PLANT NO. 2
URBAN DESIGN MASTER PLAN

May 2026

WOOD DEVELOPMENT GROUP
Creating Space for Life

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Land Acknowledgement

This place we call Guelph has served as traditional lands and a place of refuge for many peoples over time, but more specifically the Attiwonderonk, and the Haudenosaunee. This land is held as the treaty lands and territory with the Mississaugas of the Credit First Nation. Guelph lies directly adjacent to the Haldimand Tract and is part of a long established traditional hunting ground for the Six Nations of the Grand River.

CHAPTER 1
INTRODUCTION

1.1 Vision

Wood Development Group is pleased to present the vision and design concepts prepared for the future of Plant No. 2. Redevelopment of the legacy industrial site is a substantial opportunity to make better use of the existing lands and advance City objectives to build housing close to transit, extend the trail network, add parkland and other open spaces to Downtown, and maintain the valued character of The Ward with adaptive reuse of the historic factory building. The overall concept, which will guide future planning applications, integrates development with The Ward and Downtown with connections that invite people into the site to enjoy new amenities.

The W.C. Wood Plants No. 1 and No. 2 have been identified for transformation since the 1990s. In the 2010s, the sites were included in the Downtown Guelph Secondary Plan for their potential to contribute to intensification and revitalization goals. With redevelopment of Plant No. 1 (Metalworks by Fusion Homes) nearing completion, it is time for Wood Development Group to put forward the vision for Plant No. 2.

Informed by collaborative discussion and community engagement, a bold vision for the site has emerged.

Open and Connected

The largely closed-off property will feel open and connected, creating new ways to move through The Ward and new spaces for the community to utilize day-to-day as well as for special events.

A multi-use path through the rail corridor will spur extension of the City's rail trail network, improving connections to Downtown and beyond.

New Public Spaces

With the removal of the 1970s factory buildings, redevelopment will take advantage of the odd shapes and fixed elements within the property to make something new that feels authentic and energetic, like other older parts of The Ward.

Setbacks from the railway will accommodate a new park wide enough to integrate neighbourhood park amenities as well as east-west and north-south connections.

Lands added to the adjacent Sacred Heart playground will create new space for enhanced recreational facilities shared both by the school and the community.

A square in front of the historic factory building on Huron Street will accommodate community events and activities while landscaped plazas between buildings will create new publicly accessible routes across the previously closed block.

Rendering of the Proposed Development Concept

Diverse and Accessible

New buildings and renovations will have created multiple types of housing, both in tenure and range of market offerings.

Buildings will contain dwellings of all sizes, including grade-related units and townhouses that activate edges of the public realm.

In addition to new public spaces, residents will have access to amenities on rooftops, and businesses serving the neighbourhood will find space in key locations across the site.

Authentic and Grounded

The properties have been sites of local work and fabrication for generations. Things were made here and shipped worldwide. There are elements on the property worth retaining and renewing as part of that history. There are stories that need to be remembered and shared with future generations.

The historic factory building on the site will be retained and reused for housing and potentially a café or other local business facing Huron Street.

The design of the public realm will include elements that recall and interpret the site's and The Ward's unique heritage.

Clean, Efficient and Green

The site will go from 100% impermeable, draining off-site, to a radically more green and low-impact condition. It will be cleaned to address historic industrial usage.

Buildings and open spaces will meet modern standards for sustainability. New buildings will be efficient and low energy. Floodproofing will make them resilient and increase emergency capacity within the neighbourhood.

While some new buildings will be taller than those in the surrounding community, their materials and design will reflect and complement the character of The Ward.

Streets and other connections will be lined with trees, and a diversity of plantings in all the new open spaces will contribute to a healthier and more enjoyable environment within the neighbourhood.

View from Huron Street

View from the Rail Corridor

View from Duke Street

1.2 Purpose of the Document

Policy 1.1.7.11.3 of the Downtown Secondary Plan requires that the Plant No. 2 site be redeveloped based on a comprehensive Urban Design Master Plan. Development applications for the site cannot be approved until a UDMP is prepared to the City's satisfaction. Further, the UDMP must be prepared in consultation with The Ward community.

This document meets the requirements of a UDMP as set out in Policy 11.1.8.4.1, specifically addressing:

- The location of private streets and laneways;
- The location, size and configuration of parkland and other open spaces;
- The location, uses and massing of buildings and their relationship to adjacent streets and open spaces;
- Built form transitions to the surrounding community;
- Shadow impacts;
- Physical and visual connections to the immediate surroundings and broader downtown area;
- Conceptual streetscape designs for internal streets and adjacent public streets to be improved;
- Heritage attributes to be rehabilitated, conserved and retained;
- Locations for heritage interpretation and/or public art;
- The location and lay-out of parking;
- The provision of affordable housing; and
- Environmental features and elements that support the Community Energy Initiative and the sustainability policies of the Official Plan.

The UDMP is based on the concept plan prepared for the site and is intended to guide development regulations in a zoning bylaw or community planning permit bylaw and to guide the preparation and review of site plan submissions. The concept plan does not represent a final detailed design, and further design refinements will be made based on the concepts presented in this document as individual buildings and public realm elements get closer to implementation. Under Policy 11.1.8.4.2, future development applications for the site must demonstrate that the proposed development is generally consistent with this UDMP and will contribute to meeting the principles, objectives and applicable policies of the Downtown Secondary Plan.

1.3 Planning Process & Community Engagement

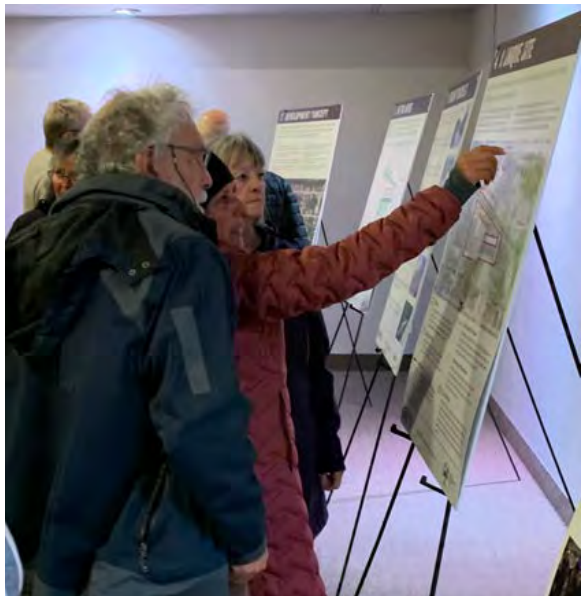
The planning process for the Plant No. 2 site began in 2022 with detailed studies of existing conditions on the site and surrounding areas to understand the opportunities and constraints. These included studies of environmental conditions, rail safety requirements, the transportation context, The Ward's urban fabric, and current land use and urban design policies. This work informed an analysis of the site's development potential and how its many challenges could be addressed through redevelopment.

In May 2023, Wood Development Group made a Pre-Consultation submission and met with the City's Development Review Committee to share the analysis and receive feedback on emerging directions for a development concept.

Community consultation began in June 2024 with a community open house and online survey to gather input from Ward residents. Wood Development Group also launched a project website that provides background on the site, responses to frequently asked questions, and resources, including open house presentations and information panels. Postcards were mailed to all addresses in The Ward inviting them to the open houses.

Community Open House and Online Survey #1

At the first Community Open House, held on June 13, 2024, and attended by approximately 100 residents, the planning team shared information about the site, the planning context and preliminary guiding principles. In addition, the open house was an opportunity to address questions and hear about what the community loves about the neighborhood, their concerns and their ideas for the future of the site. Features participants love about the neighborhood include walkability, access to trails and green space, a mix of uses, social and housing diversity, the historic character, and a strong sense of community. Concerns included affordability, traffic, lack of open space, safety and security, lack of parking, and growing homelessness.



Community engagement

Community Open House and Online Survey #2

The second Community Open House was held on November 19, 2024, to present a preliminary development concept for the site for feedback. The concept included seven residential buildings ranging from four storeys to 24 storeys. Almost half the site comprised open space, including a neighbourhood park integrated with the Sacred Heart school yard, publicly accessible open space and a multi-use path in the rail corridor, plazas, and new streets and other connections.

Interactive panels and an online survey invited the community to share their thoughts on what they liked about the concept and what elements they felt needed further consideration. Most of the more than 80 open house participants and most of the survey respondents had a positive response to the concepts, appreciating the variety of housing, retention of the historic factory building and the proposed green spaces. Some survey respondents had concerns related to building heights, traffic and parking, impacts on existing infrastructure, and safety and accessibility.

In response to community feedback as well as the outcome of the City's Downtown Heights Study, the planning team revised the proposed development concept and made a second Pre-Consultation submission in May 2025. The revised concept generally maintained the public realm framework. The massing of buildings was adjusted in response to new Council-approved height limits.

Community Open House and Online Survey #3

Following a meeting with the City's Development Review Committee in June 2025, the planning team shared the revised concept with the community, along with proposed design guidelines, at a third open house on July 23, 2025. Approximately 60 residents attended, with most participants expressing support for the revised concept, specifically the diversity of housing and network of open spaces. Some participants shared concerns about how traffic would be managed and the potential impact on local schools. Fewer than ten residents responded to the third survey inviting feedback, with some respondents feeling the proposed development was too tall and too dense while others were generally supportive.

Since City staff did not raise major concerns with the revised concept and there was

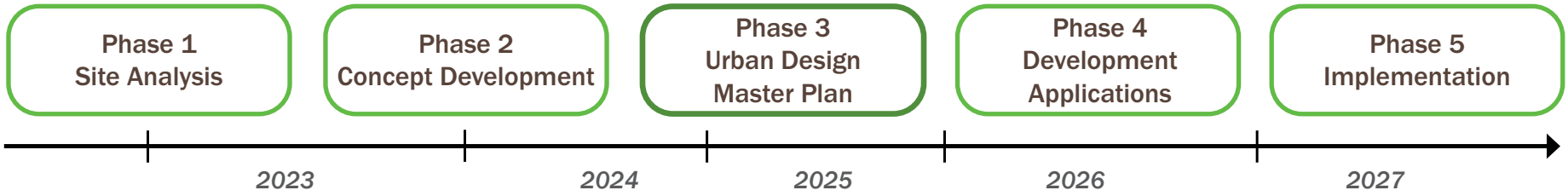
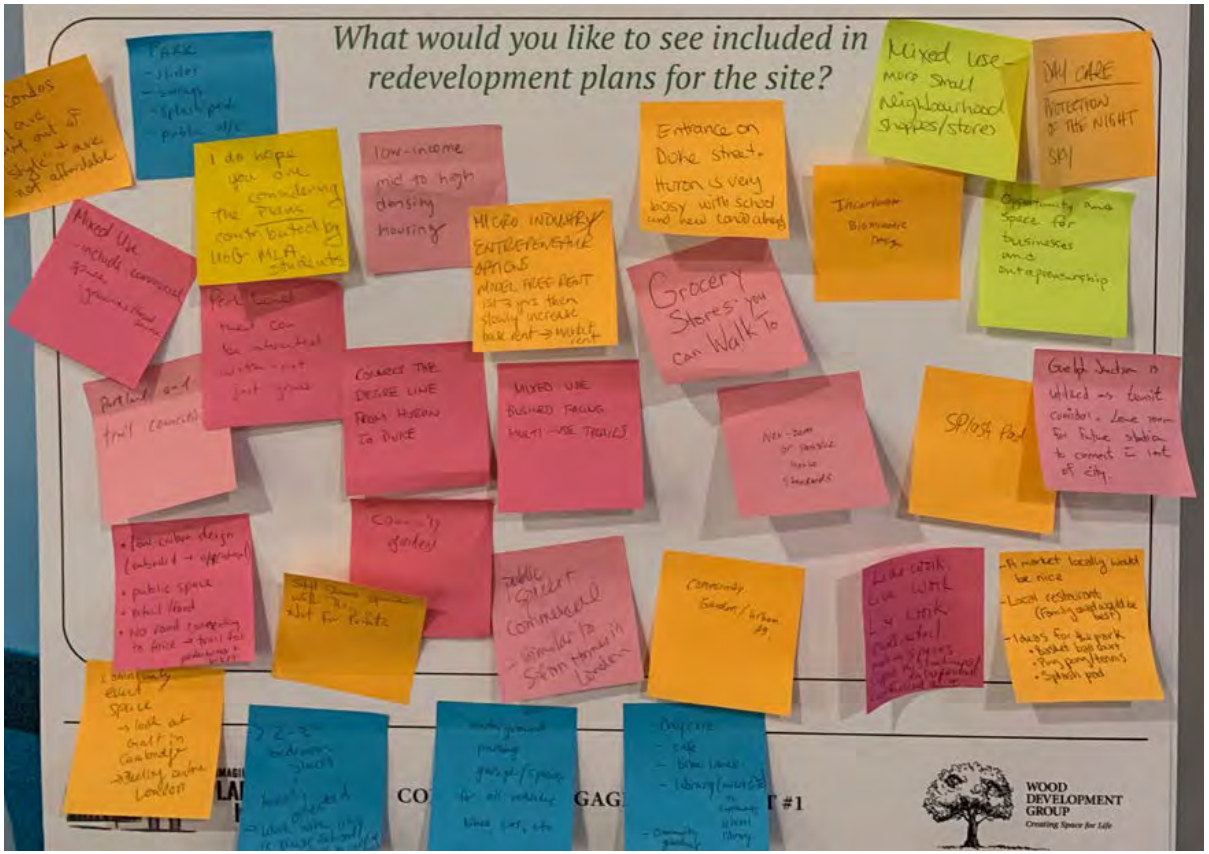


Figure 1. Planning Process

support for it from most of the residents who participated in the planning process, only minor changes were made prior to preparation of the Urban Design Master Plan.

Future Planning and Design

Following approval of the Urban Design Master Plan, more detailed planning of site remediation and future infrastructure will take place. Detailed design of each phase of development will follow and provide the basis for individual Community Planning Permit System applications.



Comments from the first open house event

CHAPTER 2 THE SITE AND ITS SURROUNDINGS

2.1 The Site

2.1.1 Location

Plant No. 2 is located on the block bounded by Elizabeth Street, Huron Street, Alice Street and Duke Street, in the portion of The Ward neighbourhood within the Downtown Secondary Plan area. Although Guelph's historic Downtown is west of the Speed River, its boundary was extended across into The Ward to recognize the opportunity for the former W.C. Wood Company sites, as well as other smaller-scale former industrial properties, to accommodate intensification that would support Downtown's growth and vitality.

Plant No. 2 consists of two irregularly shaped parcels on either side of the single-track Guelph Junction Railway corridor. The north parcel is approximately 1.14 hectares and is accessed from Elizabeth Street. The south parcel is approximately 2.77 hectares and has frontage on both Duke Street and Huron Street. The south parcel is also connected to Alice Street via land at the west end of the Sacred Heart school site and land severed from the property at 60 Alice Street.

The site's municipal addresses are 33, 37 and 45 Elizabeth Street, 64 Duke Street, 69 Huron Street and 60 Alice Street.

Figure 2. Site Location

*See addendum for the updated site boundary that includes 39 Elizabeth Street.

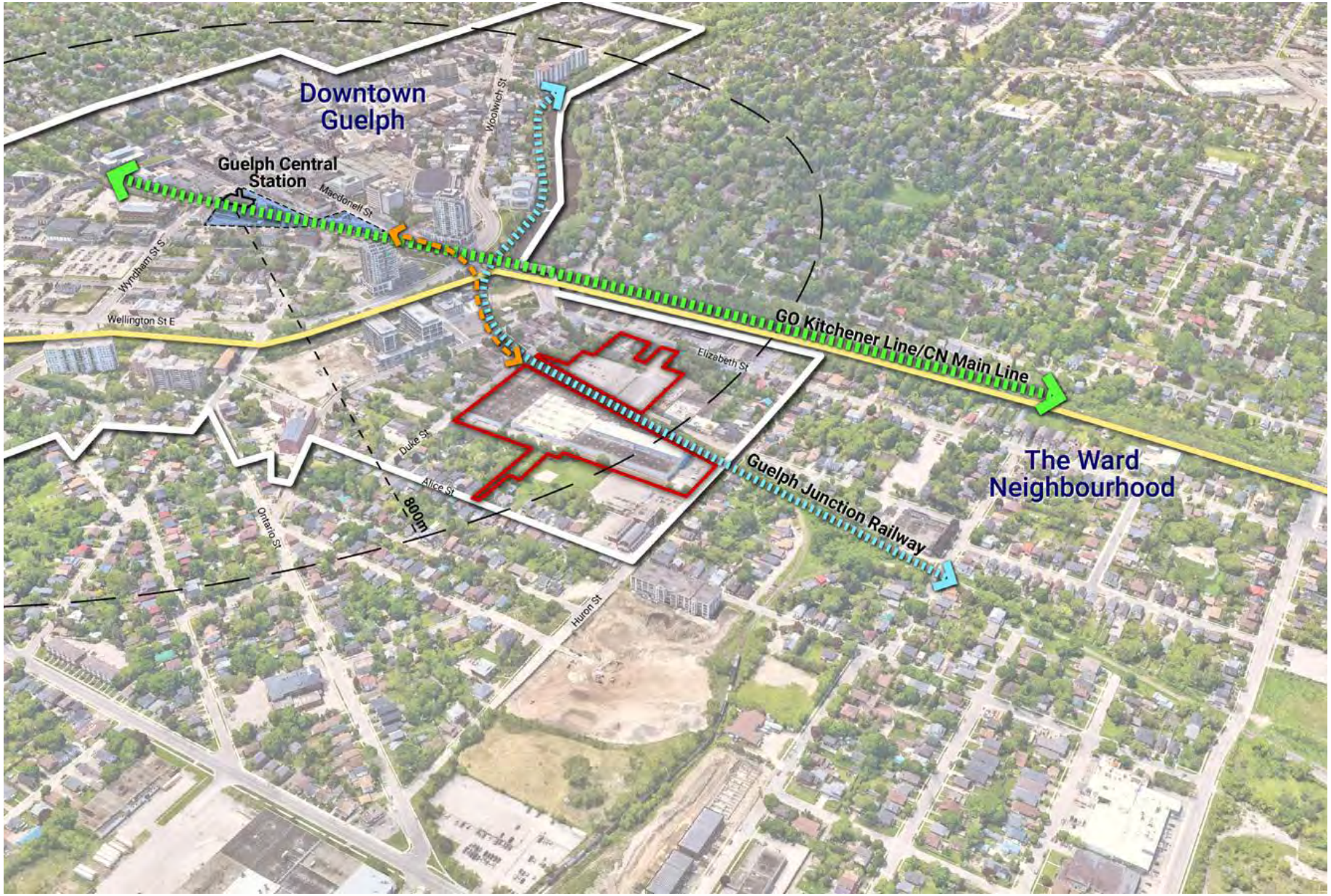


Figure 3. The site is located in The Ward neighbourhood within walking distance of Guelph Central Station

2.1.2 Site History

The site's industrial history dates back to 1916, when the F.E. Partridge Rubber Company built the three-storey concrete factory building on Huron Street that remains today, adding the front in 1929. A larger industrial complex was planned but never realized, and in the 1930s the Aberfoyle Manufacturing Co., converted the building to make textiles. In the 1950s, the Guelph Paper Box Co. took over the building. Meanwhile, the property on Duke Street was occupied by a succession of lumber companies, starting with Guelph Lumber Co. in the 1920s, which became Beaver Lumber in the 1950s.

The W.C. Wood Company, manufacturers of agricultural equipment, including bulk milk coolers, and later freezers, refrigerators and other home comfort products came to Guelph in the 1940s to Woolwich Street, moving onto the Plant No. 1 site on the Speed River in 1956. In the late 1960s, the company acquired the Duke Street lumber yard, where the current warehouse was built in the 1970s. Plant No. 2 was fully assembled and took its current form in the mid-1980s.

Aerial view looking south, 1948 (Courtesy of Guelph Museum)

Aerial view looking southwest, 1948 (Courtesy of Guelph Museum)

View of the heritage building from Huron Street in 1975 (Wellington County Museum & Archives, sl 07054)

Aerial view of Plant No 1 (now the Metalworks site) and Plant No 2, 1990

Given the site's rich history, including as potential campsites for Indigenous peoples, Phase 1 and Phase 2 Archaeological Assessments were undertaken by ARA Inc. in collaboration with Mississaugas of the Credit, Haudenosaunee, and the Six Nations communities; however, no archaeological resources were recovered and no further local investigations were recommended.

2.1.3 Current Uses

The site's north parcel is a mostly unused surface parking lot with vehicular access from Elizabeth Street. Through an easement, the driveway on Elizabeth also provides access to the industrial neighbour at 92 Ferguson Street.

One-storey warehouse space envelopes the historic factory building on the south parcel. Over the years, buildings on the south parcel have provided temporary space for community agencies including the St. Joseph's Health Centre Day Clinic, the annual Adopt-A-Family program and the Friends of the Guelph Public Library annual book sale. The warehouse today is largely used for warehousing, with some space occupied with community service uses like The SEED food distribution program, the Children's Foundation's 'Keep Kids Fed' programs and Adopt-A-Family along with a host of smaller community organizations within this shared space.

Aerial view looking northwest

Aerial view looking southeast

Looking west along the Guelph Junction Railway

Aerial view of the north parcel

2.1.4 Environmental Conditions

Plant No. 2 is not heavily contaminated, but the site will need remediation and risk-mitigation measures prior to development of residential or other sensitive uses, including parkland. As a first step to securing a Record of Site Condition (RSC) that will allow such uses, draft Phase 1 and Phase 2 Environmental Site Assessments (ESAs) and two Soil Vapour Investigations were prepared by Trace Associates Inc. between 2022 and 2023. The ESAs provided the basis for a Pre-Submission Form required by the Ministry of Environment, Conservation and Parks prior to submission of Tier 3 Risk Assessment.

Tier 3 Risk Assessments will be prepared for both parcels. Trace will develop site-specific groundwater and soil standards for the contaminants of concern by applying Risk Management Measures (RMMs) .

Site-specific standards will be developed that are protective of the most sensitive future land use (residential). Once appropriate RMMs are implemented, RSCs will be secured prior to the approval of future development applications.

2.1.5 Geotechincal Conditions

The subsurface conditions of the site are expected to be made up of layers of fill from its previous industrial use, underlain with naturally occurring sand and gravel deposits over carbonate bedrock. Drilling completed as part of an environmental investigation showed the potential for bedrock at a depth of two to three metres below the existing ground. Further, there is potential for groundwater at or about three metres below grade, which is a result of impervious bedrock beneath the site. The depth of the bedrock is approximately 1.0-1.5 m below the basement of the heritage factory.

2.1.6 Flood Zones

Based on flood hazard mapping maintained by the Grand River Conservation Authority (GRCA), the site is within the flood plains associated with the Speed River. Specifically, the site is within a two-zone flood fringe. The flood fringe, in contrast to the floodway, is the outer parts of the flood plain, which is considered less hazardous, and where development is permitted subject to specific flood-proofing measures and safe access requirements. Based on the hydraulic model of the Speed River, the existing flood control structures and elevations along the banks of the river cause a major flow spill towards Arthur and Duke Streets. The elevations of Duke Street and the elevations adjacent to the rail corridor are such that the flood waters have the potential to be conveyed further east, through the site.

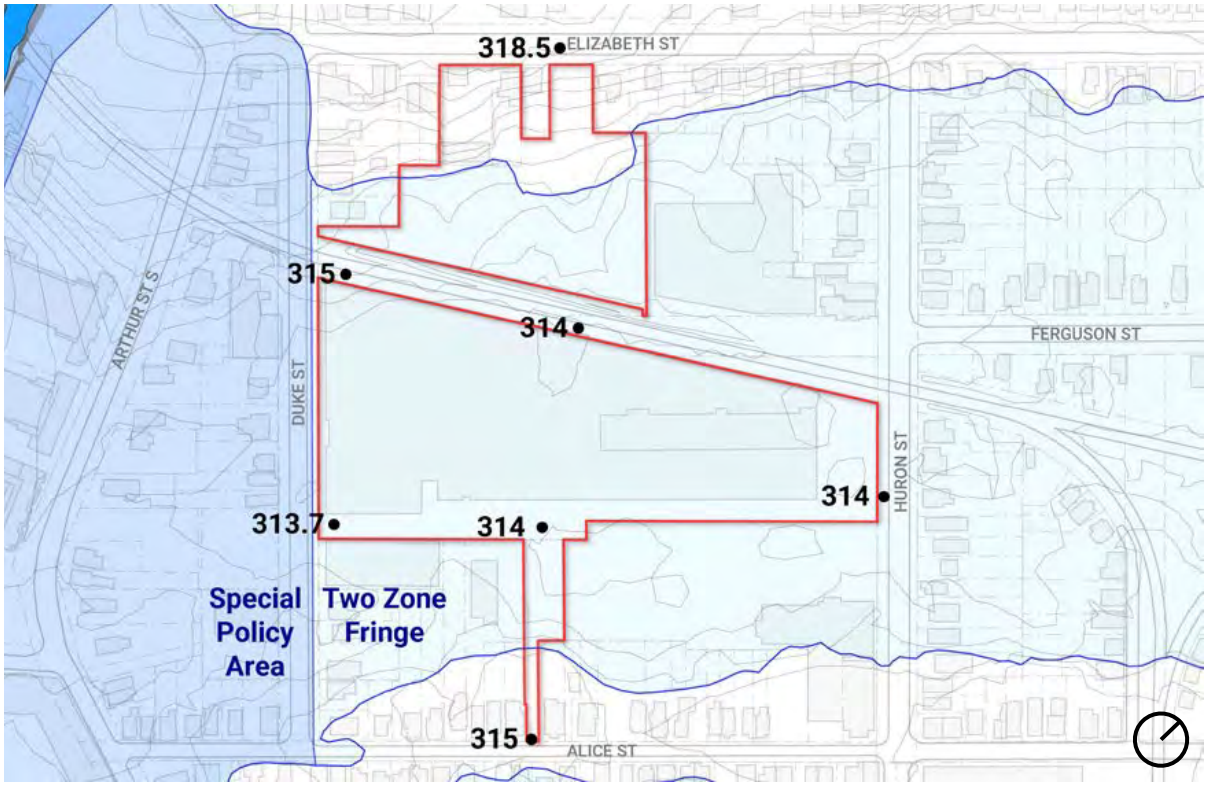


Figure 4. Flood zones and topography

In accordance with requirements outlined in the City's Official Plan and the GRCA's policies, redevelopment in the flood fringe is permitted where:

- the buildings are floodproofed to the elevation of the Regulatory Flood (currently determined to be 315.1m);
- all new dwelling units are to be above the elevation of the Regulatory Flood;
- all habitable floor space and electrical, mechanical and heating services are above the elevation of the Regulatory Flood;
- no basement is proposed, or where the building contains multiple units, the basement is floodproofed to the elevation of the Regulatory Flood to provide parking below grade or common amenities; and
- ingress and egress to the building or structure is "dry" where this standard can be practically achieved, or floodproofed to an elevation which is practical and feasible, but no less than safe.

Dry and safe accesses are technical terms defined by the GRCA. Dry access means that access is provided from outside the flood plain. Safe access is defined as locations, where during the regulatory flood:

- the flow velocity of the water does not exceed 1.0m/s;
- the product of depth and velocity does not exceed 0.4m2/s; and
- the depth of flooding along access routes to residential units does not exceed 0.8m (or 314.3m)

As the flood fringe within this site is a result of a spill event and backwater conditions, the flood waters on the site will not be fast moving. As such, the governing criteria were determined to be that of depth, with all buildings requiring an access path at or above an elevation of 314.3m.

Elizabeth Street will provide safe access for the north parcel. For the south parcel, safe access can be provided via a multi-use path in the rail corridor. In addition, minor regrading will ensure that the existing sidewalk on Huron Street maintains an elevation greater than 314.3m, heading north from the rail corridor, for safe access.

Beyond providing safe access points for future residents on the site, redevelopment creates an opportunity to integrate flood control measures that could eliminate most of the Two Zone Flood Fringe area.

2.1.7 Topography

The topography of the site has a general slope down from north to south. On the north parcel, the driveway entry to the existing parking lot is at an elevation of 318.5 metres above sea level and slopes down five metres to an approximate elevation of 314 metres along the rail corridor. The south parcel is generally flat with an approximate elevation of 313.5 metres that rises gently to 315 metres at Alice Street. The elevations at the Duke Street and Huron street frontages, and along the railway, are consistent with the elevations within the north parcel.

2.1.8 Rail Safety

The Guelph Junction Railway bisecting the Plant No. 2 site is a single, mostly straight track that begins to curve at Duke Street. The crossings at Duke and Huron streets are at grade. The rail corridor is classified as a Principal Branch Line and has infrequent freight service with fewer than ten rail cars. The freight speed within the City of Guelph is limited to 16 kph (10 mph).

The existing track is located roughly in the centre of a 20-metre right-of-way, with the existing warehouse building on the south property located just off the edge of the right-of-way. Except for the signalized at-grade crossings, currently there are no safeguards or mitigation measures to protect the public from passing trains.

The applicable guidelines for development in proximity to rail are the Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations (2013) and the City of Guelph's Summary of Standards Regarding Development Adjacent to the Guelph Junction Railway Right of Way (2016). Consistent with the guidelines, redevelopment of the site with residential uses will need to incorporate the following safety measures:

Figure 5. Rail corridor and setbacks

- Derailment protection - typically provided in the form of a series of (earthen) berms along both rail corridor property lines. The berms may be discontinuous and vary slightly in elevation to enhance the public realm and urban landscape along the rail corridor.
- Setbacks - habitable space needs to be setback from the corridor a minimum of 15 metres, measured from the rail corridor property line to the face of the closest buildings. The setbacks may be used to accommodate pathways, outdoor amenity space, landscaped terraces and parking.
- It is recognized that future detailed building applications will require noise and vibration studies as well as the confirmation of proximity requirements as the new buildings are completed adjacent to the corridor.

2.1.9 Existing Servicing Infrastructure

Major City sanitary and stormwater infrastructure is located beneath the existing warehouse on the south parcel. This alignment is a remnant from when Ferguson Street ran through the property prior to industrialization. Redevelopment of the site creates the opportunity to realign and renew these services with the preferred location being within the rail right-of-way.

The south parcel is serviced by these trunk alignments. Stormwater drainage from the north parcel is directed overland towards the drainage ditch along the rail corridor right-of-way. As the existing condition is a surface parking lot, there is no current sanitary sewer connections for the north parcel.

Future servicing of the new buildings (water, sanitary, storm) will rely on new connections to the local street, namely Duke, Huron and Elizabeth.

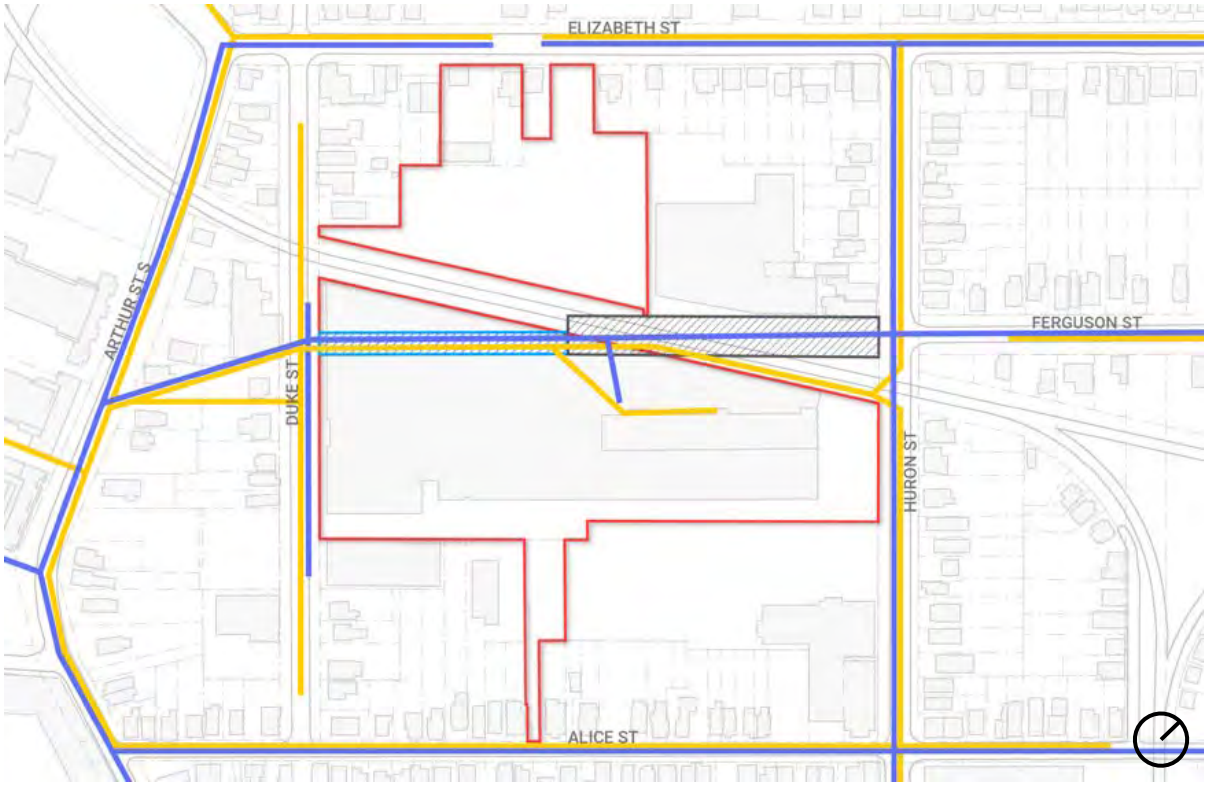


Figure 6. Existing easements and underground utilities

2.2 The Surroundings

2.2.1 The Ward Neighbourhood

The St. Patrick's Ward neighbourhood, commonly known as The Ward, is bordered by the Speed River to the west, the Eramosa River to the south, Victoria Street to the east and the CN Railway to the north. Located at the confluence of the Speed and Eramosa rivers, the area attracted Indigenous peoples for millennia. Urban development began in the mid-nineteenth century, when land east of the Speed River was annexed by the Town of Guelph. A road network was laid out in anticipation of residential development, and the introduction of the Guelph Junction Railway in the 1880s brought industrial growth and workers' housing to the area. A wave of newcomers in the early 20th century resulted in a socially and culturally diverse neighbourhood.

Housing and industry continue to exist side-by-side in some parts of the The Ward, and mostly small commercial businesses can be found throughout the neighbourhood. Many industrial properties, however, have been abandoned, leaving brownfield sites to be redeveloped, mostly for new housing. Other industrial properties have been adaptively re-used for housing, including Len's Mills and the Carpet Factory. Significant recent redevelopments include the Metalworks on the former W.C. Wood Plant No. 1 site and the Alice Block on the former Uniroyal (National Rubber) site at Huron Street and Alice Street, including adaptive reuse of a historic factory building. These projects and others have added mid-rise and high-rise apartment buildings and townhouses to a neighbourhood previously comprised of almost exclusively ground-related, low-rise housing.

Immediately adjacent to the Plant No. 2 site are industrial and commercial uses fronting Elizabeth, Duke and Ferguson streets and the Sacred Heart Church and Elementary School. The remainder of the properties fronting Elizabeth, Duke, Alice and Huron streets are occupied by houses, some containing more than one residential unit. Notably, many of the adjacent residential properties fronting the north side of Alice Street have a depth of approximately 100 metres based on the historic subdivision of the block.

Figure 7. The Ward Neighbourhood Boundary

120 Huron Street

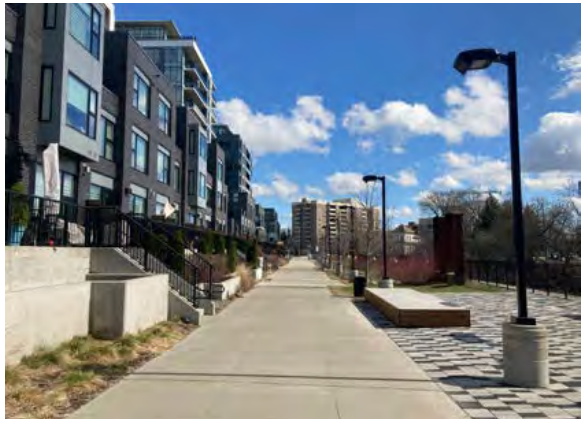
26 Ontario Street

9 Elizabeth Street

Alice Street

43 Arthur Street South

Duke Street

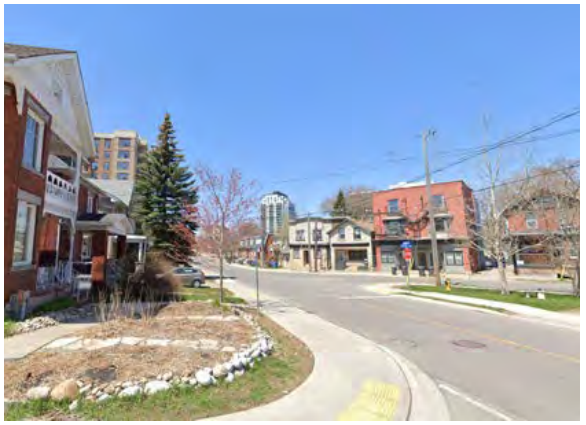


Metalworks

Tytler Public School

60 Ontario Street

Sacred Heart Church



Neeve Street

Huron Street

2.2.2 Development Context

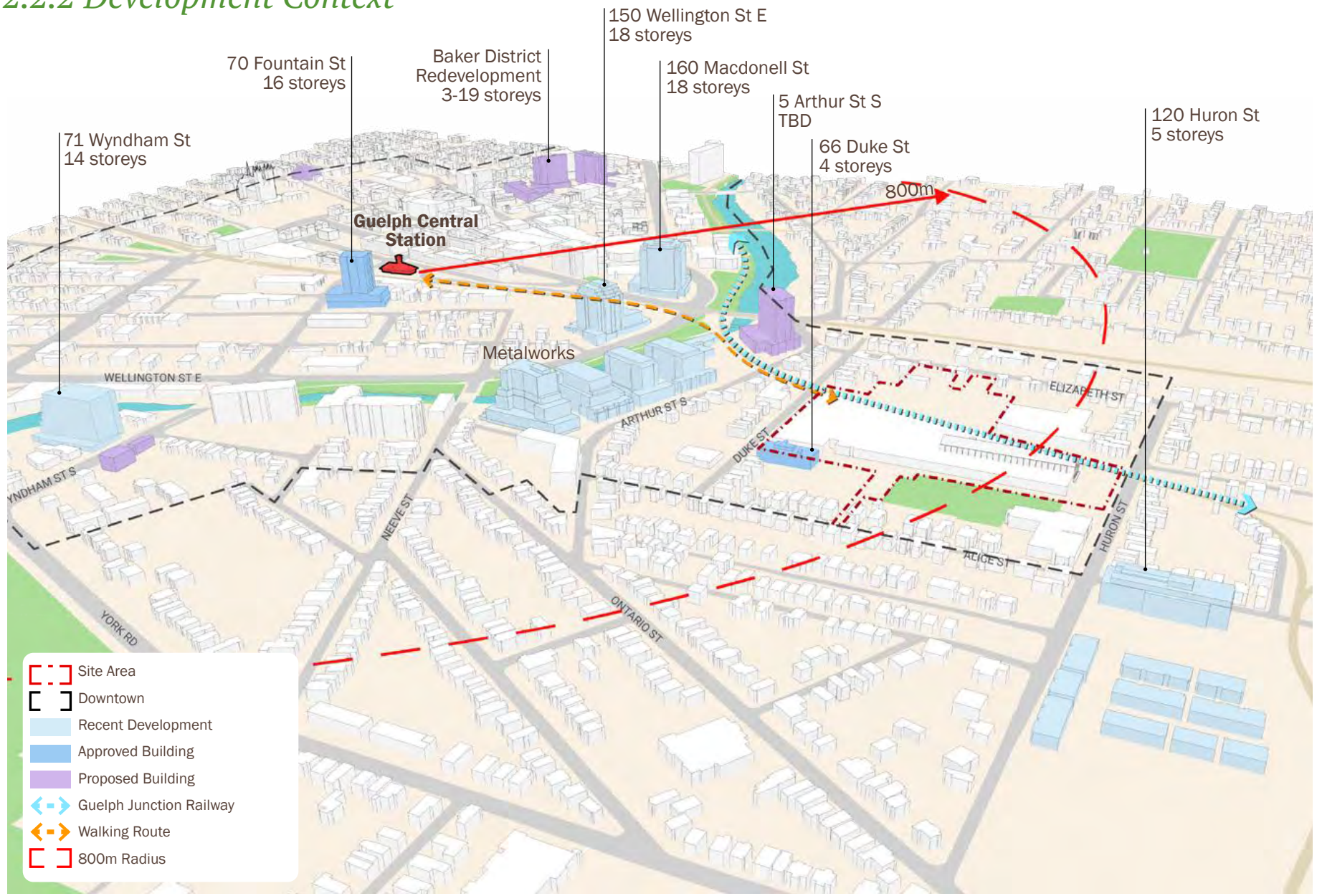


Figure 8. Development Context

As shown in Figure 8, both The Ward and broader downtown have been experiencing significant intensification in recent years, adding mid rise and high rise buildings. The development of taller buildings in Downtown Guelph followed the 2012 approval of the Downtown Secondary Plan which increased the height limit to 18 storeys in certain locations with the Church of Our Lady being the datum for maximum building heights. A more recent study (2024) on building heights in the Downtown found that building heights should be increased in order to achieve provincial growth targets. Building heights of up to 24 storeys are now permitted in parts of Downtown. The findings of this study were incorporated into the Downtown Secondary Plan.

Metalworks - 93 Arthur St S

River Mill and RiverHouse

250 York Road

71 Wyndham St

2.2.3 Open Spaces

Given its industrial/residential mix, The Ward has long been identified as being deficient of integrated, neighbourhood park space.

South of York Road, along the Eramosa River, is a series of parks linked by the Eramosa River Trail and containing natural areas, sports fields, playgrounds and the Lyon Park outdoor pool. West of the site, the Metalworks development includes public open space along the Speed River with a promenade, gardens, public art and seating. In the interior of The Ward, however, there are only two neighbourhood parks—Mico Valeriote Park (0.7 hectares), an 800-metre walk east from the site, and the recently constructed San Giorgio Morgeto Park (0.2 hectares), less than 300 metres from the site.

Since the 1990s an area of Plant No. 2 has been identified as a future 'Neighbourhood Park' in the City's Official Plan.

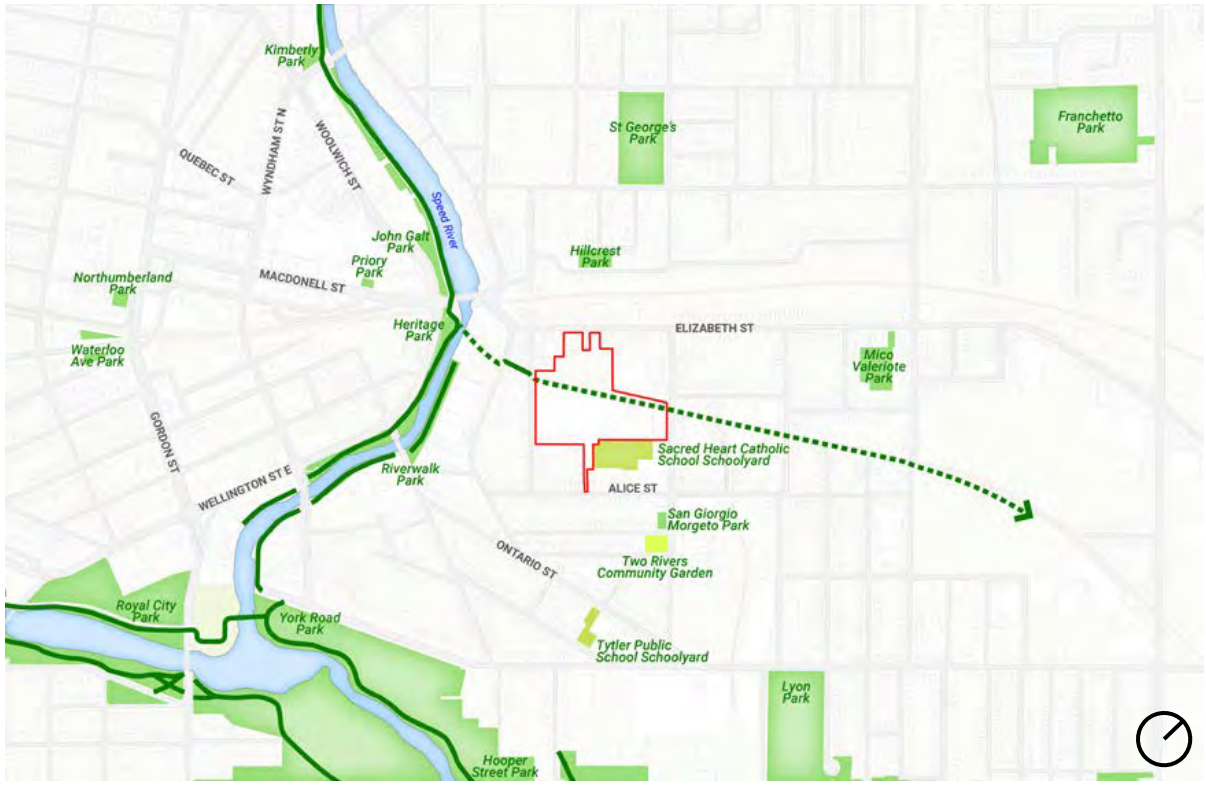


Figure 9. Parks, Open Spaces and Trails

2.2.4 Transportation Context

Street Network

The site has good access opportunities with four public street frontages:

- Elizabeth Street (arterial)
- Huron Street (local)
- Duke Street (local)
- Alice Street (local)

Elizabeth Street is identified by the City as a downtown Primary Street where transit priority measures are recommended, encouraging intentional planning of the City's road network in support of achieving mode share targets. Elizabeth Street has a planned right-of-way width of 24m in the City's Official Plan.

Huron Street provides broader area connections to Elizabeth Street and Ontario Street.

Duke Street, though constrained at both ends, provides supplementary local access opportunities that will support a fine-grained network for all transportation modes.

Frontage on Alice Street, a narrow historic street, is limited and proposed to be used for active transportation (pathway) access to the site and planned community amenities.

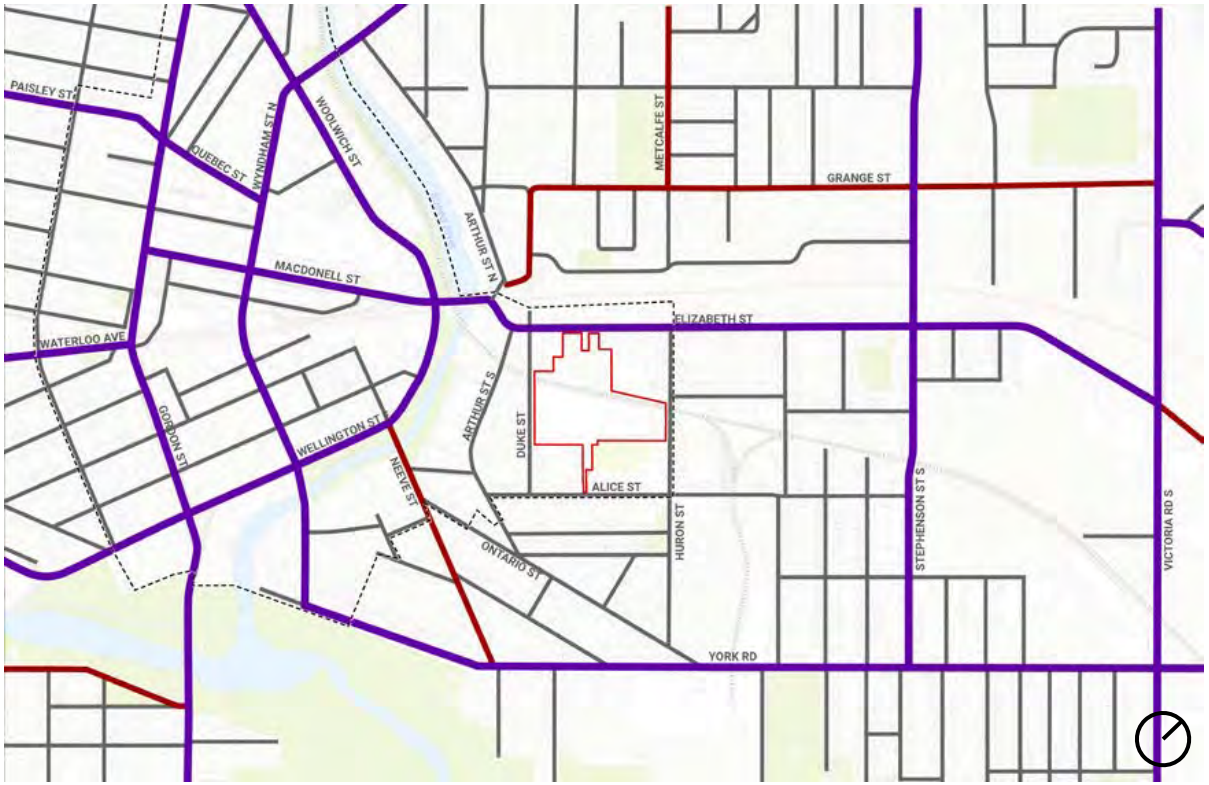


Figure 10. The Surrounding Street Network

The surrounding streets form an unusually large urban block originally created to accommodate industrial uses adjacent to the rail corridor. The introduction of new uses provides an opportunity for greater permeability with new streets, open spaces and pathways.

Transit Network

The site benefits from extensive transit access and routing opportunities locally and to destinations within the Greater Toronto Area.

The site is located within a Major Transit Station Area (MTSA), and the walking distance to Guelph Central Station is approximately 600 metres (7-10 minutes). Local buses can also be accessed from nearby stops on Elizabeth Street and Ontario Street.

Guelph Central Station has train platforms serving GO train (Kitchener Line) and VIA rail service. The Kitchener Line GO train runs multiple times per day both ways on weekdays between Union Station in Toronto and downtown Kitchener, with service expanding to include weekends in late 2025. Guelph Central Station also has 22 bus platforms serving Guelph transit and regional GO bus service.

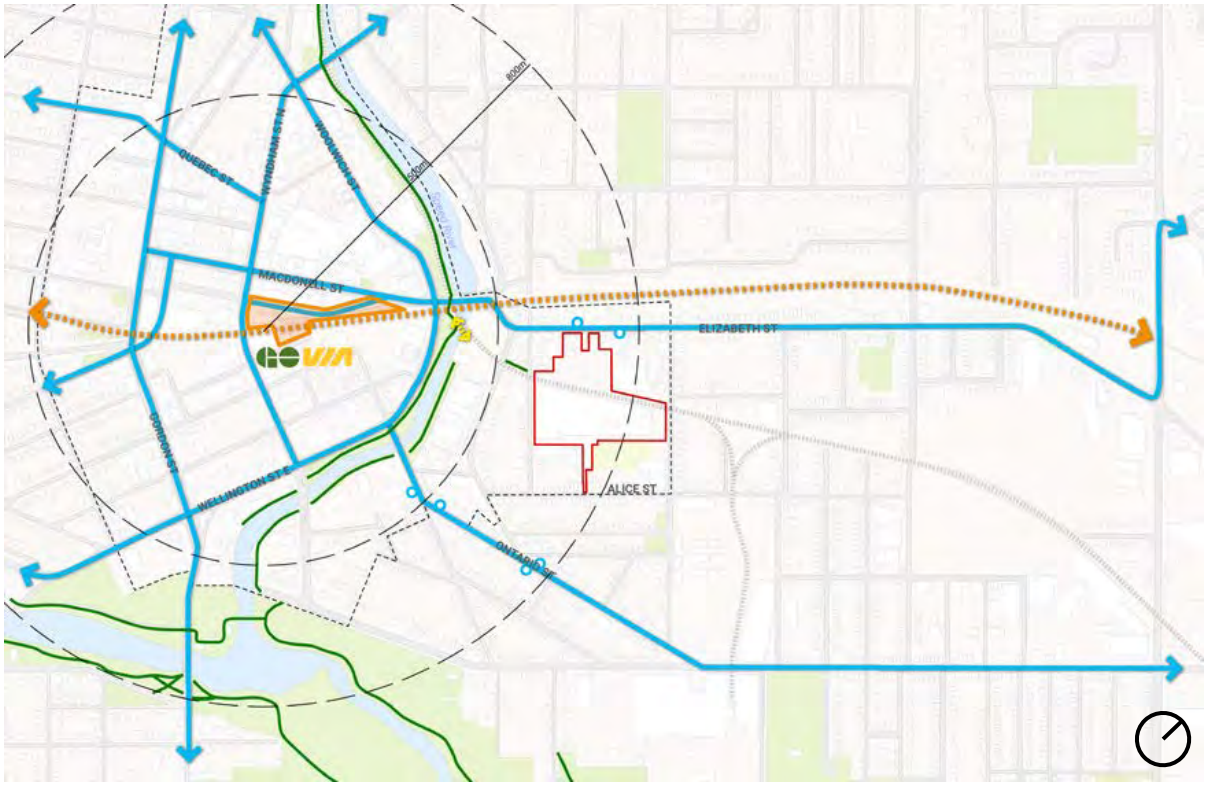


Figure 11. Transit Context

Site Area
Urban Growth Centre / Major Transit Station Area
GO Kitchener Line
Guelph Transit Bus Route
Closest Bus Stops
Trails
Planned Pedestrian Bridge

Active Transportation

The Ward's street network facilitates access to and from the site for pedestrians and cyclists. There are bike lanes on Elizabeth Street and a pedestrian signal at the Elizabeth-Huron intersection.

The site has an opportunity to complete a missing link in the City's planned trail along the Guelph Junction Railway that will support a direct connection to the Downtown once the City's planned pedestrian bridge across the Speed River is complete. The ultimate rail trail will also connect Downtown with the future IMICO redevelopment and the Guelph Innovation District (GID).

The site's frontage on four public streets also offers the opportunity to introduce a fine grained and enhanced network of paths for pedestrians and cyclists to navigate through The Ward.

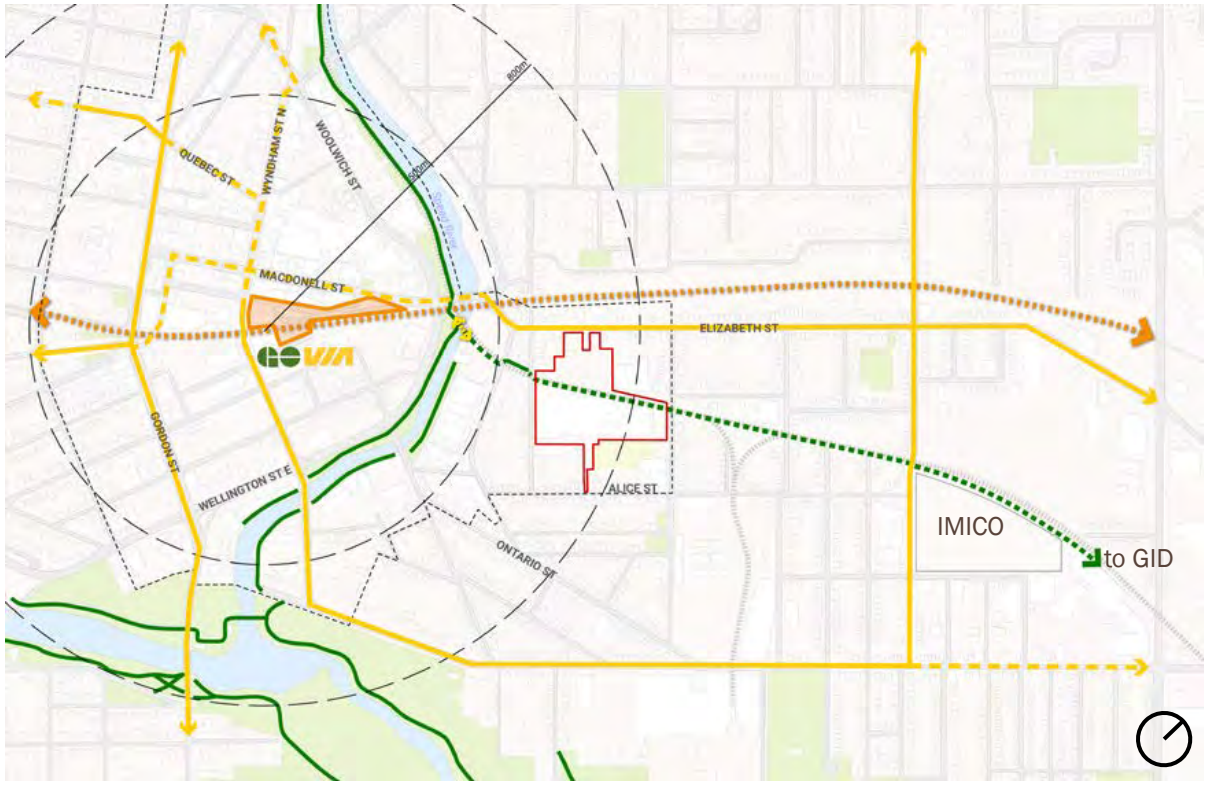


Figure 12. Active Transportation Context

CHAPTER 3
POLICY CONTEXT

The proposed development concept for Plant No. 2 has been guided by the relevant policies of the City's Official Plan and the Downtown Streetscapes Manual & Built Form Standards to ensure it supports the City's objectives for growth and placemaking and coordinates with the overall urban design vision for Downtown.

3.1 Official Plan

The City of Guelph Official Plan was initially adopted in 1994 and has been periodically updated through amendments, with recent amendments having been consolidated in 2024. The Official Plan outlines the city's long-term vision for land use planning, addresses urban expansion, environmental conservation, transportation, infrastructure, and community amenities in a manner that supports sustainable growth. The overall goal is a high quality of life for all Guelph residents. To this end, the policies emphasize compact urban form, efficient land use, and integrated transportation networks to enhance livability and vibrancy. The plan's Strategic Goal for Downtown is to "strengthen the role of the Downtown as a major area for investment, employment and residential uses such that it functions as a vibrant focus of the city" (2.3).

Growth Management

Section 3 of the Official Plan sets out the objectives and policies for Planning a Complete and Healthy Community. Objectives supported by the redevelopment plans for the site include:

- To direct growth to locations within the delineated built-up area where the capacity exists to best accommodate the expected population and employment growth;
- To support the protection and/or conservation of cultural heritage resources; and
- To support transit, walking and cycling for everyday activities.

A minimum of 46% of new residential units each year are intended to be accommodated through intensification within the city's built-up area. The plan encourages infill development and redevelopment on brownfield sites, like the Plant No. 2 site, to help achieve this target. Intensification is expected to achieve higher densities than

the surrounding areas while achieving an appropriate transition of built form to adjacent properties. (3.4)

The plan seeks to ensure development is concentrated in Strategic Growth Areas (3.6), including Downtown, which is also a designated Protected Major Transit Station Area, as defined in the Provincial Planning Statement (3.5). The minimum density targets for Downtown in terms of residents and jobs per hectare is 150 by 2031, 175 by 2041 and 200 by 2051(3.5.4). In addition to promoting residential development at transit-supportive densities Downtown, Section 3.5 also promotes inclusive, mixed-income communities, live/work opportunities, the maintenance of cultural heritage resources, new public open spaces and active transportation connections to Guelph Central Station, which are all part of the vision for the Plant No. 2 site.

Urban Design

The urban design policies in Section 8 of the Official Plan apply to all development in the city and support many objectives, including the following that also capture the intent behind redevelopment of the Plant No. 2 site:

- To create neighbourhoods with diverse opportunities for living, working, learning and playing.
- To build compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage walking.
- To showcase natural attributes as defining features that are an integral component of the City's image, character and Indigenous heritage by making them highly visible and accessible, especially lands along the Speed and Eramosa Rivers.
- To engage in "place-making"—developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued.
- To conserve and celebrate the City's cultural heritage resources through the reuse of built heritage and cultural heritage landscape assets and ensuring that adjacent development responds to and respects these assets.
- To ensure that the design of the built environment promotes excellence in urban design by respecting the character of the existing distinctive areas and neighbourhoods of the city.
- To create a diversity of inviting and accessible gathering places that promote a full range of social, cultural and economic interaction.
- To establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.
- To allow for a range of architectural styles and promote expressions that bring interest and diversity in urban form and architectural design while responding appropriately to the local context and achieving compatibility.
- To design space that is accessible to all, regardless of abilities.
- To improve conditions for greater personal security within publicly accessible spaces by designing them to be attractive and comfortable to the public,

increasing the potential for informal surveillance and reducing opportunities for crime.

- To preserve and enhance the identified and protected public views and public vistas of built and natural features.
- To design for a choice of mobility including walking, cycling, transit and driving.
- To require urban design that reduces energy and water demand through such measures as, but not limited to, orientation of streets and buildings and the implementation of active and passive renewable energy systems and alternative energy systems and water conservation strategies.

Public realm policies (8.2) call for an interconnected network of streets, parks, trails and open spaces that are designed to be integrated with the surrounding neighbourhoods and the transportation network. Policy 8.2.7 states that a variety of techniques may be used to achieve a pedestrian-oriented streetscape, such as widened sidewalks, reduced driving lane widths, the provision of landscaped boulevards and on-street parking. New development will be designed to contribute to the streetscape through a built form that frames the street, creates a continuous streetwall, and includes active uses and main building entrances that face the street (8.2.11).

Policy 8.3.3 calls for parks to be established in visually prominent, central and accessible locations to serve as neighbourhood focal points or gathering places. They should have good access to all forms of transportation, be created to a high standard of design and include uses serving the local community.

Built form policies (8.6) call for buildings to address streets. The massing of long buildings should be reduced with recesses, projections, windows or awnings, colonnades and/or landscaping (8.6.8). The policies applicable to mid-rise buildings (8.8) promote underground parking and call for pedestrian access to principal building entrances from the public realm. High-rise buildings should incorporate a distinctive bottom (e.g., a podium), middle and top, and their floorplates may be restricted to encourage slender, elegant towers (8.9). Podiums shall generally range from 2 to 6 storeys, sized to generally align with existing heights along the street frontage, and towers are required to be stepped back along the front façade, generally between the second and sixth storeys of the building (OPA 106). Tower spacing must allow for solar access and privacy. Policy 8.11.2 states that where proposed buildings exceed the built height of adjacent buildings, the City may require step-backs, terracing or set backs to reduce adverse impacts on adjacent properties and/or the streetscape.

Policy 8.13.3 is particularly relevant to the Plant No. 2 site. It states that private roads and internal driveways required for site circulation shall be designed to be comfortable for pedestrians, cyclists and

vehicles. They will be needed to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement, and they should contribute to an overall cohesive and integrated circulation network. Policy 8.13.6 encourages loading bays, waste service areas and building utilities and mechanical equipment to be located within a building.

Section 8.20 addresses Urban Squares, which include plazas, courtyards and piazzas, stating that large development projects may include a single, large-scale urban square and/or a series of smaller urban squares, as is the case with the proposed concept for the Plant No. 2 site. Hard and soft landscape elements and features within the urban square shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas, as well as the relationship between adjacent buildings and the streetscape. Policy 8.21.1 encourages the provision of public art in publicly accessible areas of a development.

3.2 Downtown Guelph Secondary Plan

In 2024, the City initiated a Downtown Heights Study with the goal of encouraging more residential development Downtown to meet current housing needs and help ensure the 2051 density target of 200 people and jobs per hectare is achieved. In April 2025, City Council approved Official Plan Amendment 106, which is now in full force as of August 2025. OPA 106 amends the Downtown Secondary Plan to permit greater heights across most of Downtown and update other policies affecting built form. The summary of key Downtown Secondary Plan policies below includes the recent amendments.

The Downtown Secondary Plan (DSP) within the Official Plan, approved by Council in 2012, establishes a long-term vision, principles and policies to guide growth and transformation of the historic heart of the city. The vision includes this statement about the portion of The Ward within Downtown:

> *The redevelopment of former industrial sites east of the Speed River will have compatibly integrated high-density living into the eclectic character of St. Patrick's Ward, adding diverse forms of housing, appropriate work opportunities, street and trail connections, and open spaces.*

Objectives for Downtown supported by the proposed development concept for the Plant No. 2 site include:

- Encourage the sensitive restoration, rehabilitation and/or re-use of historically or architecturally significant buildings;
- Strategically locate and articulate tall buildings to minimize impacts on historic areas and preserve important public views;
- Ensure new development is compatible with buildings and neighbourhoods that have heritage value;
- Ensure Downtown contains a diversity of housing types, sizes and tenures and affordable housing;
- Ensure existing and future residents are adequately served by parkland and recreational facilities within walking distance;
- Establish new linear pedestrian connections to the river's edge from the core of Downtown and St. Patrick's Ward;
- Provide facilities within both the public realm and private developments that encourage cycling;
- Minimize and mitigate traffic impacts on existing residential neighbourhoods within and surrounding Downtown;
- Promote energy-efficient buildings, re-use of existing buildings and low impact development;
- Encourage the remediation and redevelopment of contaminated lands;
- Increase the amount of green space and the number of trees Downtown;
- Promote the development of inspiring, meaningful and memorable places that reinforce Guelph as a historic, beautiful and innovative city.

The DSP, in Policy 11.1.4.1.5, acknowledges the importance of the existing railways that traverse Downtown and states the City shall work with railway operators to ensure land uses adjacent to the rail corridors are compatible through strategies such as appropriate buffering in the design of development.

Mobility and Transportation

The DSP's Mobility Plan (Schedule A) outlines a multi-modal transportation network that balances vehicular access, active transportation and transit connectivity. The plan identifies a Potential Local Street on the Plant No. 2 site running east-west from Duke Street to the middle of the south parcel and there turning north and extending across the rail corridor to connect to Elizabeth Street. The plan also identifies a Potential Local Street or Active Transportation Link that extends the east-west leg of the other Potential Local Street to Huron Street. Local Roads are intended to have two travel lanes, parking on one or both sides, and sidewalks on both sides and be designed for safe, shared use by cyclists and vehicles (11.1.4.2.5).

Policy 11.1.4.2.7 states that the new potential streets, laneways and active transportation links shown in Schedule A are conceptual, and their location and alignment may be modified without amendment to the DSP. The policy also states that modifications may also be further addressed through the completion of an Urban Design Master Plan. The City's intent is to create a street network with urban block sizes that facilitate site access and support the use of active transportation. Also regarding new local roads, Policy 11.1.4.2.12 states that, while the provision of public local roads through redevelopment is encouraged, the City may permit the provision of private local roads where the principles, objectives and policies of the DSP can be achieved. Where permitted, private roads must be publicly accessible.

Schedule A also identifies a Future Trail on the south side of the Guelph Junction Railway traversing the site, and Policy 11.1.4.4.6 states that the City will work with the Railway and landowners to provide a continuous trail interrupted only by streets between the Speed River and Huron Street.

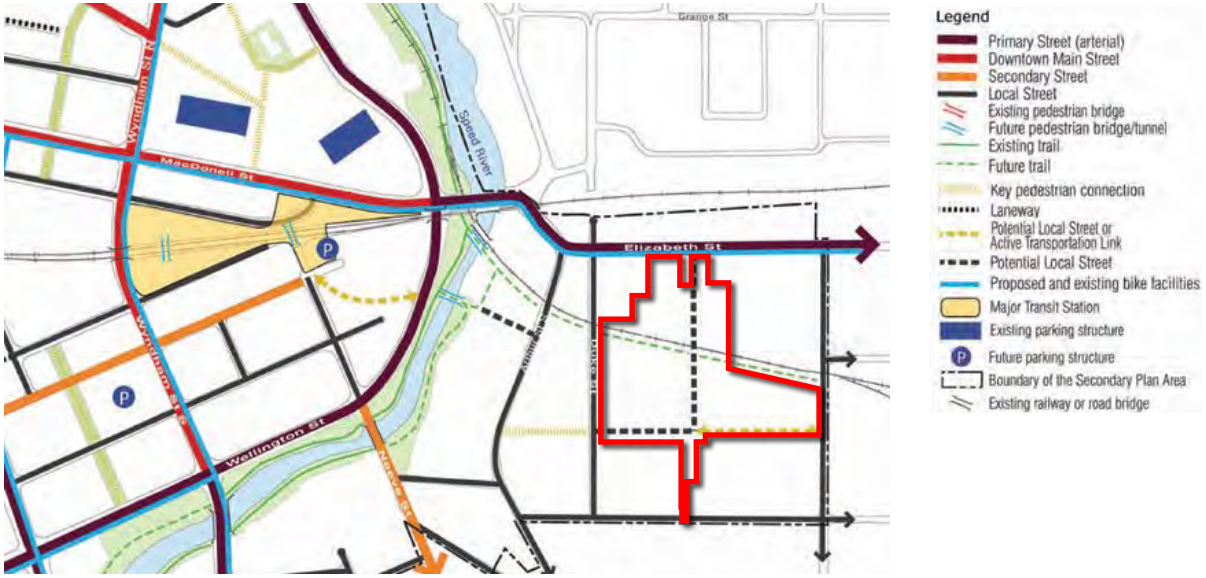


Figure 13. Downtown Secondary Plan Schedule A Mobility Plan

Streetscapes

The Public Realm Plan (Schedule B) identifies Primary Streetscapes, which are the main streets that lead into the Downtown. They include Elizabeth Street, on the northern edge of the site. Primary Streetscapes should be lined with trees to create an attractive approach into the Downtown, create a physical connection between the Downtown and surrounding neighbourhoods, and provide generous pedestrian infrastructure (11.1.5.1.3).

Parks, Urban Squares and Pedestrian Mews

Schedule B, in addition to showing a Future Trail through the site and the Primary Streetscapes, identifies an L-shaped Future Park on the site, wrapping the front and south side of the historic factory building. The DSP's Land Use Plan (Schedule C) more specifically identifies the park as Future Park Policy Area 'a', and as such it is to be developed in conjunction with redevelopment of the adjacent industrial lands, i.e., the Plant No. 2 site.

Notwithstanding Schedules B and C, Policy 11.1.5.2.1 states that the locations, sizes and configurations of future parks and urban squares in Schedule B, and the alignments of trails, are conceptual and may be modified without amendment to the DSP, provided the general intent of the plan is satisfied. New parks and urban squares are meant to be designed as community and cultural hubs, serving multiple purposes and accommodating programmed and non-programmed activities (11.1.5.2.3).

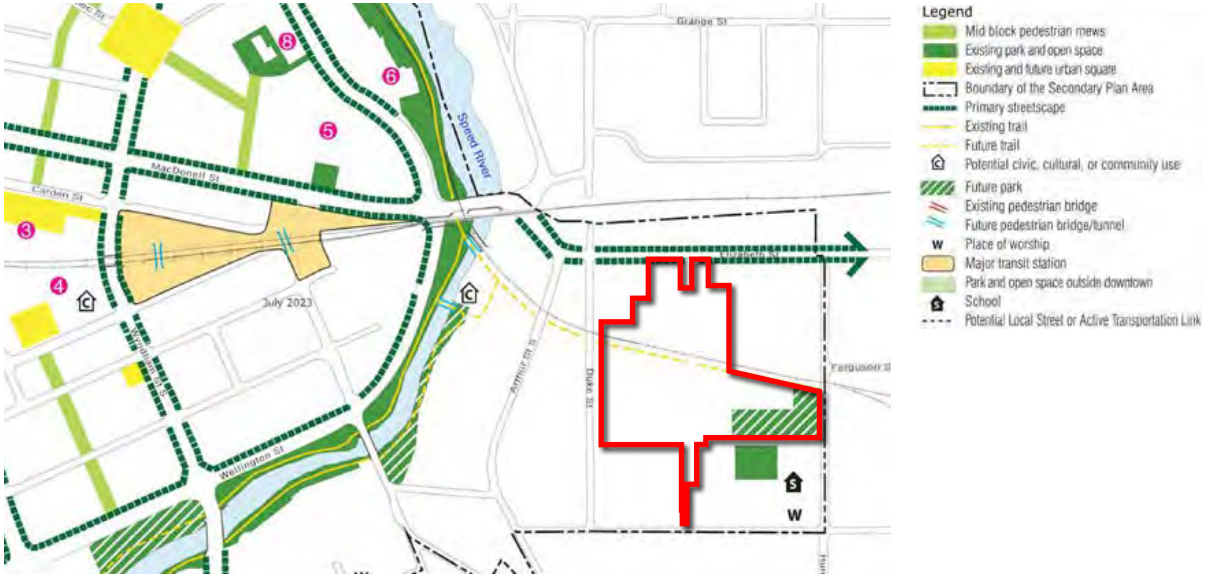


Figure 14. Downtown Secondary Plan Schedule B Public Realm

Flood Plain

Schedule C of the DSP locates the site within the Two Zone Fringe portion of a regulatory flood plain, making it subject to the Official Plan's Floodplains policies (4.4.1). Redevelopment may be allowed within the Two Zone Fringe area; however, hospitals, nursing homes, day cares, schools and similar institutional uses are not permitted, along with emergency service stations, electrical substations and uses associated with the storage, manufacture, treatment or storage of hazardous substances (4.4.1.7). Other residential and non-residential uses are permitted subject to the use, building and/or structure being floodproofed to the regulatory flood level as required by the Grand River Conservation Authority (4.4.1.24).

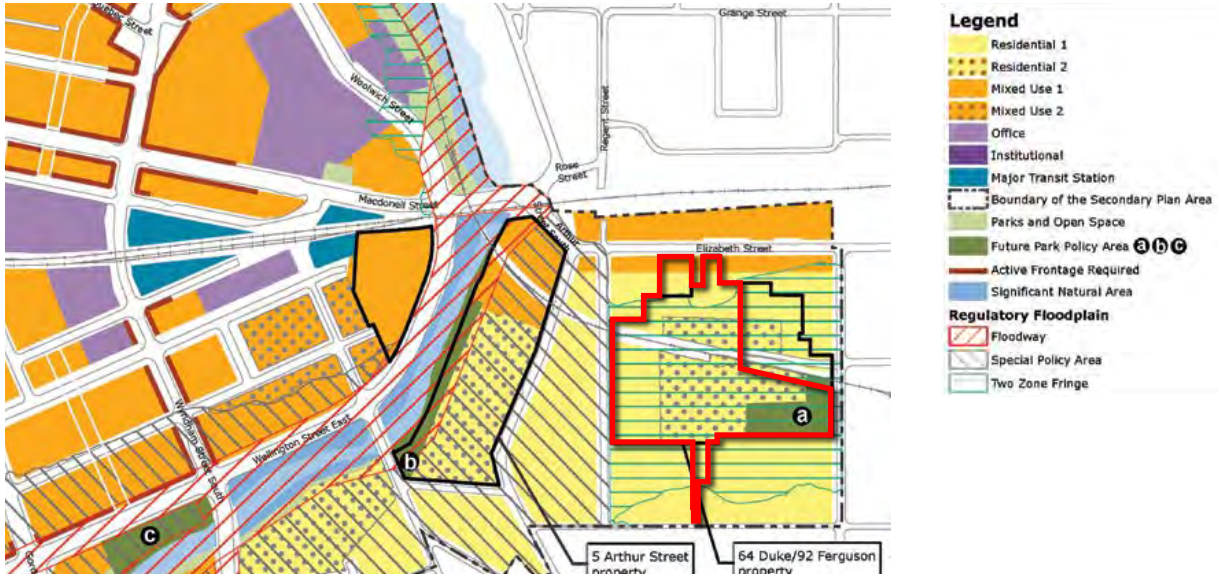


Figure 15. Downtown Secondary Plan Schedule C Land Use

Land Use and Built Form

Schedule C of the DSP designates the west, north and east edges of the site Residential 1, except where the Future Park Policy Area 'a' applies, and except for a small portion of the site abutting Elizabeth Street, which is designated Mixed Use 1. The middle of the site is designated Residential 2.

Residential 1 areas are intended for low-rise forms of housing, including detached and semi-detached houses, townhouses and apartment buildings (11.1.7.7). They are subject to the General Residential policies of the Official Plan and the Low Density Residential policies in Section 9.3.2.

Mixed Use 1 areas are intended to accommodate a broad range of uses in highly compact development forms that contribute to a strong urban character and a high-quality, pedestrian-oriented environment. Active uses that enliven the street are encouraged to locate on the ground floor of buildings.

Higher-density forms of housing, including apartment buildings and townhouses, are permitted in Residential 2 areas. Other permitted uses include small-scale convenience commercial and office uses (up to 500 square metres GFA), artisan studios, live/work uses, community services and facilities, and parks and urban squares (11.1.7.8.1). The minimum density in Residential 1 areas is 1.0 FSI and the following built form policies apply:

- Buildings shall be massed to minimize as much as is practical the extent and duration of shadows on parks, adjacent residential uses, other public open space, private amenity space and retail streets in the spring, summer and fall.
- Buildings greater than 6 storeys shall generally have a stepback above the sixth storey, respecting existing stepbacks or rooflines of adjacent properties.
- All buildings should have detailed and well-articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.
- Apartment buildings shall generally be limited in length, generally to not more than 60 metres long, and blocks of townhouses shall generally not be more than 40 metres long.
- Where apartment buildings are greater than 4 storeys, they shall generally incorporate 1-2 storey grade-related units (e.g., townhouses). (11.1.7.8.3)

Schedule D of the DSP, amended in April 2025, establishes maximum building heights Downtown. The maximum height across much of the site's north parcel and in the middle of the south parcel is 24 storeys. The maximum height over the historic factory building is 16 storeys. Along the west and south edges of the site, excluding the designated Future Park and including a portion of the north parcel, the limit is 6 storeys.

Also regarding heights, Policy 11.1.8.4.2 states that Urban Design Master Plans and zoning by-law amendments aligned with Urban Design Master Plans may set height limits that reflect minor adjustments to the boundaries between areas with different maximum heights in Schedule D, provided the proposed massing of buildings resulting from such adjustments meets the principles, objectives and general intent of the Downtown Secondary Plan and maintains the protected public view corridors to the Church of Our Lady.

Policy 11.1.7.2.4 sets out general built form policies applicable to all areas of Downtown, including the following:

- Generally, buildings shall be oriented towards and have their main entrance on a street or open space.
- Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with evenly spaced vertical recesses or other architectural articulation and/or changes in material.

- Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings.
- Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies generally shall not be permitted.
- Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local Streets and/or Laneways, and not on Primary Streets.
- Front patios for ground-floor residential units, where appropriate, should be raised to provide for privacy and a transition between the public and private realms.
- All buildings downtown should be finished with high quality, enduring materials, such as stone, brick and glass. Glass should be transparent or tinted with a neutral colour. Materials that do not age well, including stucco, vinyl, exterior insulation finishing system (EIFS) and highly reflective glass, shall be strongly discouraged and may be limited through the implementation documents and by-laws.
- The massing and articulation of buildings twelve (12) storeys or greater shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline in which the Church of Our Lady retains visual prominence. Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the floorplates of floors above the eighth storey, where permitted, generally shall be a maximum of 1,000 square metres.

Policy 11.1.7.2.7 addresses above-grade parking structures, stating they should generally be accessed by from a Local Street, Secondary Street or Laneway and should be located in the middle of a block where possible, behind other uses fronting the street.

Two policies in the DSP apply specifically to the Plant No. 2 site, as well as 92 Ferguson Street. Policy 11.1.7.11.11 states that the Zoning By-law based on the Urban Design Master Plan may set out a maximum gross floor space index (FSI) for the site, and the calculation of gross FSI shall include lands to be dedicated for public uses but not include the built heritage resource if retained or structured parking. Policy 11.1.7.11.12 strongly encourages retention and adaptive re-use of the former Partridge Rubber Company factory, or significant portions of the building, recognizing it as a Built Heritage Resource and noting its potential to become a prominent landmark.

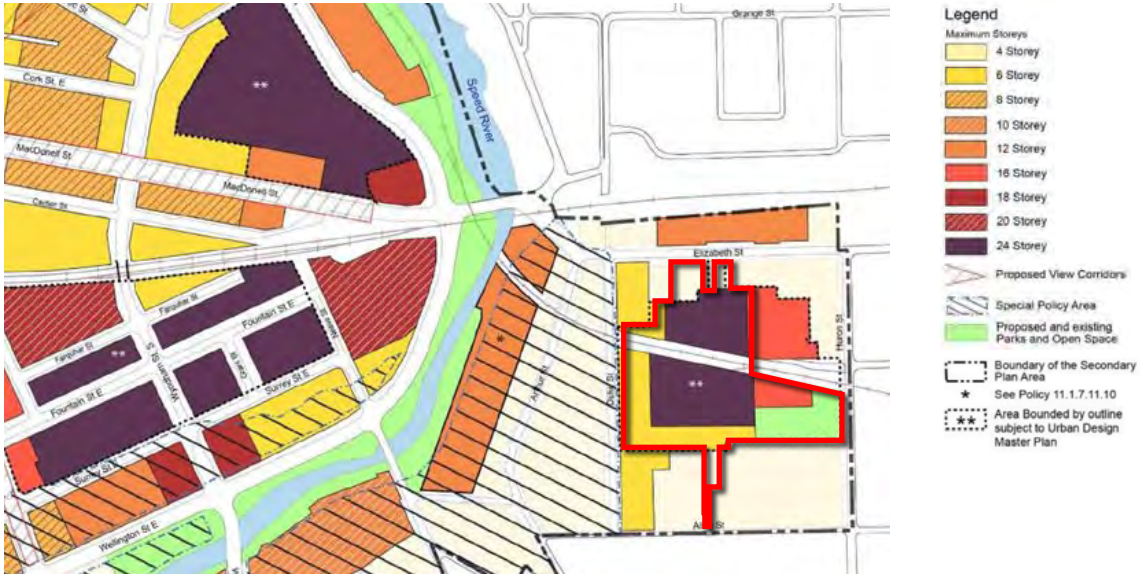


Figure 16. Downtown Secondary Plan Schedule D Maximum Building Heights (OPA 106)

3.3 Downtown Streetscape Manual and Built Form Standards

The Downtown Streetscape Manual and Built Form Standards were adopted by Council in 2014 and are intended to provide design direction for private development and City-initiated projects in the Downtown, including road reconstruction. The Streetscape Manual updates the city's streetscape standards, including those for street furniture, street lighting, street trees, dimensioning and material finishes. The Built Form Standards function as guidelines and provide direction for future updates to the City's Zoning By-law in implementing the Downtown Secondary Plan.

The Streetscape Manual aims to re-balance the allocation of space within Downtown's street rights-of-way to better prioritize pedestrians, cyclists and transit users. Of most relevance to the Plant No. 2 site, the manual classifies Elizabeth Street as a Primary Street intended to accommodate up to four vehicular lanes, bicycle lanes and wide sidewalks (see Figure 18).

Duke, Huron and Alice streets are classified as Local Streets, which are intended to have two travel lanes, parking on one or both sides, sidewalks with a minimum width of 2 metres, and street trees. Alice Street with a 12 metre right-of-way only accommodates two

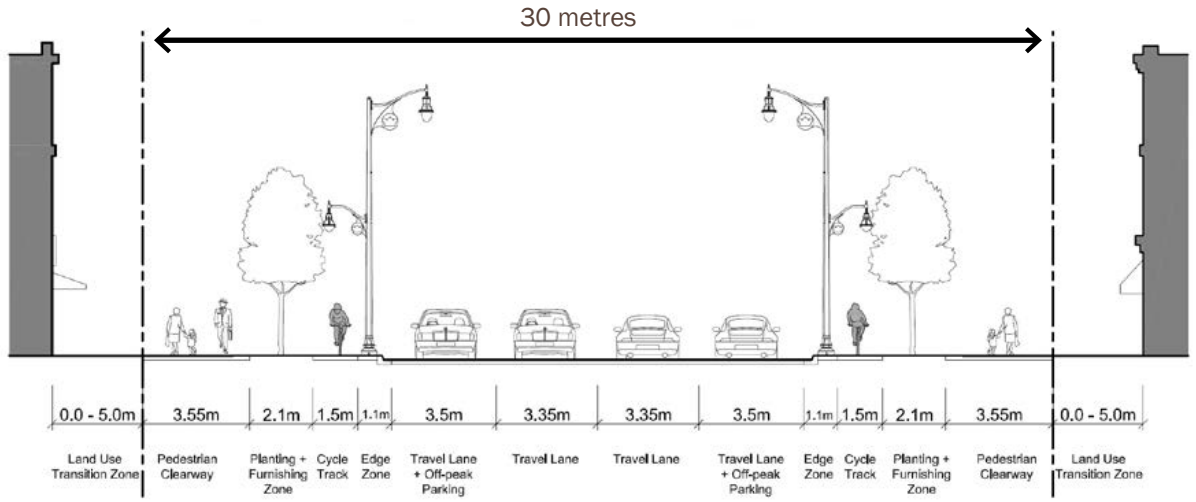


Figure 17. Primary Street Sample Section from the Downtown Streetsape Manual. This section illustrates a 30.2 metre right-of-way while Elizabeth Street is a 20-metre right-of-way that is planned to be widened to 24 metres)

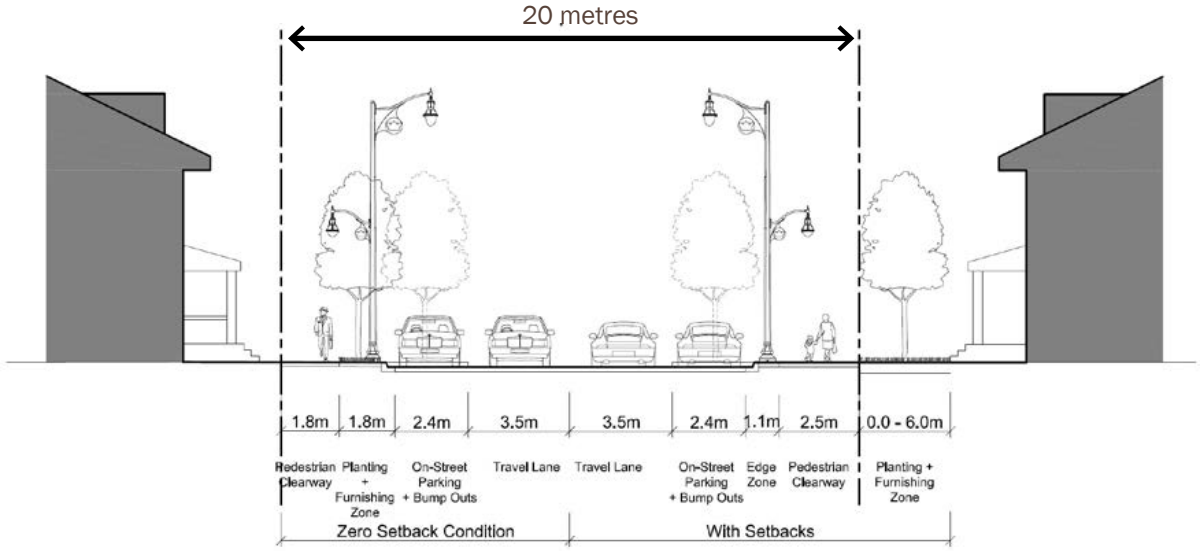


Figure 18. Local Street Sample Section

lanes of traffic and sidewalks on both sides of the street. The Built Form Standards identify Design Principles for six distinct Character Area in the Downtown and Performance Standards of site design and building design. The Plant No. 2 site is located in The Ward West Character Area, where the goal is to maintain the character of existing residential areas as intensification occurs on former industrial sites. The Design Principles for the area reinforce the applicable policies of the Downtown Secondary Plan.

The Performance Standards applicable to Built Heritage Resources, such as the former Partridge Rubber Company building on the site, include:

- Alterations may include treatments which are similar to the original building, or may include a contemporary and complementary design response as a counterpart to the existing building to emphasize a new building element.
- Setbacks and stepbacks of alterations should balance the look and form of the existing built heritage resources.
- Alterations to built heritage resources should include materials similar or complementary to those found within original building façades.
- Original windows should be preserved where possible, and replacement windows should reflect the original in style, type and material.
- Alterations or repairs to existing roofs, cornices and parapets should respect and complement the existing character of built heritage resources.

Site design Performance Standards most relevant to the site include:

- Setbacks generally should be consistent with those of neighbouring buildings.
- Open spaces should provide direct visual and physical connections to public streets, park, and open spaces, including adjacent pedestrian and cycling routes.
- On larger sites, use open space to provide mid-block connections, where desirable.
- Structured parking facilities, either above or below grade, are encouraged to reduce demand for surface parking and should be clad with high quality materials, and be wrapped with active at-grade uses.
- Loading and service areas generally shall be located in the interior of a development block, at the rear of building, where possible. Enclosed loading and servicing areas shall be encouraged.

Building design Performance Standards related to massing reinforce the built form policies of the Downtown Secondary Plan. Other standards relevant to the site include:

- Buildings should incorporate stepbacks where appropriate to maintain suitable building proportions, to mitigate the visual impact of height, and to create comfortable pedestrian conditions.
- Buildings should be articulated and detailed to achieve a high quality of design and to break up the continuity of the primary building facade.
- On streets with an exclusively residential character, line podiums with grade-related residential units with usable front entrances and windows to living spaces facing the street.
- If a podium building provides access to more than one tower or more than one use within a tower, ensure that the entrance to each is clearly identifiable, visible, and universally accessible from the public sidewalk.

3.4 Complete Streets Design Guidelines

The Complete Streets Design Guidelines were completed in May 2025 and implement the direction of the Transportation Master Plan to achieve a safe, sustainable and resilient transportation system.

The Complete Streets Design Guidelines provide direction on the design of streets, intersections and elements of the streetscape. The complete street approach to street design is intended to better balance the needs of all road users so that people can get around safely through various modes of transportation regardless of their age or ability.

Several street typologies are identified in the Complete Streets Design Guidelines. Relevant to Plant No. 2, Elizabeth Street is identified as a Downtown Primary Street, and Huron Street, Duke Street and Alice Street are identified as Downtown Local Streets.

Downtown Primary Streets are intended to support multi-modal movement and access to and through the Downtown. The typical section for the Primary Street typology includes two vehicular travel lanes, on-street parking, cycle tracks, street trees, sidewalks and space for transit shelters, as shown in Figure 19.

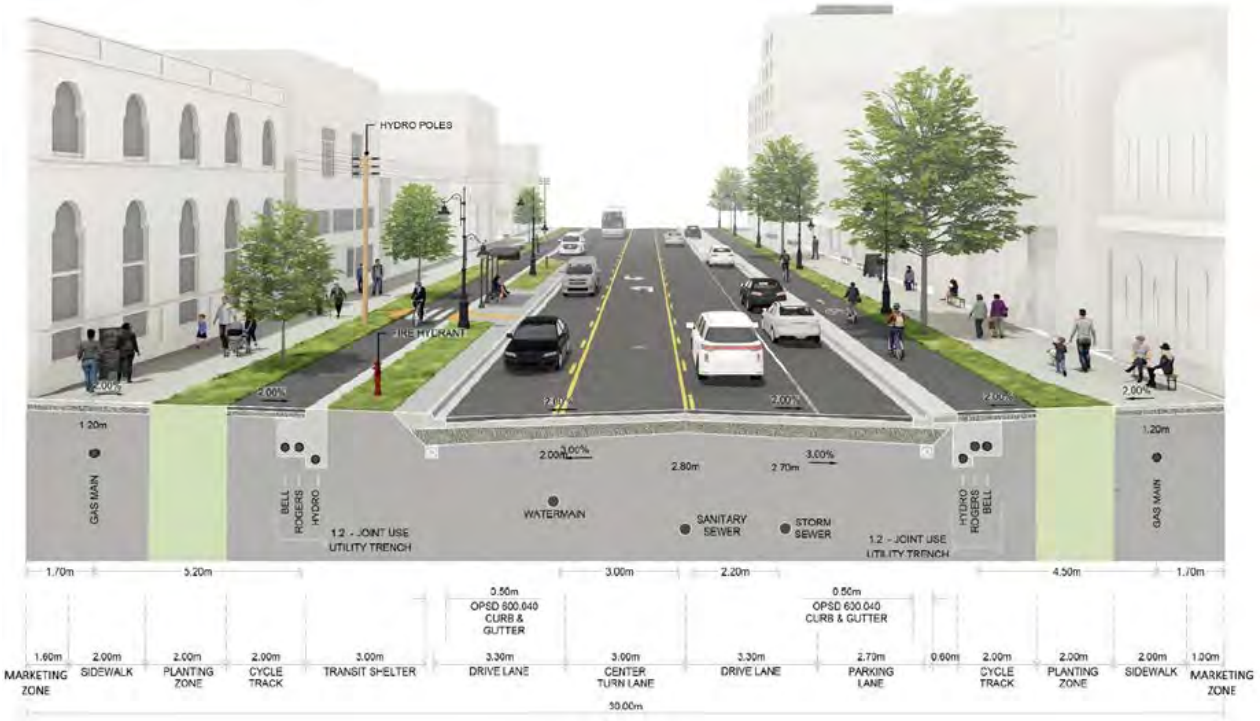


Figure 19. Downtown Primary Street Typical Section

Elizabeth Street currently has a 20-metre wide right-of-way and is planned to be widened to 24 metres, whereas the typical section indicates a right-of-way of 30 metres.

The Complete Streets Design Guidelines note that certain streets may not achieve the right-of-way width of the typical section, and a combination of factors will be considered when identifying the preferred street section. The typical sections provided are intended to be refined to respond to the unique characteristics of each street.

Downtown Local Streets have lower vehicular speeds and lower volumes of vehicular traffic. They are intended to support a pedestrian friendly environment that is also safe and comfortable for cyclists. The typical section for the Downtown Local Street typology includes two vehicular travel lanes, parking on one side, and generous boulevards with sidewalks and landscaping.

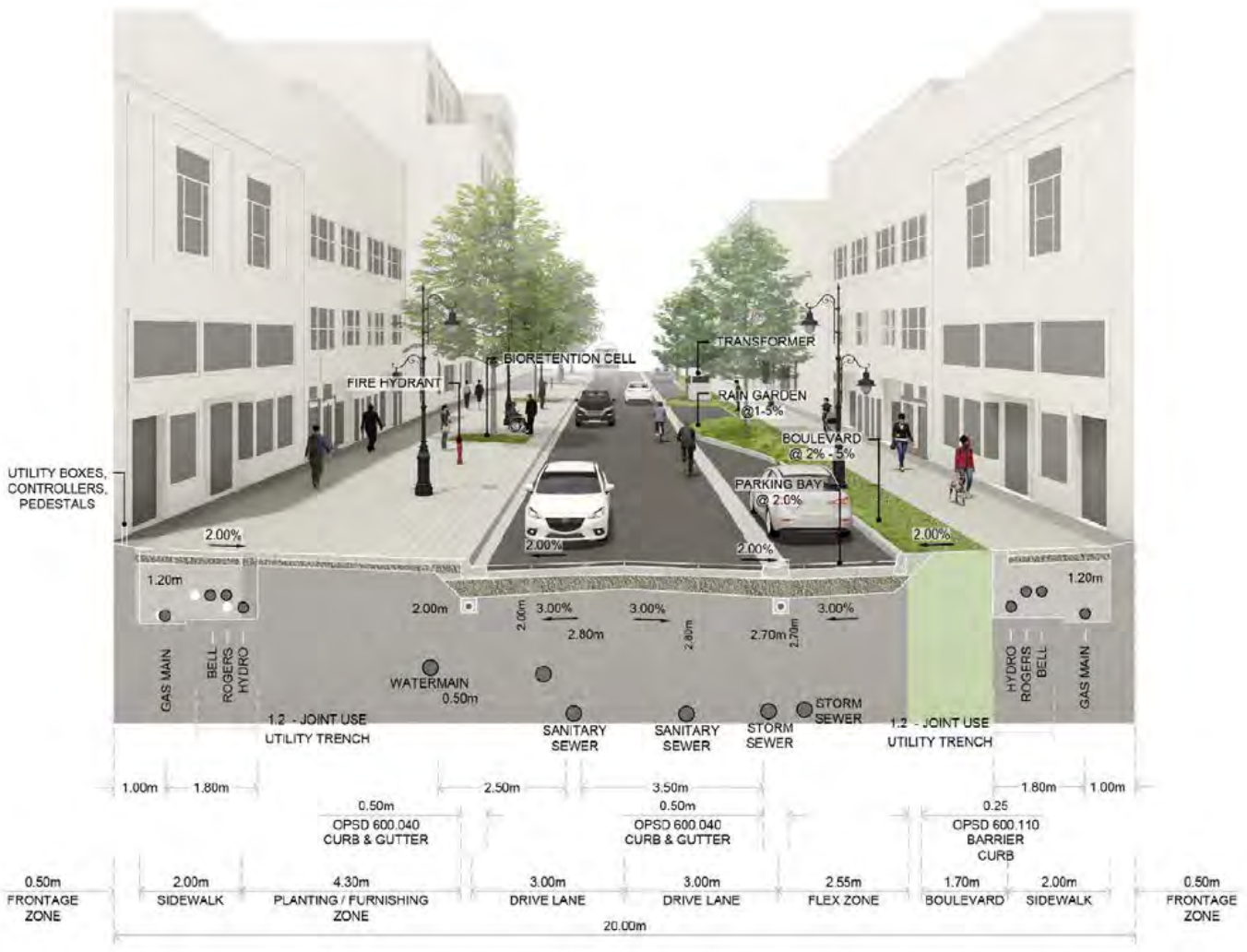


Figure 20. Downtown Local Street Typical Section

3.5 Ward West 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. An HCD Study was completed in April 2025 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 as far east as Morris Street, capturing the Plant No. 2 site. Council approved the study in June, and the City and consultant team will begin preparing The Ward West Heritage Conservation District Plan and Guidelines. Future development applications within the HCD will be subject to the policies of the plan and the guidelines.

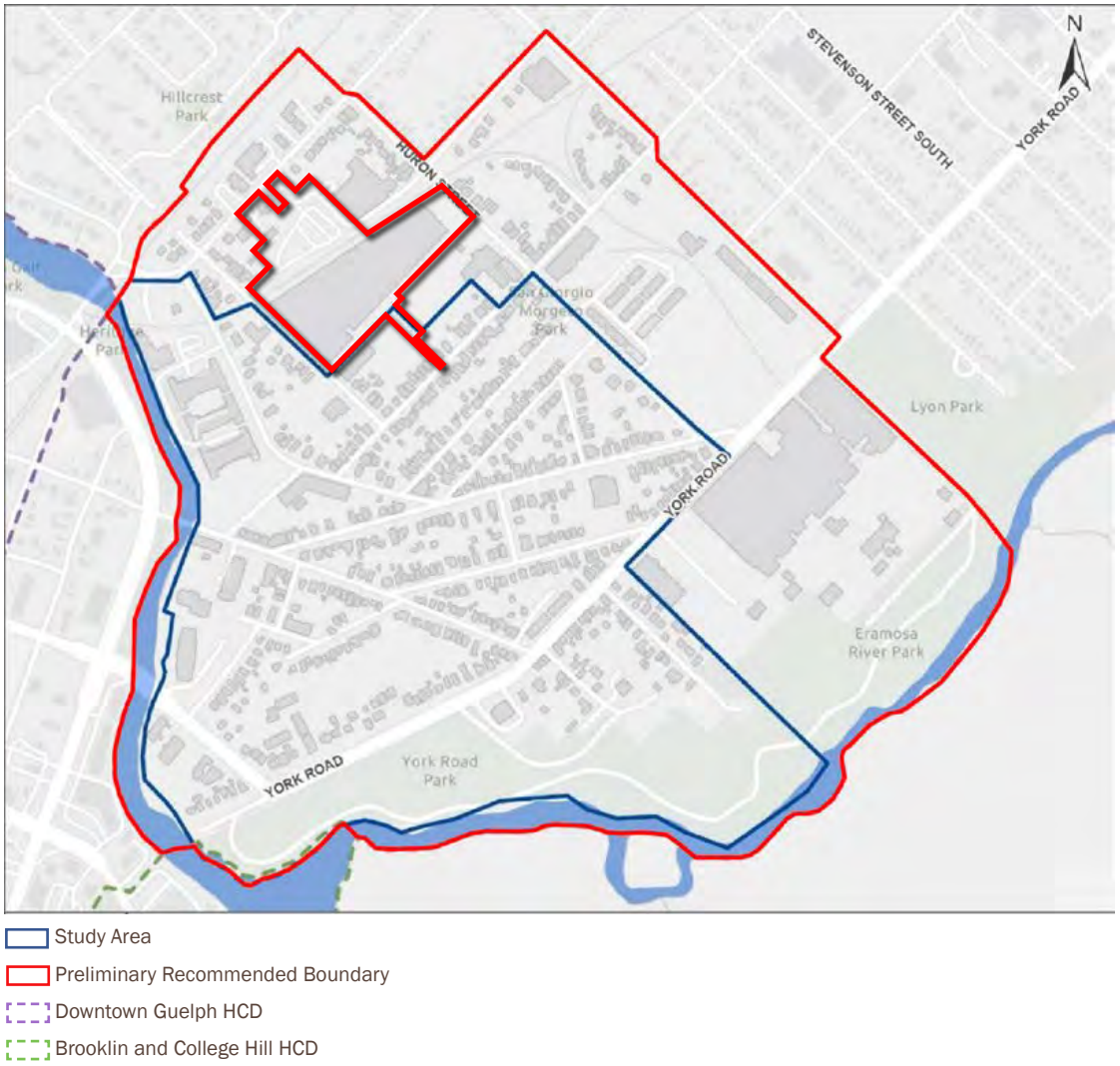


Figure 21. The recommended Ward West Heritage Conservation District boundary from The Ward West Heritage Conservation District Study

3.6 Guelph Trail Master Plan

The current Guelph Trail Master Plan (GTMP), updated in 2021, includes standards for accessibility and universal design, environmental protection, and active transportation planning, in addition to identify an existing and planned network of trails across the city. The GTMP highlights trails not just as recreational amenities, but also as key components of a complete and connected urban structure.

Map 3 of the GTMP identifies proposed trails, including the extension through the Plant No. 2 site of the existing trail parallel to the Guelph Junction Railway. As a Primary Trail managed by the City, it is intended to have a transportation focus, connecting major destinations and designed for year-round, multi-modal use. Primary Trails require the highest level of design intervention and must incorporate hard surfaces like asphalt or a firm and stable granular surface like compacted stone dust granular in some contexts. The preferred trail width is 3-3.5 metres, with the preferred width of the larger landscaped corridor being 10 metres.

Figure 22. Map 4 Trail Classification

Existing / Proposed
- Primary
- Neighbourhood Connector
- Secondary
- Stormwater Management Access
- Tertiary
- Third Party
- Desired Connection
- TMP Spine Cycling Network
- Multi-use Path or Cycle Track
- Bike Lane or Route (Existing/Planned)
- City Park
- Natural Heritage System

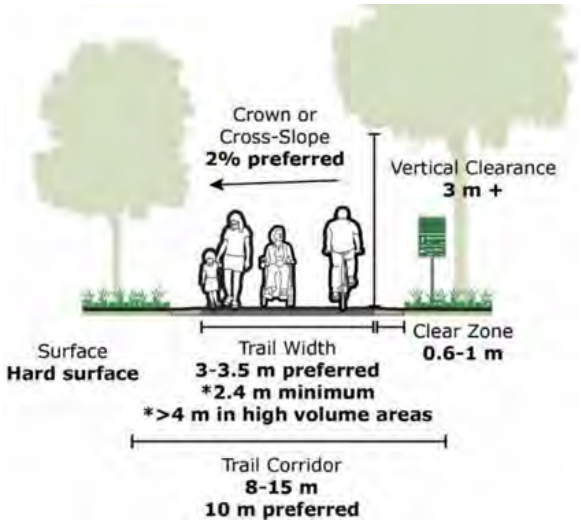


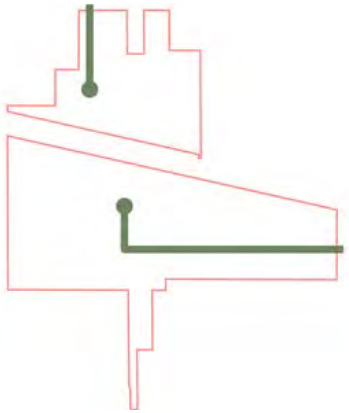
Figure 23. Primary Trail Cross Section

CHAPTER 4 DEVELOPMENT CONCEPT

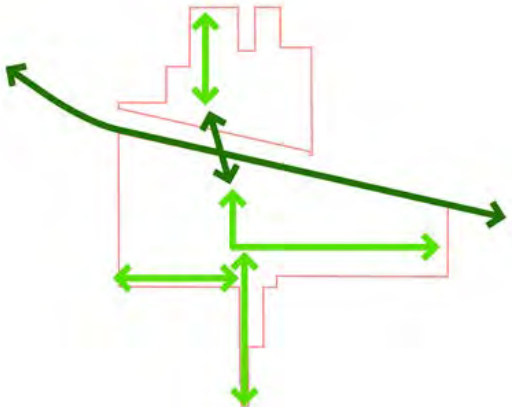
4.1 Guiding Principles

Informed by the previous sections and reflecting input from the community, guiding principles and corresponding "big move" diagrams lay the foundation and establish a framework for the proposed development concept and design guidelines for the Plant No. 2 site.

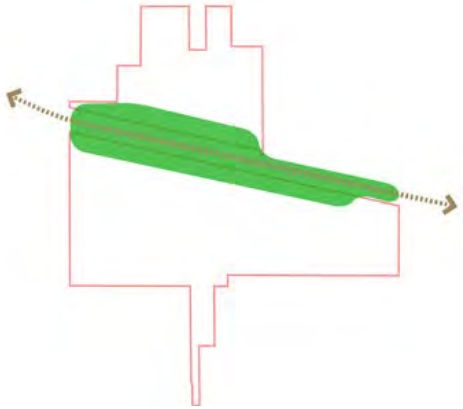
1 Provide new private streets from Elizabeth and Huron streets for access to developments and additional frontages



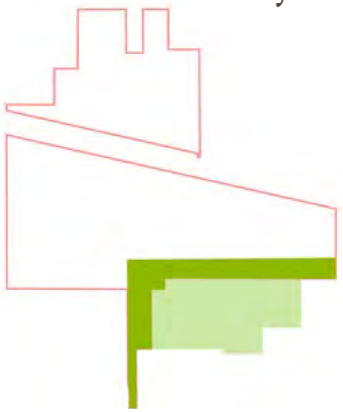
2 Open up the site with inviting, seamless and accessible public connections for pedestrians and cyclists



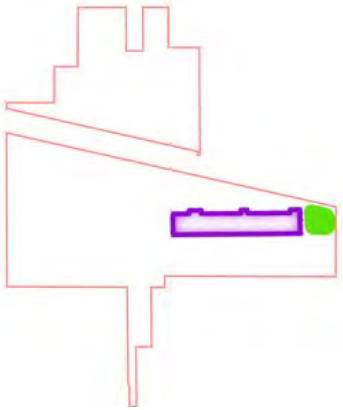
3 Create a unique City park on private and public lands in the rail corridor



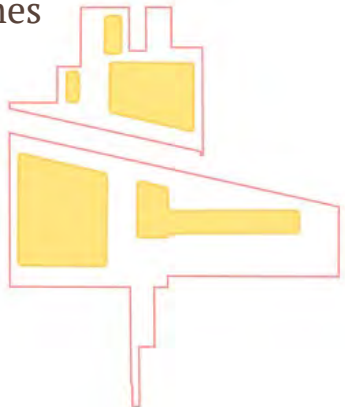
4 Working with the WCDSB, enhance the Sacred Heart schoolyard with more land and amenities for students and, after school hours, the broader community



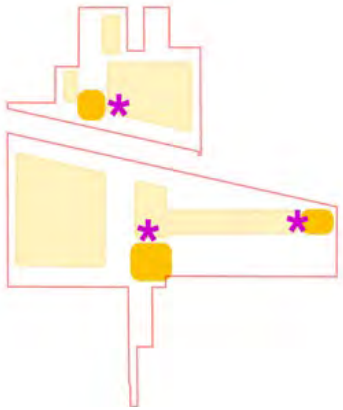
5 Conserve and adaptively reuse the historic factory building, adding a flexible gathering space on Huron Street



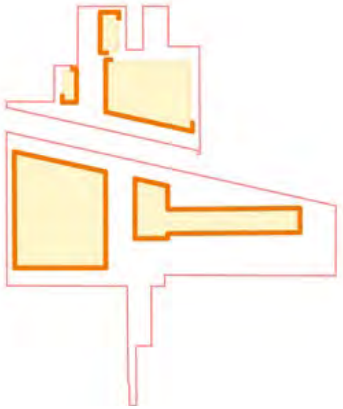
6 Accommodate a mix of housing types and sizes to meet the needs of a wide range of households with varying incomes



7 Explore opportunities for appropriate small-scale commercial amenities to enliven adjacent open spaces



8 Reflect the historic character of The Ward in new buildings



9 Viably incorporate best practices in sustainability and environmental design

4.2 Overview

The proposed development concept sets low-rise, mid-rise and tall residential buildings within a generous open space network that integrates the development with the surrounding Ward neighbourhood and invites the community into the site.

The concept plan includes seven buildings that range in height from 2 storeys to 23 storeys, with the tallest buildings located at the centre of the site transitioning to lower building heights at the edges—4 storeys along Elizabeth Street and 3 storeys along Duke Street. The 3-storey historic building fronting Huron Street will be retained and converted to residential uses, with up to 2 additional storeys proposed.

The buildings will be primarily residential with opportunities for small-scale commercial and community uses serving the neighbourhood in ground-floor spaces oriented to public spaces. The buildings are envisioned to contain a mix of apartment sizes from studios to three-bedroom units, with a significant proportion of larger units suitable for families with children. Most residential units on the ground level will have entrances on streets or public open spaces. The buildings in the concept could accommodate approximately 800-850 units in total. The estimated unit count uses a series of assumptions related to the unit mix, unit sizes and formats. The amount of units could change based on the detailed design of individual buildings.

A variety of proposed open spaces within an interconnected public realm will nest the buildings in an attractive, green setting and accommodate a range of amenities for the community. A unique new neighbourhood park will straddle both the GJR railway and a multi-use path connected to the city-wide trail network, taking advantage of generous building setbacks to accommodate active recreation and places for passive enjoyment. On Huron Street, a multi-purpose square will have landscaping, seating and space for community events.

South of the historic factory building, the grounds of Sacred Heart School will be expanded to accommodate additional amenities for students and the public. Careful landscaping along the north and west edges of the schoolyard instead of fencing will make the space accessible to the community after schools hours and in summer.

A network of new streets and pathways will provide access into and through the site. Main vehicular entrances are proposed on Elizabeth Street and Huron Street, with a secondary vehicular entrance to structured parking proposed on Duke Street. A proposed tree-lined private street accessed from Huron Street, designed to look and feel like a public street, will provide access to parking, loading and pick-up/drop-off for all buildings on the site's south parcel and will also accommodate visitor parking. A private street from Elizabeth Street will provide access to the main entrances of building on the north parcel while a second driveway will provide access to parking, loading and servicing areas (and provide access to the industrial use at 92 Ferguson Street via the existing easement).

A landscaped mews from Duke Street will provide public access for pedestrians and cyclists to the heart of the south parcel and accommodate emergency vehicles. A pathway from Alice Street will make the site accessible from the south for pedestrians and cyclists.

The proposed development concept, described in more detail in the sub-sections that follow, is fully aligned with the objectives of the Downtown Secondary Plan. Redevelopment based on the concept will contribute significantly to the growth of Downtown and add new housing options and amenities to The Ward.

Figure 24. Concept Plan

**See addendum for the updated concept plan that includes 39 Elizabeth Street.*

Key Statistics	
Site Area	3.9 ha
New Gross Floor Area (GFA)	85,200 sq m
Total GFA (including heritage building)	91,300 sq m
Unit Estimate	800 - 850 units *
Density	2.2 Floor Space Index (FSI) (New GFA / Site Area)
Resident & Visitor Parking	~1,000 structured spaces 1.2 spaces per unit
Bicycle Parking	~1,000 spaces (long-term & short-term)
Parkland Dedication	3,910 sq m (10% of the site)
Total Public Realm	17,400 sq m (44% of the site)
Development Area	21,700 sq m (56% of the site)

* Unit estimates are based on assumptions related to the unit mix, unit sizes and formats that could change based on the detailed design of individual buildings.

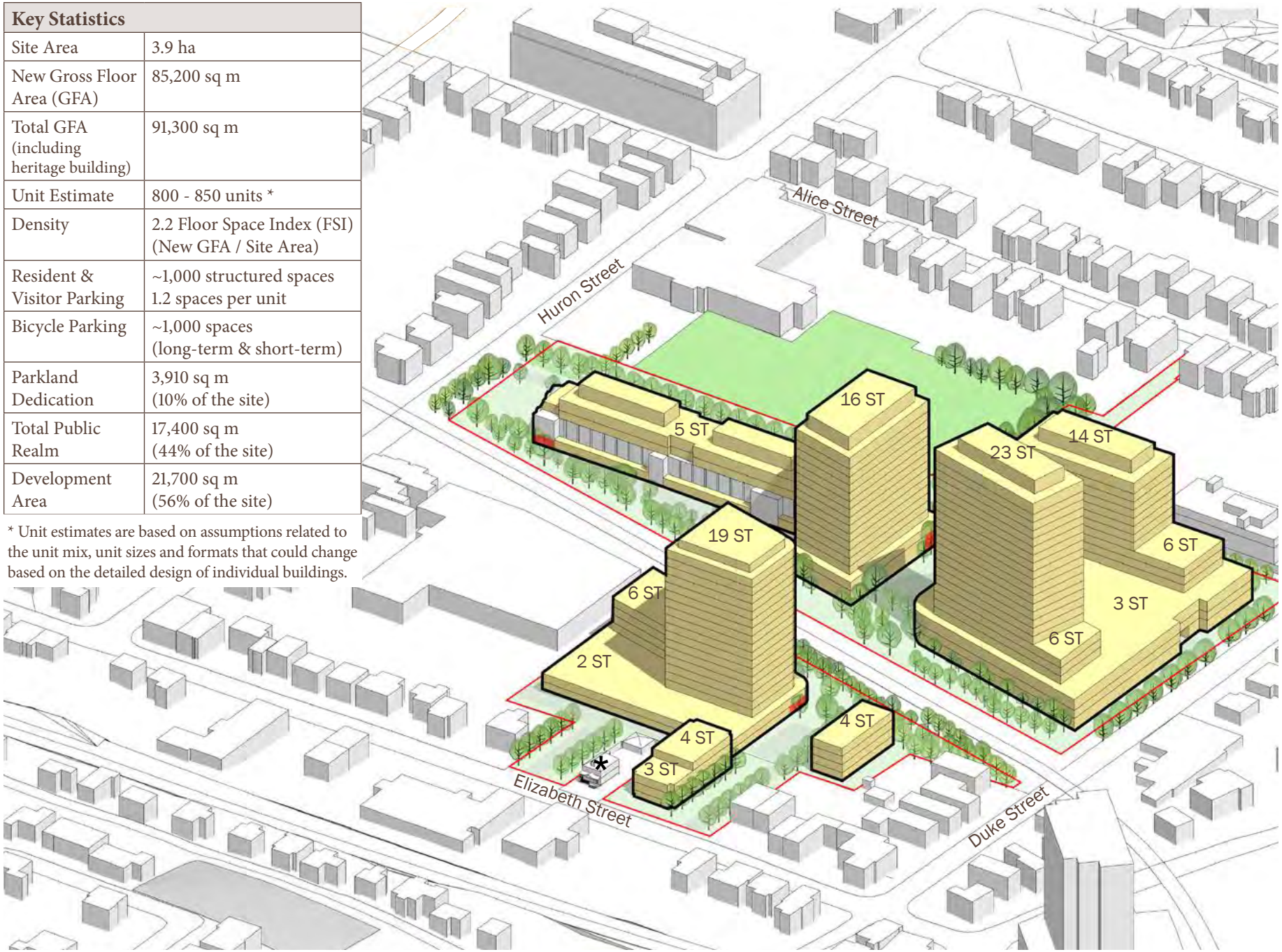


Figure 25. View Looking East

*See addendum for the updated north block concept plan and development stastics.

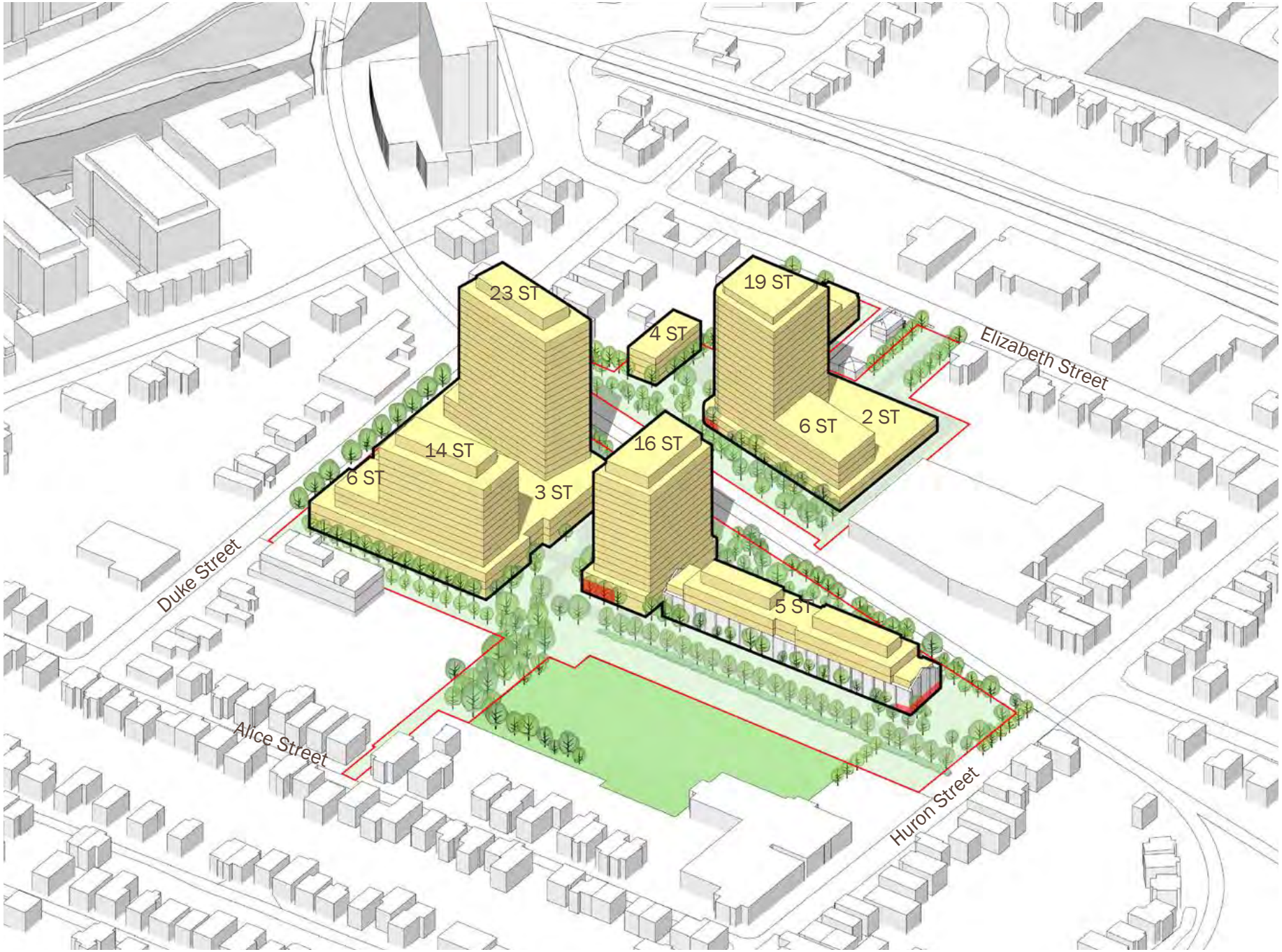


Figure 26. View Looking West

4.3 Public Realm Framework

The proposed public realm framework comprises an interconnected network of open spaces, pathways and streets that tie future development to the surrounding neighbourhood, accommodate a range of amenities, and enhance Downtown's tree canopy and overall ecology. The development concept incorporates three main public realm elements—the Eco-Park, an Enhanced Sacred Heart Schoolyard, and Huron Square.

Combining public land on either side of the Guelph Junction Railway train tracks with parts of the required setbacks to new residential buildings creates an opportunity for a unique neighbourhood park. The **Eco-Park** will accommodate lush plantings representing native regional ecologies, places to sit and socialize, public art, and recreational amenities potentially objects for nature-based play, swings, fitness equipment and chess tables. The train track and a multi-use path extending the existing path west of Duke Street will run through the middle of the park.

The dedication of additional land along the southern edge of the site will facilitate an **Enhanced Schoolyard** for Sacred Heart School that, through collaboration between the WCDSB and the City, will also be open to the broader community after school hours and in summer. A shared use agreement will be put in place at the appropriate time and will address maintenance, liability, and enforcement responsibilities to ensure the objective of a shared space that feels welcoming and safe is achieved. The enlarged space will accommodate an improved playing field, a new playground and more space for hard surface games. Trees and other landscaping will define the boundaries of the schoolyard.

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. The edges of the square will be landscaped with trees and other plantings and have places to sit and socialize. The middle may be used for short-term customer parking much of the time, but the space will be designed to be closed to vehicles at times to accommodate markets, fairs or other community events.

In addition to the three main open spaces, the public realm also includes plazas on both the north and south parcels and tree-lined private streets with public access for pedestrians and cyclists. A publicly-accessible pedestrian mews and a multi-use path on the south parcel will provide access to the site via active transportation from Duke Street and Alice Street, respectively. The final pieces of the public realm are the streetscapes of Elizabeth, Duke and Huron street where they meet the site. These will be improved with new street trees and sidewalks in accordance with City standards.

The proposed public realm framework for Plant No. 2 support the objectives of the Downtown Secondary Plan to ensure new open spaces that meet the needs of existing and future residents are created as intensification occurs. The framework also aligns with the goal of more mid-block pedestrian connections and green spaces that contribute to an ecologically diverse and healthy Downtown.

Figure 27. Public Realm Framework

**See addendum for the updated concept plan that includes 39 Elizabeth Street.*

4.4 Transportation

4.4.1 Access, Circulation and Parking

As described in Section 4.3, the proposed concept plan emphasizes access and connectivity for pedestrians and cyclists, recognizing that destinations in the heart of Downtown are within a short walk or bike ride from the site. In addressing the needs of drivers, vehicular access and circulation has been designed to minimize traffic impacts on neighbourhood streets and prioritize the needs of pedestrians and cyclists.

The main vehicular access points are located on Elizabeth Street for the north parcel and Huron Street for the south parcel. The north parcel includes two vehicular access points from Elizabeth Street. The western most access serves as the main address and entrance to the development for pick-up and drop-off. This vehicular access will be a private street designed to look and feel like a public street with a sidewalk and street trees. This access point ends in a turn-around sized to accommodate pick-up and drop-off by personal vehicles and paratransit. The eastern vehicular access point on Elizabeth serves as a driveway to structured and underground parking as well as servicing and loading areas within the podium for the single tower on the north parcel. This driveway will also provide vehicular access to 92 Ferguson Street under an existing easement agreement.

The south parcel will have its main vehicular access from Huron Street via a private street also designed to look and feel like a public street. "Huron Lane" will provide access to all building entrances, parking ramps, and loading and servicing areas on the south parcel. It will also facilitate pick-up and drop-off at the entrances to all four buildings, terminating in a turnaround at the centre of the south parcel. Loading and servicing functions will take place within the building. A multi-use path across the rail corridor will connect the turnarounds at the ends of the two private streets for a seamless pedestrian experience.

Both Elizabeth Lane and Huron Lane private streets will be designed to prioritize traffic calming through urban design and transportation industry recommended practices. The interface with public spaces (school, park, and public streets) and cycling pedestrian desire lines are priority areas to ensure compatibility with guidelines and consideration for vulnerable road users travelling within or through the site.

A secondary entrance to the south parcel will be located on Duke Street, providing direct access to parking and servicing within the podium on the south parcel's west block. The parking garage will also be accessible from Huron Lane. The proposed mews on the south side of the west block will be pedestrian-only while also being designed to provide access for emergency vehicles. The proposed mews aligns with the mid-block pedestrian connection through the Arthur Street parking lot, which leads to the River Walk along the Speed River on the west side of the Metalworks development.

The proposed network of local streets and other connections aligns with the intent of the Downtown Secondary Plan to provide east-west and north-south connections through the site for pedestrians and cyclists. The DSP identifies a local north south street across the rail line within the site. This was explored with Guelph Junction Railway and determined to be undesirable because introducing a new crossing would require closing an existing public street crossing at Duke Street or Huron Street. Furthermore, the capacity of Duke Street is limited given how close its

intersection with Elizabeth is to the Arthur Street intersection. Huron Street is more appropriate for a street connection into the south parcel since it has better connections to Elizabeth Street, where the existing pedestrian signal will likely be upgraded to a full signal in the future. Huron Street also provides access to York Road (arterial) via a short segment of Ontario Street.

Parking in the development concept is located primarily on a single underground level across most of the site and above ground within the tower podiums on both parcels. A limited amount of surface parking is proposed on the north side of the heritage building, and on-street parking is proposed on the private street network for flexible use. Huron Square may also be considered to accommodate a limited amount of customer parking needed by businesses that may locate on the ground floor of the heritage building. The streetscape improvements on Duke Street and Huron Street that will happen with development will add on-street parking spaces.

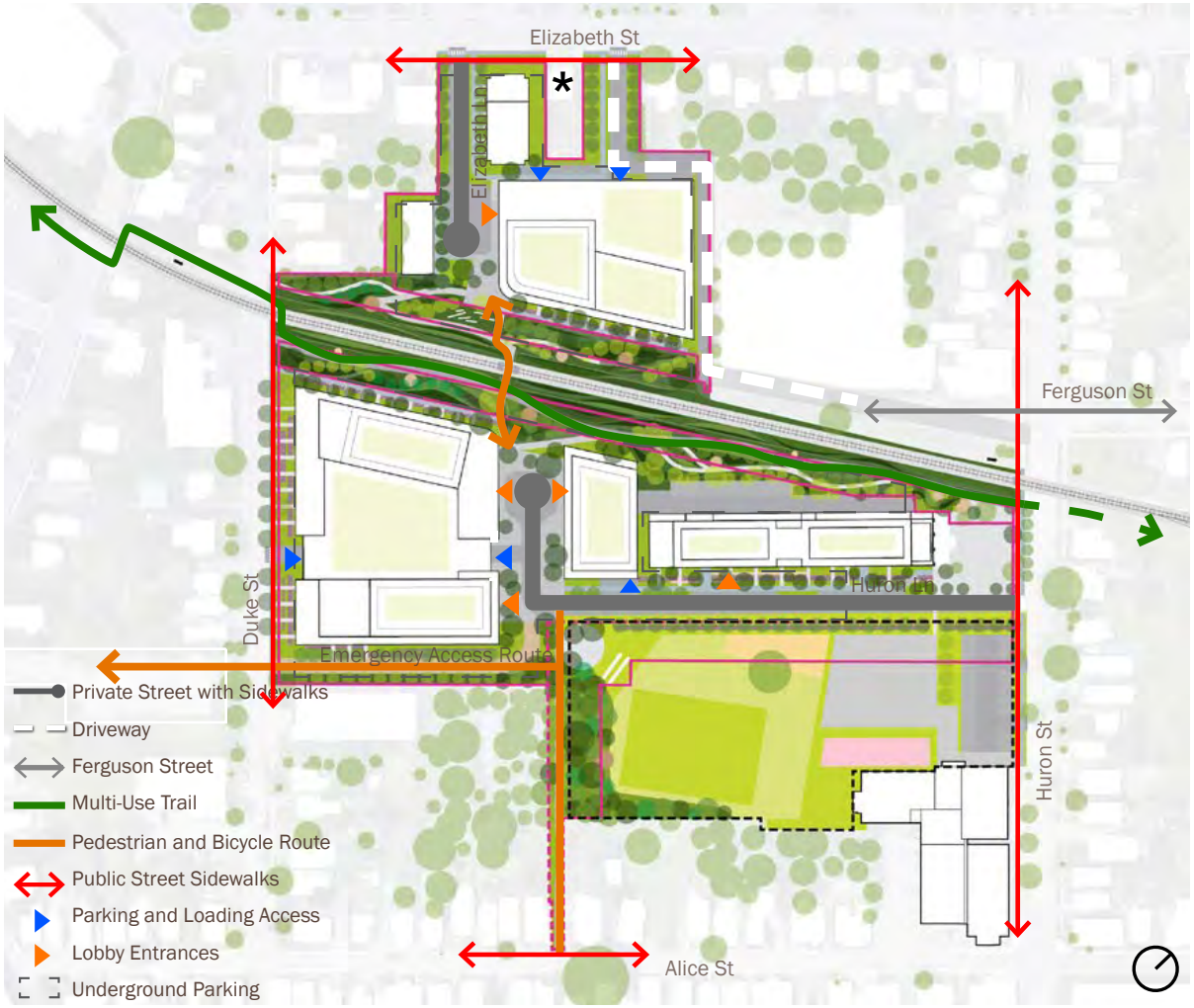


Figure 28. Access, Circulation and Parking

**See addendum for the updated concept plan that includes 39 Elizabeth Street.*

The Site is compatible with and directly contributes to the City's long-term objectives for transit oriented development and improved cycling facilities identified in the Downtown Secondary Plan (DSP) and Transportation Master Plan (TMP).

The Project Team will work with the City as part of future technical studies for the Site to identify how the development will interface with the City's planned objectives and vision for the downtown street and trail system (e.g. Elizabeth Street Primary Street and Guelph Junction Railway trail).

The following projects are either already planned by the City or recommended through a review of the area to enhance access to The Ward community and to improve safety for vulnerable road users. These enhancements are promote a shift in transportation modes within Downtown and are compatible with transit-oriented development as part of the City's long term goals and the characteristics of an Major Transit Station Area (MTSA).

Macdonell Bridge and Allan Structures EA

Macdonell Bridge and Allan Structures EA identifies a reconfiguration of Macdonell intersections on either side of the Speed River to incorporate dedicated cycling facilities and introduces a new bridge for active transportation across the Speed River aligned with the Guelph Junction Railway.

Elizabeth Street Signalization at Huron Street

Elizabeth Street is currently a partial signal at Huron Street to facilitate pedestrian crossings. Through a review of the Site's opportunities and constraints, Elizabeth Street was identified as an ideal location for a fully signalized intersection to improve access within The Ward at a location that is well-spaced from upstream and downstream signals.

Elizabeth Street

Elizabeth Street is identified by the City's TMP for transit priority measures and All Ages and Abilities bike facilities.

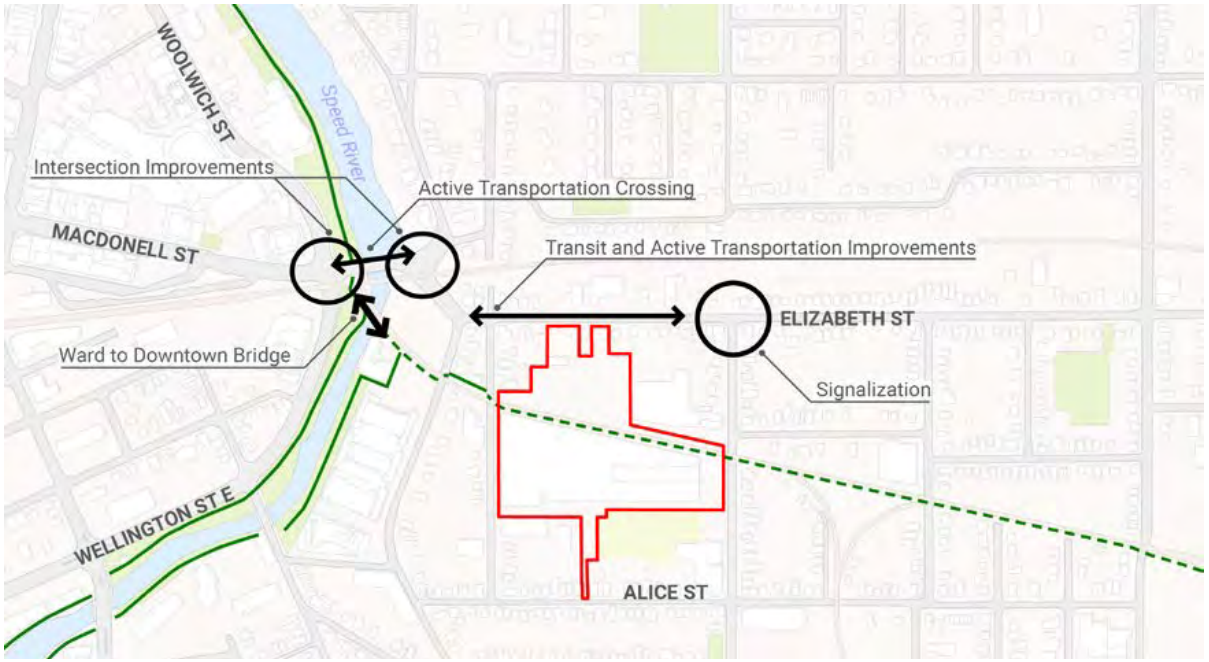


Figure 29. Planned and recommended transportation projects in the surrounding area

4.4.2 Traffic Impacts

The travel characteristics of the proposed development have been estimated based on existing Transportation Tomorrow Survey data to understand how and where residents are travelling to/from Downtown. Sixty-five percent of residential trips are anticipated to be by car and the remaining 35% by walking, cycling and public transit.

The City-wide Transportation Master Plan (TMP) mode share targets to 2051 are 58% auto and 42% by walking, cycling and public transit, with a focus on shifting to greater public transit use. Downtown Guelph (MTSA) is already experiencing a comparable auto mode share to future targets and is likely to experience a lower auto mode share than City-wide targets over time.

About half of the trips by residents in Downtown have destinations within the city. The remaining trips are split between regional destinations west to Kitchener-Waterloo, Cambridge, Brantford, south to Hamilton, Burlington, and east to the GTA.

The development concept for the site contemplates up to 850 units, equivalent to 275 auto trips during the afternoon peak hour and 145 trips by walking, cycling or transit. This is expected to shift towards less auto and more

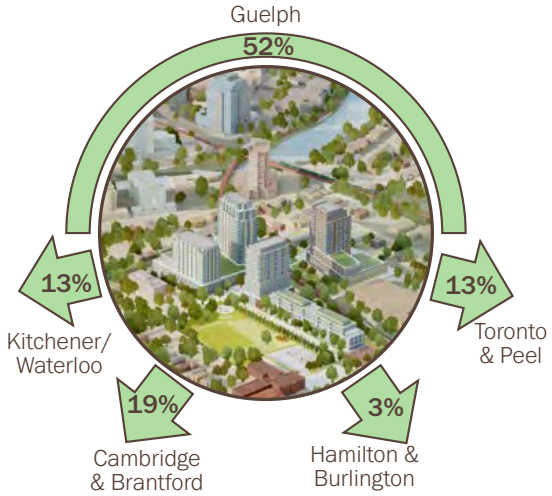


Figure 30. Travel destinations for residents of Downtown Guelph

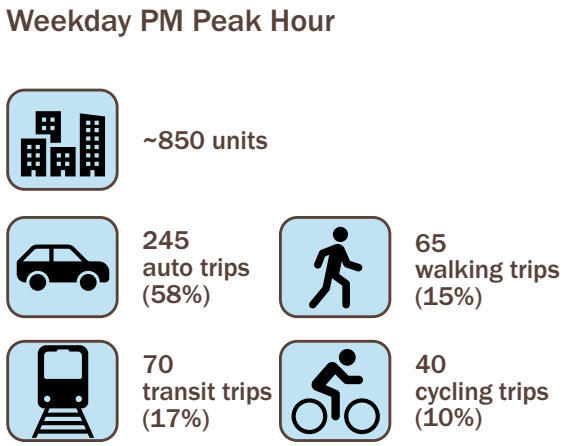


Figure 31. Future travel characteristics of Plant No. 2 residents

non-auto trips as investments in transit and active transportation infrastructure by the Province and City are realized. These include, but are not limited to:

- Service improvements to the Kitchener GO Line and Guelph Transit will improve options for residents to travel both locally and regionally by transit.
- Elizabeth Street Modifications for Cycling (TMP) to improve access for residents with all ages and abilities cycling infrastructure.
- New Pedestrian Bridge across the Speed River and Intersection Improvements at Macdonnell Street/Elizabeth Street/Arthur Street (EA) to improve safety for vulnerable road users and provide direct access for pedestrians and cyclists across Downtown, tied into the rail trail proposed through the site.
- As part of re-envisioning of Elizabeth Street and consideration for future access, a full signal is also recommended at Huron Street/ Elizabeth Street (currently a pedestrian signal).

The site was formerly occupied by Plant No. 2 (and No. 3) that had, at its 1995 peak, 250 daytime employees as well as 175 evening employees. The parking lot at 45 Elizabeth Street serviced all plants and provided about 310 spaces. It's likely the number of auto trips in the peak hour was much higher than what is estimated for the concept plan. In addition, the site also had significant truck activity, with over 150 trips per day (75 trucks in and out). Based on employee/parking information and shift changes, vehicle activity during the weekday afternoon peak hour was likely higher than what is anticipated for the concept plan (Figure 31), with substantially higher truck activity.

4.5 Built Form

4.5.1 Massing and Transition

The proposed development concept includes a mix of residential built forms, including stacked townhouses, a low-rise apartment building, a mid-rise apartment building (converted from a historic industrial building), and high-rise buildings in a tower-and-podium form.

The north block includes a centrally located 19-storey residential building with a 4-storey wing on the east side, along the rail corridor. The tower and wing sit on a 2-storey podium to provide a transition to the existing houses to the north and accommodate residential uses on the west and south sides (and potentially a small commercial use at the corner) as well as parking. A 3-metre step-back above the second storey supports a comfortable pedestrian realm in the adjacent open spaces and is generally consistent with the built form policies and standards for Downtown.

The north parcel also includes a 4-storey apartment building on Elizabeth Street that steps down to 3 storeys to better align with existing heights along the street. Stacked townhouses with a total height of 4 storeys help to frame the plaza overlooking the future park while providing a transition to the existing homes on Duke Street.

Residential towers of 14 and 23 storeys on a 3-storey podium are proposed on the south parcel's west block. The podium frames adjacent streets and open spaces, respects the scale of existing houses on Duke Street, and accommodates street-related units on the west and south sides and park-related units on the north side. The two towers incorporate height transitions toward Duke Street, stepping down to 6-storey portions of the building and then stepping down again to the podium. The proposed minimum step-back above the podium is 9 metres, and another minimum step-back of 9 metres is proposed above the 6th storey.

The significant distances to the houses on Alice Street to the south and to those on Duke Street to the north and south substitute for height transitions in those directions.

The south parcel's east block contains the existing heritage building, which will be renovated and adaptively reused for mostly residential uses. The existing structure has been studied for its capacity to carry additional loads and can handle two additional storeys without major reconstruction of the concrete frame. The resulting 5-storey building, with a small step-back above the third storey, will provide a strong edge to the enhanced schoolyard. The conserved and expanded heritage building will provide a gentle transition to the proposed 16-storey building at its west end, which has a 2-storey podium.

The proposed floorplates for all four towers are 1,000 to 1,100 square metres. Although this slightly exceeds the general limit of 1,000 square metres in the DSP and Built Form Standards, flexibility is recommended to support optimal unit layouts and affordability. With generous separations of at least 25 metres between all proposed towers, the additional impacts from modestly larger buildings will be negligible.

The built form approach to the development of locating the tallest buildings towards the centre of the site and providing transitions to low heights at the site's edges is generally consistent with built form policies and standards for Downtown and will ensure any adverse impacts of the towers on privacy, sunlight access, sky views and the pedestrian experience will be minimal.

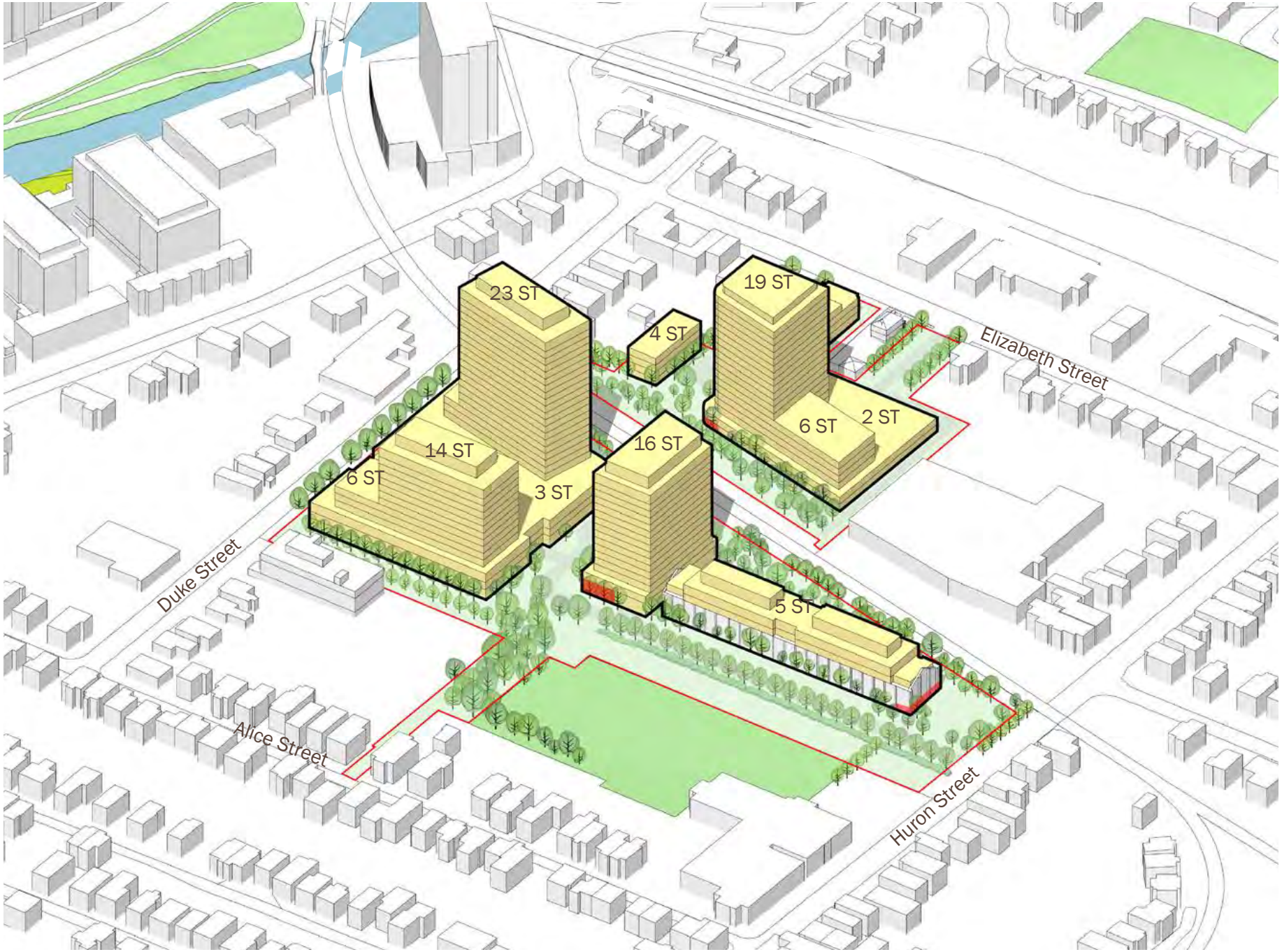


Figure 32. Built form massing approach

4.5.2 Sun and Shadow Study

The following pages illustrate the shadow impacts of the proposed development concept on the surrounding areas at the selected test times of 10 am, 12 pm, 2 pm and 4 pm on April 21, June 21 and September 21.

The sun and shadow study shows that the central tower locations would result in minimal shadow impacts on residential amenity areas, the proposed Eco-Park and other public spaces.

The City's Sun and Shadow Study Terms of Reference state that shadow impacts should maximize the use of yards, decks, rooftop patios during the spring, summer and fall.

The backyards of properties on Elizabeth Street and Duke Street would be shadowed by buildings in the proposed concept at 10:00 am in spring, summer and fall, but the shadows would be gone by noon. Most properties would not be shadowed by the proposed concept for more than two consecutive test times at the assessment points identified in the terms of reference—the centre point of decks and 3 metres from the midpoint of a rear wall. Only two neighbouring residential properties on Elizabeth Street will be affected by afternoon shadows from the proposed concept in spring, summer and fall and only for short periods.

Common amenity spaces on the roofs of proposed podiums on the north and south parcels, depending on the location and size of the spaces, may be partially shadowed for much of the day in spring, summer and fall. Afternoon impacts on the west block podium would be minimal in the afternoon.

The shadow impact criteria identified in the terms of reference for places where children play aims to allow for a balance of sun and shade between the hours of 10 am and 2 pm, or an alternative time period determined to be the times of prime use. The proposed buildings would not cast shadows on the enhanced schoolyard at most test times, although trees on the west and south sides of the schoolyard would cast shadows.

The proposed Eco-Park would by partially shaded in the mornings but would be in full sun or mostly full sun for much of the afternoon in spring, summer and fall, the part of the day when more people are likely to use the park space. Huron Square will be in full sun throughout the morning and will be partially shaded in the afternoon, with longer shadows occurring in the late afternoon in the fall.

Shadow impacts on Huron Square will be minimal, only covering much of the square in late afternoon in fall and early spring (and in winter).

The proposed concept would result in full sun on the sidewalks of the adjacent streets on September 21 after 11 am.

Spring - April 21st

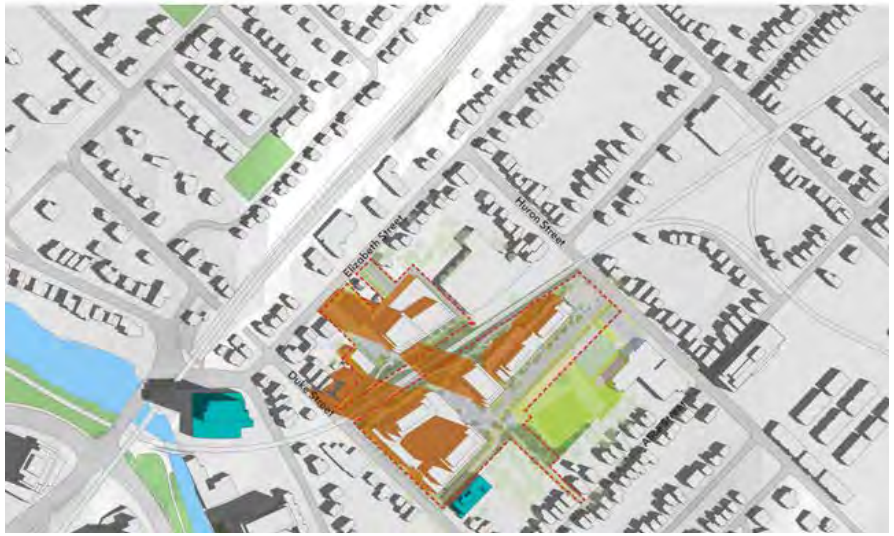


Figure 33. April 21 10 am

Figure 34. April 21 12 pm

Figure 35. April 21 2 pm

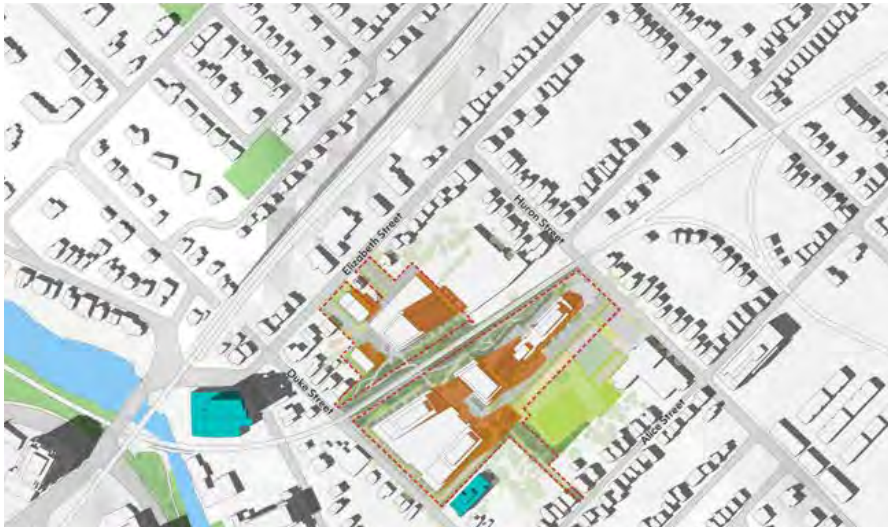


Figure 36. April 21 4 pm

Summer - June 21st

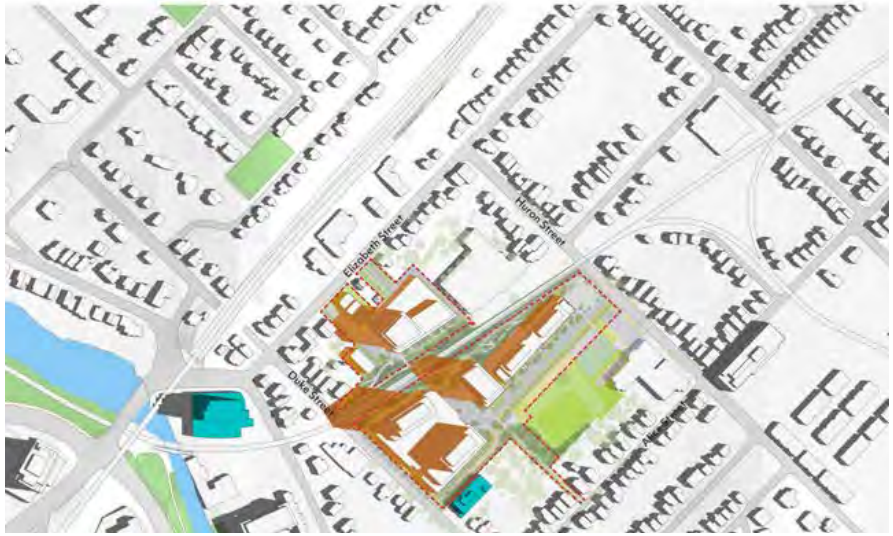


Figure 37. June 21 10 am

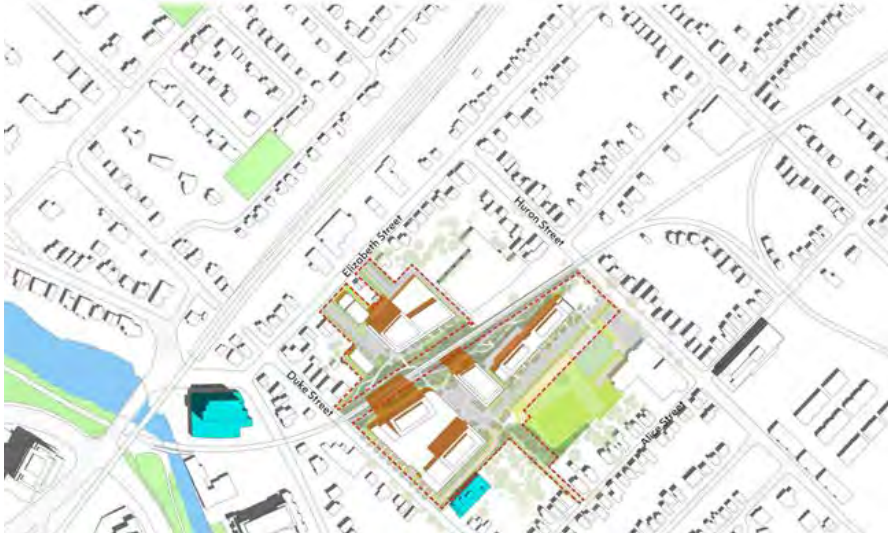


Figure 38. June 21 12 pm

Figure 39. June 21 2 pm

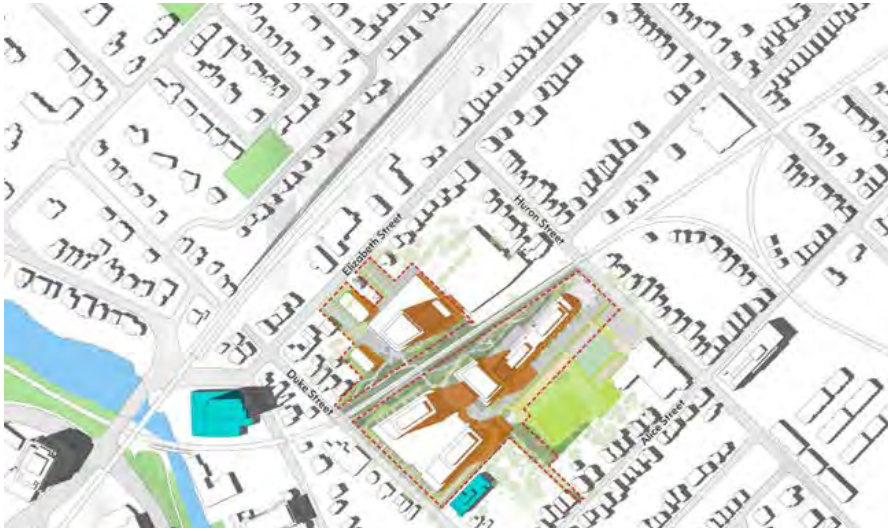


Figure 40. June 21 4 pm

Fall - September 21st

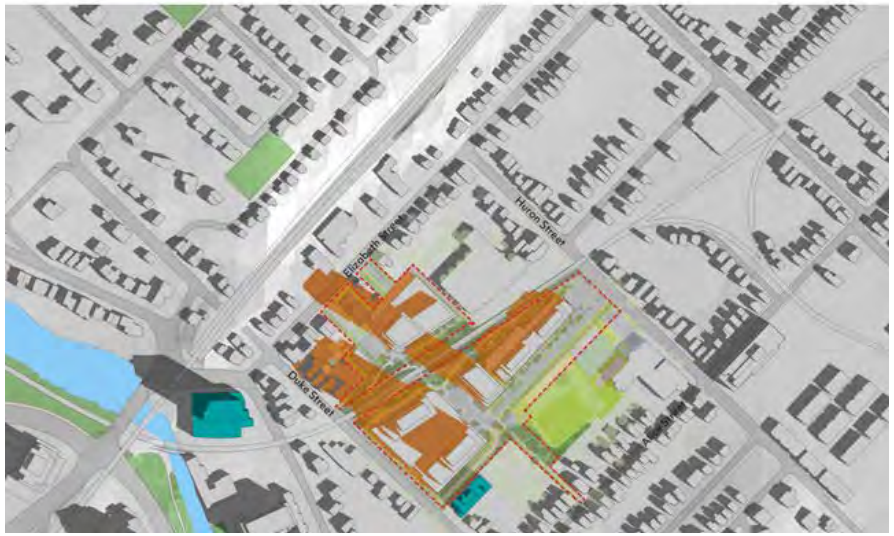


Figure 41. September 21 10 am

Figure 42. September 21 12 pm

Figure 43. September 21 2 pm

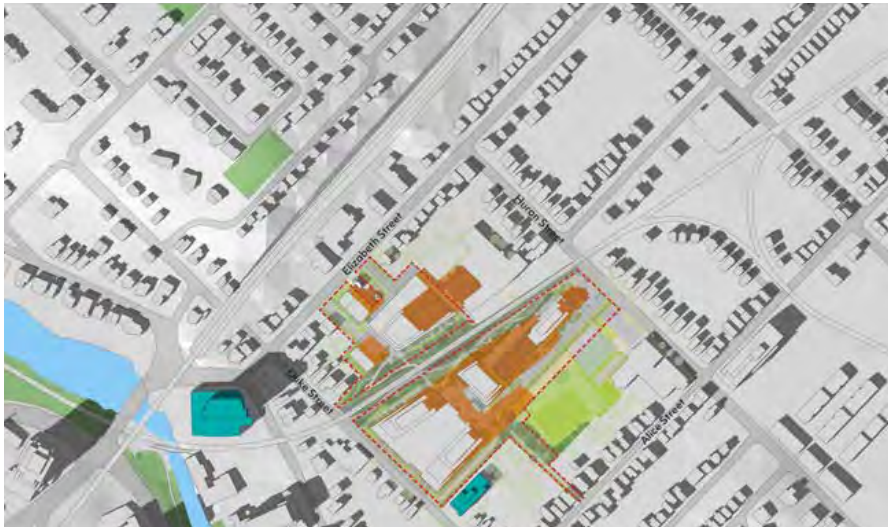


Figure 44. September 21 4 pm

4.5.3 Views Study

The images at right illustrate the degree to which proposed buildings would be visible from the four corners of the block within which the site is located.

The views study shows that a very small portion of the proposed development would be visible behind Sacred Heart School when standing at the corner of Huron Street and Alice Street. At the intersection of Alice Street and Duke Street, the development would mostly be obscured from view behind existing trees, though after the leaves fall the 14-storey, 23-storey and 19-storey buildings would be visible. At the intersection of Duke Street and Elizabeth Street, both the 19-storey residential building and the 23-storey residential building would be partially visible behind the existing low-rise residential buildings. At the intersection of Elizabeth Street and Huron Street, only a portion of the 19-storey building would be visible behind the residential buildings.

Overall, the views study shows that the proposed concept would not dominate views from key vantage points in the neighbourhood and views of the sky would not be significantly affected.

Key Map

View from Huron Street at Alice Street

View from Alice Street at Duke Street

View from Duke Street at Elizabeth St

View from Elizabeth Street at Huron Street

4.5.4 Pedestrian Level Wind Study

A qualitative assessment of pedestrian wind conditions that may result from the proposed concept was conducted using computational fluid dynamics (CFD). Wind comfort conditions were predicted on and around the development site to identify potentially problematic windy areas.

Building Entrances, Parks and Walkways

Wind conditions at building entrances and walkways are expected to be suitable for sitting or standing in the summer, and for walking or better in the winter. These wind conditions are considered appropriate for the intended use.

Wind conditions in the Eco-park are generally suitable for sitting or standing throughout the year, except for a small area at the southwest corner of building 1C where wind conditions are suitable for walking in the winter. Wind conditions in Huron Square are expected to be suitable for sitting or standing throughout the year. The design of landscape including the location of trees and gathering spaces have been considered to further reduce the effects of wind tunneling from the proposed built form on the public realm.

Common Outdoor Amenity Spaces

Wind conditions on the outdoor amenity spaces on the roofs of podiums for Building 1C and Buildings 2A and 2B are expected to be suitable for sitting or standing in the summer, which is appropriate for the intended use. During the winter, wind conditions are generally anticipated to be suitable for walking or better on the terraces; however uncomfortable wind conditions are anticipated to occur in the central area of the podium rooftop for Building 1C in the winter.

These wind conditions are considered acceptable, as the amenity space will be used infrequently in the winter. If calmer wind conditions are desired, local wind mitigation features can be incorporated into the design.

Surrounding Sidewalks

Wind conditions on the surrounding sidewalks are expected to be suitable for walking or better throughout the year. At the nearby transit stops and the school playground, wind conditions are expected to continue to be suitable for standing or sitting throughout the year. These wind conditions are considered appropriate for the intended use.

Figure 45. Pedestrian Wind Comfort in Summer (top) and winter (bottom)

4.5.5 Conceptual Floorplans

The following diagrams illustrate the conceptual internal layout of buildings and uses at the underground, ground floor, second floor and the third floor levels.

As shown in Figure 46, one level of underground parking is proposed on the north parcel, covering most of the parcel to serve the three buildings. On the south parcel, there is one level of underground parking proposed across much of the site. The bedrock depth, enhanced schoolyard and the basement of the existing heritage building limit the extent of underground parking. The heritage building has two existing basement areas at either end of the building.

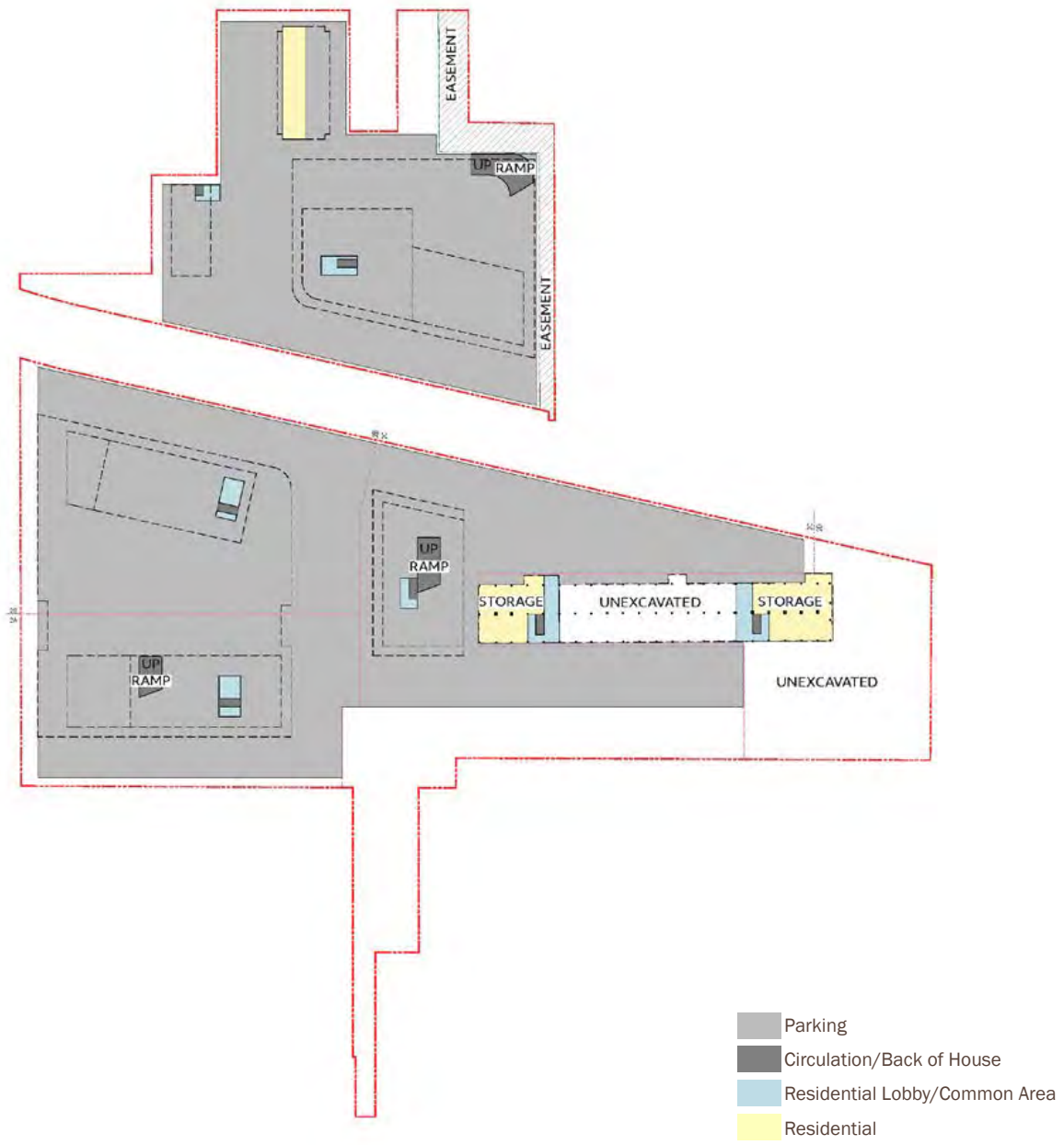


Figure 46. P1 Level

On the ground level (Figure 47), residential uses, lobby entrances, common areas and potential commercial uses face the main public realm areas. Residential units on the ground floor have main entrances facing the public realm with building setbacks that allow space for a porches, patios, front steps and landscaping. Residential lobby entrances are located near areas for pick-up and drop-off. Opportunities for potential retail uses are identified adjacent to Huron Square, overlooking the Eco-Park and at the northwest corner of the Enhanced Schoolyard. These locations are adjacent to key public spaces, accessible from the rail trail and expected to attract steady pedestrian activity. Elizabeth Street may also be a suitable location for potential retail uses.

Structured parking is integrated into the larger buildings on the north and south parcels. At the back of the heritage building a laneway provides access to parking spaces integrated into the building and a small surface parking area screened with landscaping to limit its visibility from the Eco-Park. Loading and servicing functions are located at the base of all towers.

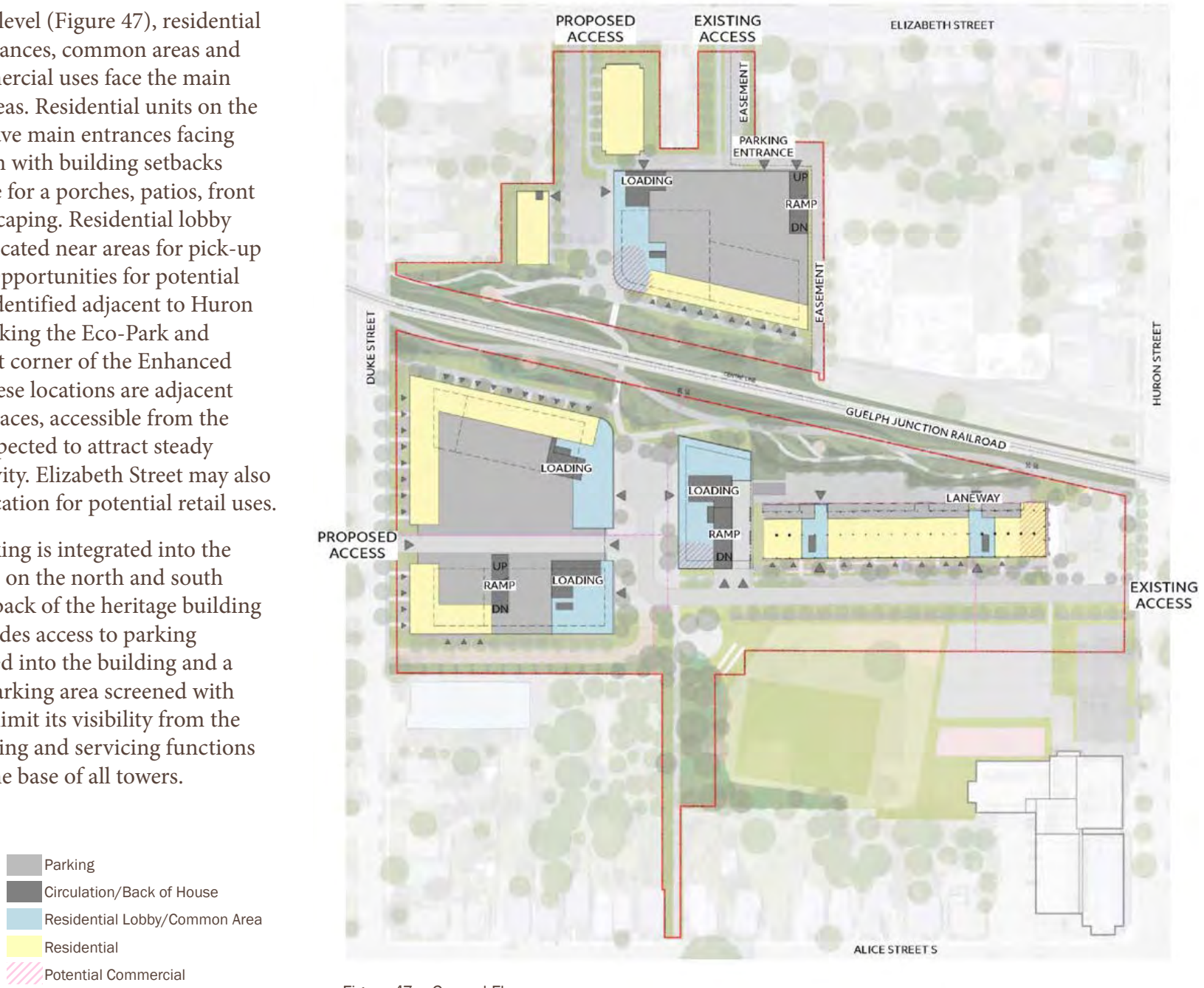


Figure 47. Ground Floor

The larger development blocks on the north parcel and south parcel include above grade structured parking lined with residential uses as shown in Figures 48 and 49. The main lobbies for buildings 1C and 2A are shown as double height to create spacious and welcoming building entrances.

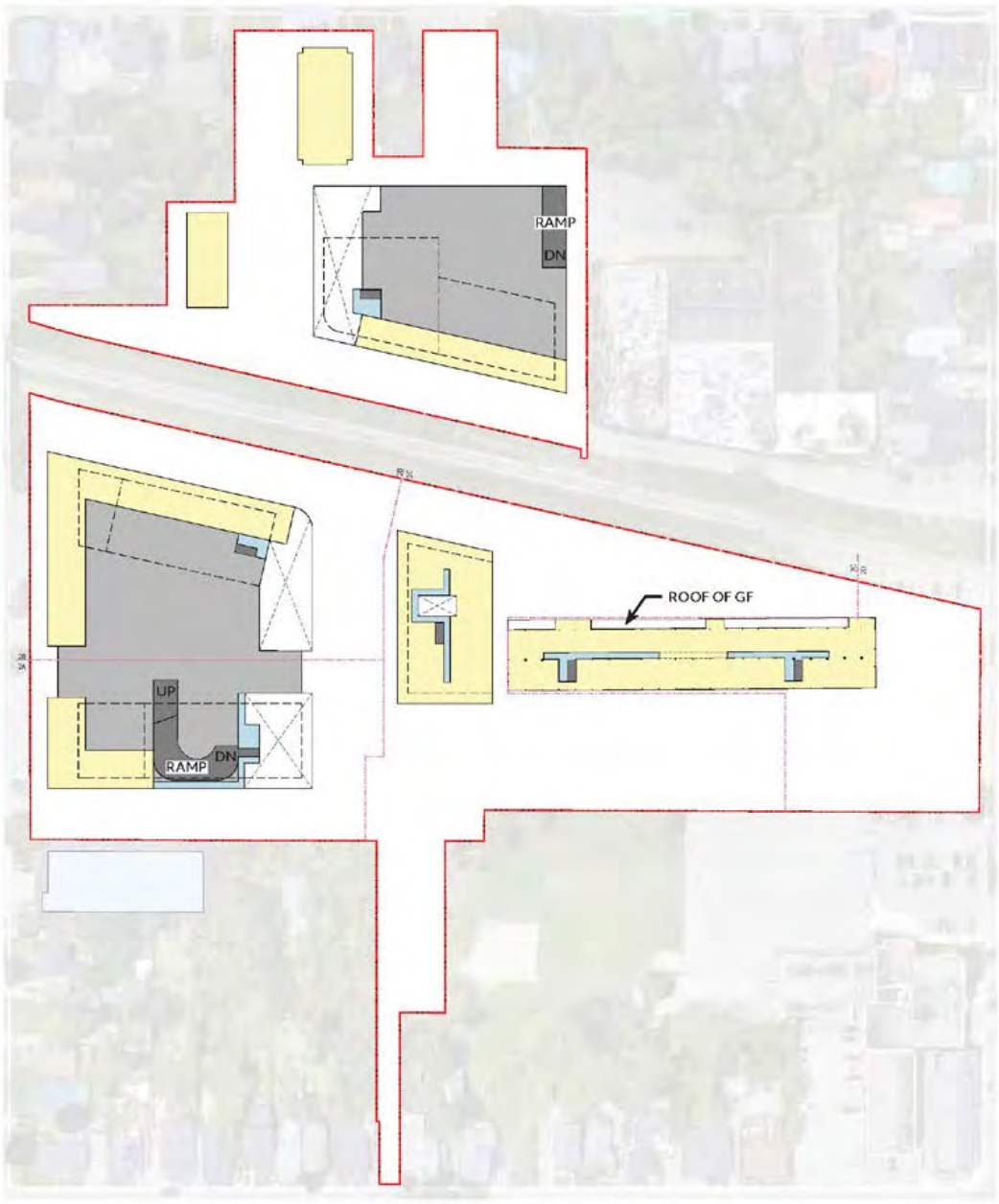


Figure 48. Second Floor

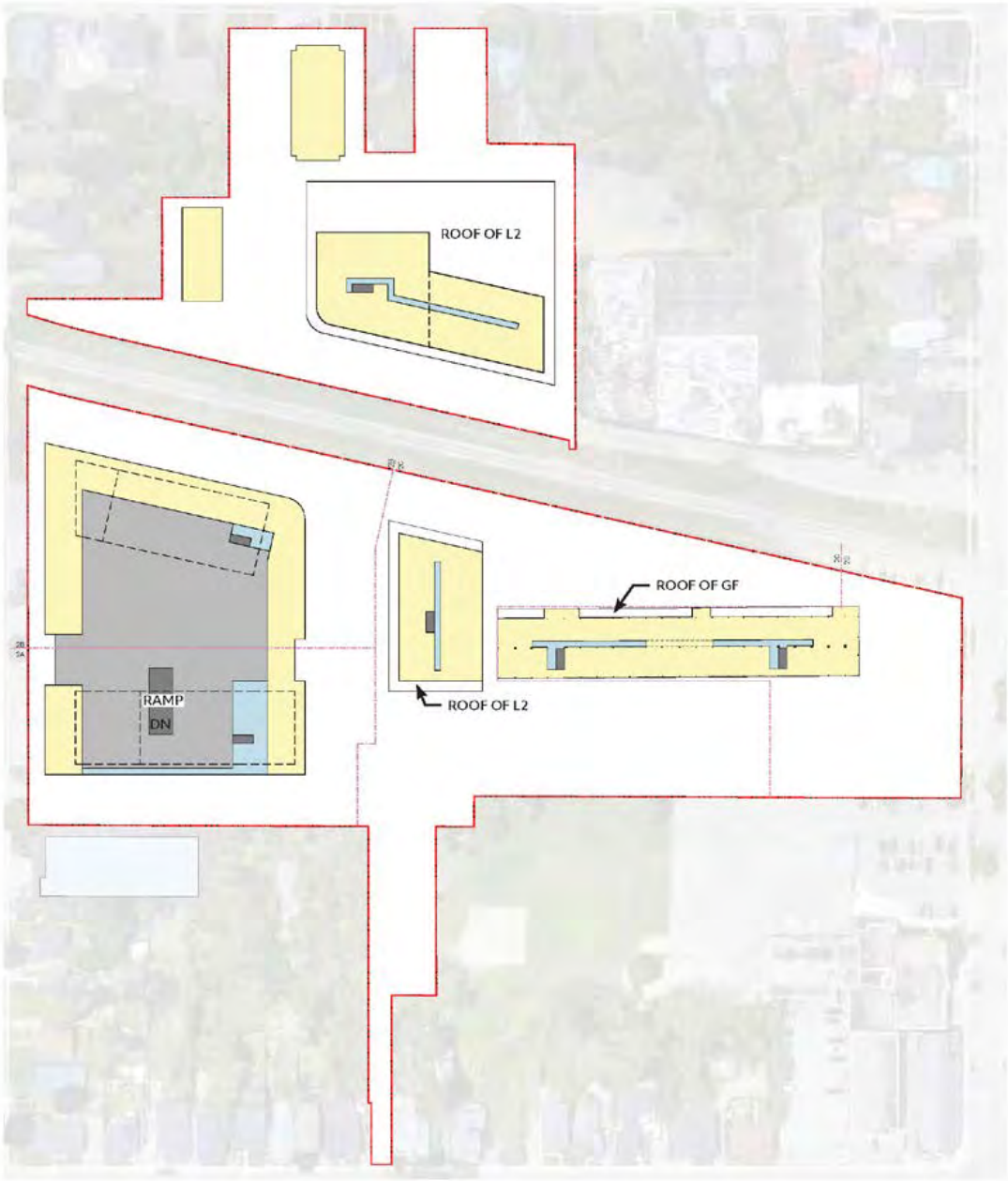


Figure 49. Third Floor

4.6 Servicing Infrastructure & Floodzone Management

Existing municipal storm, sanitary and water services require upgrades and relocations to support the proposed development. Municipal storm and sanitary sewers currently cross through the property, under the existing building. These services will require relocation to facilitate environmental remediation and to place them in public lands. The municipal infrastructure is proposed to be relocated to the south side of the Guelph Junction Railway (GJR) corridor, immediately adjacent to the development (Figure 51).

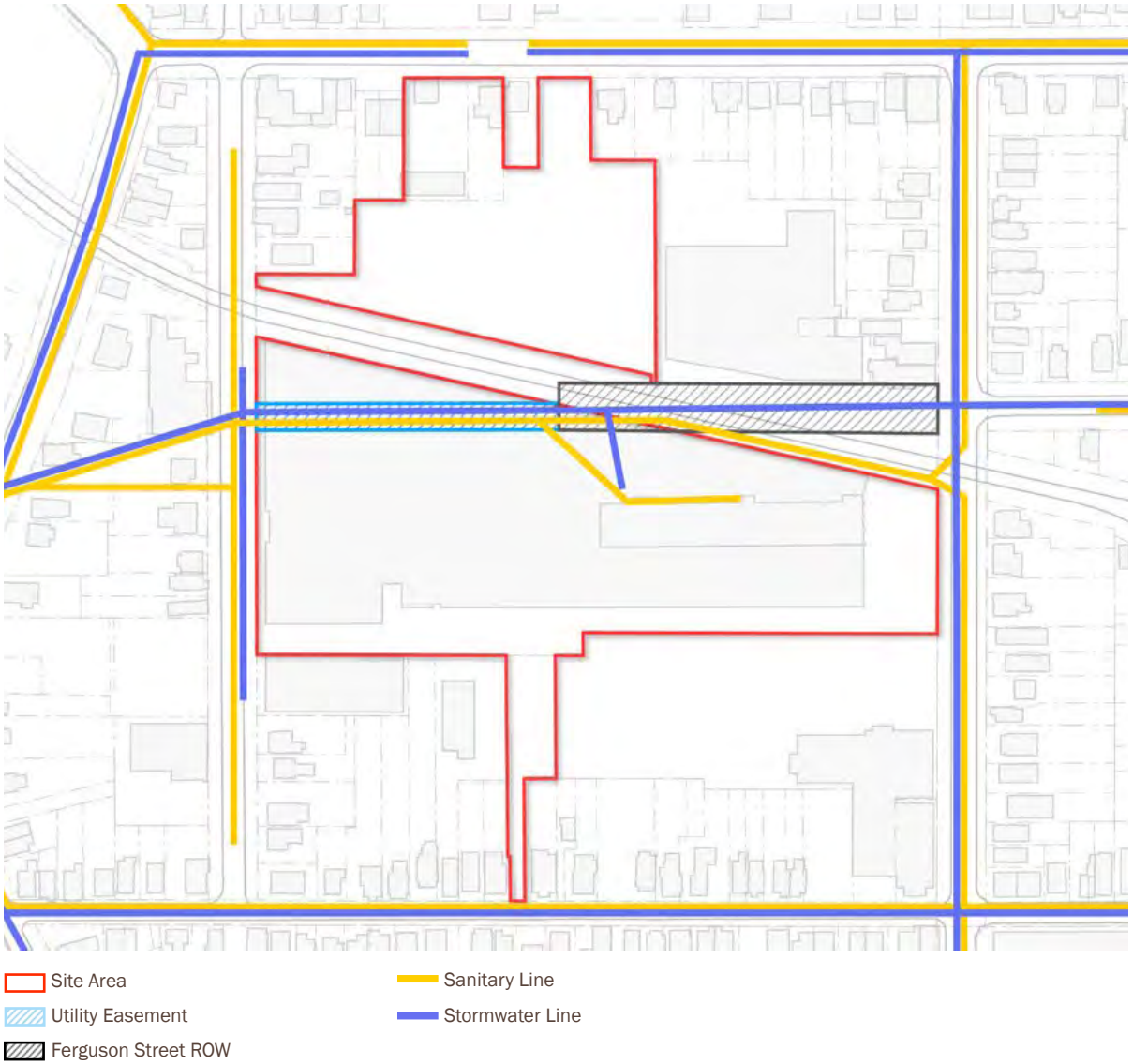


Figure 50. Existing Alignment of Servicing Infrastructure

Sanitary Services

Wastewater demands for the development were calculated and provided to the City of Guelph for hydraulic analysis using the City-wide model. The analysis found that the City's infrastructure will not experience wastewater constraints in dry weather. In wet-weather conditions, the existing system is surcharged within the trunk sanitary mains on Wellington Street. With the increase in wastewater demand, the extent of surcharging is marginally increased; however, the extent of surcharging will be limited to the trunk sewer system. The limited surcharging within the trunk main will not negatively impact surrounding properties, and the increased wastewater flows from the proposed development can be accommodated within the municipal wastewater network. The wastewater flows will be monitored as the City continues to make upgrades to the system and at the time of a development application.

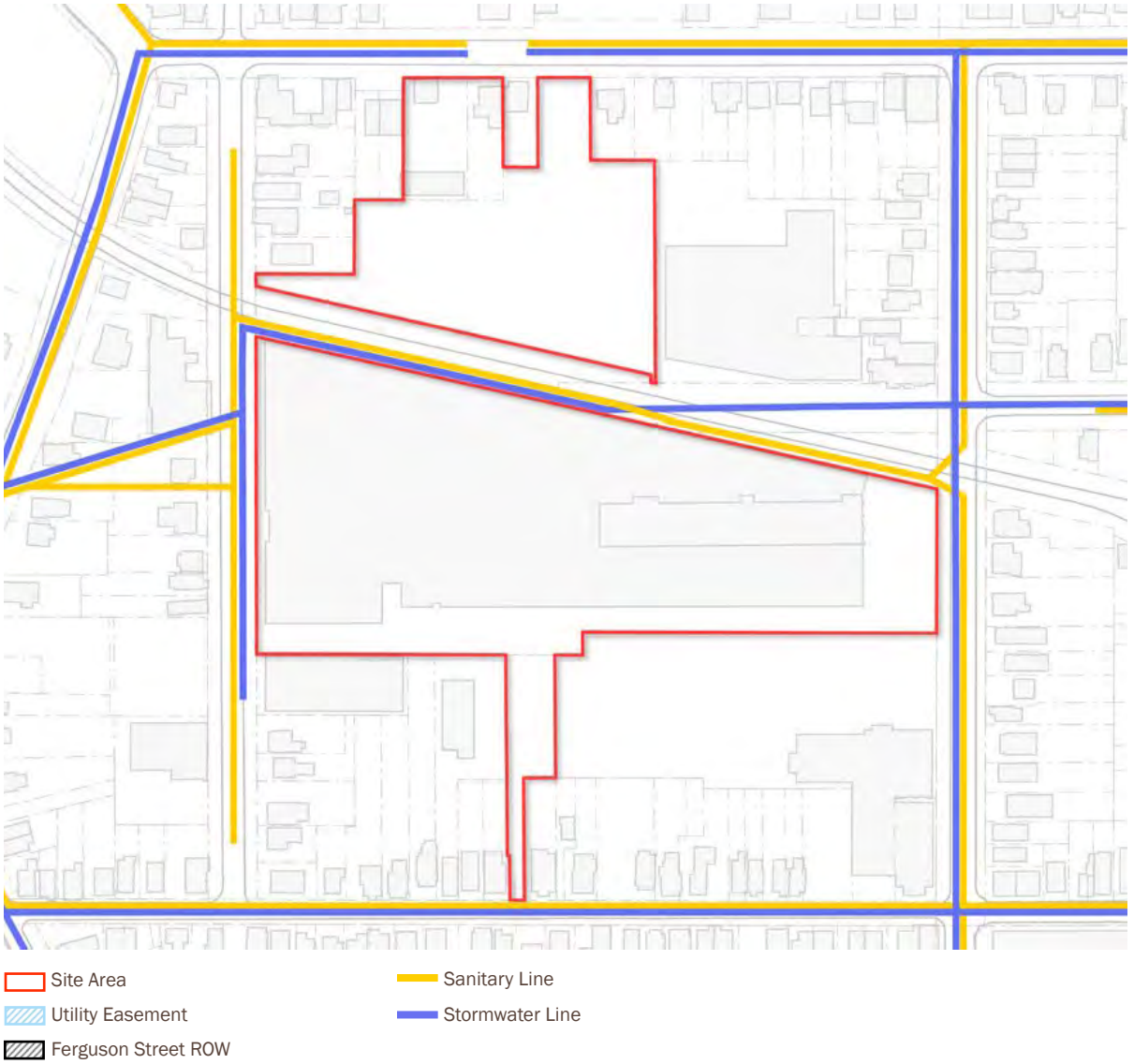


Figure 51. Proposed Alignment of Servicing Infrastructure

Stormwater Management

The redevelopment of the properties will introduce more landscape elements as compared to existing conditions and therefore will reduce the overall imperviousness of the site. As a result, the property will discharge less stormwater runoff to municipal infrastructure and improve infiltration and evapotranspiration. The development will include additional stormwater management features to provide peak-flow attenuation, improve water quality and meet all other applicable stormwater management criteria. These can be achieved by means of rooftop controls, cisterns, green or blue roofs, oil/grit separators and other low-impact development measures.

Infiltration best management practices (BMPs) generally are not permitted as per the City's Development Engineering Manual. Details of the specific BMPs will be reviewed in conjunction with the City's Engineering team as part of future applications. Typical Infiltration BMPs could be lined with impermeable liners to prevent infiltration into the ground while still providing peak runoff attenuation and water quality benefits if deemed feasible.

Floodzone

The site is located within a flood fringe regulated by the Grand River Conservation Authority, necessitating floodproofing to the Regulatory Flood Elevation of 315.1 metres. Site grading will ensure compliance with accessibility and flood protection standards, maintaining safe access above flood levels.

The development is required to provide safe access to support sensitive land uses in accordance with the City of Guelph and Grand River Conservation Authority requirements. Safe access is defined as locations where, during the regulatory flood:

- Flow velocity does not exceed 1.0m/s;
- Product of depth and velocity does not exceed 0.4 m^2/s; and
- The depth of flooding along access routes to residential units does not exceed 0.8m.

Safe access is available to Elizabeth Street for the north parcel. Safe access to Huron Street, north of the rail corridor, is also available to the south parcel, via the GJR corridor.

In addition to providing safe access, the planning team is also exploring a means to eliminate the flood fringe east of the site. This would be accomplished through permanent obstructions along the spill path, such as the positioning of the buildings themselves and grading that diverts flood waters away from properties to the east. These improvements, which would require additional collaboration and approval from the City and GRCA, and investment from the City, would provide dry access and remove the flood fringe from over 200 private properties east of the site, as shown in Figure 52.

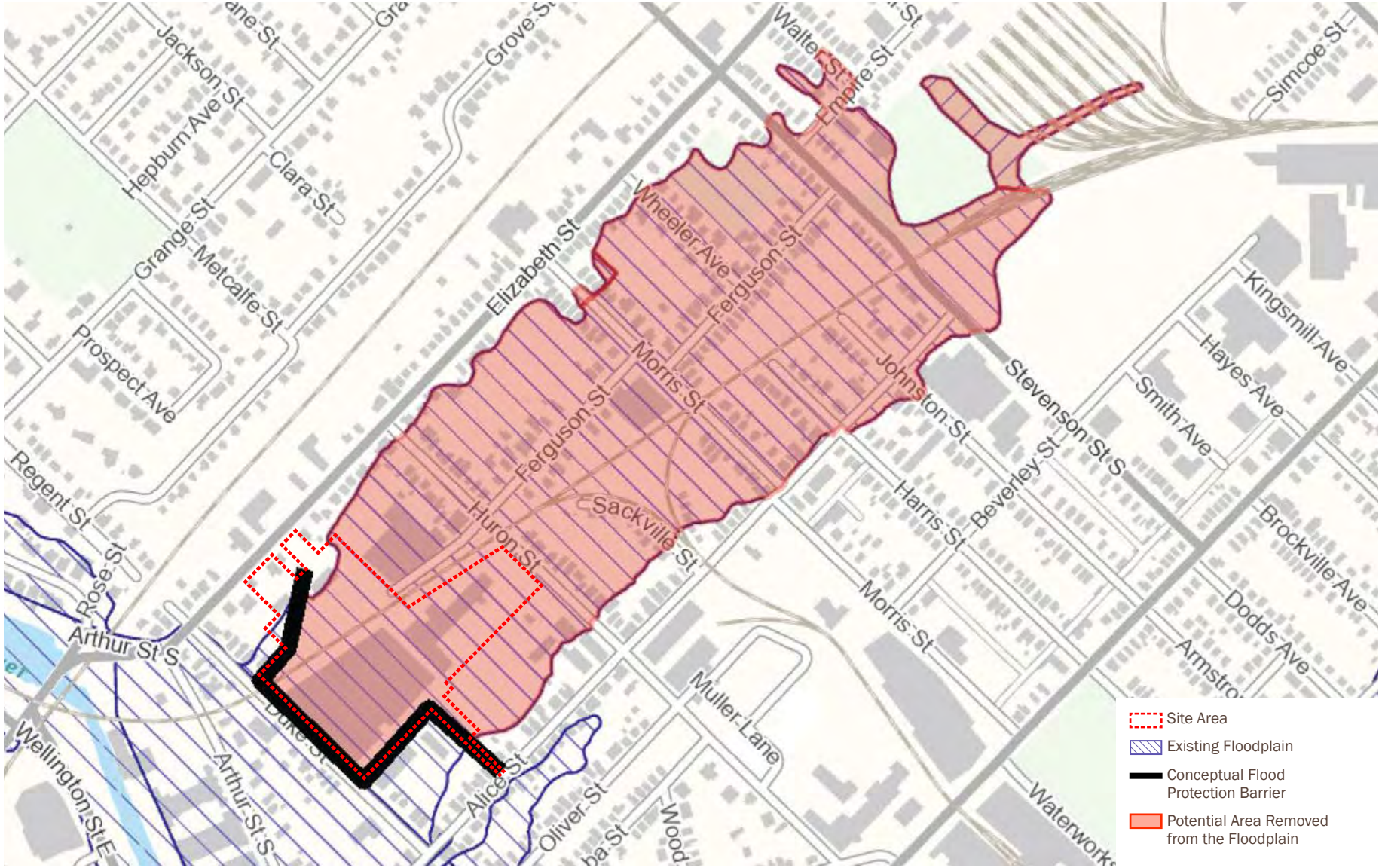


Figure 52. Plant No. 2 buildings and landscape features can potentially create a flood protection barrier that would eliminate the floodplain area to the east

CHAPTER 5
URBAN DESIGN GUIDELINES

This chapter will guide the design of all aspects of future development on the Plant No. 2 site and comprises two parts. It starts with guidelines for the public realm, including parkland, other open spaces and streetscapes. The second part on built form addresses how buildings should be shaped and how they should relate to each other and the public realm.

5.1 Public Realm

5.1.1 Eco-Park

Historically located behind buildings, the rail corridor, including required setbacks to future buildings, will become a unique neighbourhood park—a heavily vegetated space with recreational amenities for Ward residents on either side of a multi-use path that extends the city's rail trail network. The Eco-Park 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 and elements for nature-based play, the Eco-Park has the potential to become a destination within the city's open space network and a model of sustainable landscape design.

Figure 53 identifies the private lands on either side of the Guelph Junction Railway proposed to be used for the Eco-Park and made fully accessible to the public at all times through a permanent easement. Together, these lands comprise approximately 0.41 hectares, and when combined with City-owned land on either side of the train tracks, the area available for landscaped parkland will be approximately 0.56 hectares. While measures will be required to keep the public separated from the tracks, except at crossings, the perceived width of the park, including the rail corridor, will be approximately 40 metres for more than half its 290-metre length. As with other public parks, the City will be responsible for the maintenance of the area.

The annotated images and general guidelines that follow will guide the design and programming of the Eco-Park.

Existing conditions along the GJR corridor

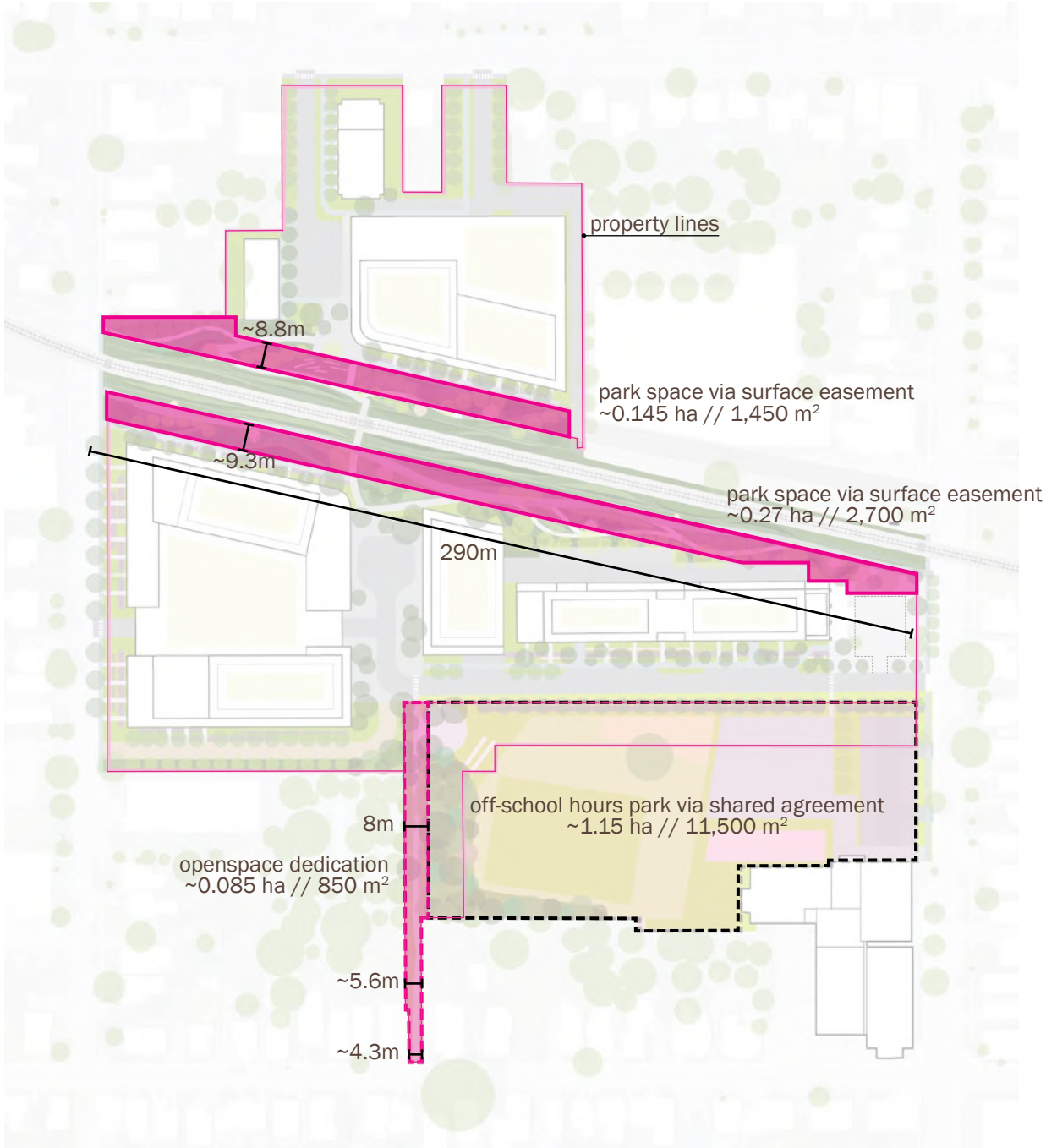


Figure 53. Open space easements and dedications

Character precedents for the Eco-Park

Key Features

Hang-out spaces with seating at key locations to encourage social interactions and facilitate passive enjoyment of the park

Extension of the city's "Rail Trail" with a gently meandering multi-use path on the south side of the train track

A variety of representative eco-types creating moments of lush and dense forested areas, shrubland and grasslands

A hierarchy of paths to encourage exploration and strolling

Nodes for individual and small-group recreation—swings, fitness, table games

Nature-based play elements for young children (and the young at heart)

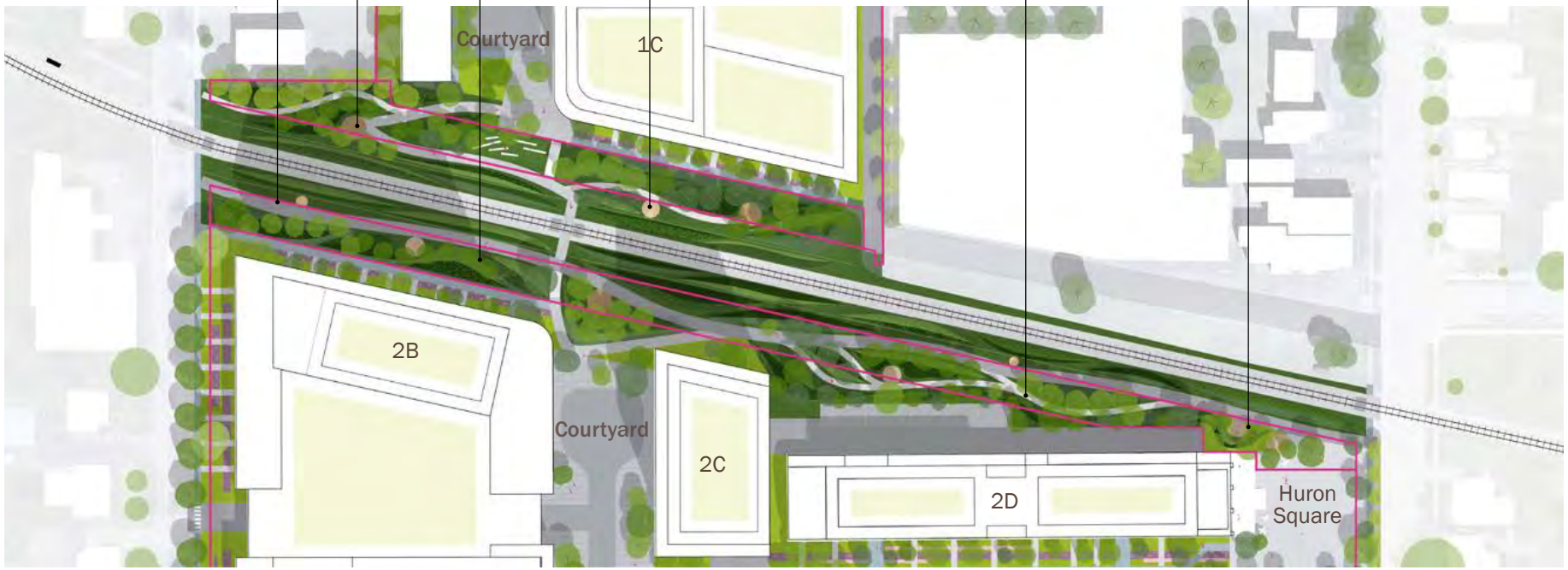
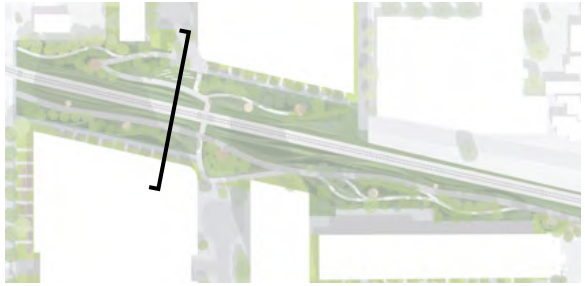


Figure 54. Eco-Park Concept Plan

Cross-Section



As illustrated below, the primary multi-use path through the park and all other recreational amenities generally must be located a minimum of 6 metres from the train track. An alternative setback may be considered through discussions with the City and Guelph Junction Railway staff. Guardrails on both sides, except where a pathway crossing for north-south connectivity is provided, will help to keep the rail corridor separated. No trespassing pads will be required at Duke Street, Huron Street and the mid-block crossing to further separate the rail from the park use. The design of the Eco-park has been informed by the FCM and RAC Guidelines for New Development in Proximity to Railway Operations (2013) and the City of Guelph's Summary of Standards Regarding Development Adjacent to the Guelph Junction Railway Right of Way (2016).

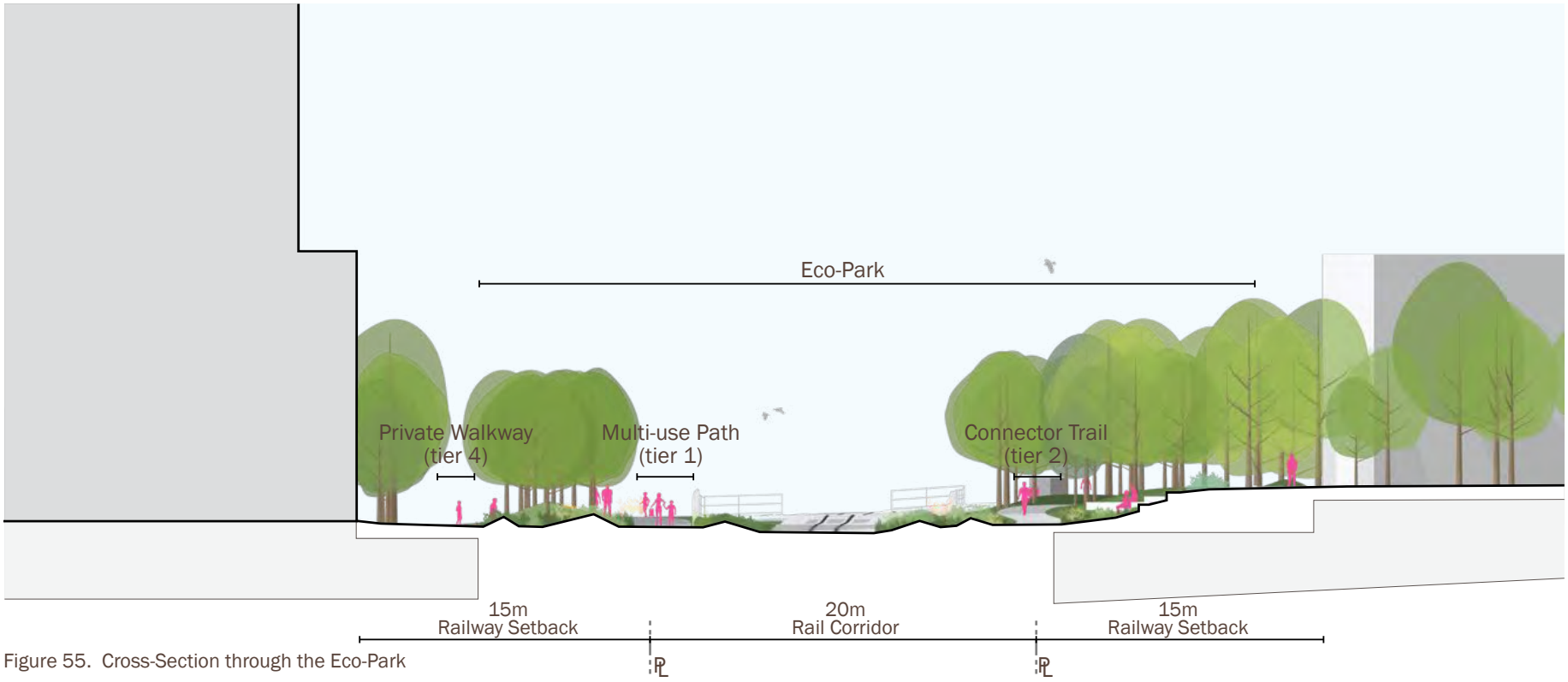
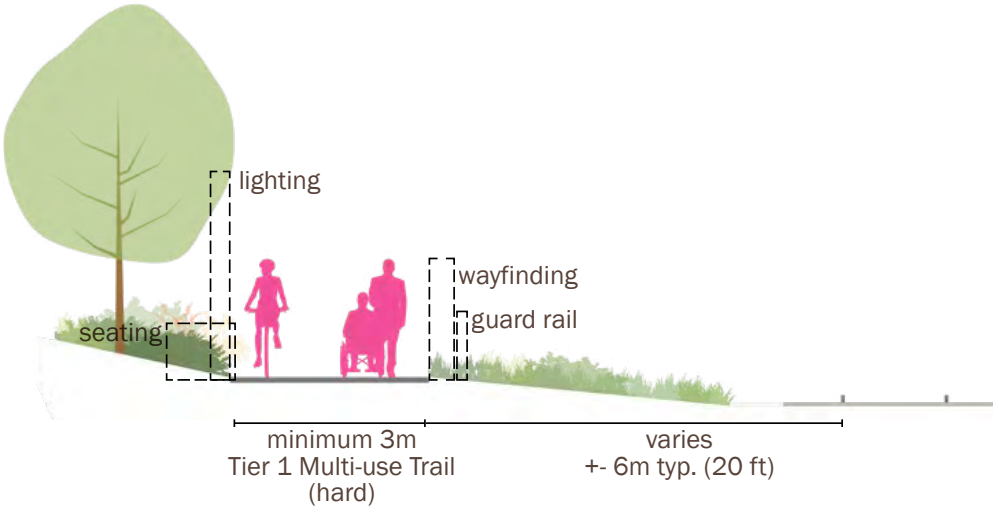


Figure 55. Cross-Section through the Eco-Park

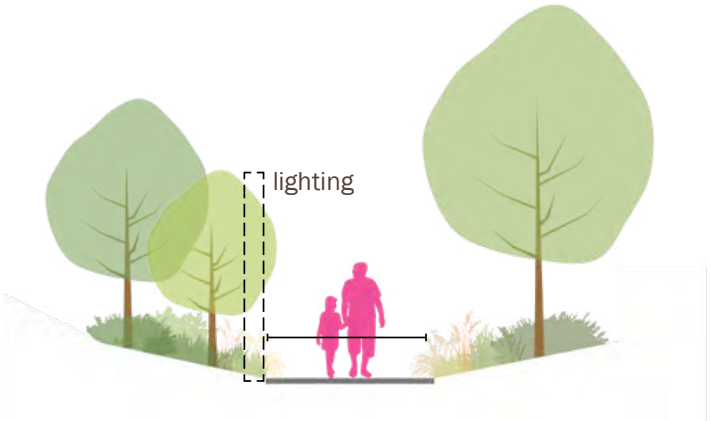
Hierarchy of Paths

A hierarchy of paths in the Eco-Park will facilitate enjoyment of the variety of places at varying paces. Paths should be aligned to ebb and flow in plan and elevation among the berms. Path slopes should be less than 5%, and stairs should be used minimally. Note, the Tier 4 paths shown below are outside the park and intended primarily for access to grade-related residential units in building podiums—see cross-section in Section 5.2.

Tier 1 Path (primary trail)



Tier 2 Path (Neighbourhood Connector trail)



Tier 3 Path (tertiary trail)

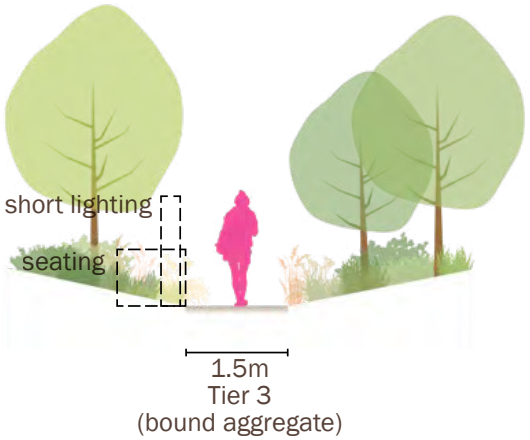


Figure 56. View of the Eco-Park looking west

View through the north side of the Eco-Park looking east

Park Programming

In addition to paths, the Eco-Park has the potential to accommodate a variety of recreational programming, envisioned in circular pods ranging from 3 metres to 6 metres wide. Programming elements to consider include fixed fitness apparatuses, all-age swings, tables for chess and other games, terraced seating, spaces for group hangouts, and public art installations. Nature-based play elements, including elements suitable for younger children should also be incorporated into the design (play features for older children will be available in the Enhanced Schoolyard during and after school hours).

View looking southwest from mid-block

View of the west end of the parking looking west

Viewing along the Rail Trail looking east

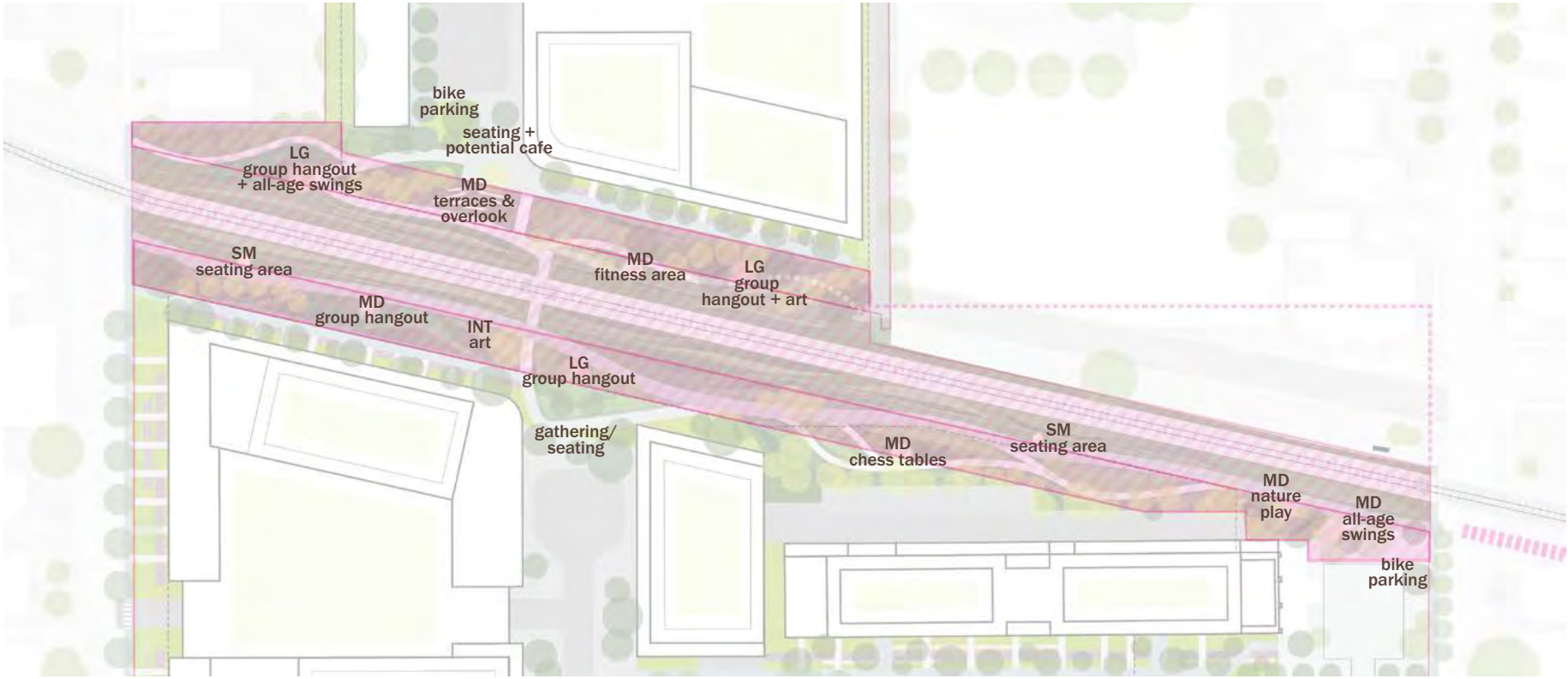
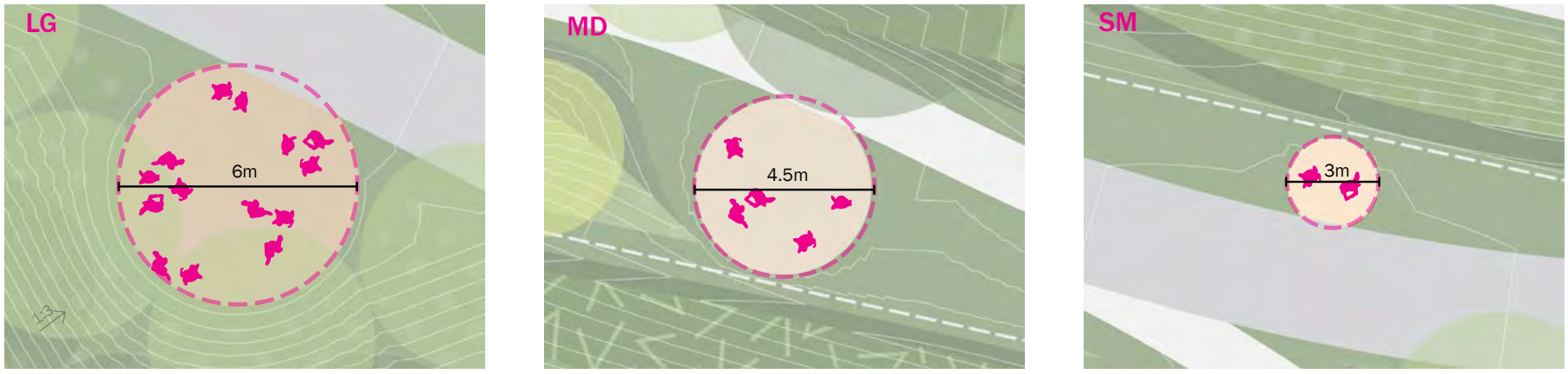


Figure 57. Eco-Park Programming Concept



Eco-Park Programming Examples

nature-based play

informal structure

stacked logs

place based informal nature-play opportunities

interaction with senses

group hangouts / viewing terraces / seating pods

varied sizes & element layouts ...to support groups

and smaller conversation or individual reflection

terraces situated to create overlooks nature on display

paired with circulation routes

natural material palette

all-age swings / fitness / chess

individual or grouped but sized appropriate to space

slower paced swing options

unique and/or shared

fixed part, simply fitness equipment promotes healthy activity & lifestyle

fixed or flexible program via surfacing options

art installations & exploration

art & informal play

direct interactivity

visual interaction

artifact to be discovered

exploration & shared journeys

5.1.2 Enhanced Schoolyard

The proposed Enhanced Schoolyard will entail a dedication of a portion of the Plant No. 2 lands to the Wellington Catholic District School Board for an expansion and upgrading of the Sacred Heart schoolyard. The intention of the proposed dedication is to facilitate improvements to the schoolyard and make it accessible to the public after school hours, on weekends and in the summer. As with other schoolyards in the city with facilities intended for public use, a shared-use agreement between the School Board and the City would ensure amenities will be shared and maintained for enjoyment by students and the broader community use. Further discussions with the Schoolboard and the City will be needed to determine facilities, program and the arrangements for the shared-use agreement. The enhancements to the schoolyard will be led by the schoolboard in collaboration with the City.

As illustrated in Figure 59, expansion of the schoolyard will allow for existing facilities to be up upgraded and new amenities to be introduced, with the design and spatial configuration of elements creating a sense of boundaries (made up of physical and visual barriers). Topography will also help to define program zones for different recess activities. Additional vegetation west of a flexible field could become the setting for an outdoor classroom.

Key to optimizing the expanded schoolyard will be balancing the programmatic needs of the school with the local community's needs for outdoor recreation facilities and exploring facilities that support multiple needs. It will be critical for landscaping to create a controlled space with clear boundaries for students during school hours and places for public access outside of school hours. This should be accomplished with 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.

Existing schoolyard

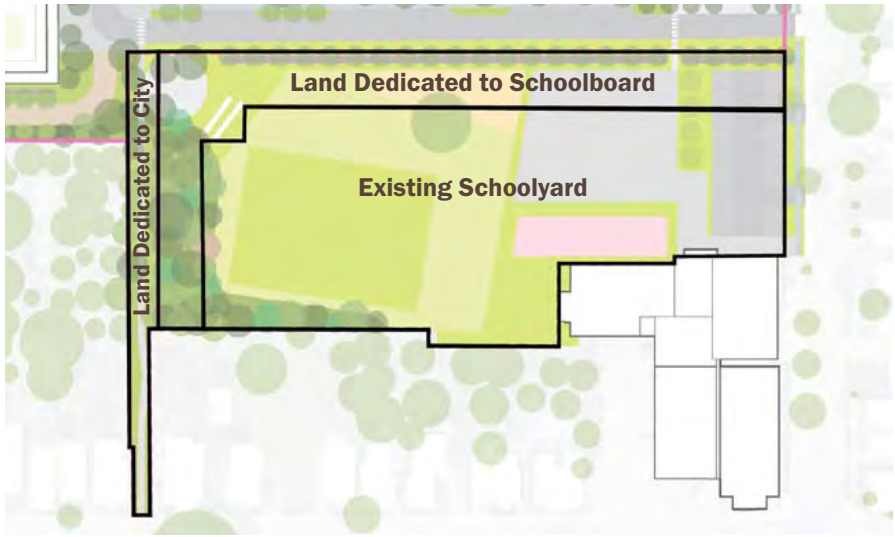


Figure 58. Land Dedications for the Enhanced Schoolyard and Alice Street Pathway

Key Features

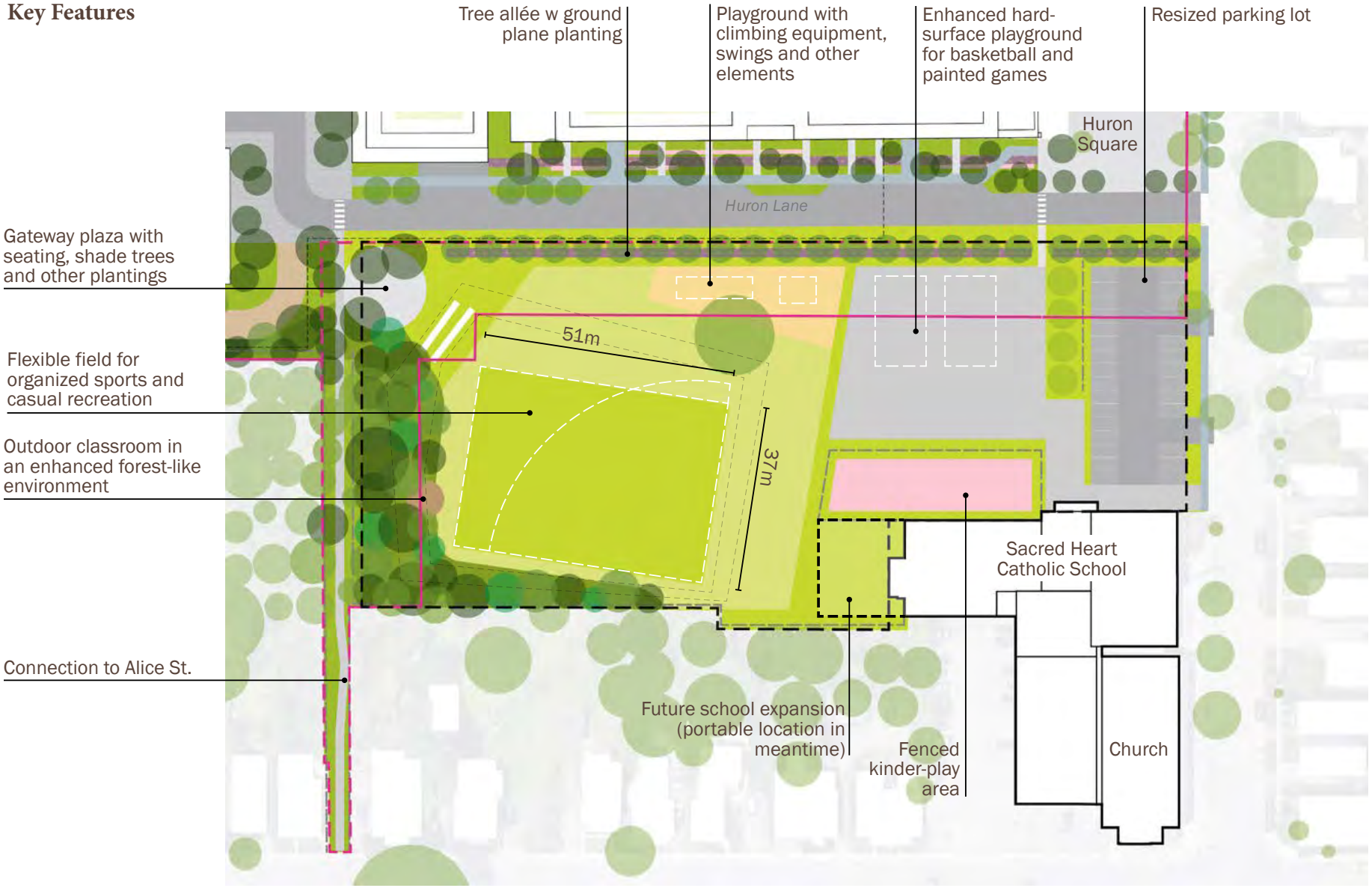


Figure 59. Enhanced Schoolyard concept plan prepared in collaboration with the Wellington Catholic District School Board. The School Board will lead the future improvements to the schoolyard.

Bird's-eye view of the Enhanced Schoolyard Concept

A. Looking west down Huron Lane

B. View of gateway plaza

C. The playground and flexible field

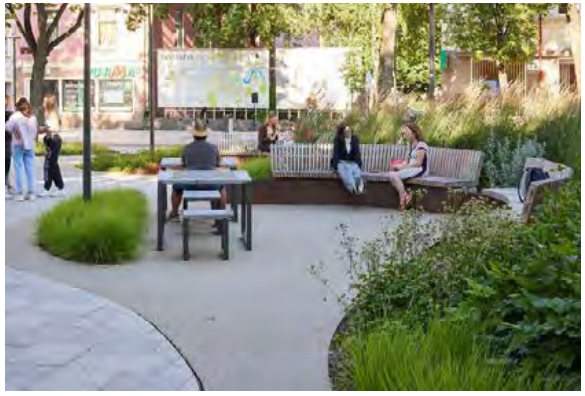
D. The outdoor classroom

Enhanced Schoolyard Programming Examples


Playground


Ping pong tables


Trellis and seating in the gateway plaza


Seating and games in the gateway plaza


Outdoor classroom


Outdoor seating

Preliminary Functional Diagrams

Figures 60 and 61 illustrate how the Enhanced Schoolyard can be reorganized to enable more functional use of the space for recess activities, outdoor education and after-school public use. The existing fence along the north and part of the west sides of the schoolyard are proposed to be replaced with more natural barrier systems – a dense natural forested land cover encloses the school area on its west side, and a linear shrub planting strip with a tree allée along the new north boundary. At various spots, these barrier conditions stop allowing for both the secure management of children by school staff during school hours and a sense of permeable connectivity outside of school hours. Traffic calming measures on Huron Lane should be considered to reduce the risk of conflicts between vehicles and both students and the public.

During school hours (Figure 60), the reconfigured school grounds should accommodate a variety of different program areas each sized to enable different types of play, and framed by gradual slope conditions. At the non-barrier locations along the perimeter of the school yard, ground plane material differentiation allows for clear demarcation of the play area, enabling staff to maintain visible sight lines

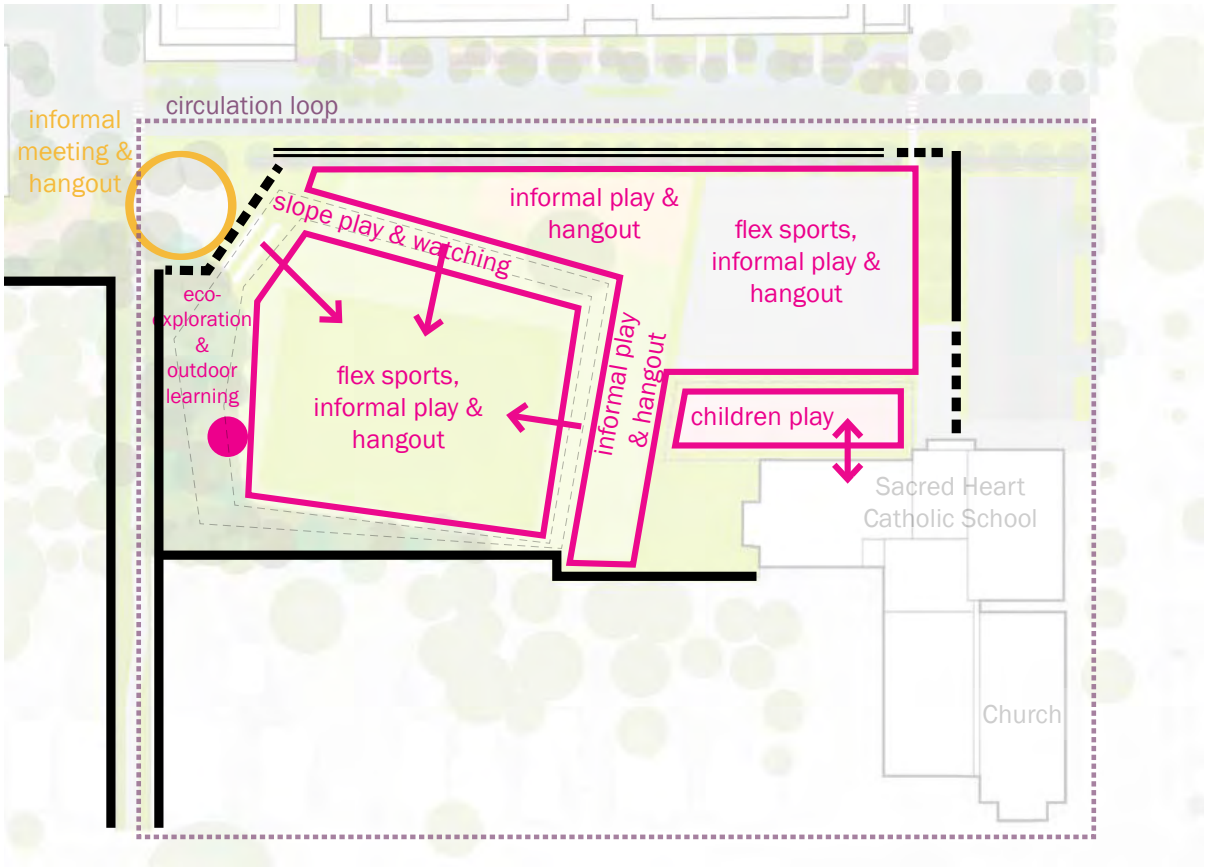


Figure 60. Functional diagram of the Enhanced Schoolyard during school hours

BARRIERS
- physical (fence)
- physical (planting)
- visual only

SCHOOL PLAY & ACADEMIC AREAS

OPEN/ NON-PROGRAMMED

to students during recess or other academic activities. While the school area will not be accessible to the public during school hours, a 600-metre circulation loop formed by the path to Alice Street, the sidewalks on Alice and Huron, and Huron Lane will make for a pleasant stroll or jog at any time of the day.

On weekdays after school, on weekends and over the summer months (Figure 61), the openings in the schoolyard perimeter should allow for fluid connections with various landscape types within the broader public realm and encouraging utilization of the new amenities in the schoolyard. Informally organized sport recreation can take place on the flexible field and its gentle surrounding slopes, and the gateway plaza in the northwest corner should offer seating and viewing opportunities for parents, as well as play features targeted at a range of elementary school-aged children.

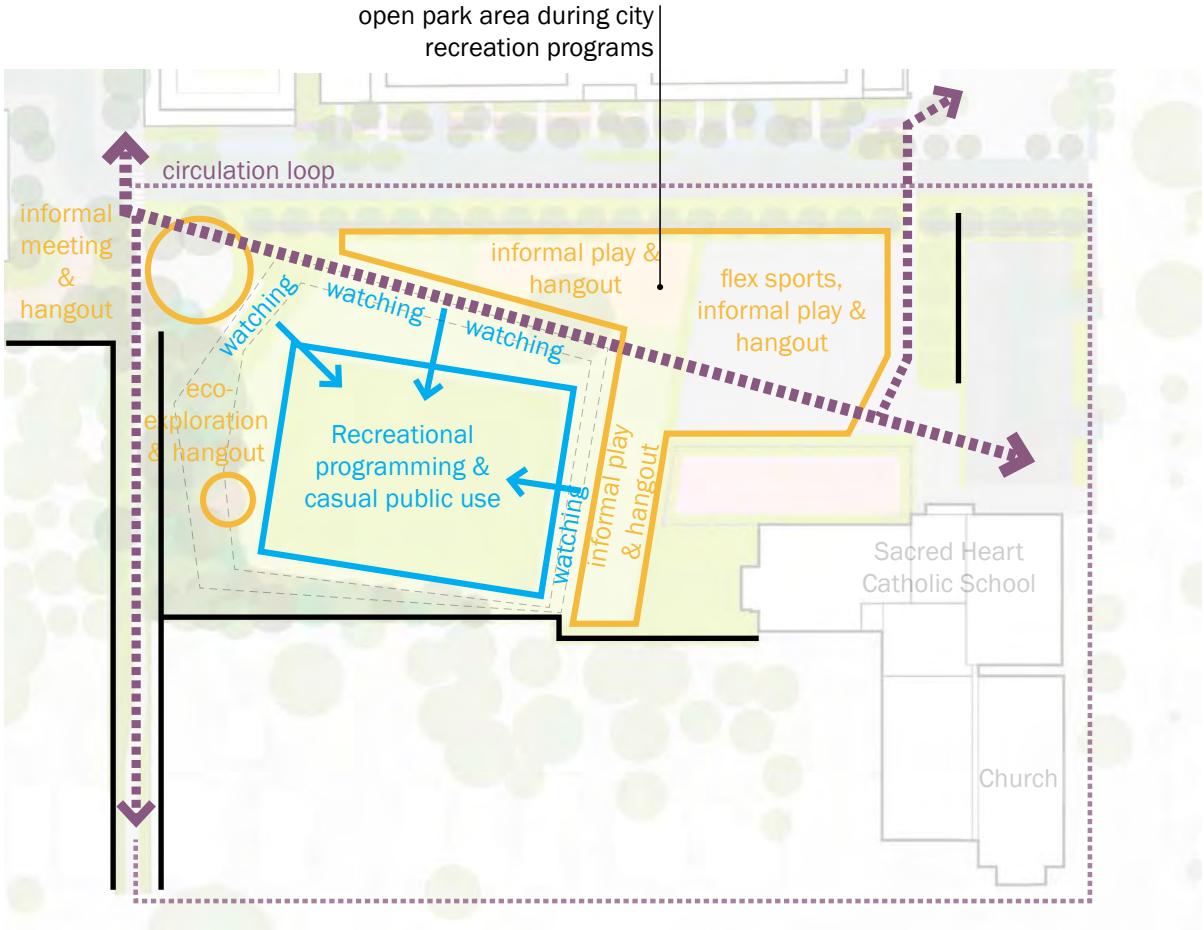


Figure 61. Functional diagram of the Enhanced Schoolyard during non-school hours

5.1.3 Huron Square

In front of the former factory building, at the east end of the site, Huron Square will be a publicly accessible space that connects future development on the Plant No. 2 site with the existing Ward neighbourhood, providing a focal point for informal and formal gatherings. A café, restaurant or other business serving the neighbourhood will help to enliven the square on a day-to-day basis, and a portion of the square may be used for short-term parking to support such a business. Around the perimeter of the square, lush shade trees will frame the space, which will flow into the Eco-Park.

Ample seating beneath the trees, including benches and potentially movable chairs, will encourage people to hang out and socialize. At times, there will be opportunities to use the full space of the square for community events, such as markets, concerts and celebrations. For programming flexibility, the square should be designed to be universally accessible. Spaces intended to be shared among pedestrians, cyclists, those using mobility aids and vehicles should meet AODA standards for accessibility and include static barrier-free elements that help individuals of all abilities safely navigate the space.

The space for Huron Square is currently a parking area

Huron Square character precedents and programming examples

Key Features

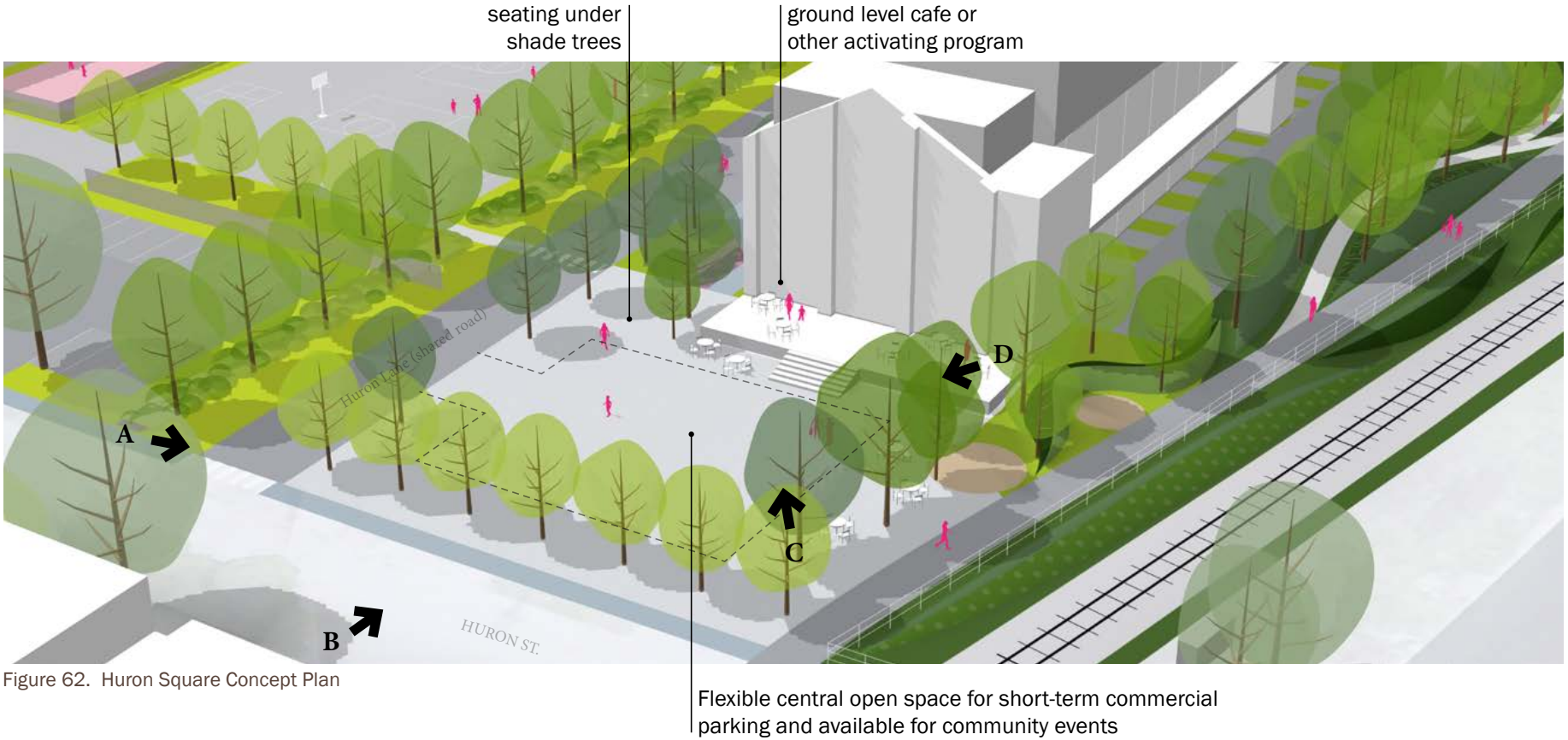
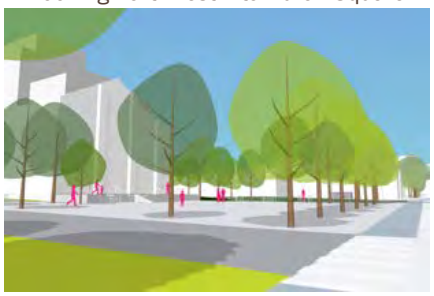


Figure 62. Huron Square Concept Plan

A. Looking northwest into Huron Square



B. Huron Square from across Huron St.

C. Central space for flexible use

D. Ample seating and shade trees

5.1.4 Streetscapes and Alice Street Pathway

The Plant No. 2 site is located within the interior of a large block and requires new connections into the site to provide access to future development for pedestrians, cyclists and vehicles. The Streets and Primary Pathways plan on the following page (Figure 63) identifies the key connections that will integrate the site into the larger transportation network and provide access from the four surrounding streets. For pedestrians and cyclists, the connections will also facilitate travel through the site.

In addition to supporting all travel modes, streets and pathways contribute to the character of development in how they are designed. This section contains illustrated guidelines for streetscapes and the pathway connection to Alice Street. Guidance regarding the Rail Trail multi-use path and the path connecting the north and south parcels across the railway can be found in Section 5.1.1.

The intention of the guidelines in this section is to ensure the design of streetscapes support a comfortable and inviting public realm and connect planned open spaces with trees and other plantings. The street sections on the following pages may require modifications at the time of detailed design to respond to constraints and meet the objectives of the City's Complete Streets Design Guidelines for each street type.

General Guidelines

- Ensure sidewalks, paths and roadways meet or exceed the City's standards for accessibility, safety and durability.
- Provide a sidewalk adjacent to all private streets and driveways.
- Provide a minimum width of 3.3 metres for vehicular travel movement.
- Provide a minimum pedestrian clearway width of 2.0 metres for all streets and pedestrian routes.
- Accommodate trees and other generous landscaping on all streets and pedestrian routes.
- Generally, street trees should be planted 7-9 metres apart, measured on centre.
- Use a consistent style and materiality for street furnishings and non-asphalt paving.
- Limit and consolidate curb cuts to minimize impacts on the public realm and the potential for conflicts between vehicles and pedestrians/cyclists.

Streetscape character precedent

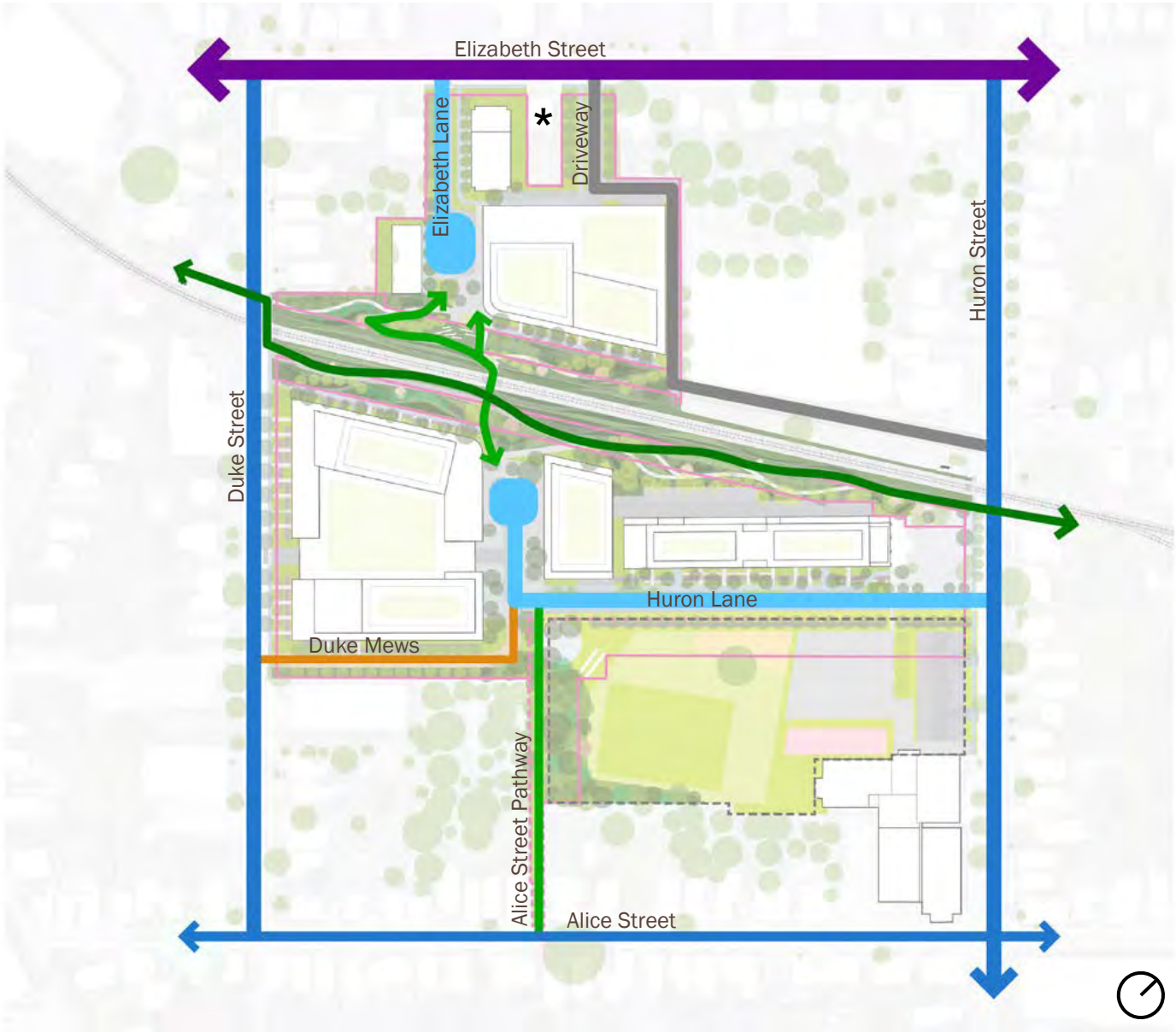


Figure 63. Streets and Primary Pathways

*See addendum for the updated concept plan that includes 39 Elizabeth Street.

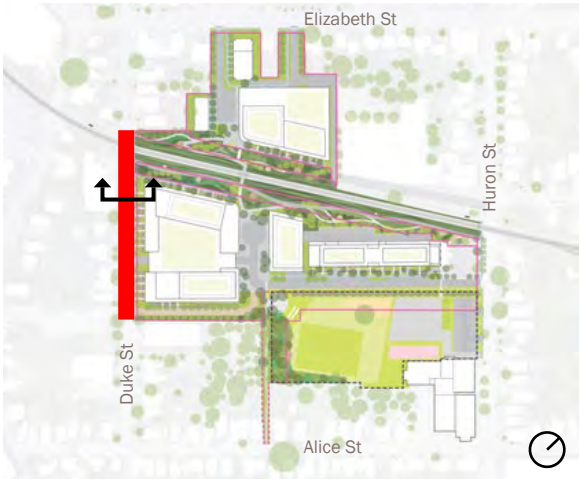
Duke Street

Duke Street is an existing local street that extends from Elizabeth Street to Alice Street and crosses the Guelph Junction Railway at grade. The existing right-of-way width is approximately 20 metres and the roadway width from curb to curb is approximately 9 metres. Within the right-of-way are two driving lanes for two-way movement, on-street parking and a sidewalk on the east side of the street. Along the east side of the street, much of the curb is cut to provide access to parking for the existing warehouse.

The Duke Street right-of-way adjacent to the site will be improved with the redevelopment while maintaining the existing roadway width. Improvements will include the introduction of a planted boulevard to accommodate street trees and a widened sidewalk. There will be two curb cuts along the Duke Street adjacent to the site for access to a parking garage and for emergency vehicle access via Duke Mews. Ground level units facing Duke Street will have entrances oriented to the street and will be no lower than the flood elevation of 315.1 metres. Buildings will be sufficiently setback from the existing property line to allow space for entrances, porches, front steps and landscaping that provide a private outdoor amenity space and a transition from the public realm to the private residences.

As illustrated in Figure 65, Duke Street's east boulevard of approximately 6 metres should accommodate:

- a landscape zone approximately 3 metres wide planted with a continuous row of street trees 7-9 metres apart and grass or ground cover;
- a 2-metre sidewalk; and
- a one-metre buffer between the sidewalk and the private realm, with landscaping consistent with that of the front yards.



Key Map


Duke Street looking north - existing conditions

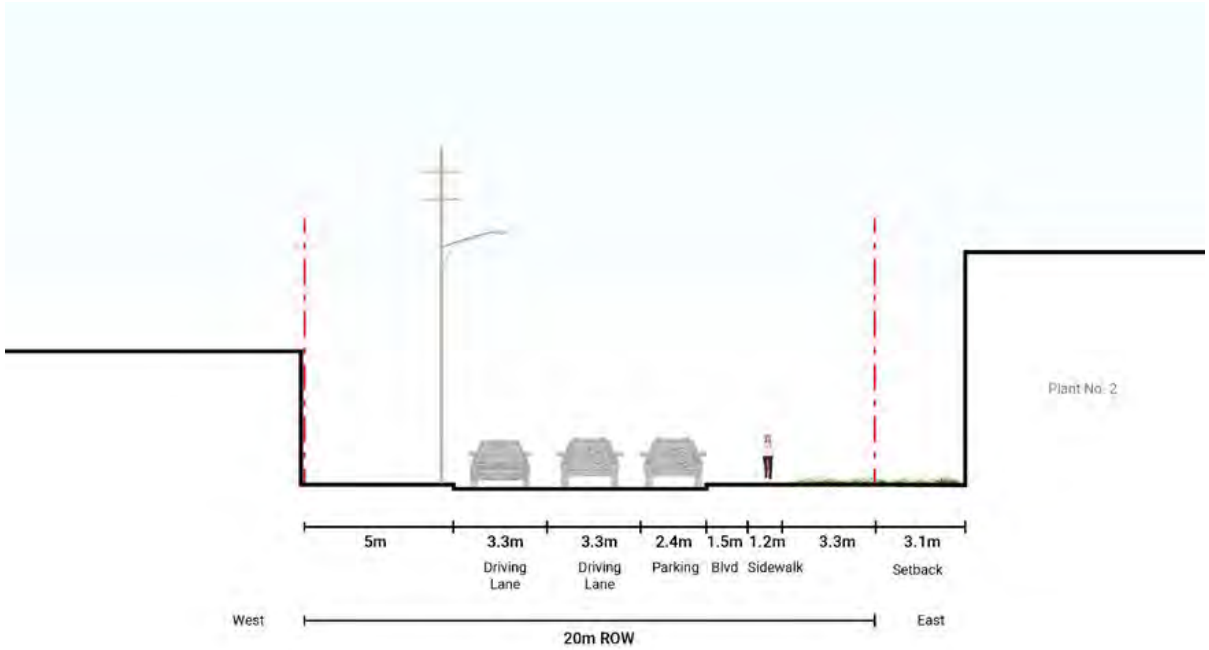


Figure 64. Duke Street Existing Condition Looking North

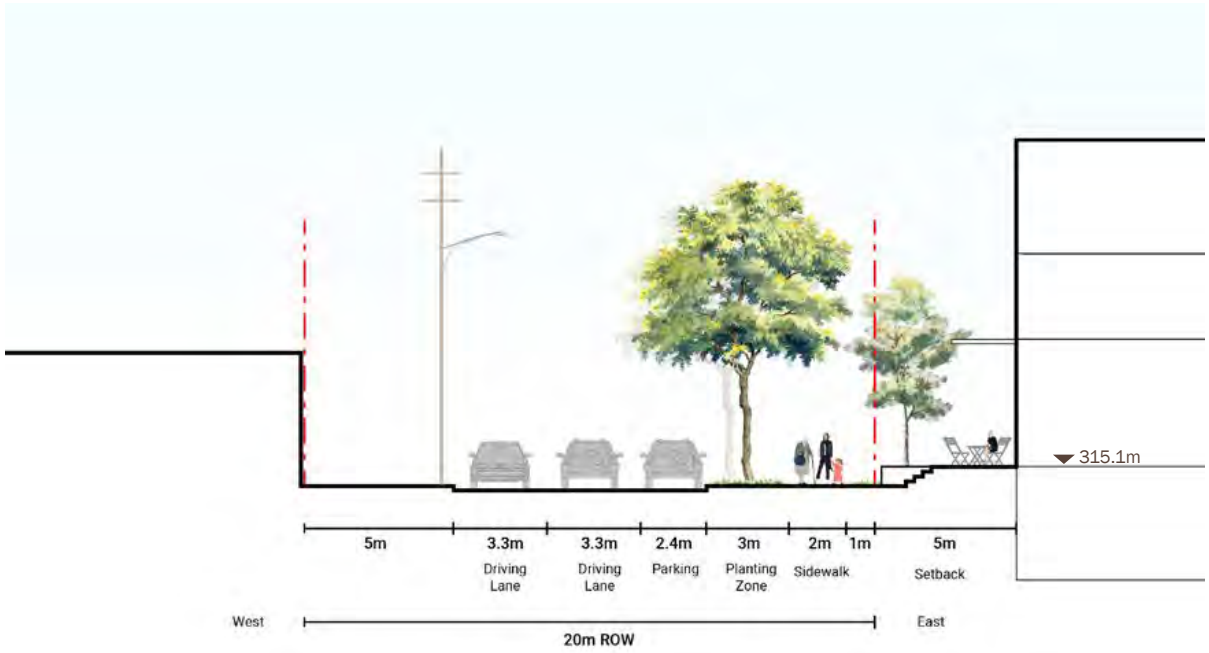


Figure 65. Duke Street Proposed Condition Looking North

Huron Street

Huron Street extends from Elizabeth Street to Ontario Street, with an at grade crossing of the Guelph Junction Railway at Ferguson Street. The existing right-of-way width is approximately 20 metres and the roadway width from curb to curb is generally 10.5 metres. Within the right-of-way there are two driving lanes for two-way movement, on-street parking and sidewalks on both sides of the street.

The section of Huron Street adjacent to the site will be improved on the west side. While the existing roadway width and curb locations will be maintained, the generous curb cuts to allow access to parking and loading areas for the existing industrial building will be replaced with a single curb cut for access to Huron Lane.

In the boulevard adjacent to the site, approximately 5 metres wide, a sidewalk is proposed on the west side of the existing hydro poles, adjacent to the hardscape of Huron Square, leaving a minimum of 3 metres for landscaping adjacent to the curb. The existing hydro line would prevent street trees from maturing; however, a row of trees is proposed close to the east edge of Huron Square, an appropriate distance from the hydro line. Instead of trees, the landscape zone in the right-of-way can accommodate shrubs, grasses and/or sedges. There may also be an opportunity to accommodate bio-swales that play a stormwater management role.

Key Map


Huron Street looking south - existing condition

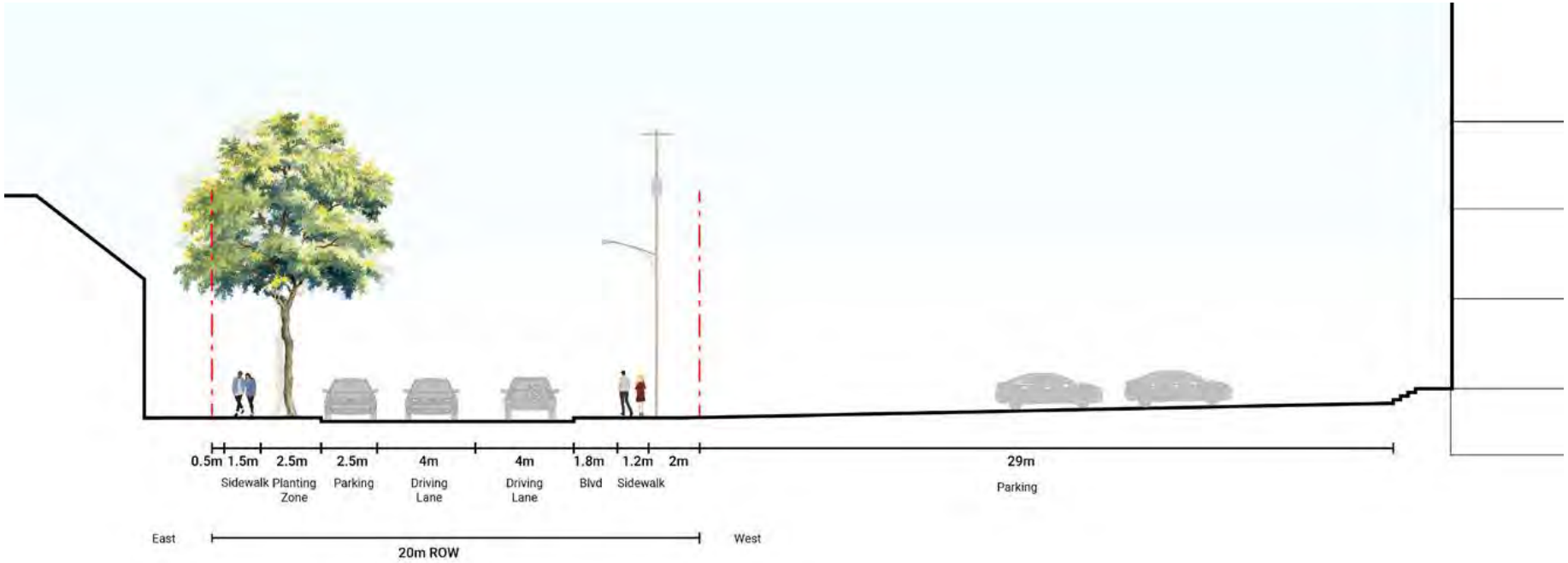


Figure 66. Huron Street Existing Condition Looking South

Figure 67. Huron Street Proposed Condition Looking South

Elizabeth Street

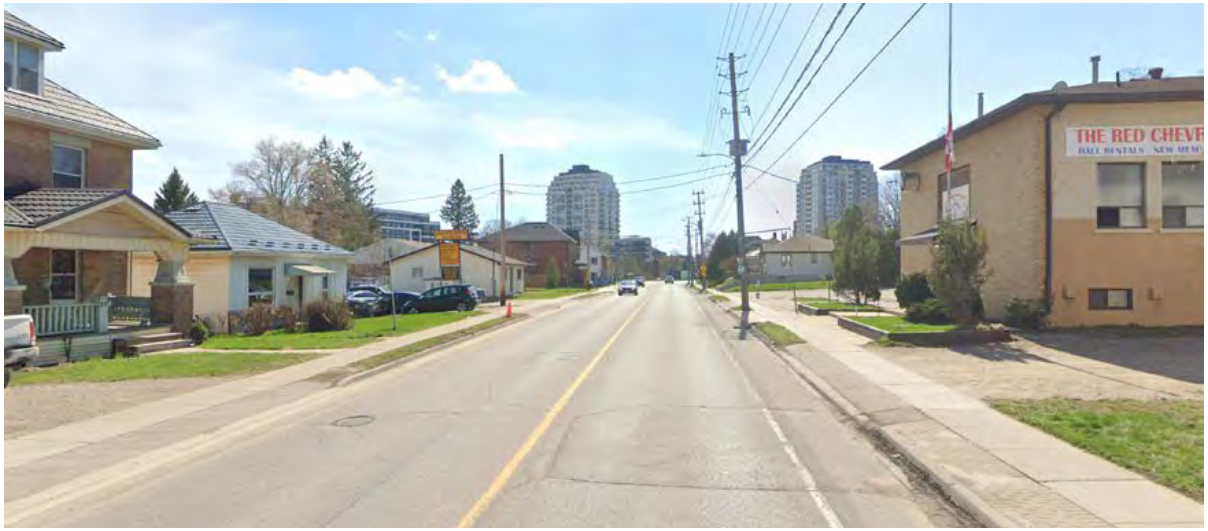
Elizabeth Street is a primary arterial road that extends from the intersection with Arthur Street N and Macdonell Street, through The Ward to York Road. The width of the existing right-of-way varies along the length of the street though the right-of-way is approximately 20 metres on the portions of the street adjacent to Plant No. 2. The existing street includes two driving lanes, on-street bicycle lanes, an edge zone of approximately one metre, and 1.2-metre sidewalks on both sides of the street.

Elizabeth Street is intended to ultimately have a 24-metre right-of-way. To support this objective, two metres of land across the north parcel's frontage will be conveyed to the City as required, as shown in Figure 68. The Official Plan identifies Elizabeth Street as a Primary Street with sidewalks on both sides of the street with a minimum width of two metres, two vehicular travel lanes, and dedicated bicycle lanes. The Official Plan also identifies the opportunity for transit priority measures on Primary Streets which could include signal priority and queue jumping lanes.

The Transportation Master Plan identifies Elizabeth Street to have an all ages and abilities bicycle facility as part of the near-term 2022-2031 capital projects.

The street section on the following page illustrates the existing configuration of elements within the right-of-way considering that the City has put forth a vision of the street but its future condition has not been designed yet. The section illustrates the two metre widening and the relationship of the proposed built form to Elizabeth Street. The appropriate building setback from Elizabeth Street will depend on the future streetscape design and the ground level use. A setback of 0-2 metres may be appropriate for a mixed-use building with commercial uses on the ground floor, whereas a 3-4 metre setback may be appropriate for a residential use to accommodate a front yard with landscaping.

Key Map


Elizabeth Street looking west - existing conditions

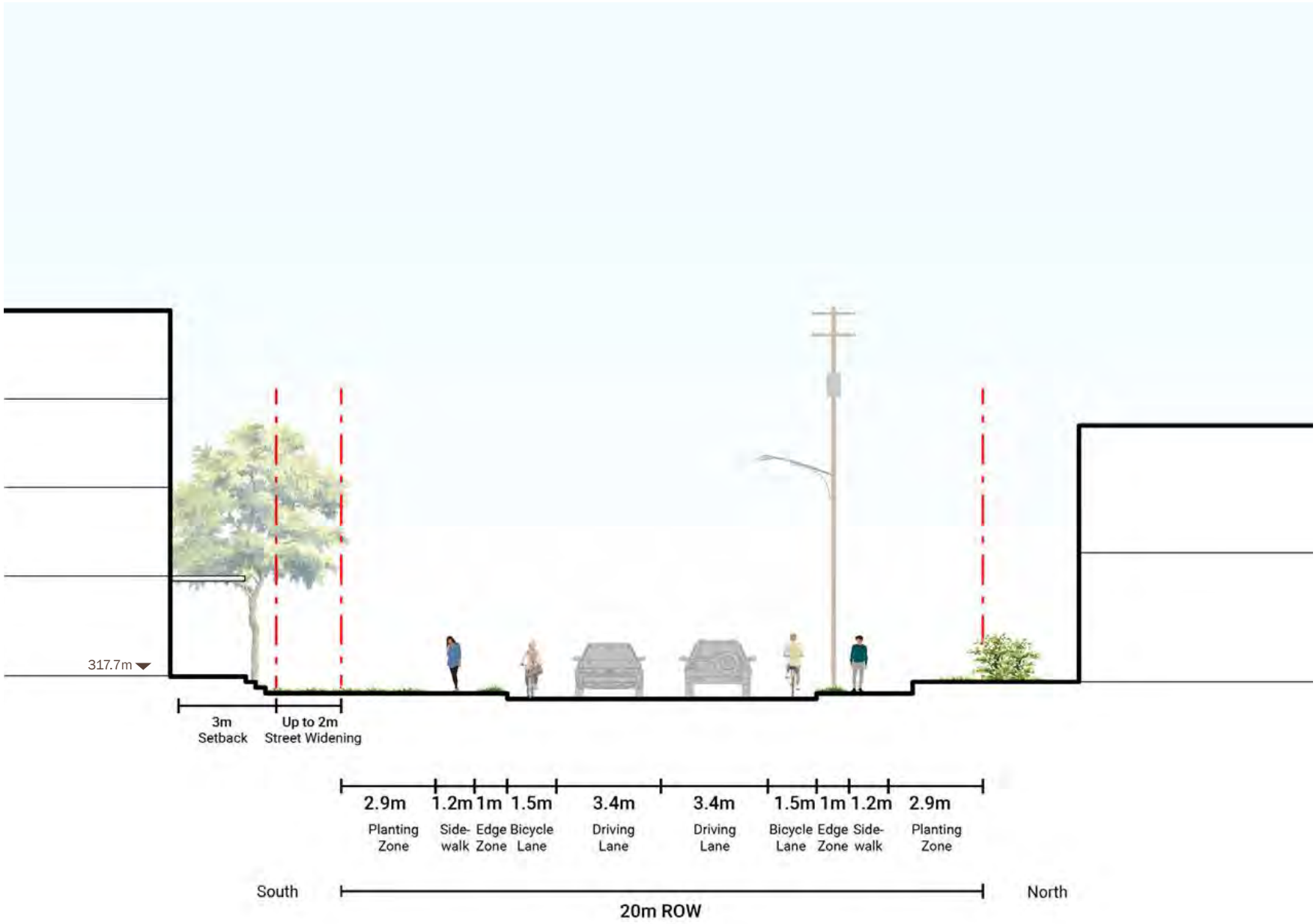


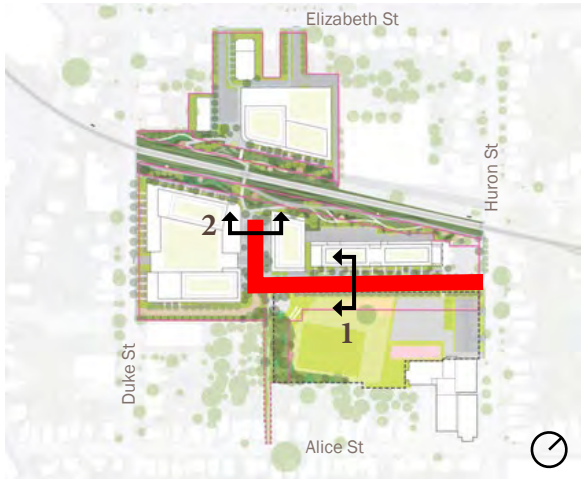
Figure 68. Elizabeth Street Looking West

Huron Lane

Huron Lane will be a new private street providing primary access into the south parcel from Huron Street. It will look and feel like a public street, with a 9-metre roadway to accommodate two vehicular lanes for two-way movement and on-street visitor parking along the east-west leg of the street, north of the Enhanced Schoolyard. The street will have a low speed limit and potentially traffic calming measures, such as speed humps, to help ensure cyclists feel safe sharing the roadway with vehicles.

A generous sidewalk approximately 2.3 metres wide will be located on the north side of the street. A 7.5-metre setback between the sidewalk and the heritage building will accommodate a continuous row of trees in low planters between pathways to ground-floor entrances to lobbies and units, which will soften the edges of the street and provide shade. A continuous row of trees and shrubs within the Enhanced Schoolyard will frame the south side of the street.

Huron Lane will turn north in the centre of the site and terminate with a turnaround in a courtyard between future buildings. The turnaround will have a width of 19-20 metres to accommodate pick-up and drop-off activity and allow vehicles, including paratransit vehicles, to turn around. Pedestrian zones on the west and east sides of the turnaround will have a minimum width of 2.5 metres. Special unit pavers used for the turnaround and related to paving in the larger courtyard space will reinforce its shared nature and the character of the overall development.



Key Map

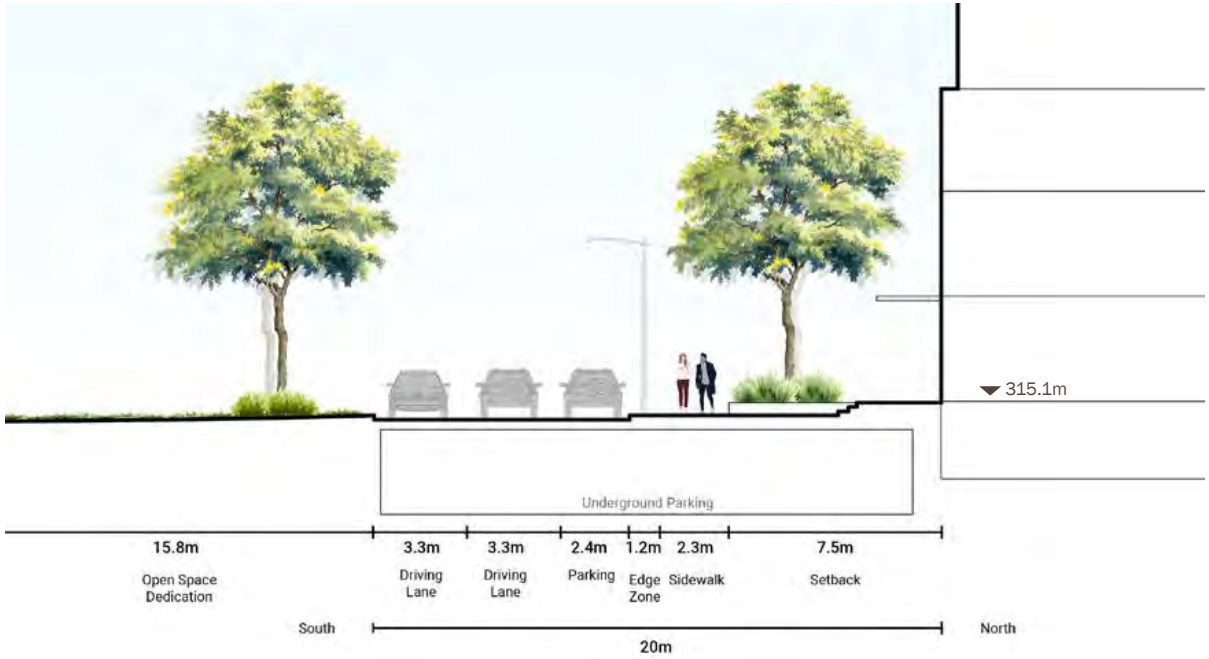


Figure 69. Huron Lane Cross-Section 1 Looking West

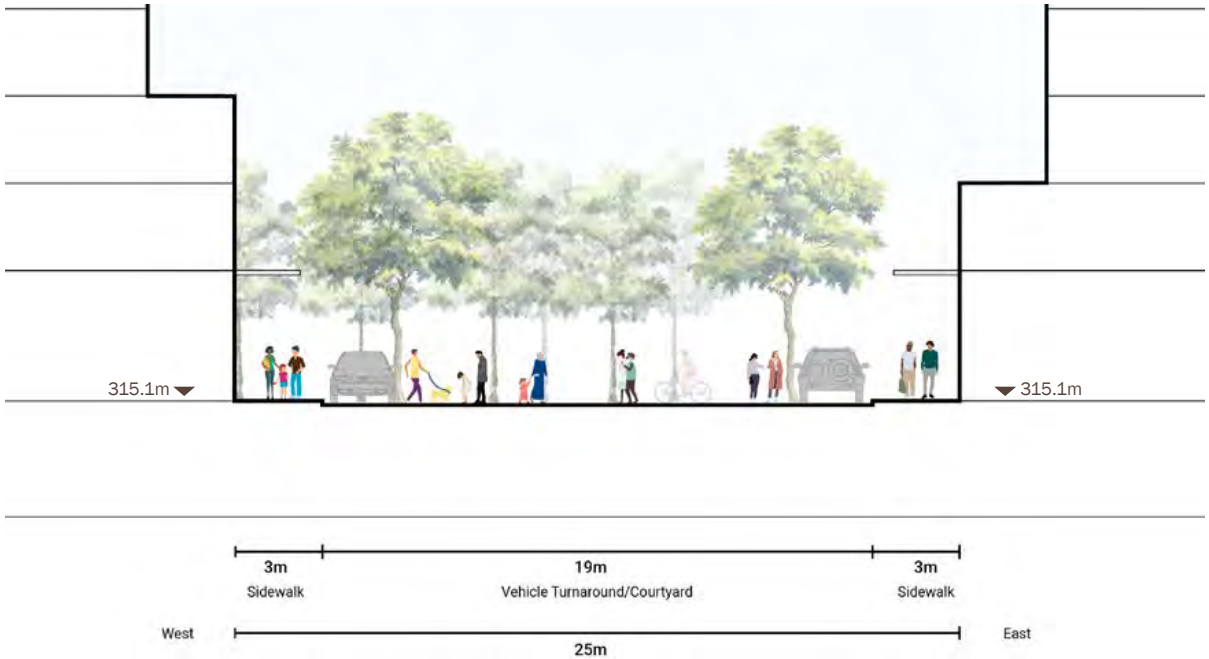


Figure 70. Huron Lane Plaza Cross-Section 2 Looking North

Elizabeth Lane

Elizabeth Lane will be a new private street providing access to the main entrances of future buildings on the north parcel. Like Huron Lane, it will look and feel like a public street. A two-lane roadway will be shared by drivers and cyclists. Because it is not expected to be used primarily for pick-up and drop-off and not for access to residential parking, the street is expected to be lightly traveled.

Elizabeth Lane will have a generous sidewalk on the east side of the street, and a setback of at least 4.5 metres to future townhouses will accommodate a continuous row of trees. A landscape zone approximately 4 metres wide on the west side will accommodate a second row of trees to frame the street and provide a buffer to the neighbouring property.

Elizabeth Lane will terminate in a turnaround within a courtyard framed by buildings. Unit pavers in the turnaround will signal to drivers that the space is intended to be shared among drivers, pedestrians and cyclists. A limited amount of parking may be accommodated on the south side of the turnaround to support commercial uses that may be proposed on the ground floor of the central tall building.

Second Driveway on Elizabeth Street

The second proposed access to the north parcel, east of Elizabeth Lane, will provide primary access to parking, loading and servicing areas within future development, as well as to 92 Ferguson Avenue via a longstanding easement. Although this driveway is expected to be used primarily for vehicular access, it will be designed with a sidewalk on one side and landscape zones on both sides to accommodate trees and other plantings.

Key Map

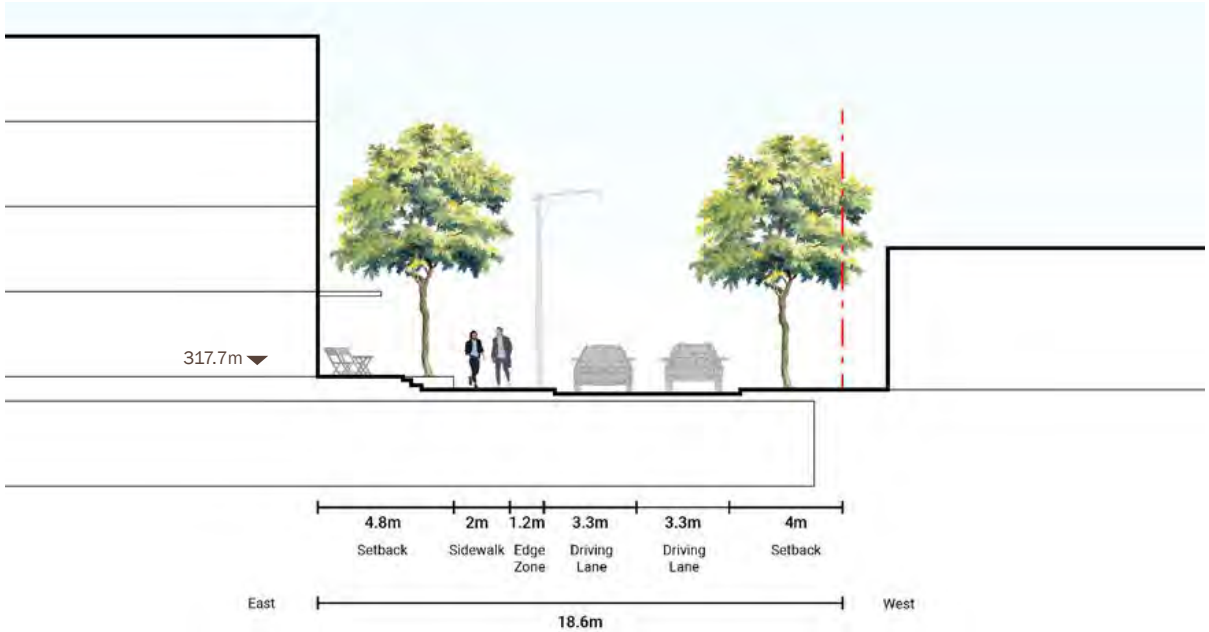


Figure 71. Elizabeth Lane Cross-Section 1 Looking South

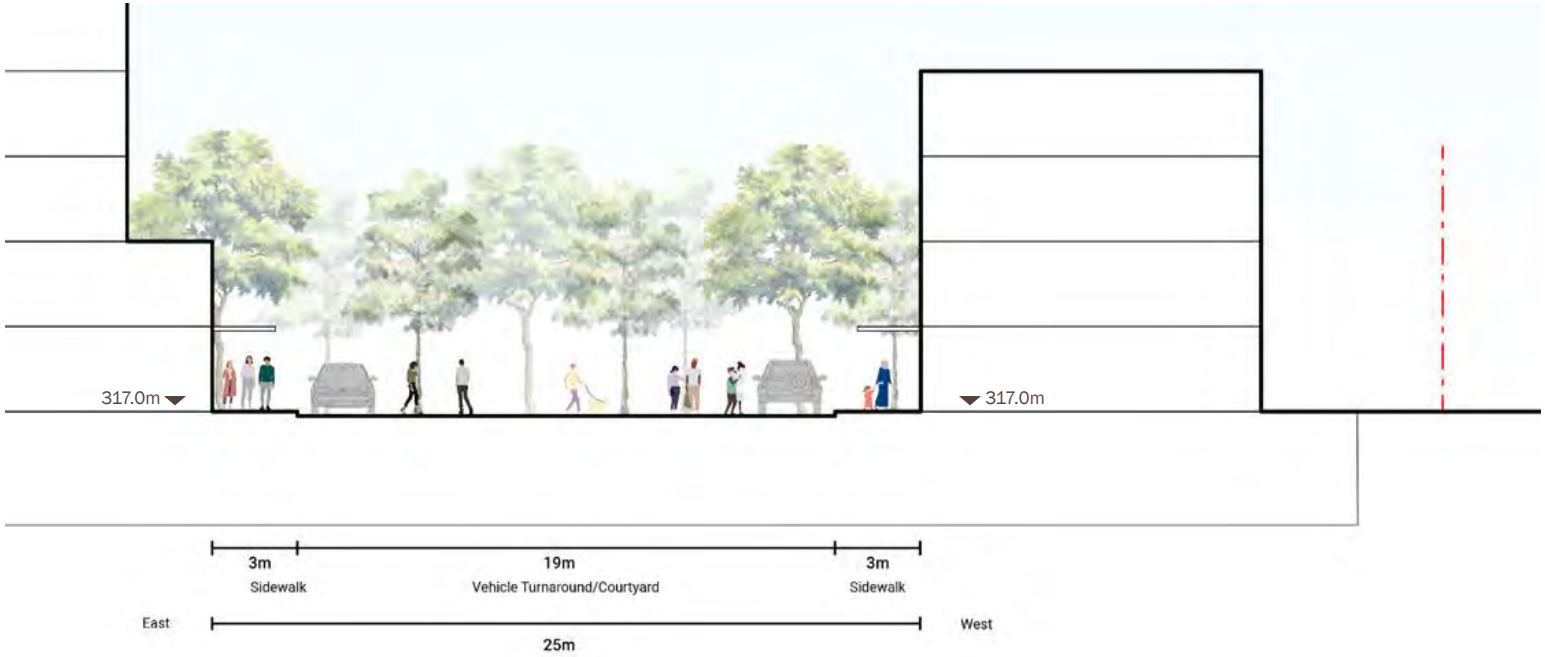


Figure 72. Elizabeth Lane Plaza Cross-Section 2 Looking South

Duke Mews

Duke Mews will be a private street intended primarily for pedestrians and cyclists looking to access their homes and/or future amenities on the site; it will also be designed to accommodate emergency vehicles. Private and service vehicles will be able to access the south parcel's west block from Duke Street via an internal driveway immediately north of Duke Mews.

Duke Mews will have a clearway approximately 7 metres wide, with unit pavers giving it a distinct identity coordinated with the character of the larger development. Trees, grasses and perennials in raised planters for adequate soil depth will line both sides of the mews.

A setback of approximately 5.5 metres from the clearway to grade-related units along part of the north side of the mews will also accommodate steps and private patios. Retractable bollards, a wrought iron chain barrier or similar measures at the entrances to Duke Mews will be used to prevent vehicles, other than emergency vehicles, from entering the mews.

Key Map

Figure 73. Duke Mews Cross-Section Looking East

Alice Street Pathway

The Alice Street Pathway will provide pedestrian and bicycle access to the site and the planned community amenities from the south. A portion of the property at 60 Alice Street was severed to facilitate the connection.

The linear open space to be dedicated to the City for the pathway will have a width of 8 metres adjacent to the Enhanced Schoolyard and narrows to 4.3 metres closer to Alice Street. The path itself will be 1.8 metres wide and paved with asphalt for durability and accessibility. Grass or other ground cover will line the path, with opportunities for tree planting, shrubs and other vegetation on the west side of the path where the corridor widens. Bollard lighting or another type of pedestrian-scale lighting should be incorporated into the design.

Where the pathway is adjacent to private residential properties, durable wooden fences 1.9 metres high can be erected at the edges of the corridor for privacy. If a solid privacy fence is installed on private property, a chain link fence is not required in the Alive Street Pathway. Where the pathway is adjacent to the Enhanced Schoolyard, a low fence may be required to define the boundary of the school property.

Key Map

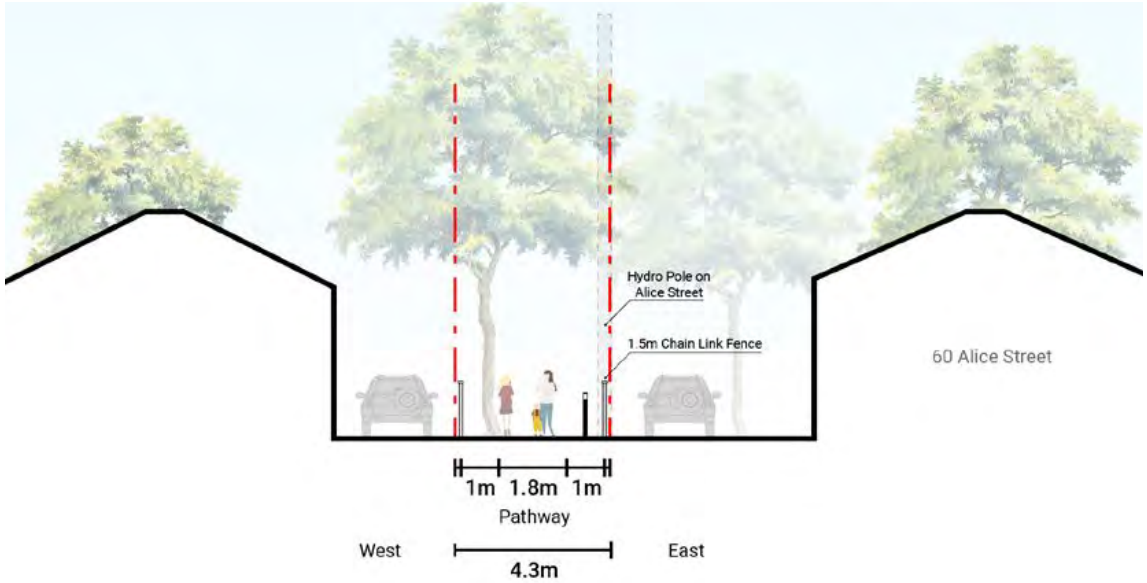


Figure 74. Alice Street Pathway Cross-Section 1 Looking North

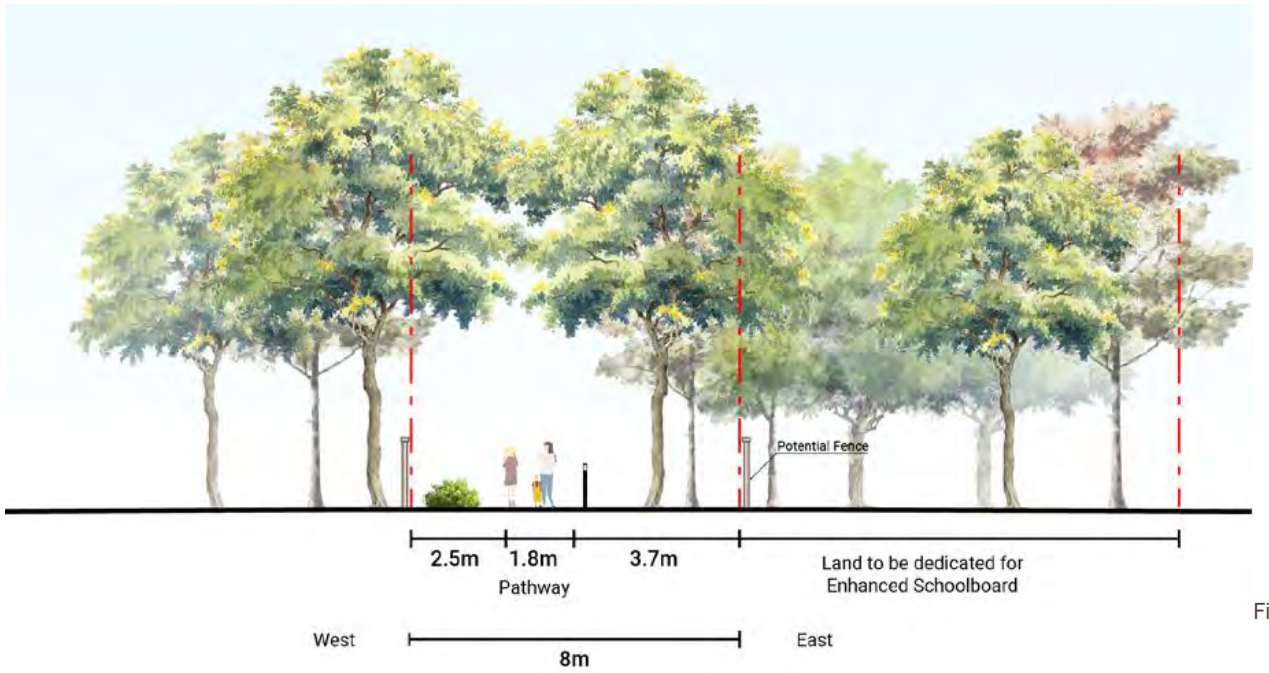


Figure 75. Alice Street Pathway Cross-Section 2 Looking North

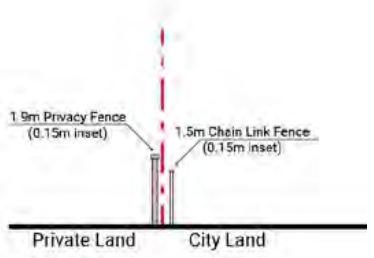


Figure 76. If a solid privacy fence is installed on private property, a chain link fence is not required. The fence condition along the pathway will be negotiated as the plan develops.

5.1.5 Landscape Materiality and Planting

This section describes the types and qualities of paving materials, furnishings and plantings to be used for the design of all elements of the future public realm on the Plant No. 2 site, including open spaces, pathways and streetscapes.

Materials

Asphalt

In addition to the private streets within future development, the Rail Trail and the secondary path connecting the north and south parcels over the railway will have an asphalt surface, consistent with the City's standards for multi-use path. The smoothness and durability of asphalt will allow for maximum traversability and future maintenance ease.

Characteristics

- type: superpave asphalt
- permeability: non-permeable
- colour: grey, fades to lighter grey over time, potential for coloured asphalt mix
- comparatively low embodied carbon

Asphalt paths

Unit Pavers

Courtyards, plazas, and squares within the public realm will have special unit-pavers to contribute to a distinct sense of place within the development. Size, shape and texture of the unit-pavers can vary between spaces, and there will be patterning opportunities in individual spaces. Permeable options can be explored to align with future sustainability goals (SRI for heat island, and permeability for BMP stormwater infiltration).

Characteristics

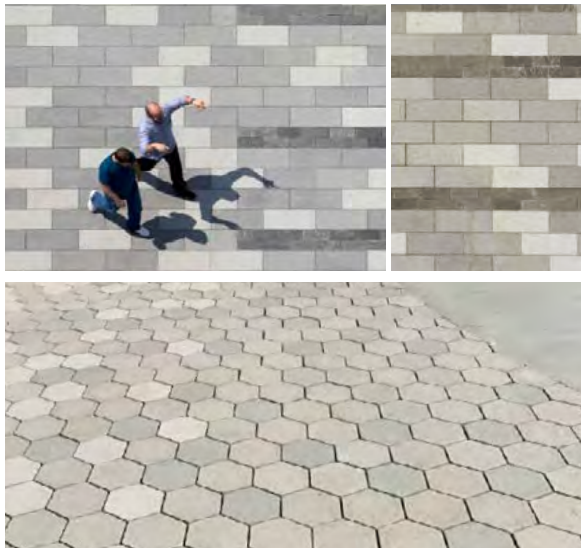
- type: precast concrete unit-paver
- permeability: both permeable and non-permeable options
- colour: grey and earth-tone colours (complementary with architectural palette and the City's streetscape manual)

Bound Aggregate

Tertiary paths and program nodes within the public realm will have more perceptively 'soft' surface treatments. Bound aggregate offers the opportunity to create accessible walks and spaces that feel more organic in character, aligning with some of the experiential goals of the various landscape typologies proposed. They are also easy to maintain. Another benefit is the potential of permeable bound aggregate to contribute to low impact development (LID).

Characteristics

- type: bound washed decomposed granite
- texture: durable surface
- permeability: typically permeable
- colour: warm browns, greys



Unit Pavers

Bound Aggregate

Furnishings

The furnishing palette proposed for the Plant No. 2 site is diverse to represent the different experiential characteristics across the various components of the public realm. Streetscapes, courtyards, plazas and squares will have a more formal character, and the furnishing and lighting palettes for these areas will align closely with the City's Streetscape Manual. In these locations, materials will be chosen emblematic of the industrial history of the site (metals) and the ecological restorative goals for the public realm (wood), with minimal flair. In the more naturalized landscape areas, organic materials will be used for seating elements, such as boulders and log benches, allowing for an opportunity to use materials native to the local and regional context.

Formal and informal seating

Pedestrian-scale lighting

Plantings

In keeping with the general intent of the design of the public realm, the planting palette will be developed from the recommended species noted in the City of Guelph's Park, Trail and Open Space Manual. Below is a shortened list of preferred species that will be expanded upon with future design work and should guide the selection process.

Street trees

- Large deciduous trees with canopy that provide shade over streets and sidewalks.
- Tolerant to urban conditions (i.e., can withstand some level of compaction, and pollutant stress such as road salt).

Plaza trees

- Medium-size, human-scale trees that offer comfort and shade.
- Provide seasonal interest through flowers, foliage colour or unique form.
- Suited for restricted rooting conditions, including soil cells and planters.

Habitat trees

- Native species with high ecological value, supporting birds, pollinators and local biodiversity.
- Place along naturalized edges and within habitat corridors.
- Mix of deciduous and evergreen to strengthen habitat structure and resilience.


Freeman Maple


Ginkgo


Serviceberry


Redbud


Basswood


White Oak


Kentucky Coffeetree


Bur Oak


Paper Birch


Hackberry


Eastern Hemlock


White Pine

Soil Depth and Volume

The concept plan illustrates trees planted across the site, and in some cases trees are planted above underground parking. All trees provided will follow the minimum requirements for soil as defined in the City of Guelph Tree Technical Manual (May 2025). The requirements include but are not limited to:

- Minimum soil depth of one metre;
- Minimum soil volumes (based on future tree size specifications as independent plantings vs shared soil volumes)
- Quality of imported soil and/or reused amended soils.

Shrubs

Within the Eco-Park especially, shrubs will contribute to the creation of a complex planting matrix, and add significant habitat value.

- Species selected to offer multi-season interest for visual appeal throughout the year.
- Mix of native and non-invasive ornamentals selected to complement other species for complex biodiversity and habitat value, supporting pollinators, birds, and local biodiversity (including fruiting, flowering and/or woody species).

Hedges

The primary hedgerow proposed at the conceptual stage of design occurs is a living, organic barrier partially defining the boundary of the schoolyard, leaving certain sections open for public access after school-hours.

- Select dense, upright species that provide year-round screening or structure, and allow for strategic wind blocks and microclimate benefits.
- Evergreens and native species prioritized to support biodiversity.

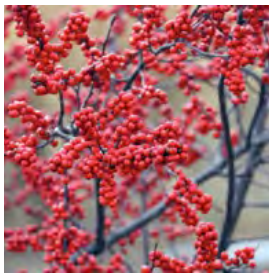

Red-osier Dogwood


Elderberry


Arrowwood


Witch Hazel


Eastern White Cedar


Common Juniper


Fragrant Sumac


Chokeberry

Grasses and Sedges

Along internal private streets, within planting beds and throughout the Eco-Park, grasses and sedges will create habitat complementary to other planting types and visual interest throughout the year through colour and texture.

- Prioritize native prairie grasses for resilience, drought tolerance and habitat value.
- Consider structure, visual rhythm and winter resilience to provide year-round texture.


Switchgrass


Indian Grass


Little Bluestem

Perennials and Groundcover

In the more naturalized areas of the various landscapes, such as the Eco-Park and the forested area in the schoolyard, native and low-water use perennials and groundcover will be utilized to create habitat value, reduce ground evaporation and create visual interest throughout the year.

- Native, low-maintenance species, planted in mixes and small areas of contrasting monocultures.
- Year-round visual interest and biodiversity promoting species.
- Evergreen or semi-evergreen groundcover/ creepers in selected areas to visual and textural contrast, consistent cover and year-round visual impact.


Black Eyed Susan


Aster


Milkweed


Canada Anemone


Creapers, such as Bearberry and Juniper

5.2 Built Form

5.2.1 Introduction

This section provides design guidance for future buildings on the Plant No. 2 site, focusing on massing and how buildings should relate to each other and the public realm, including the Eco-Park, existing streets and new streets, and pedestrian connections. It begins with general guidelines applicable to all buildings across the site, followed by more detailed direction for each of the three development blocks shown in Figure 77.

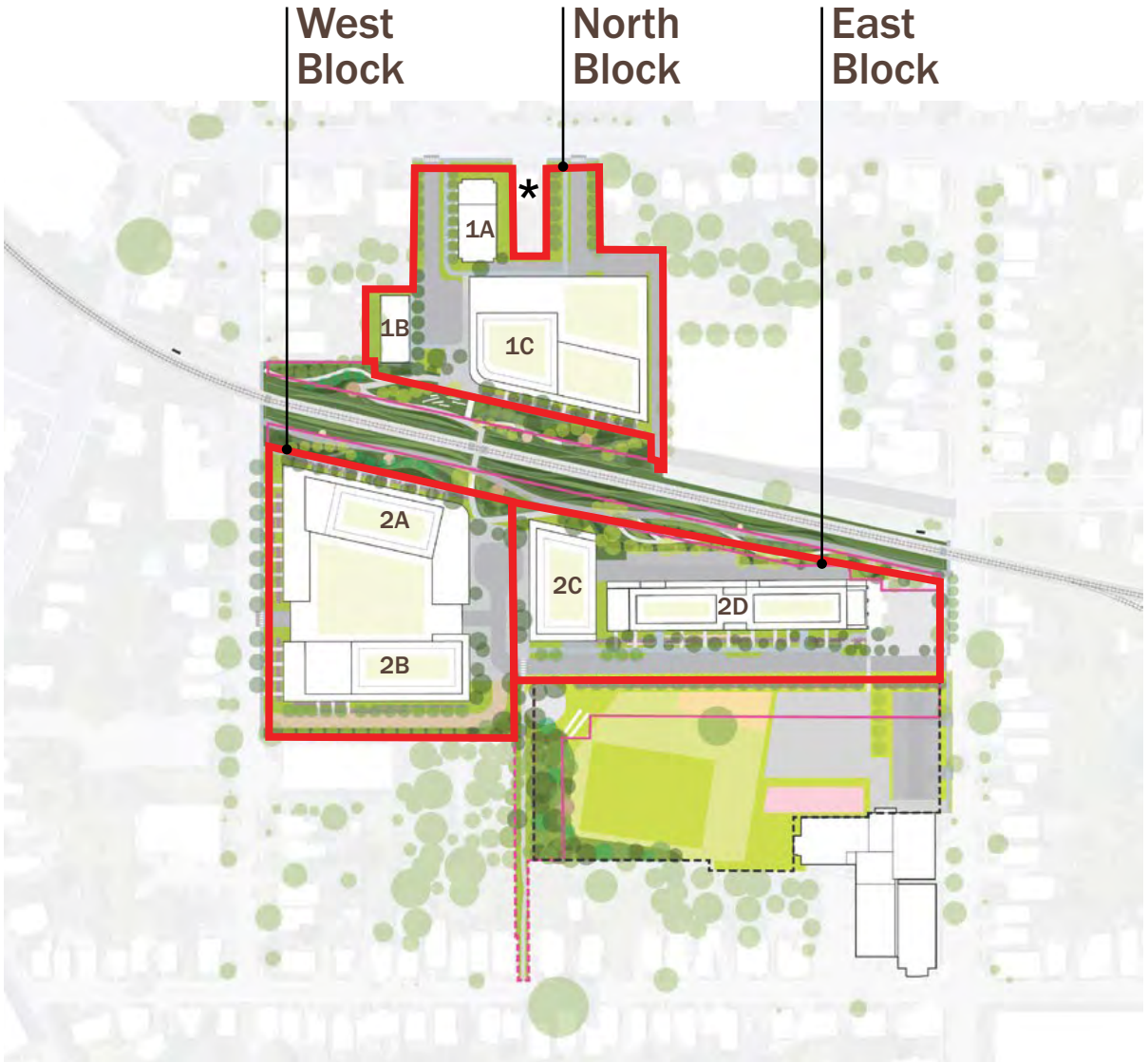


Figure 77. The redevelopment concept for Plant No. 2 breaks the site into three blocks

*See addendum for the updated concept plan that includes 39 Elizabeth Street.

5.2.2 General Built Form Guidelines

Massing Approach and Transition

The location, organization and massing of buildings should provide transitions from taller building elements to lower buildings in the surrounding neighbourhood for compatibility and to contribute positively to the overall built form of Downtown.

- Taller buildings should be located toward the centre of the site, well back from existing low-rise homes.
- Podiums of 2-3 storeys at the base of taller buildings should be used to accommodate height transitions and respect the character of existing streets.
- Building heights should vary across the site to contribute to an articulated skyline.
- The massing of buildings longer than 40 metres should incorporate vertical reveals or break down in volume to avoid a wall effect and create the appearance of smaller building components.

Figure 78. The massing approach locates taller buildings toward the centre of the site

Orientation and Framing

Buildings that frame and address streets or open spaces contribute to a public realm that is inviting and comfortable.

- Proposed buildings should be oriented to existing and new streets and have a consistent front setback.
- Ground level residential units should have front entrances facing the public realm with a sufficient setback to accommodate a porch or patio, front steps and landscaping, generally 4-5 metres. The heritage building may have a setback up to 7.5 metres from a sidewalk on Huron Lane.
- Porches and patios should have a sufficient depth of 2-3 metres to maximize their functionality and provide space for tables and seating.

Parking, Loading and Servicing

Strategically locating residential parking, loading and servicing areas within buildings will minimize their impacts on the public realm.

- Parking and loading access should be consolidated where possible and integrated into the building design.
- Loading and servicing functions for mid-rise and high-rise building should be located internal to the building. Garbage and recycling storage for low-rise buildings, if not located within the building, should be screened from public view.

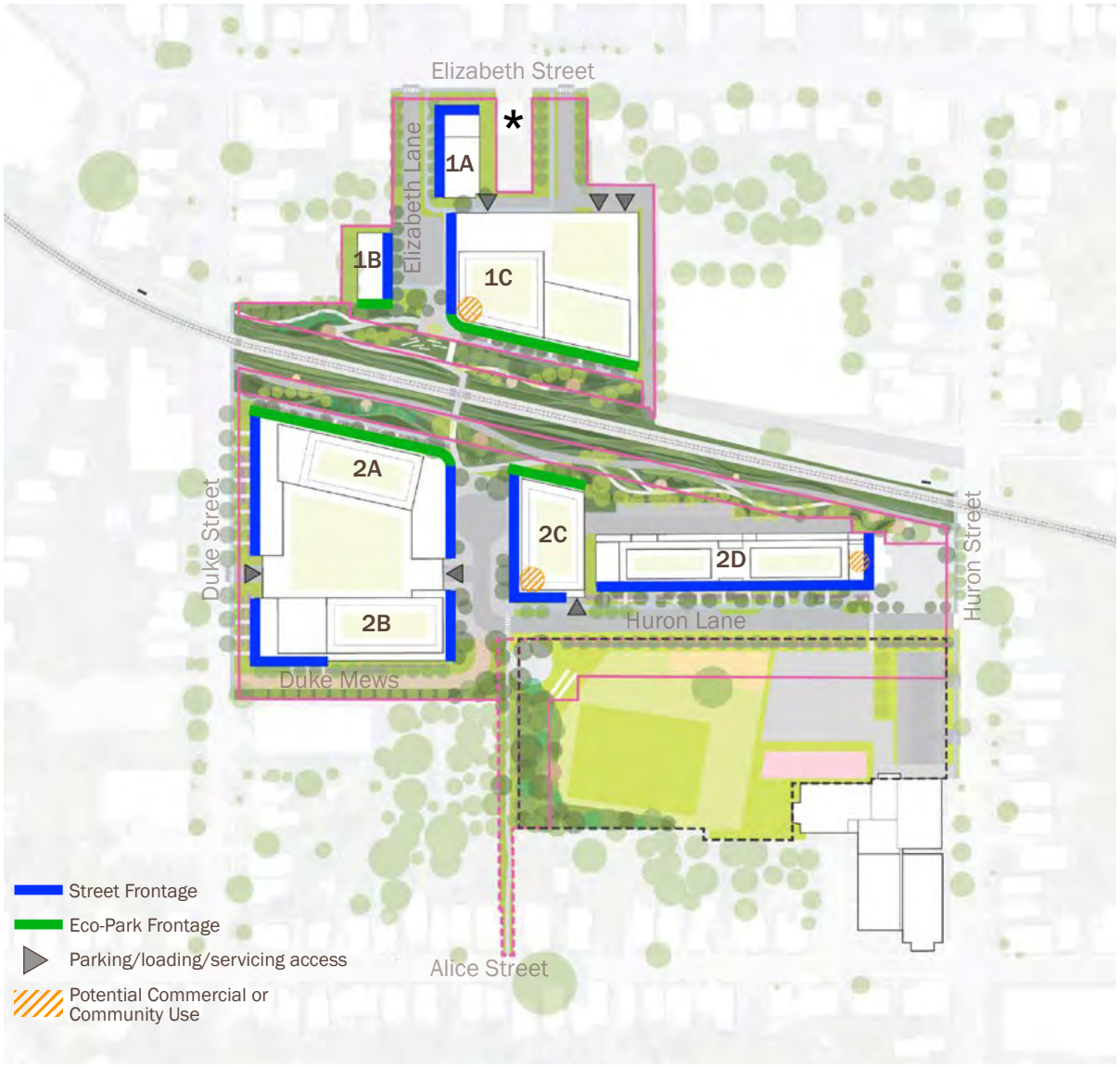


Figure 79. Building frontages in the redevelopment concept with residential units or other uses oriented to the public realm

See addendum for the updated concept plan that includes 39 Elizabeth Street.

- Residential parking for new buildings should be located underground or in above-ground parking structures generally screened from public view by other uses. Note exception for the heritage building in Section 5.2.5.
- Where a portion of a parking structure abutting the public realm is unavoidable, its facade should be detailed as a fenestrated building wall which contributes to safety and visual interest.

Floorplates and Tower Separation

The site is designed for efficient tower floorplates and generous tower spacing to maximize sky views, protect for privacy and limit shadow impacts.

- Floors above the sixth storey should have a maximum gross floor area of 1,200 m², and floors above the eighth storey should have a maximum GFA of 1,100 m², to mitigate impacts on the pedestrian realm.
- Towers should have a minimum 25-metre separation from other towers on the same parcel (north or south).

Tower Tops

Rooftop equipment should not detract from the architecture of building and the pedestrian experience.

- Mechanical equipment should either be incorporated into the building or be set back from roof edges and fully screened with material in keeping with the architecture.

Figure 80. Generous spacing between buildings contributes to comfortable spaces at grade

5.2.3 North Block

The concept for the north block includes three buildings ranging in height from 4 to 19-storeys. Elizabeth Lane, a future private street provides frontage for all three buildings, and units are also oriented to Elizabeth Street and the Eco-Park.

- Locate and mass buildings to help frame Elizabeth Street, "Elizabeth Lane," and the Eco-Park and provide appropriate transitions to neighbouring properties.
- All building must be set back a minimum of 15 metres from the property line abutting the rail corridor.
- See Figure 81 for recommended minimum setbacks.
- The north block is appropriate for a centrally located tall building that steps down to 6 storeys along the Eco-Park and has a podium of 2-3 storeys.
- The tower and mid-rise portions should be stepped back a minimum of 3 metres from edges of the podium.
- Buildings up to 4 storeys north and west of the tower would provide an appropriate transition to Elizabeth Street and neighbouring properties, respectively.
- Provide a minimum 3-metre landscape buffer or 6-metre rear yard planted with trees and shrubs adjacent to neighbouring residential properties.

Figure 81. North Block

*See addendum for the updated north block concept plan that includes 39 Elizabeth Street.

- Provide access to parking, loading and servicing within the tower podium and underground via a second driveway from Elizabeth Street.
- Locate lobbies and entrances to grade-related units along Elizabeth Lane. Grade-related units should also be located along the Eco-Park and Elizabeth Street. Ground level units should include porches, front steps and landscaping to create a transition from the adjacent public space.
- Small-scale commercial use or a community use would be appropriate on Elizabeth Street and/or in the tower podium overlooking the Eco-Park.
- Provide rooftop amenity space for residents on the tower podium.

Figure 82. Building 1A frontage on Elizabeth Street (Section 1)

Figure 83. Building 1A frontage on Elizabeth Lane (Section 2)

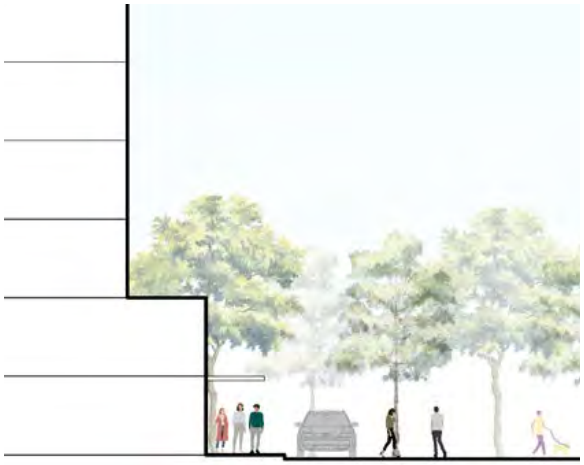


Figure 84. Building 1C lobby entrance from Elizabeth Lane (Section 3)

Figure 85. Building 1C frontage on the Eco-park (Section 4)

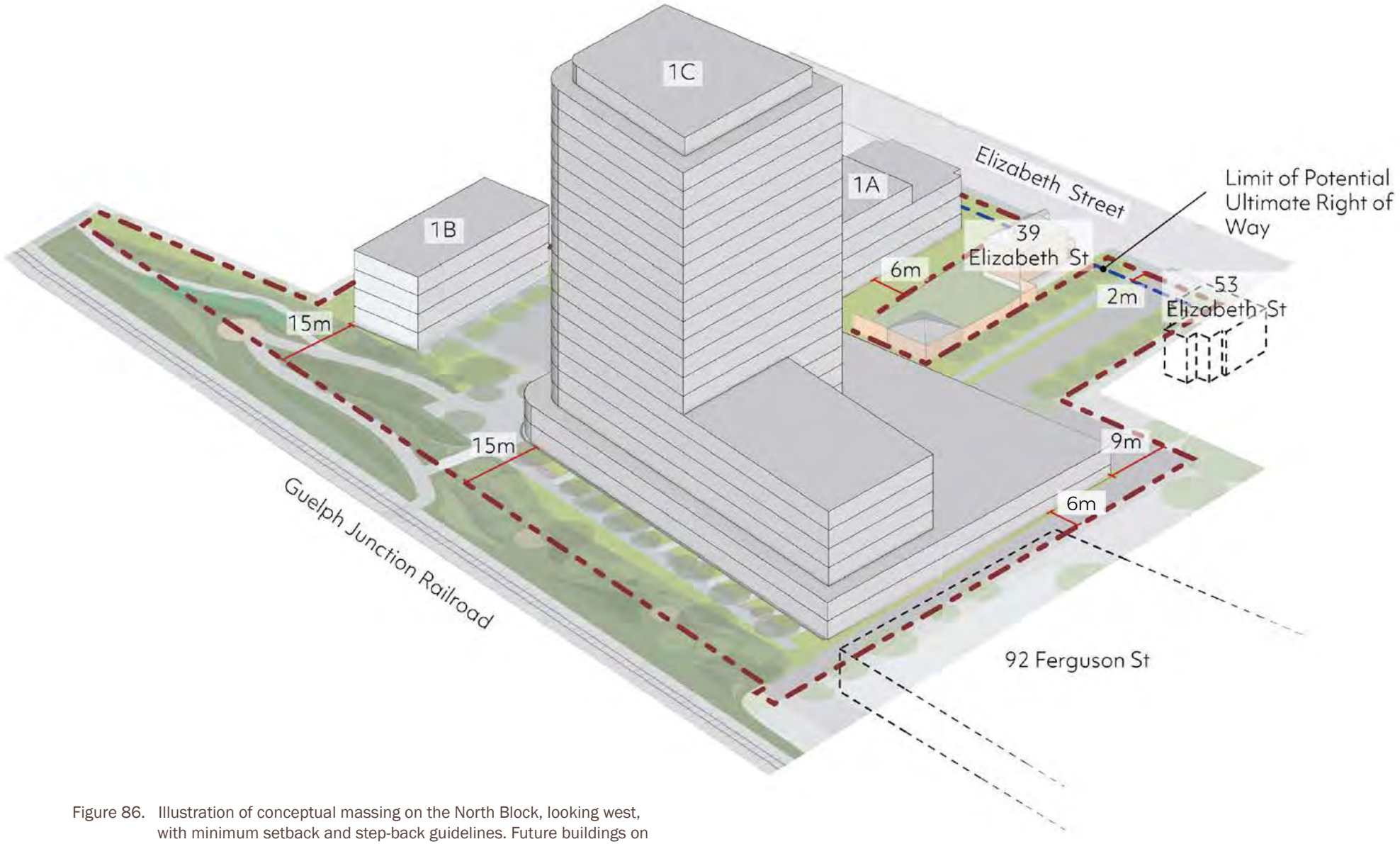


Figure 86. Illustration of conceptual massing on the North Block, looking west, with minimum setback and step-back guidelines. Future buildings on the north block should frame and help to enhance the Eco-Park.

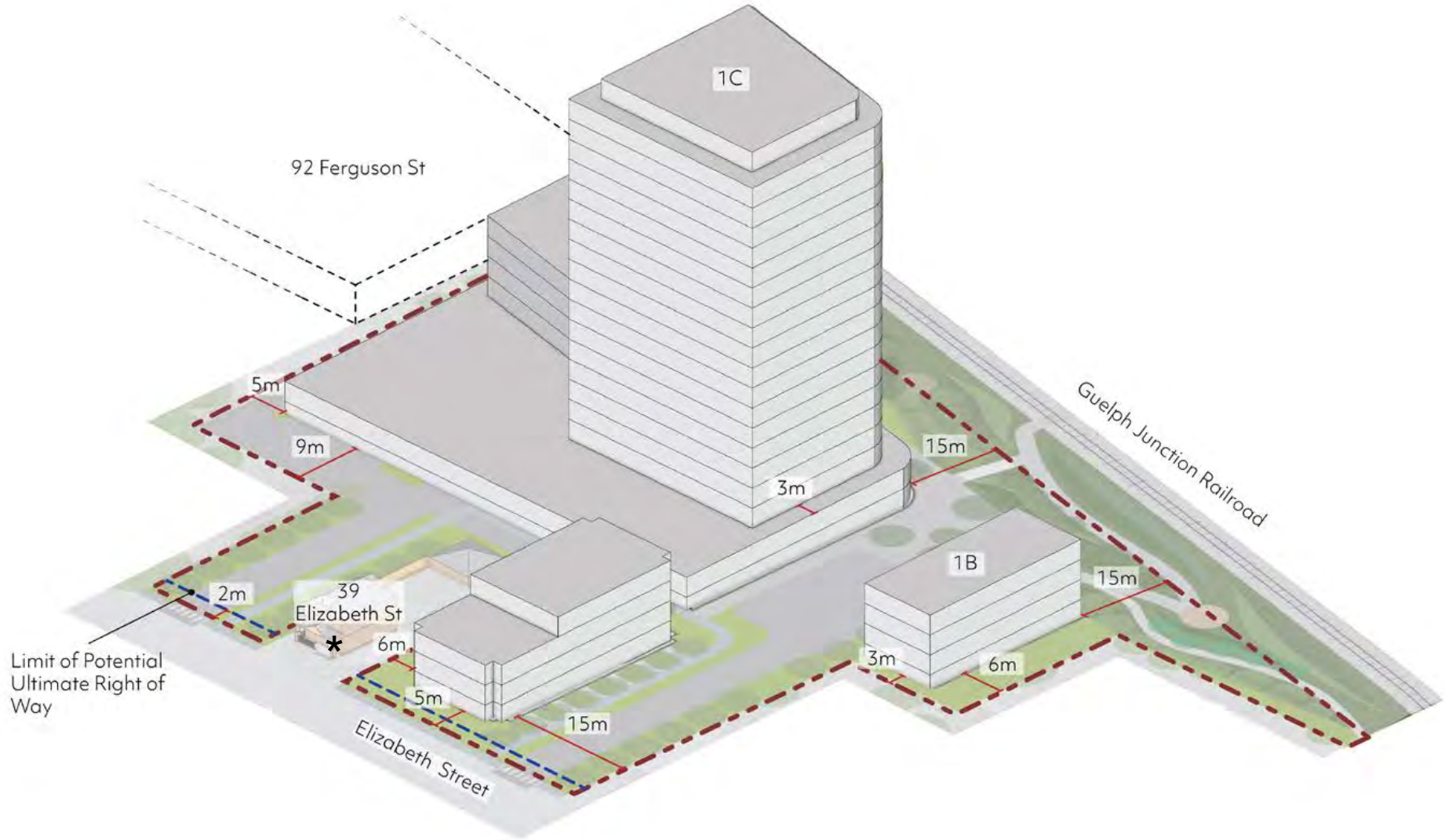


Figure 87. Illustration of conceptual massing on the North Block, looking east, with minimum setback and step-back guidelines. The massing of buildings should create a transition in heights from the adjacent low-rise development on Elizabeth and Duke streets to a central tall building.

**See addendum for the updated concept plan that includes 39 Elizabeth Street.*

5.2.4 West Block

As shown in the development concept, the west block can accommodate two tall buildings on a 3-storey podium that frames streets on three sides and the Eco-Park.

- The podium should have a height of 3 storeys to create a strong built form edge along the Eco-Park, Duke Street, Huron Lane and Duke Mews.
- The podium must be set back a minimum of 15 metres from the property line along the rail corridor and should be set back 4-5 metres from the south limit of the Eco-Park.
- Grade-related residential uses should be located along the north, west and south sides of the block and include porches, front steps and landscaping.
- Lobby entrances and the primary entrance to parking, loading and servicing areas should be located on Huron Lane. A secondary vehicular driveway should be located on Duke Street (see Figure 88).
- Parking can be located underground and within a multi-level parking structure in the interior of the podium, with common amenity space accommodated on the podium roof.
- To provide an appropriate transition to the existing Ward neighbourhood,

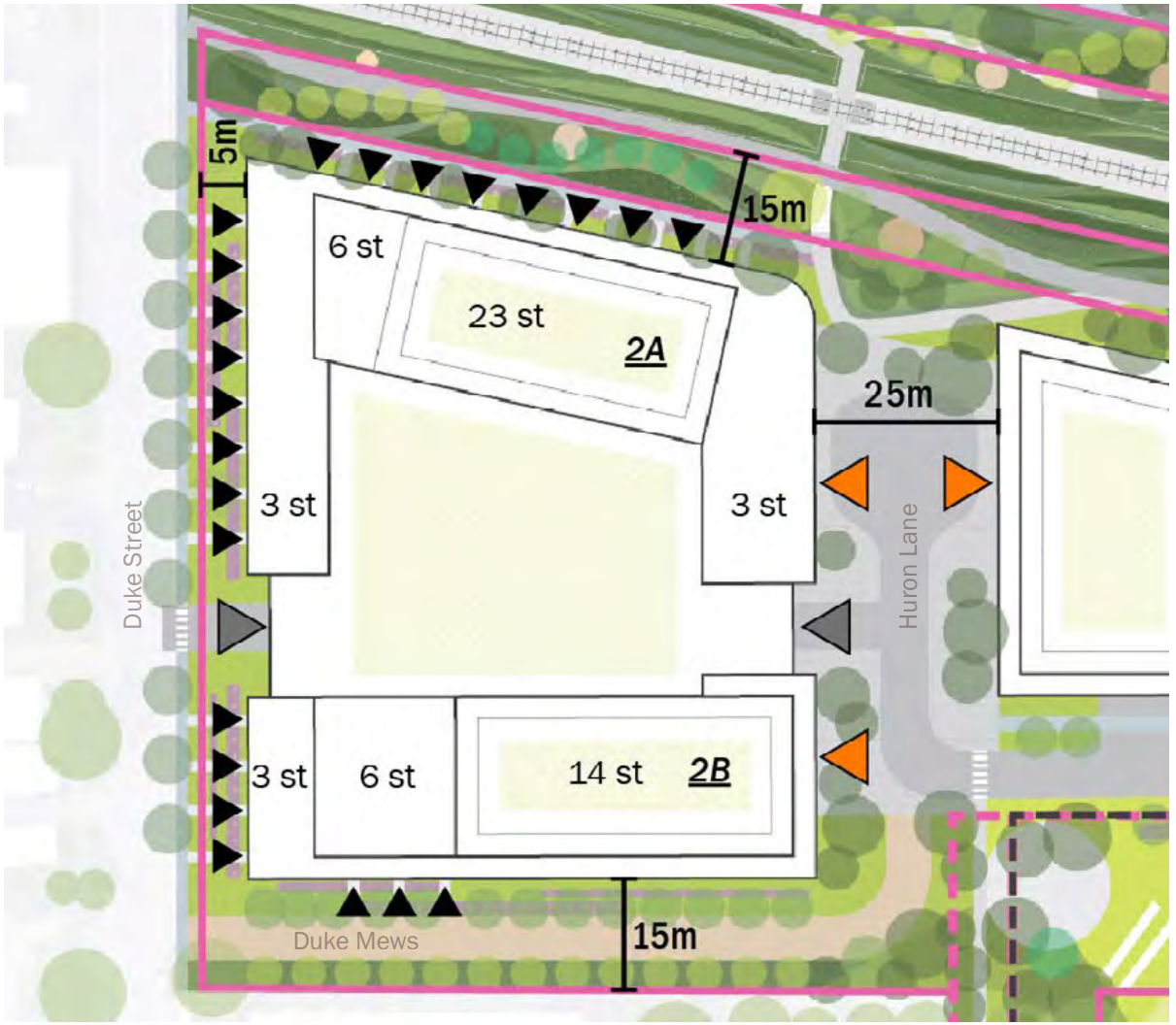


Figure 88. West Block guidelines

Lobby Entrance
Ground Level Unit Entrance
Parking/Loading/Servicing Access

building element above the podium should be stepped back a minimum of 9 metres from the facade on Duke Street.

- Towers should be stepped well back from Duke Street, although building elements up to 6 storeys would provide an appropriate transition between the tall buildings and the surrounding Ward neighbourhood. See Figure 94 for recommended minimum stepbacks.
- Within the 4-5 metre setback, grade-related units facing Duke Street, Duke Mews and the Eco-Park should have front entrances, porches or patios, front steps and landscaping.
- Provide rooftop amenity space for residents on the tower podium.

Figure 89. Building 2A frontage on Duke Street (Section 1)

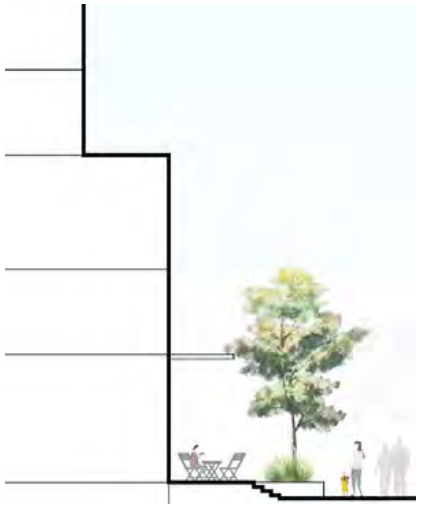


Figure 90. Building 2B frontage on Duke Mews (Section 2)

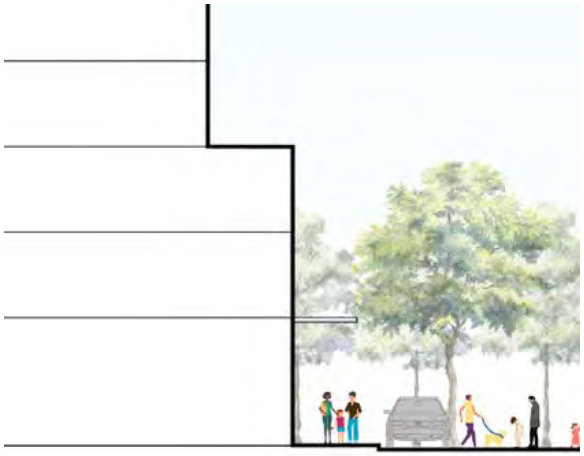


Figure 91. Building 2A lobby entrance to Huron Lane (Section 3)

Figure 92. Building 2A frontage on Eco-Park (Section 4)

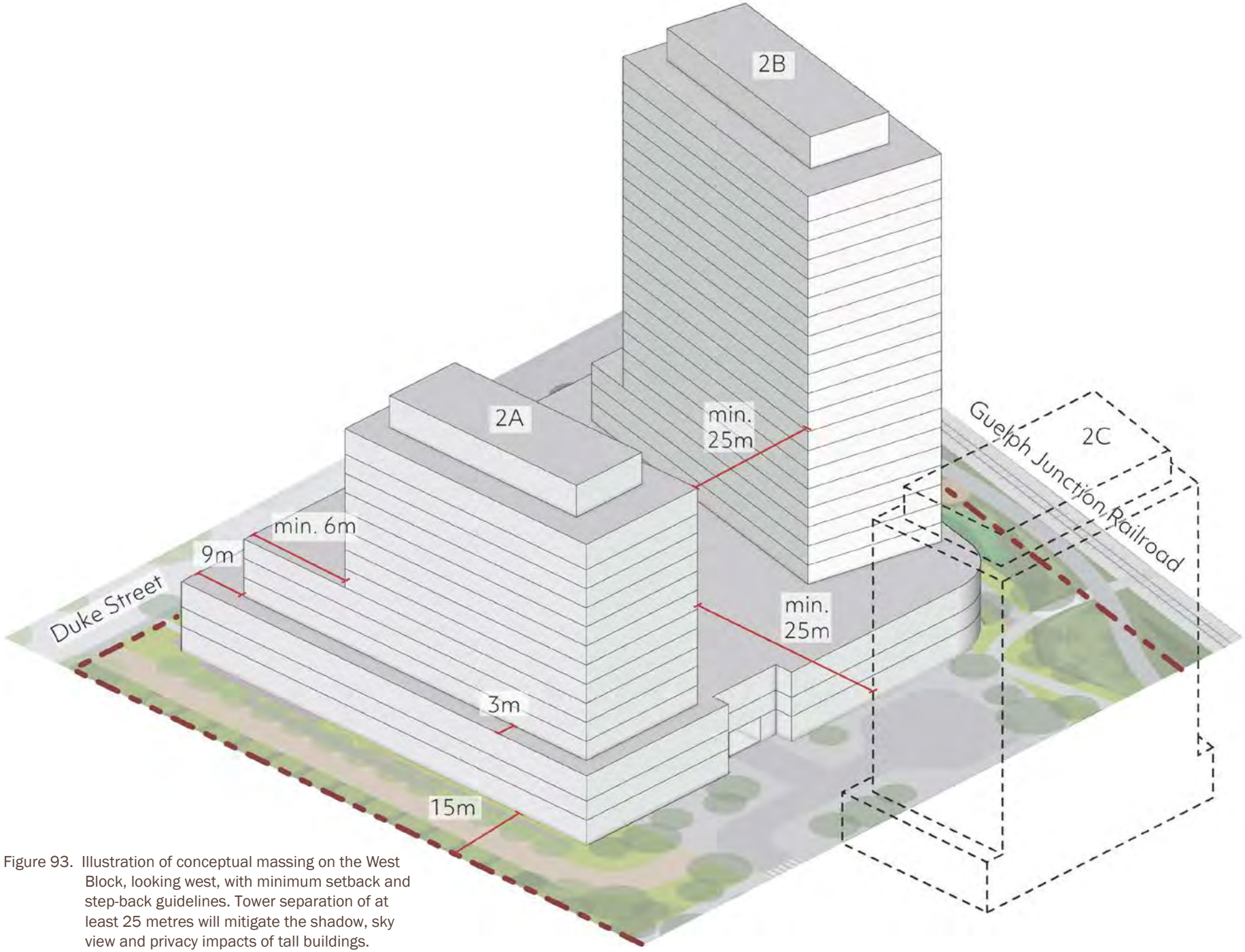


Figure 93. Illustration of conceptual massing on the West Block, looking west, with minimum setback and step-back guidelines. Tower separation of at least 25 metres will mitigate the shadow, sky view and privacy impacts of tall buildings.

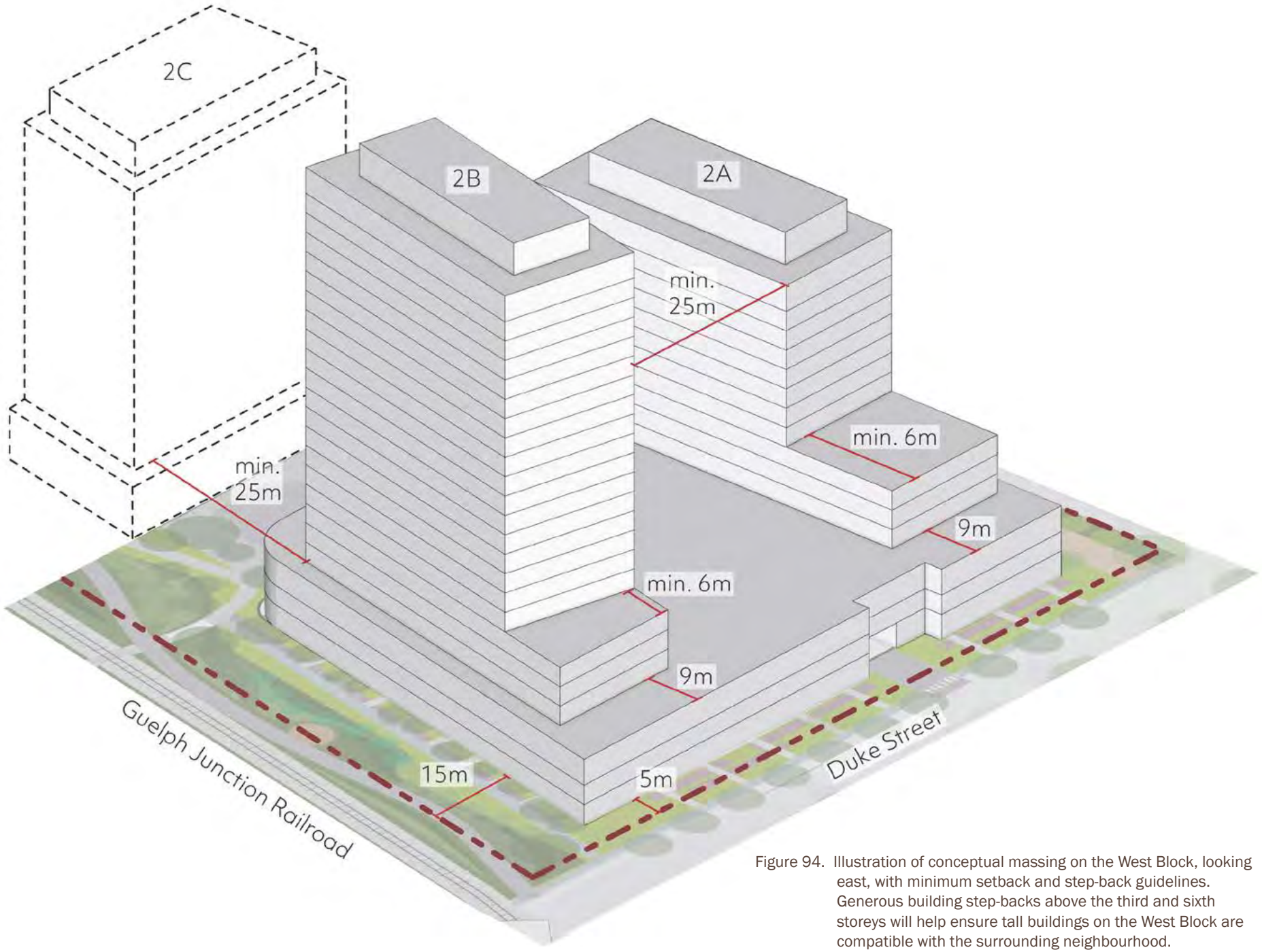


Figure 94. Illustration of conceptual massing on the West Block, looking east, with minimum setback and step-back guidelines. Generous building step-backs above the third and sixth storeys will help ensure tall buildings on the West Block are compatible with the surrounding neighbourhood.

5.2.5 East Block

The development concept for the East Block includes the existing heritage building with a 2-storey addition and a 16-storey residential building. The site design of the East Block will be largely defined by the footprint of the historic factory building and Huron Lane, which will create two new frontages for development.

- Adaptive reuse of the heritage building should restore the original fenestration on all exposed sides of the building.
- Details of incorporating the existing heritage structure will be resolved in a Heritage Impact Assessment at the time of development.
- Ground-floor units on the south side of the heritage buildings should have individual entrances facing Huron Lane.
- The heritage building's east facade should have a high proportion of glazing on the ground floor for visibility to a potential commercial or community use.
- Additions on top of the heritage building should be designed to complement the existing building with respect to materiality, articulation and overall architectural expression. The pattern of vertical and horizontal elements in the existing building should be respected but not necessarily copied.

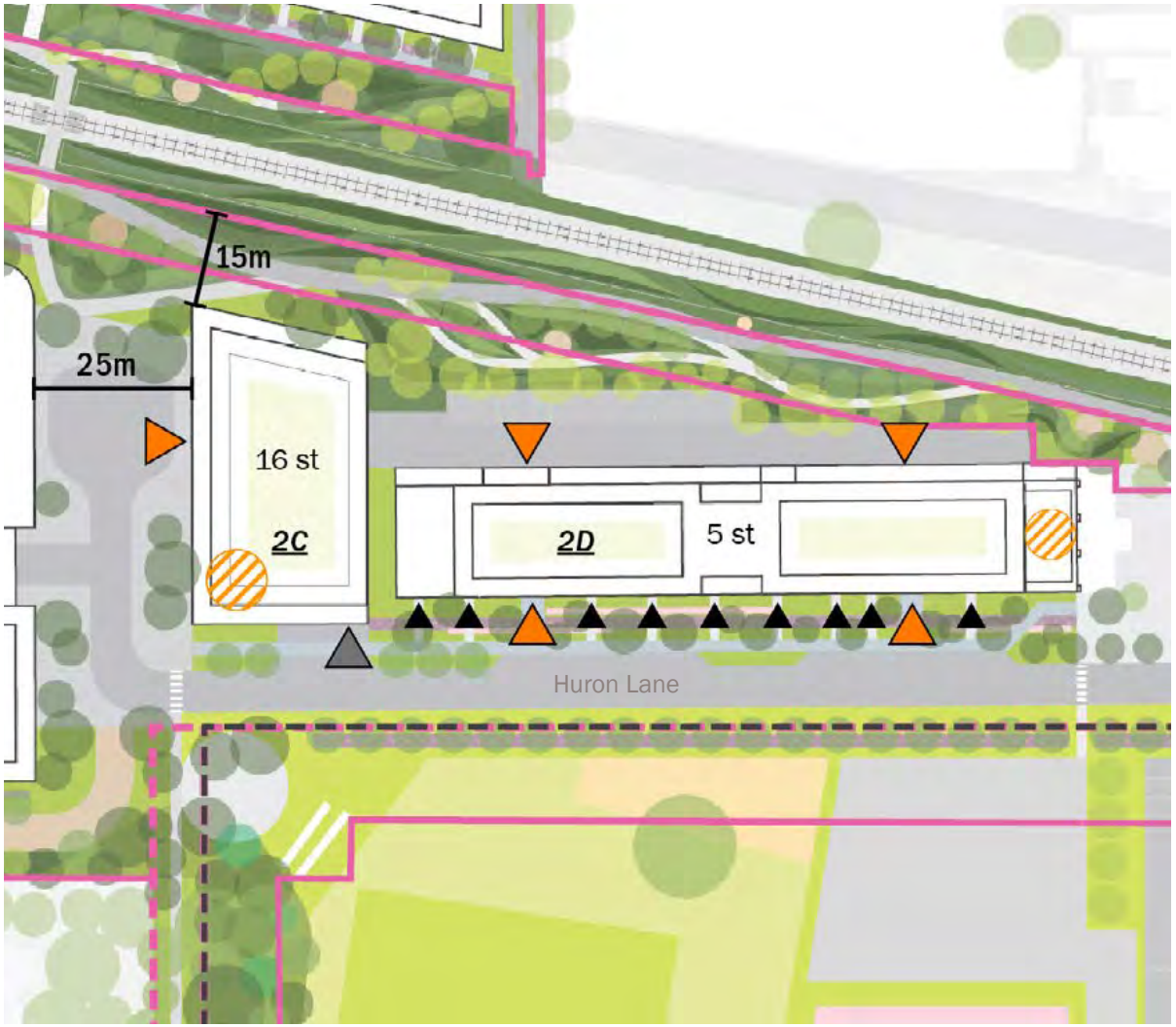


Figure 95. East Block

Lobby Entrance
Ground Level Unit Entrance
Parking/Loading/Servicing Access
Potential Commercial or Community Use

- The setback zone adjacent to the heritage building should include raised planters in between the individual units to provide additional soil depth for trees and to create a buffer between the units and the street.
- A future tall building at the west end of the heritage building (2C) should address the courtyard at the end of Huron Lane.
- Access to parking, loading and servicing areas for both the tower and the heritage building should be via a shared driveway on Huron Lane.
- The ground floor at the south end of the tower should be designed to accommodate a commercial or community use or, if those are not viable, a common amenity space.
- While residential parking for the tower should be located underground, parking for the heritage building may be located at grade on the north side of the building. Surface parking should be screened with plantings.

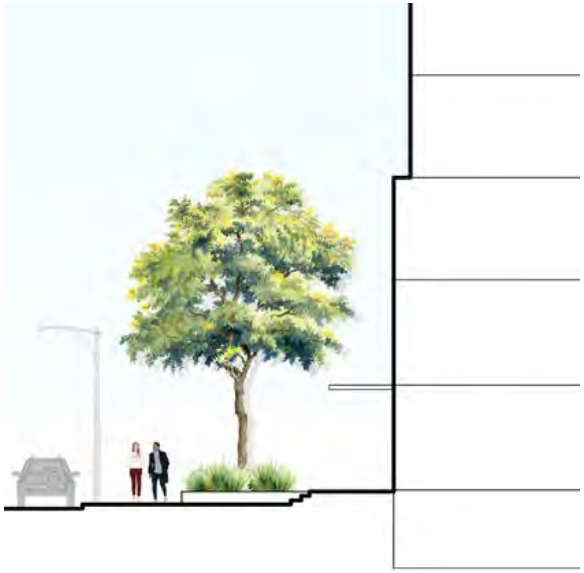


Figure 96. Building 2D frontage on Huron Lane (Section 1)

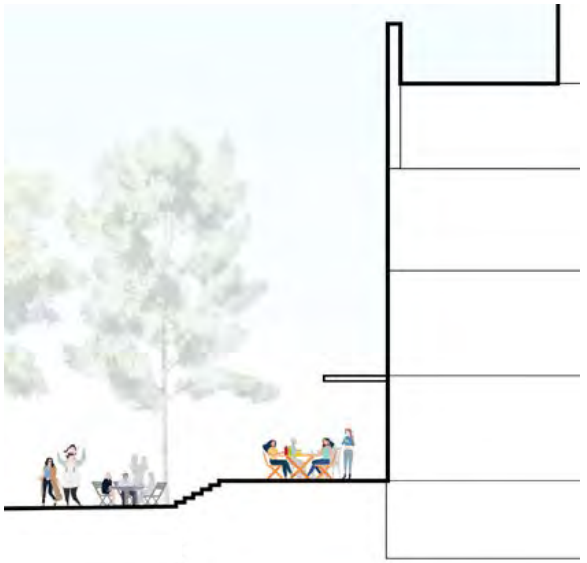


Figure 97. Building 2D frontage on Huron Square (Section 2)

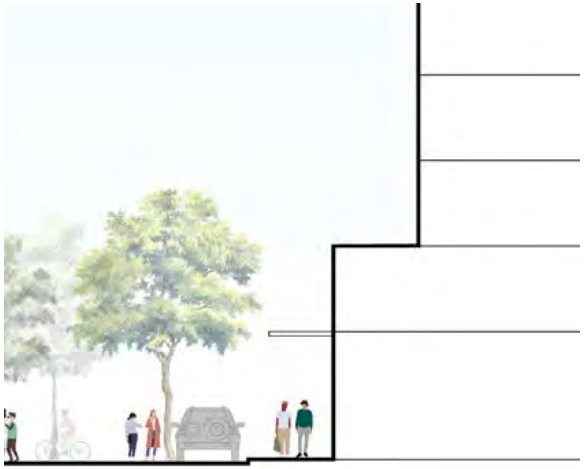


Figure 98. Building 2C frontage on Huron Lane (Section 3)

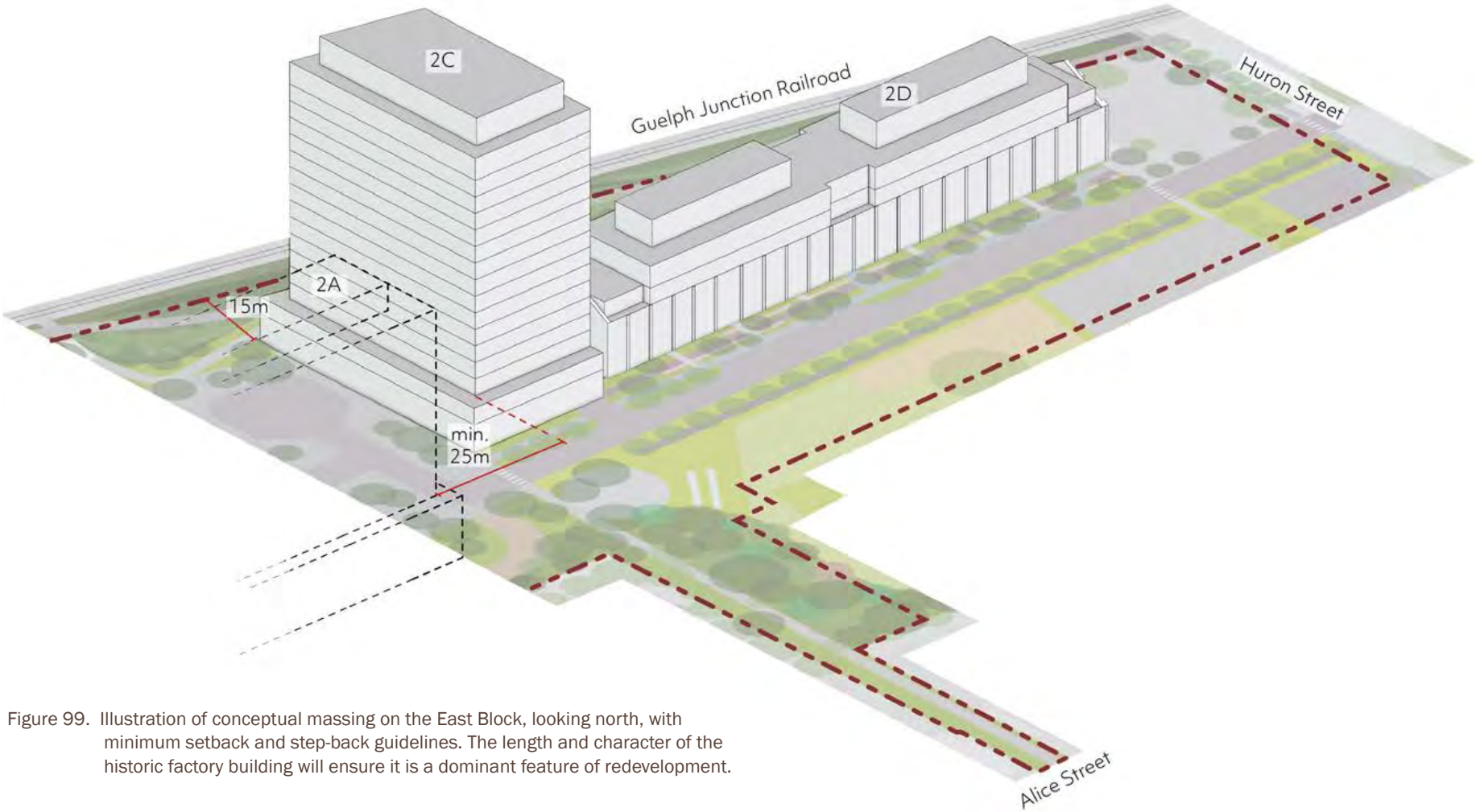


Figure 99. Illustration of conceptual massing on the East Block, looking north, with minimum setback and step-back guidelines. The length and character of the historic factory building will ensure it is a dominant feature of redevelopment.

5.2.6 Lot Lines and Setbacks

The irregular configuration of parcels can create ambiguity in the interpretation of the definitions for the front lot line, rear lot line, exterior side lot line and interior side lot line.

For simplicity and clarity in defining the lot lines and determining the appropriate setbacks, the site's front, side and rear lot lines are identified in Figure 100. Front lot lines are those abutting a public street, except the for the north parcel lot line fronting Duke Street and the lot line fronting Alice Street, which are both exterior side lot lines. On the north parcel, the rear lot line abuts the rail corridor. The remaining lot lines are interior side lot lines.

Minimum setbacks are prescribed in Sections 5.1.4 and 5.2.3-5.2.5. Setbacks to new buildings from front lot lines adjacent to Elizabeth Street and Duke Street should be as follows.

- From Elizabeth Street: 0-2 metres if non-residential uses located on the ground floor; 3-4 metres if residential uses located on the ground floor
- From Duke Street: 4-5 metres

The minimum setback from the rear lot line and side lot line along the rail corridor is 15 metres, and minimum setbacks from other interior side lots vary.

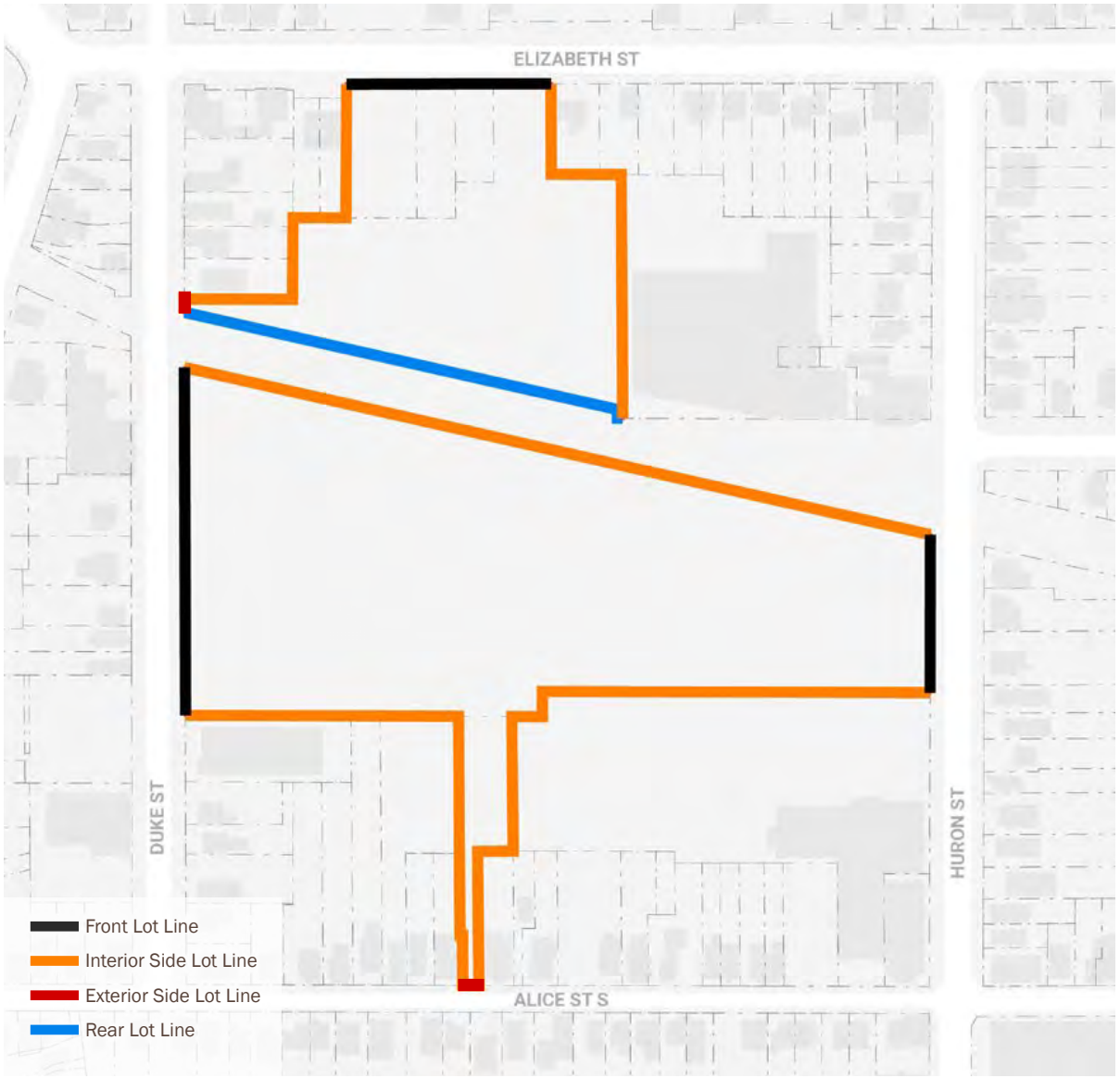


Figure 100. Lot lines

5.2.7 Architectural Character and Materiality

The images at right are intended to guide the design of future buildings on the Plant No. 2 site in terms of articulation, materiality and overall architectural character.

The intention is to ensure architectural expression and typologies are rooted in the rich history of The Ward and the larger city while providing a strong sense of identity which unifies the development. Façade articulation should encourage rhythm and proportions that complement interior programs and enhance visual interest.

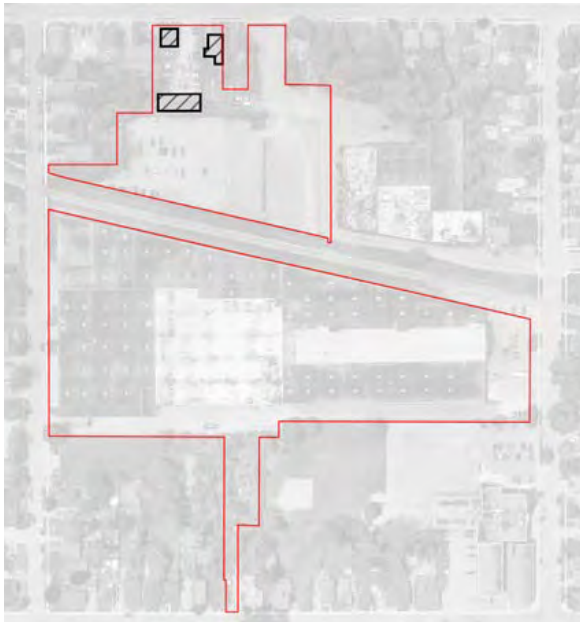
Balconies and other projections should be architecturally integrated into the expression and detailing of the building. Continuous projected balconies dominating the facade expression is not encouraged. Partially or wholly recessed balconies are strongly encouraged.

The at-grade pedestrian experience should be carefully considered. Streetscapes, including the buildings that frame them, should be inviting and provide a sense of security by encouraging visual and physical connectivity between the private and public realms. Building materials should be selected for their permanence, durability, and architectural personality. Materials with rich textures and tactility, such as masonry, are strongly encouraged.

CHAPTER 6
IMPLEMENTATION

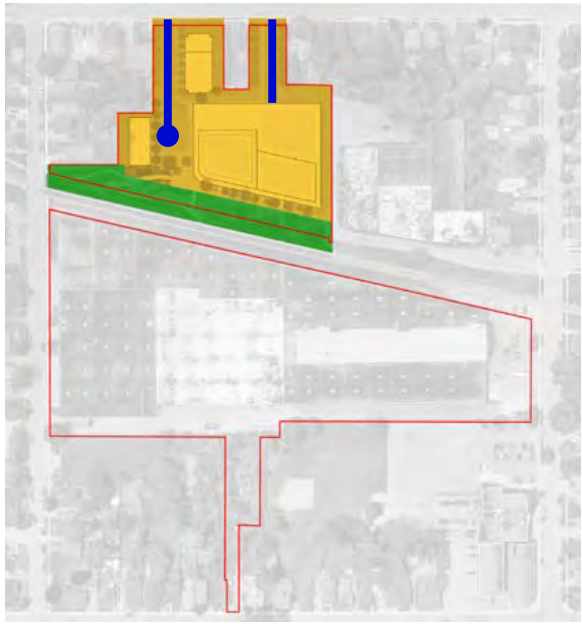
This chapter describes how redevelopment of Plant No. 2 will be implemented, with a focus on phasing, the planned approach to affordable housing, and how the redevelopment concept responds to the City's sustainability principles. Guided by the concept and guidelines in this Urban Design Master Plan, the detailed design of buildings on each of the development blocks, along with associated private landscapes and elements of the public realm, will become the basis for applications under the Community Planning Permit System being developed by the City.

6.1 Phasing



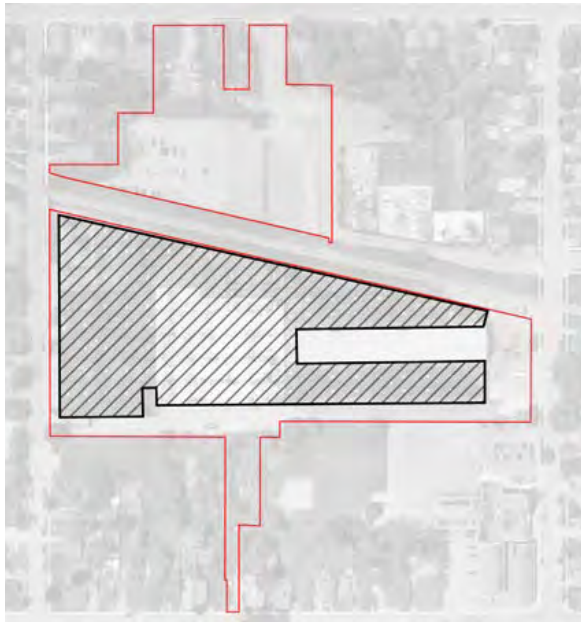
North Parcel Phase 1

The work in Phase 1 will prepare the site for development and include demolition of all existing structures followed by environmental remediation. Since the north parcel is independent from the south parcel in terms of access and servicing, this phase may develop independently at any time once a community planning permit has been approved and record of site condition has been secured.



North Parcel Phase 2

Phase 2 includes the redevelopment of the north parcel with three new buildings. A new vehicular access, Elizabeth Lane, will be built, and the existing access lane to the east will be rebuilt. The northern portion of the Eco-Park will also be developed in this phase.

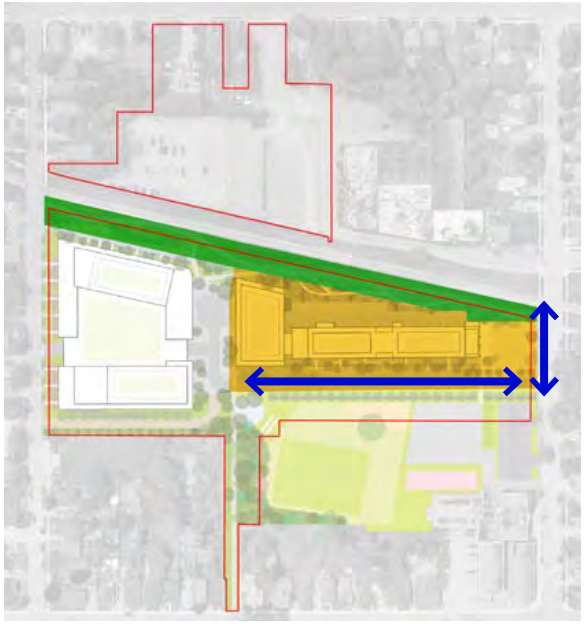


South Parcel Phase 1

On the south parcel, the work in Phase 1 will prepare the site for development and include demolition of the existing warehouse structure (preserving the historic factory building) followed by environmental remediation. Stormwater and sanitary infrastructure will be built in this phase within the rail corridor, replacing existing services under the warehouse.

South Parcel Phase 2

In Phase 2, the West Block will be developed. Buildings 2A and 2B could be built separately and function on their own or be constructed at the same time. The portion of Duke Street abutting the site will be improved, and Duke Mews will be developed once the buildings are completed. A temporary street will be built from Huron Street along the edge of the Enhanced Schoolyard to provide access to the west block. Land for the Enhanced Schoolyard can be dedicated to the school board and improvements to the open space can commence. The Alice Street Pathway will also be built in this phase. The potential for the western part of the Eco-Park to be built in Phase 2 will be further explored during detailed site design.



South Parcel Phase 3

In Phase 3, the heritage building will be restored and the 16-storey residential building will be developed on the East Block. Huron Lane will be built in its ultimate location and the final improvements to the edge of the Enhanced Schoolyard can be completed. This phase will conclude with completion of the Eco-Park, including the rail trail extension, construction of Huron Square, and improvements to Huron Street.

6.2 Community Planning Permit System

The City of Guelph is currently developing a Community Planning Permit System (CPPS) in order to streamline development approvals. The CPPS combines zoning by-law amendments, minor variances and site plan approvals into a single approvals process.

A Community Planning Permit (CPP) by-law was approved for Stone Road and Edinburgh Road in 2025. The City approved the Downtown CPP by-law April 15, 2026 (the decision is still open to appeal at time of writing). The CPP by-law updated the zoning permissions, heights and standards for Downtown, and included within its accompanying OPA new land use permissions and zoning standards for the Plant No. 2 site to generally align with the UDMP

The Plant No. 2 development is expected to be implemented through the CPPS. Each phase of development, as described in Section 6.1, is anticipated to be the subject of an individual CPP application. Detailed studies regarding transportation, servicing and various other technical matters will be submitted with each application. The UDMP will guide the detailed design of each development phase and the coordination of infrastructure and public realm elements across all phases. At the time of detailed design, the need for any variations from provisions of the CPP by-law will be identified. Under the CPPS, some minor variations, within limits set out in the CPP by-law, may be approved by staff (Class 2 applications) while more significant variations will require Council approval (Class 3 applications).

The Council-approved UDMP, together with the Downtown Secondary Plan, will guide the review of CPP applications, including any proposed variations. The UDMP will in particular be used to guide and provide continuity of vision for the "services, facilities and matters" (i.e., community benefits) to be delivered through each application, including the unique park features and significant public realm improvements broadly proposed.

6.3 Affordable Housing

All levels of government in Canada have adopted objectives, policies, strategies and programs to encourage the development of affordable housing to meet the pressing and ongoing need for such housing. As each phase of Plant No. 2's development moves through the design and development approvals processes, the City's affordable housing objectives and policies will need to be addressed through a site-specific target and strategy.

Policy Context

As currently set out in Section 7.2 of the Guelph Official Plan, the City has many objectives related to affordable housing supported by the development concept for the site and which will inform future strategies, including:

- To encourage and support the development of affordable housing throughout the city by planning for a range of housing types, forms, tenures and densities.
- To actively participate in, encourage and promote affordable housing opportunities funded by Provincial and/or Federal programs in conjunction with the Consolidated Municipal Service Manager (Service Manager) to ensure a supply of new affordable housing within the city.
- To promote innovative housing types and forms to ensure affordable housing for all socio-economic groups throughout the city.
- To establish and implement minimum targets for affordable housing through new development applications.
- To ensure that an adequate supply, geographic distribution and range of housing types including affordable housing and supporting amenities, are provided to satisfy the needs of the community and to support an affordable lifestyle.

Policy 7.2.1(2) states, "The annual affordable housing target requires that an average of 30% of new residential development constitute affordable housing."

The Official Plans affordable housing policies identify a range of strategies and tools in support of the target, including

- City Council may establish alternative development standards for affordable housing, residential intensification, redevelopment and new residential development which minimizes the cost of housing and facilitates compact urban form.
- Investment in new affordable housing shall be encouraged through a coordinated effort from all levels of government and appropriate partnerships with non-government organizations and through the implementation of a range of strategies.
- The City may require the submission of an Affordable Housing Report as a part of a development application, demonstrating to the satisfaction of the City how the application addresses affordable housing needs and the affordable housing target.
- Housing proposed in Downtown and Mixed-use designations is strongly encouraged for affordable housing because of the availability of nearby services and opportunity to support an affordable lifestyle.
- The City will undertake a review of municipal implementation tools that could be used to support and implement affordable housing.

The above policies and others acknowledge the financial challenge of including affordable housing in new residential developments and the need for a concerted effort across levels of government and among local interest holders to achieve

the City's 30% target and other objectives. The challenge is significant for the Plant No. 2 site given the costs associated with remediating the land and building new infrastructure in the absence of financial incentives through a community improvement plan or other City program.

The City's Affordable Housing Strategy, adopted in December 2024, identifies the need for 8,700 affordable units, including deeply affordable and below-market affordable units by 2051. Almost 30% of the approximately 8,000 condo apartment units expected to be built will need to be affordable, and 20% of the 9,150 rental apartments will need to be below-market affordable.

Among the 29 actions identified in the Affordable Housing Strategy are the following that could support the delivery of affordable housing on the Plant No. 2 site:

- Implement a Community Planning Permit System (CPPS) to allow for additional density and affordable housing.
- Continue to provide incentives for the development of affordable housing, including development charge and parkland dedication exemptions.
- Develop an affordable housing Community Improvement Plan (CIP) to offer incentives for building more affordable housing in Guelph.
- Continue to invest in housing-enabling infrastructure—such as roads, water services and sewer systems—in key strategic areas (for example, Downtown and the Guelph Innovation District) to allow for more housing development.
- Work to get and distribute funding from upper levels of government to build more homes and improve housing affordability.

Plant No. 2 Approach

Plant No. 2 will be a large, multi-phase development built out over many years. It presents an opportunity to add a significant new inventory of housing and a mix of housing types and tenures to the local market. As described in the Urban Design Master Plan, the development will include several community benefits in the form of public open spaces and improved connections through The Ward neighbourhood.

Since the potential of the project to deliver affordable housing will depend on the level of financial support that can be secured from government programs, an affordable housing target and strategy can only be determined when each phase is programmed and designed in detail. In advance of a Community Planning Permit application, assuming the City adopts a CPP System as intended, the proponents of each phase will work with the City, other levels of government, and potential non-profit housing providers or other partners to develop an achievable target and strategy.

Current programs with the potential to support delivery of affordable housing on the site include property tax exemptions and various programs under CMHC's National Housing Strategy, including the Affordable Housing Fund and Apartment Construction Loan Program. Financial support through the City's Affordable Housing Community Improvement Plan (CIP) may also play a critical role. If funded, the Brownfield CIP, Downtown CIP and/or Heritage Redevelopment Grant program could reduce the overall cost of development, thereby making affordable housing more feasible.

6.4 Sustainability

As it moves from master plan to phased development over the coming years, redevelopment of Plant No. 2 is intended to be a model of urban sustainability. The project meets several fundamental principles of sustainability by remediating a large, underutilized industrial site and transforming it into a new high-density neighbourhood with a rich, interconnected public realm. It will support public investments in transit and trails and bring more vitality to The Ward and the heart of Downtown within walking and cycling distance.

This section describes how the proposed development concept supports the City's sustainability initiatives and how future planning and design of each phase of development will further address sustainability.

The Community Energy Initiative (CEI)

In 2018, Guelph City Council and the Community Energy Initiative updated its pledge that Guelph would reach net zero by 2050 (where a site recovers more carbon than it consumes year-to-year). This is a complex, multi-sectoral measurement that requires actions across a variety of greenhouse gas (GHG) producing activities. The performance and GHG contributions of the City's existing, renovated and newly-added built environment, as well as transportation sector improvements, are major components to this initiative, which Plant No. 2 will strive to support.

Wood Development Group commissioned a high-level energy modelling review to understand how Plant No. 2 could meet the CEI target. The study identified on-site measures in building performance and local energy generation but also highlighted the challenge that geothermal energy generation is prohibited over of most of central Guelph, including this site. This policy is in place to protect the groundwater supply the City relies on. There is no means of generating enough on-site solar energy without geothermal, and therefore, future development will need to rely on the provincial energy grid. The Province has announced a long-term strategy to bring the Ontario energy supply to net zero by 2050. In the meantime, this leaves projects like Plant No. 2 needing to offset carbon emissions related to energy through the purchase of offset-credits.

The goal for Plant No. 2 is to bring the future development projects forward as "net zero ready," meaning that measure within the project will enable net zero operating emissions when the off-site energy supply becomes net zero.

Designing sites to be net zero ready is a technologically evolving area, and different phases of the project may achieve different levels of embedded and operating carbon efficiency as they become operational.

Guelph's Sustainability Principles and Sustainable Development Checklist

The table at right describes how the planning to date for Plant No. 2, and the intentions for future planning and design, respond to Guelph's Sustainability Principles. The second table that follows assesses the work completed to date and anticipated future work against the City's Sustainable Development Checklist.

Guelph's Sustainability Principles	Plant No. 2 Response
Building an enduring, attractive and resilient city	Redevelopment of Plant No. 2 will be a dramatic transformation of the property's existing industrial hardscape, introducing green public open spaces and new housing opportunities in the centre of Guelph. Through its renewal of aging infrastructure, the project will reinforce local resiliency by meeting or exceeding modern standards in efficiency, low-impact site design and flood protection. Plant No. 2 will bring new population into the city centre to support economic vitality in the downtown and in The Ward and encourage new residents to take advantage of local and regional transit and the City's active transportation network.
Mitigating and adapting to climate change	Redevelopment of Plant No. 2 provides the opportunity to upgrade and right-size City trunk infrastructure. Redevelopment will significantly reduce local stormwater loads on municipal services and address stormwater quality for the first time in the site's history. The project will be designed to integrate floodproofing measures and, in the long term, creates the opportunity to eliminate flood risk over a large portion of the Flood Fringe area associated with the Speed River.
Improving energy efficiency	The new buildings designed and built under this master plan will be far more energy efficient and built to meet or exceed modern standards than current structures. As the phases are implemented over time, the project gains will evolve.
Lowering greenhouse gas emissions	Compared to the existing plant systems, energy efficient buildings will help to reduce GHG emissions. The planned development of high-density housing will support the utilization of alternative transportation by a significant new downtown population. New buildings will support EV adoption and the potential to integrate shared vehicles and other mobility options.
Recognizing the positive impact of greenspace and vegetation	The project will contribute multiple new public open spaces within the plan area, including a new park, enhancements to the adjacent Sacred Heart elementary, landscaped plazas and tree-lined streets, The new open spaces will become neighbourhood assets for the larger Ward community in addition to enhancing day-to-day living for new residents. Greening the site will also mitigate the heat island effect downtown,

Guelph Sustainable Development Checklist	Plant No. 2 Response
Air Quality Measures that improve air quality.	A densely planted park in the rail corridor and other landscaping will contribute to better air quality, and the multi-use path at the centre of the plan, directly connected to the heart of downtown, will encourage non-polluting transportation alternatives, i.e., walking and cycling. Beyond the main rail trail, the plan includes well designed and well lit transportation connections through the site, resulting in the creation of a network of permeability across the site where none exists today.
Building Energy, Emissions and Resilience Measures that mitigate climate change.	New buildings will meet or exceed building code standards in place at the time of future approvals. Buildings will be floodproofed to meet GRCA requirements, and the project as a whole may contribute to revisions to the extent of Flood Fringe mapping in the area. Plant No. 2 will support adoption of alternative transportation mobility, bringing significant population within walking and cycling distance of local and regional transit and trail options.
Water Quality and Quantity Measures that protect, enhance or restore surface and ground water.	The project will transform a legacy industrial site, which is almost 100% impervious and directs stormwater directly into municipal systems, into a site that significantly reduces its reliance on off-site conveyance, introduces new water quality controls and on-site infiltration and evaporation where possible. Opportunities for other low-impact design elements such as bio-swales, permeable pavements, and rainwater and greywater reuse strategies exist at multiple locations across the site.
Ecology and Biodiversity Measures that enhance tree canopy and biodiversity.	The site will go from less than 3% tree canopy to being designed to meet or exceed the City's 'One Canopy' target of 40% on full build-out and maturation. New trees will be integrated into new formal and on-street areas as well as informal soft landscapes in the parks and open spaces of the plan. A mix of indigenous, drought tolerant and pollinator supporting plant species are identified for use in the UDMP landscape guidelines. Buildings and public spaces, including lighting, will be Dark Sky and Bird-friendly compliant. Existing trees within the rear yard of 60 Alice Street will be protected where grading and soil mitigation make this possible.
Waste and the Circular Economy Measures that improve waste management.	Projects will be designed to support City of Guelph waste collection standards with modern access and loading configurations as well as internal collection, storage and handling systems.
Additional Considerations	A key part of the project will be to undertake remediation of existing brownfield conditions of the lands to meet modern environmental requirements for residential and public park use standards (the most stringent). Recycling of existing materials related to the demolition of the existing one-storey steel factory buildings and concrete floor slabs – either for processing and immediate re-use on-site or through off-site recycling streams. The commitment to the retention and adaptive-reuse of the oldest part of the existing factory complex, the 1920's, 6,000 square metre, early concrete structure of the Partridge Rubber Co. building facing Huron Street.

ADDENDUM: UPDATED SITE BOUNDARY

Integrating 39 Elizabeth Street

Following the completion of the Plant No. 2 Urban Design Master Plan, the property at 39 Elizabeth Street was acquired by Wood Development Group. This addendum describes and illustrates the resulting changes to the concept plan.

The addition of 39 Elizabeth Street creates a more regular shape to the north parcel and a consistent frontage on Elizabeth Street (see Figure 1). This allows development of a more substantial residential or mixed-use building between the two access points. The addition of this property also contributes to a more efficient underground parking structure layout.

The addition of 39 Elizabeth Street does not change the urban design vision and guidelines for the Plant 2 site. The guidelines on the following pages clarify how the larger north parcel will affect the massing of development on Elizabeth Street and the east driveway.

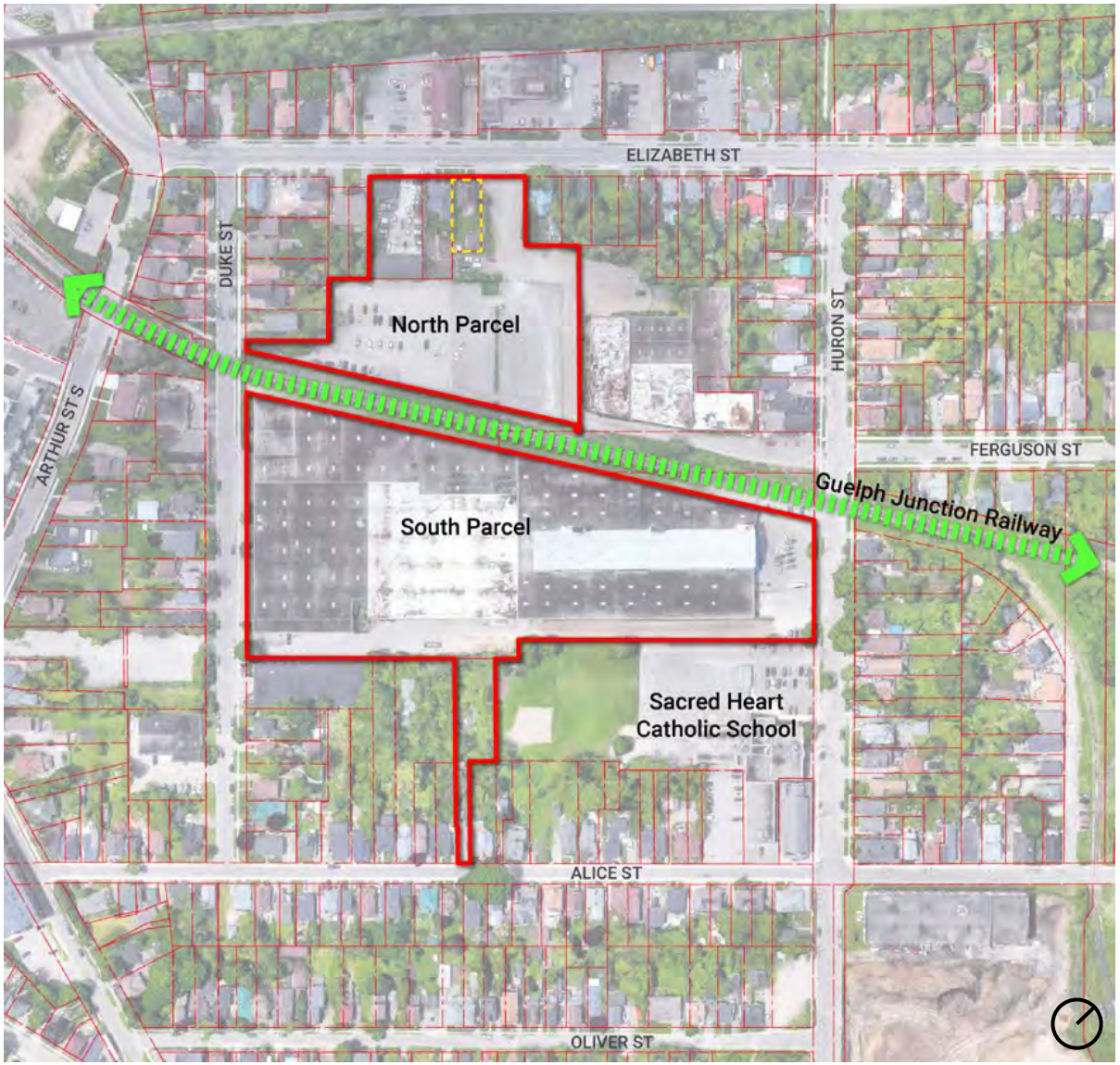


Figure 1. The updated site boundary including 39 Elizabeth Street

Updated Statistics	
Site Area	3.95 ha
New Gross Floor Area (GFA)	87,900 sq m
Total GFA (including heritage building)	94,000 sq m
Unit Estimate	825 - 875 units *
Density	2.2 Floor Space Index (FSI) (New GFA / Site Area)
Resident & Visitor Parking	~1,050 structured spaces 1.2 spaces per unit
Bicycle Parking	~1,000 spaces (long-term & short-term)
Parkland Dedication	3,950 sq m (10% of the site)
Total Public Realm	17,400 sq m (44% of the site)
Development Area	22,100 sq m (56% of the site)

* Unit estimates are based on assumptions related to the unit mix, unit sizes and formats that could change based on the detailed design of individual buildings.

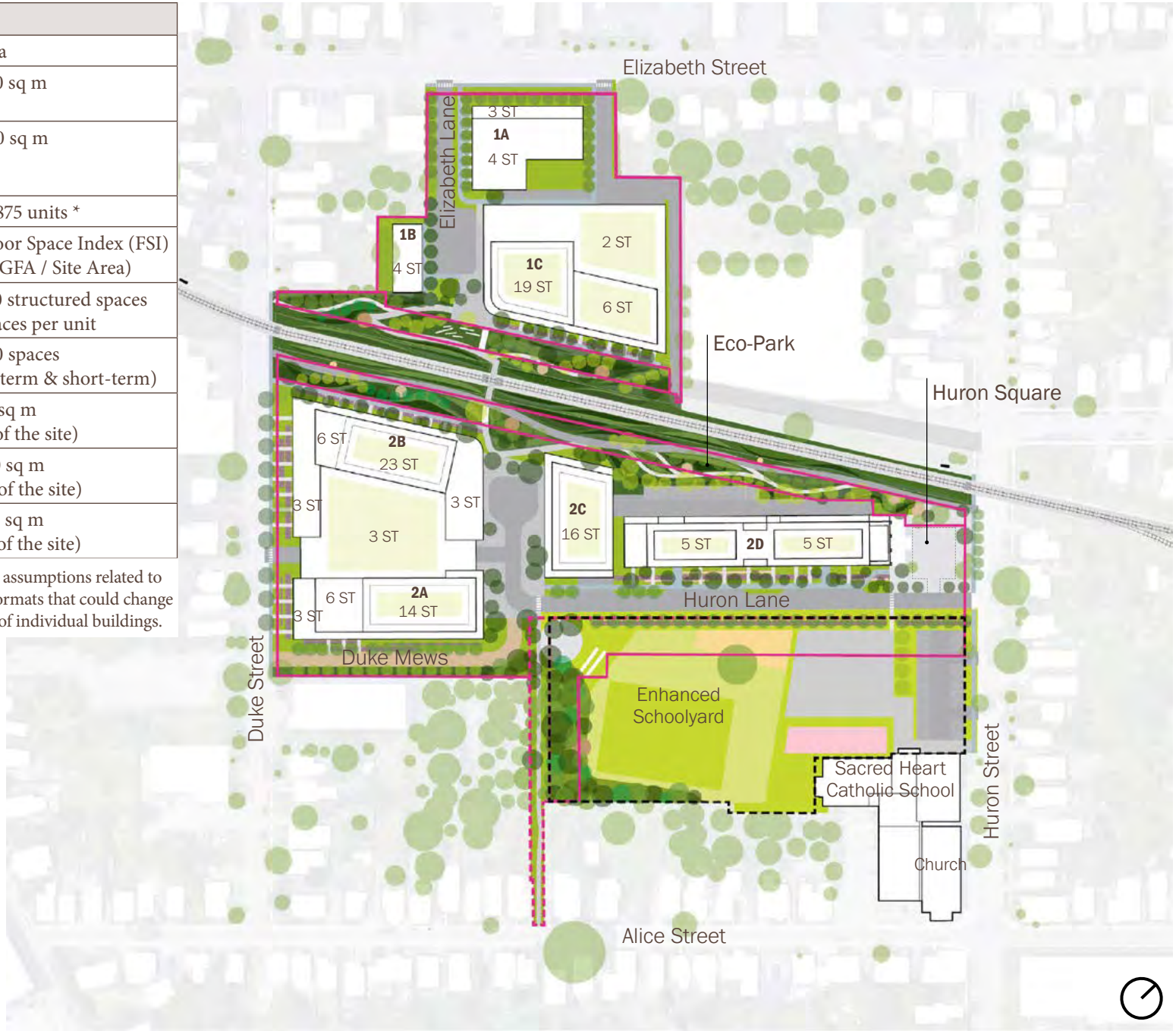


Figure 2. The addition of the property at 39 Elizabeth Street results in a more substantial and efficient Building 1A

The overall approach to access, circulation and parking does not change with the addition of 39 Elizabeth Street, though it does create the opportunity to tighten-up the shared east service driveway. This service laneway between Building 1A and the neighbouring property will now have a width of approximately 13 metres to accommodate a landscaped side yard, a sidewalk and the driveway.

This has the added benefit of allowing the west driveway to be read more clearly as the main public route and address for the north development block.

The driveway is within an existing easement that allows servicing access to the neighbouring property at 92 Ferguson and extends to the rail corridor. In the concept plan, the driveway and easement remain in their existing location. If 92 Ferguson were to redevelopment, the service laneway would likely remain in its current location to provide servicing access to both properties.

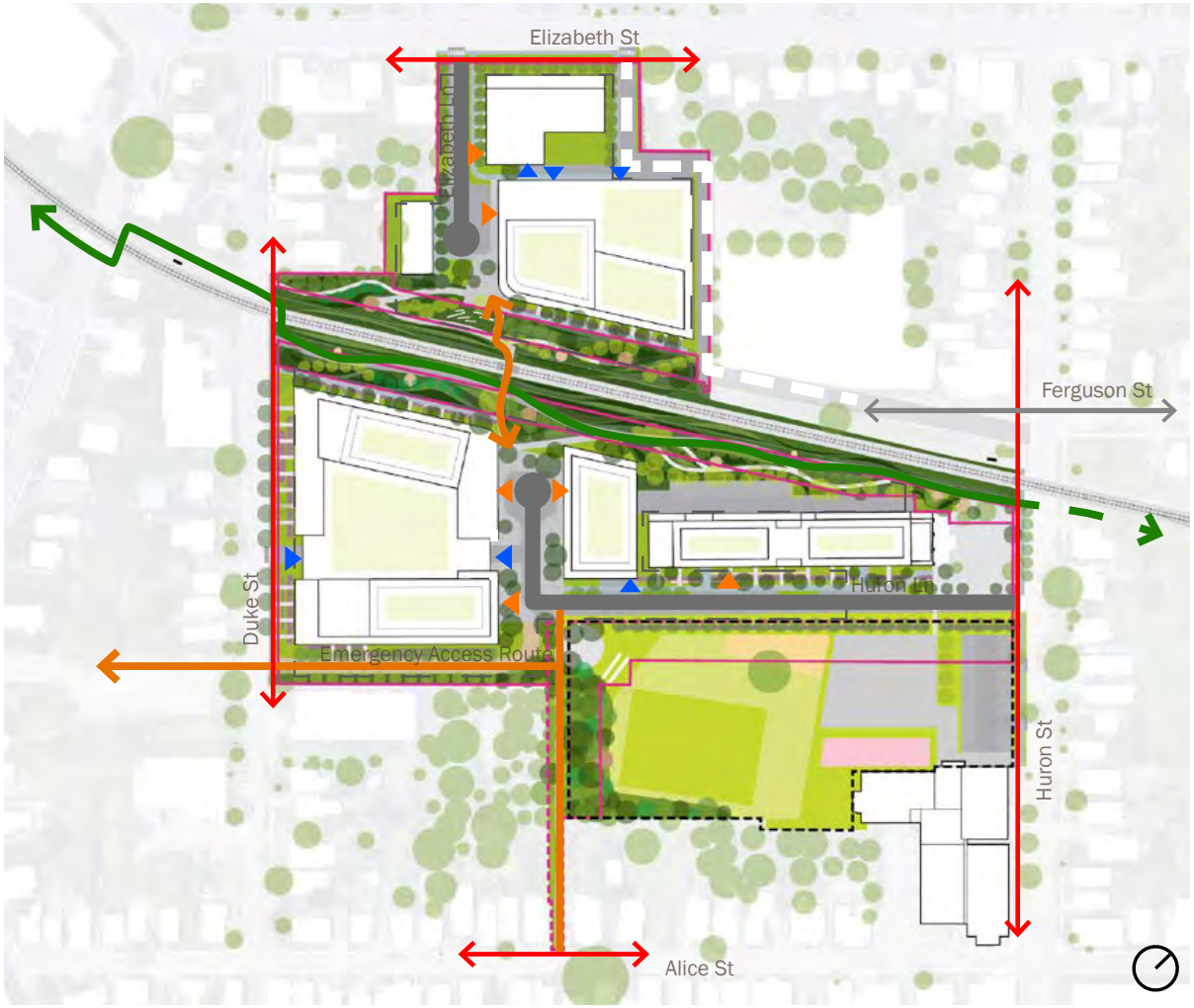


Figure 3. Access, Circulation and Parking

The updated footprint for Building 1A creates a greater presence on Elizabeth Street and the opportunity for more street-related units on the ground floor. Small-scale commercial use or a community use would be appropriate on Elizabeth Street and/or in the tower podium overlooking the Eco-Park. Buildings up to 4 storeys north and west of the tower would provide an appropriate transition to Elizabeth Street and neighbouring properties, respectively.

Figure 4. North Block

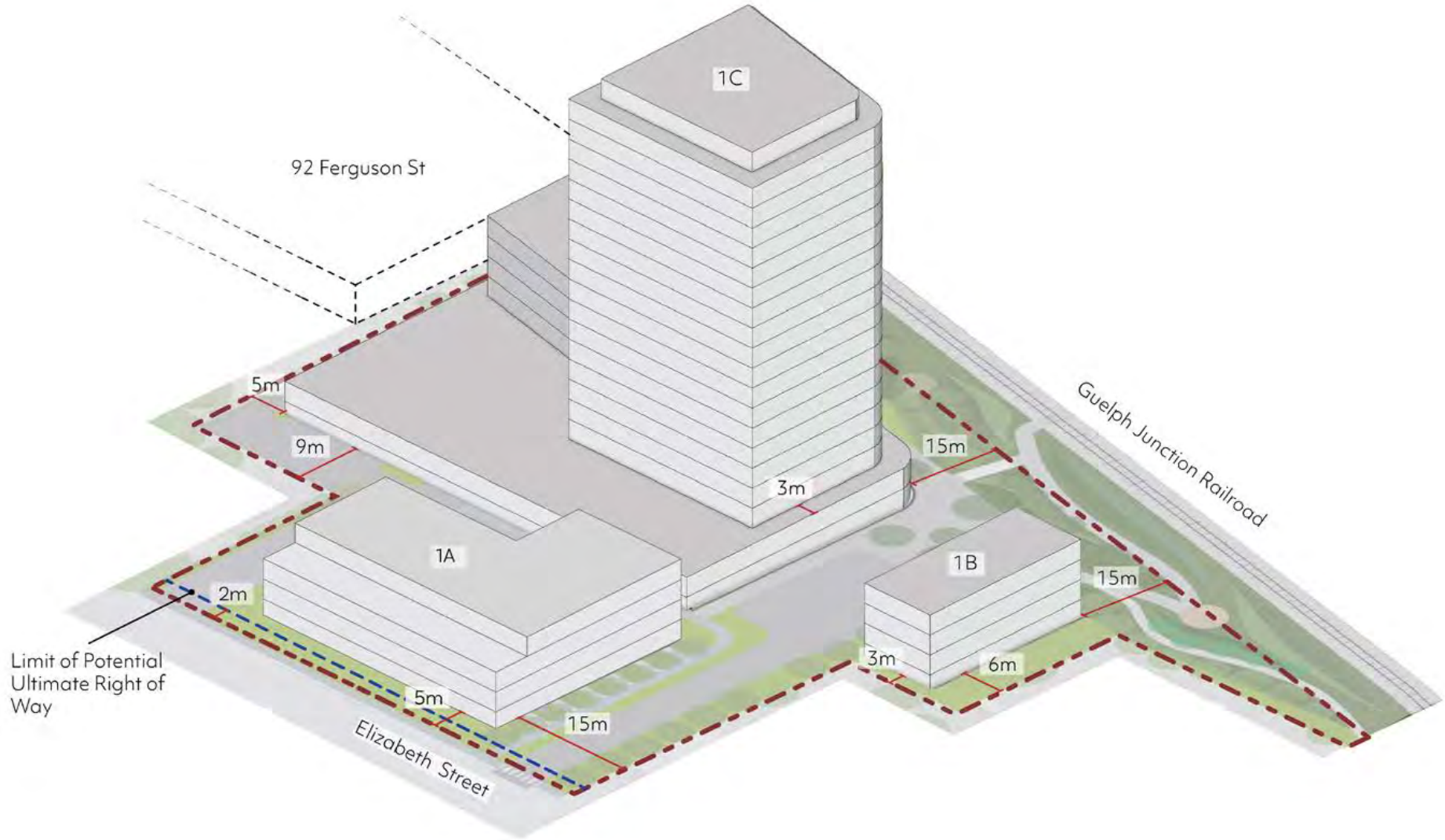


Figure 5. Illustration of conceptual massing on the North Block, looking east, with minimum setback and step-back guidelines. The massing of buildings should create a transition in heights from the adjacent low-rise development on Elizabeth and Duke streets to a central tall building.

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