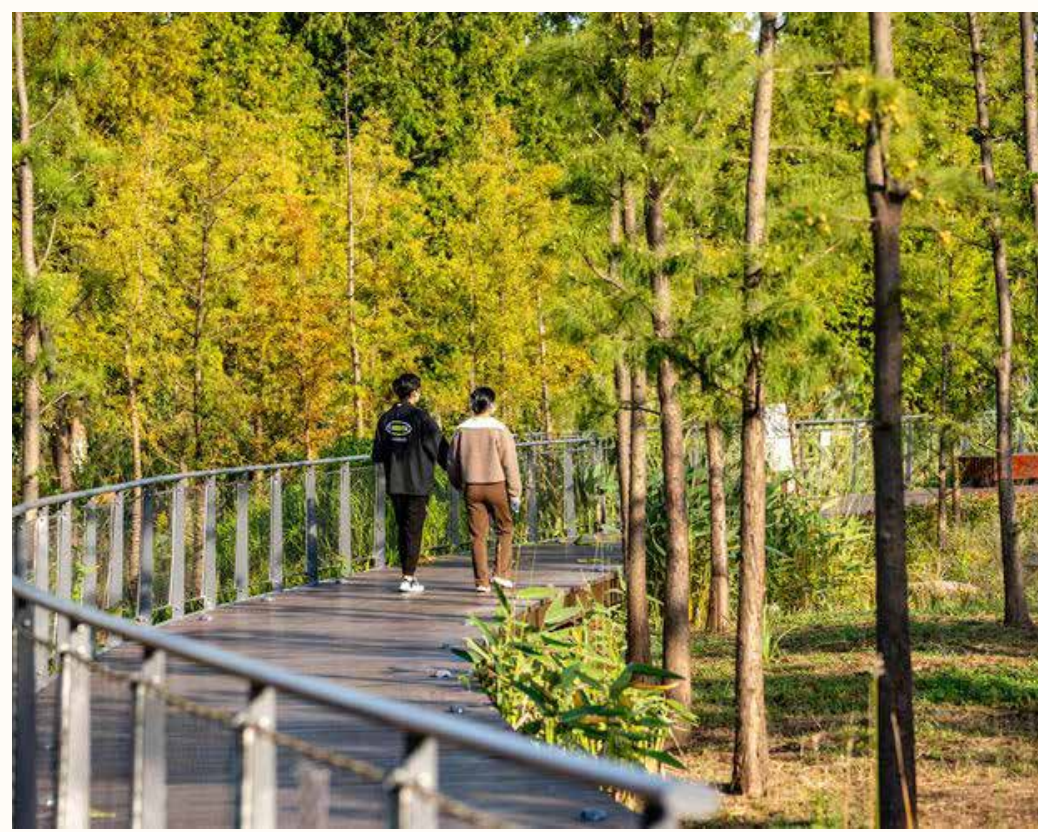
C. Looking west toward the Basilica



D. Looking east along the Rail Trail

## Key Design Guidelines for the Eco-Corridor

- Utilize the eco-corridor as a venue to extend the regional multi-use Guelph Junction Rail Trail, connecting the Ward to the Downtown.
- Establish a hierarchy of paths to create a clear sense of use, directionality, and separation of pace for equitable use.
- Align paths to ebb and flow in plan and elevation to safely encourage curiosity and exploration.
- Slopes should be less than 5%, and stairs should be used minimally.
- Provide hang-out spaces with seating at key locations to encourage social interactions and facilitate passive enjoyment of the corridor.
- Incorporate a variety of representative eco-types to create moments of lush and dense forested areas as well as shrubland and grasslands.
- Native plantings prioritized throughout.





# 11 HURON SQUARE

*A forecourt for the development and a multi-purpose space where the community can gather for events.*

In front of the former factory building, at the east end of the site, Huron Square will form an important component of the public realm, connecting future development with the Ward community. Modest in size, the square will act as a place for both informal and formal gatherings. It may be activated by a ground level

cafe or restaurant in the historic building and will have a multitude of seating opportunities with ample shade. At times, the square may be used for parking (to support the ground level businesses), and at other times it will be a car-free space for community use.



A. Looking into Huron Square



B. Huron Square from across Huron St.



C. Central Space for flexible use



D. Ample seating with shade opportunities

## Design Guidelines for the Huron Square

- Accessible surfacing and equitable routes to and from spill out building programming.
- Ample seating opportunities below lush shade canopy trees
- Framed sense of enclosure by perimeter trees, creating a definition of place and encouraging use.
- Flexible and movable elements encouraging a re-organization of space to meeting programming opportunity needs.





# 12 BUILT FORM GUIDELINES

*The massing and design of new buildings will respect the Ward and contribute to a comfortable public realm within and surrounding the site.*

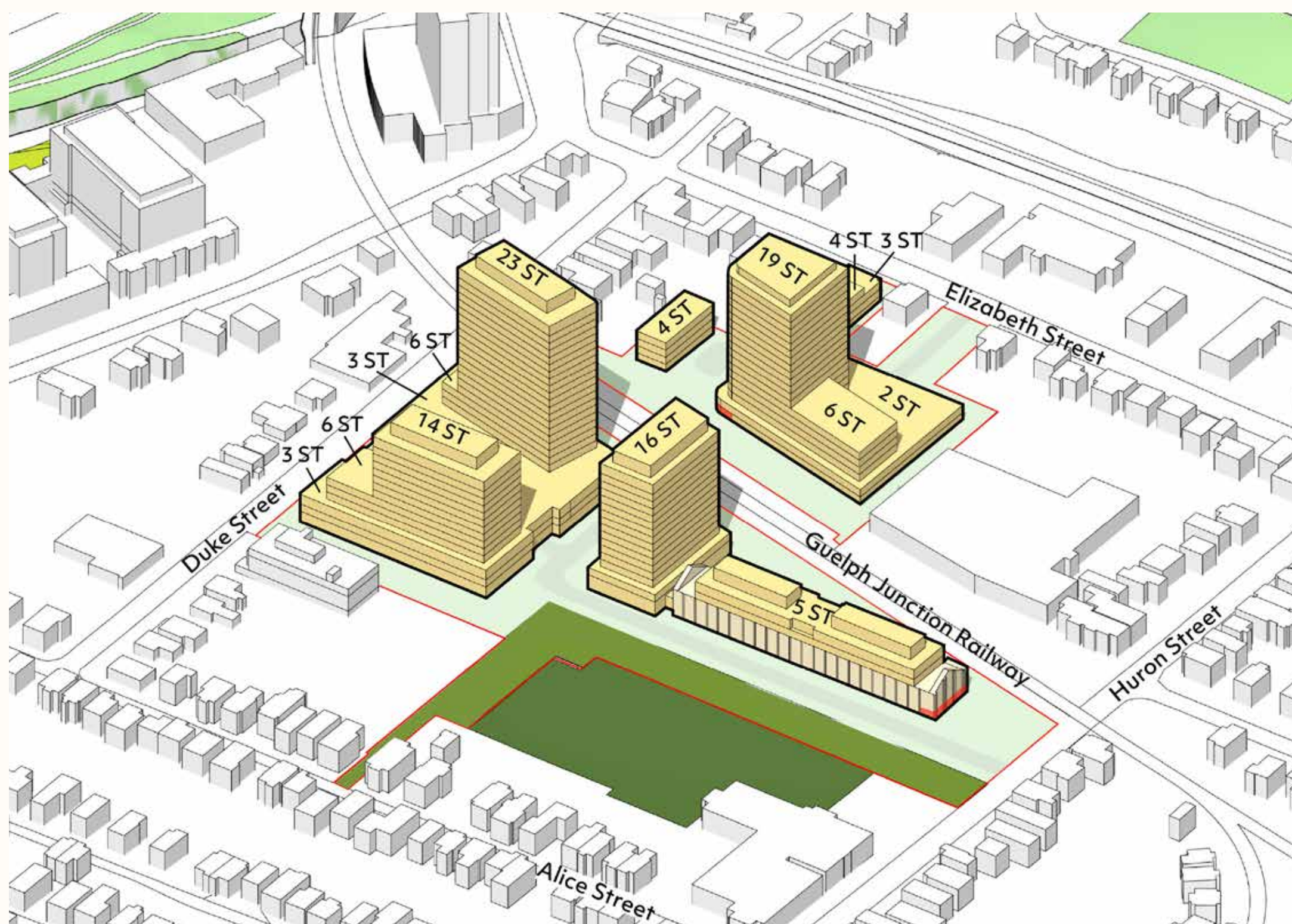
## General Built Form Guidelines

### Massing Approach and Transition

- Tall buildings will be located toward the centre of the site, well back from existing low-rise homes.
- Towers will be located on podiums of 2-3 storeys to accommodate height transitions and respect the character of existing streets.

### Orientation and Framing

- Buildings will be oriented to existing and new streets, and will help frame them, to contribute to a safe and inviting public realm.
- Buildings along the rail corridor will have units in the podiums oriented to the corridor.



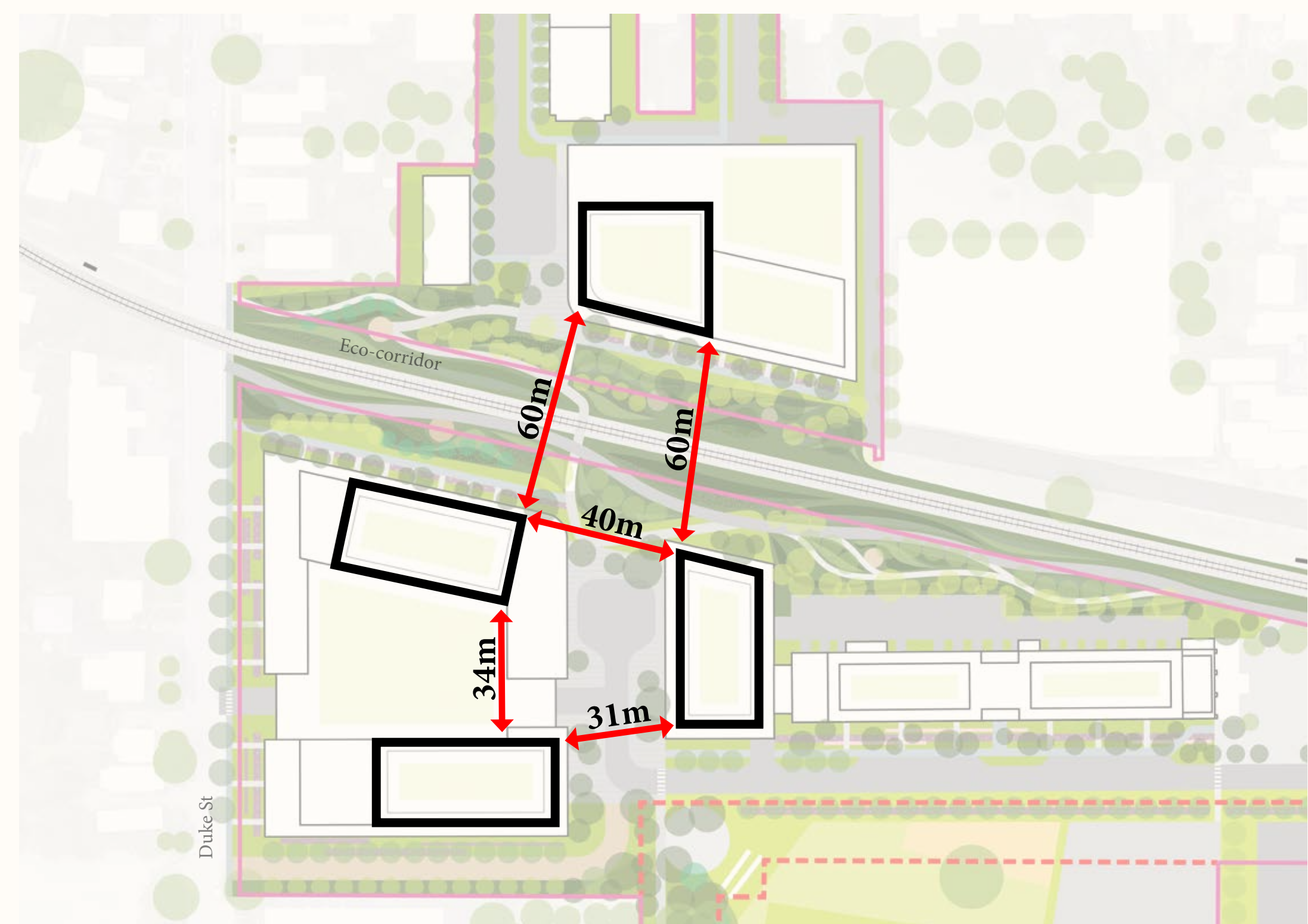
The massing approach locates taller buildings toward the centre of the site.

### Floorplates and Tower Separation

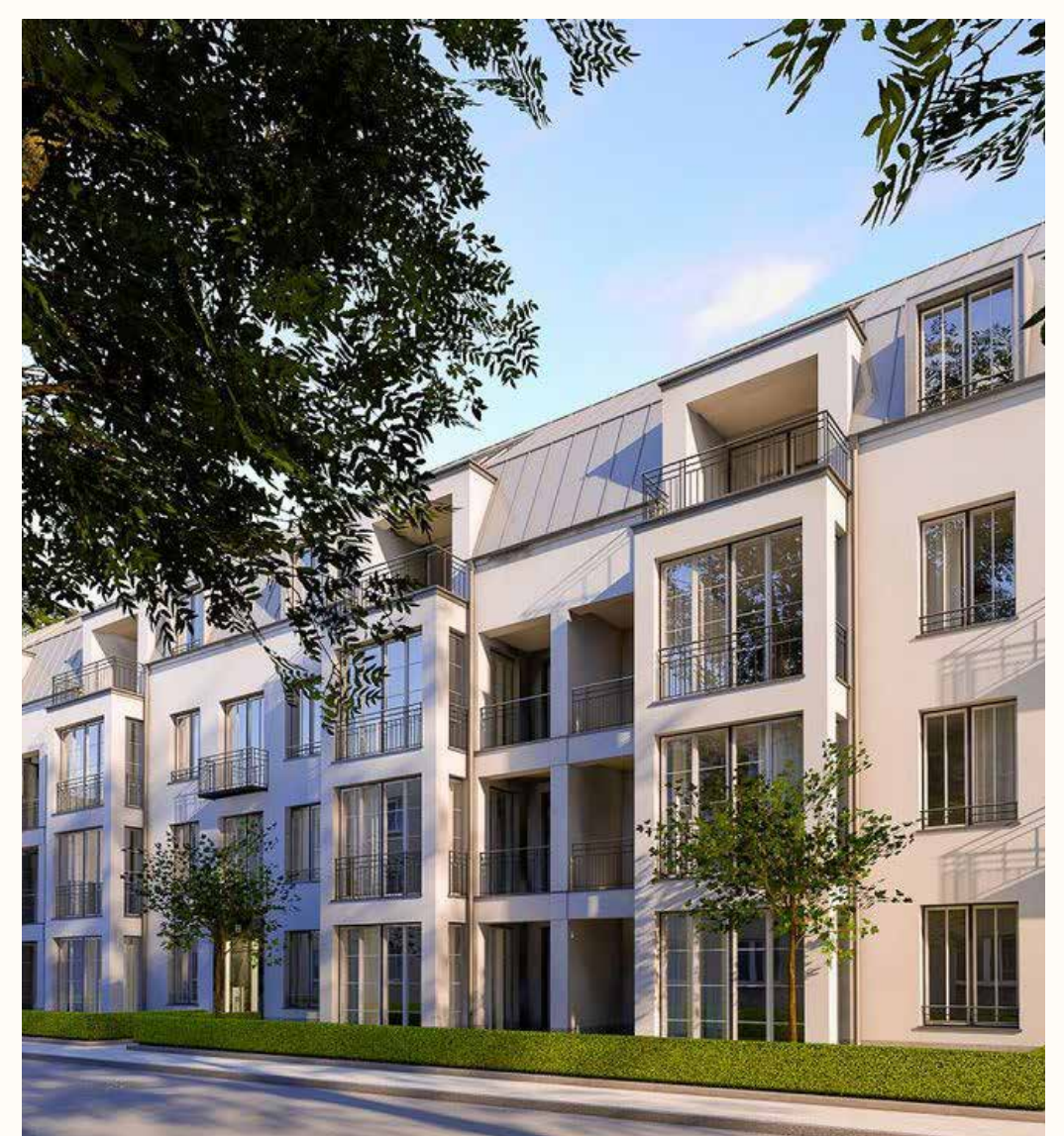
- Floors above the sixth storey shall have a maximum area of 1,200 m<sup>2</sup>, and floors above the eighth storey shall have a maximum area of 1,100 m<sup>2</sup>, to mitigate on the pedestrian realm.
- Towers will have a minimum 30-metre separation from other towers to mitigate shadow impacts, maintain sky views and ensure adequate privacy for residents.

### Parking/Loading/Servicing

- Parking and loading access will be consolidated and integrated into the building design.
- Loading and servicing functions will be located internal to buildings.



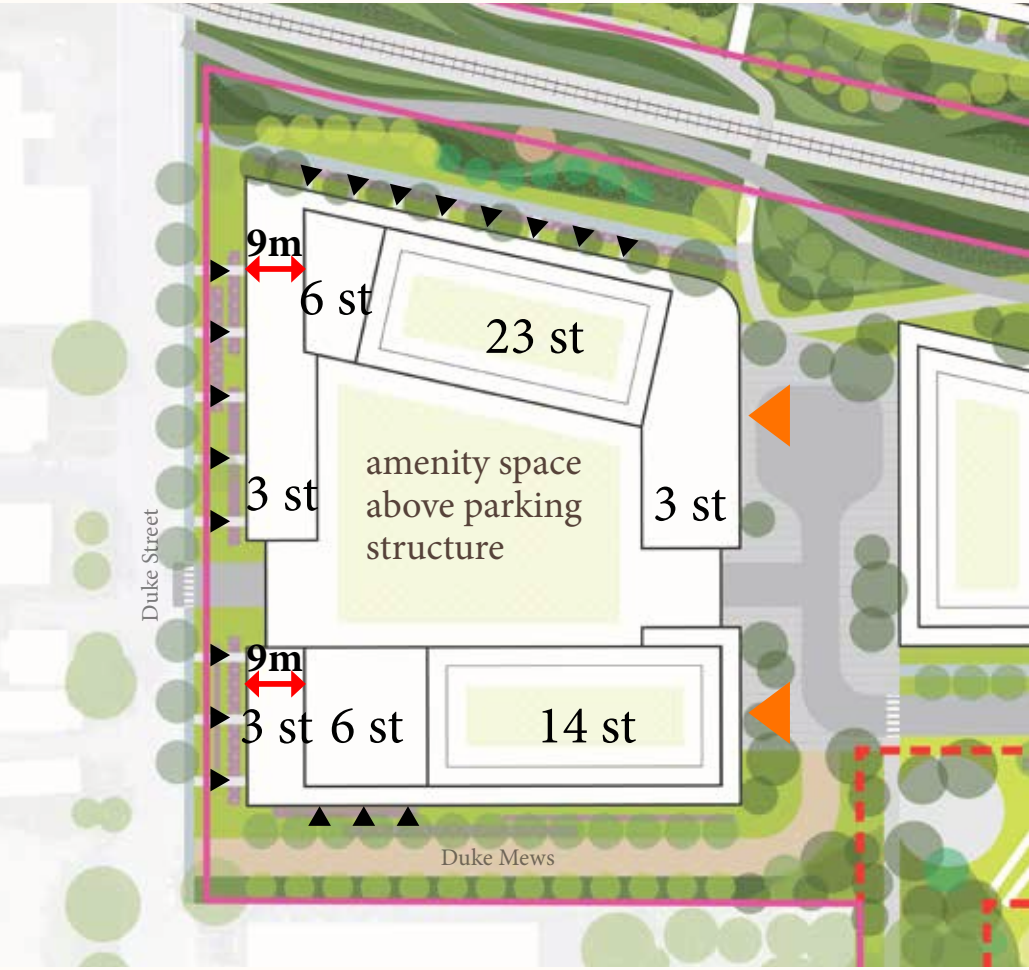
Generous spacing between tall buildings contributes to comfortable spaces.





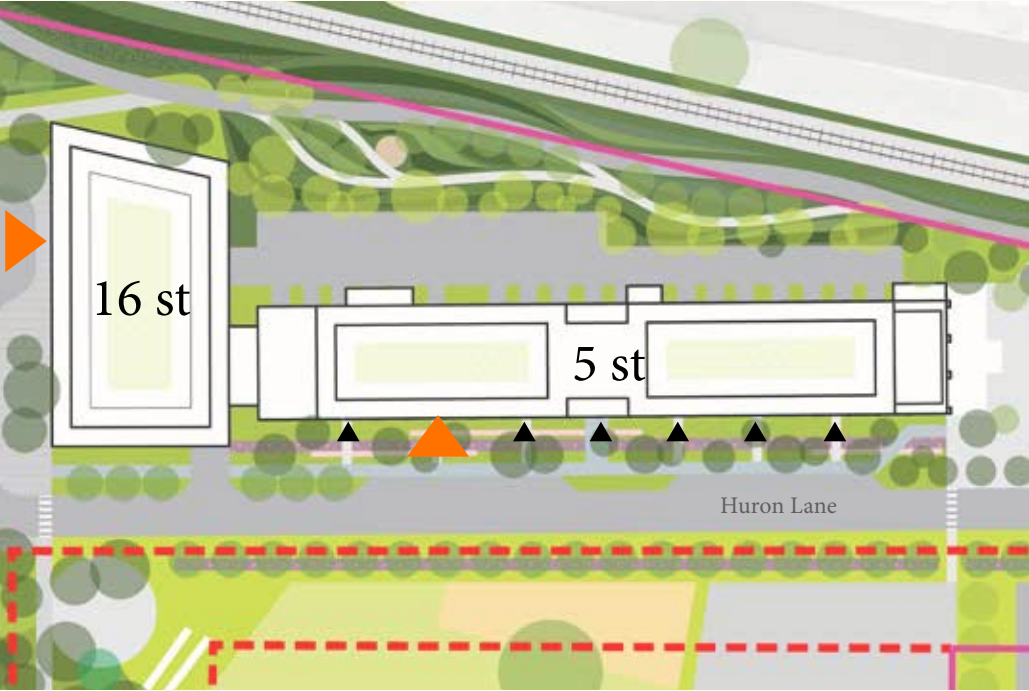
# 13 BUILT FORM VIEWS

## West Block



View to the West Block from Duke Street

## East Block



View to the East Block and the Historic Factory Building from Huron Street

- ▶ Lobby Entrance
- ▶ Entrances to Grade Related Units



# 14 BUILT FORM VIEWS

## North Block



View to the North Block from the Eco-Corridor

- ▶ Lobby Entrance
- ▶ Entrances to Grade Related Units



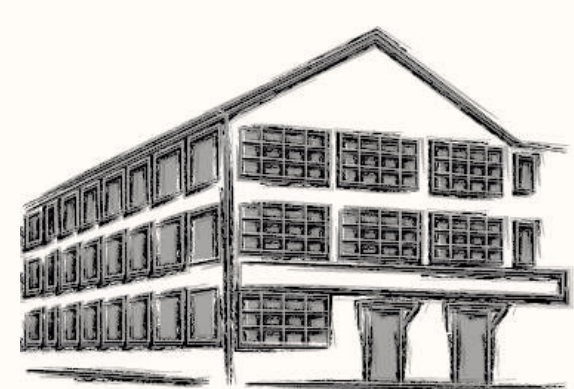
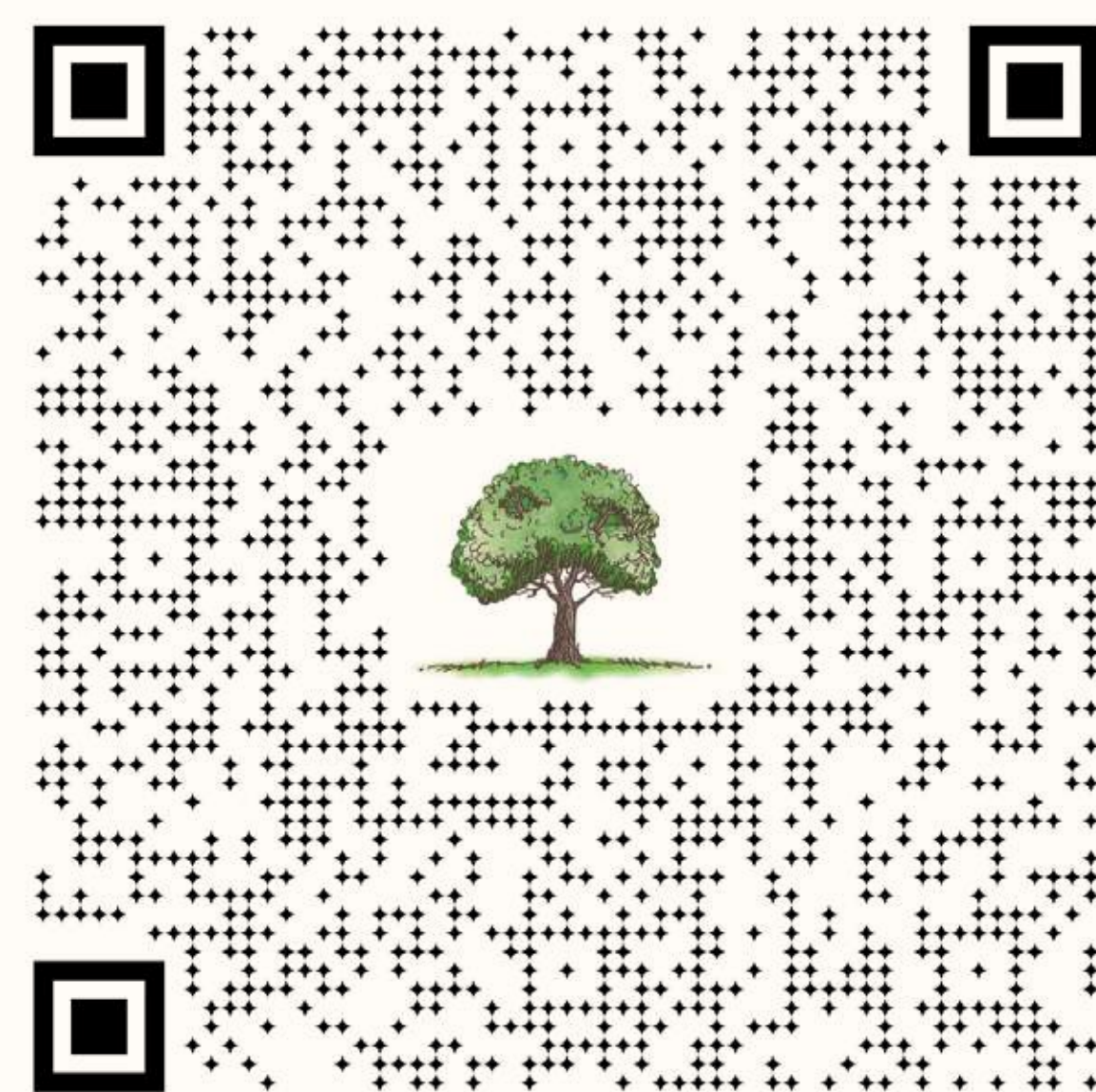
# 15 TELL US WHAT YOU THINK

**Complete the online survey**

go to <https://wooddevelopment.ca/plant2>  
or scan the QR code

**Email us at** [plant2@wooddevelopment.ca](mailto:plant2@wooddevelopment.ca)

**Next Steps:** we will let you know when the  
Urban Design Master Plan is ready for review.



REIMAGINING  
**PLANT  
NO. 2**

COMMUNITY ENGAGEMENT EVENT #3



WOOD  
DEVELOPMENT  
GROUP  
*Creating Space for Life*



# 16 TELL US WHAT YOU THINK

*What do you like about the revised Development Concept?*

*What elements of the concept do you think need further consideration?*

*Other comments*



# 17 TELL US WHAT YOU THINK

*What do you like about the revised Development Concept?*

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*Other comments*