

York Road / Elizabeth Street Urban Design Concept Plans

May 2022





Contents

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1.0 Introduction	2	4.0 York / Elizabeth Vision	6
1.1 Purpose of the Urban Design Visioning and Concept Plans	2	4.1 York/Elizabeth Vision	6
1.2 Study Area	3	4.2 Principles and goals of the land use study	6
1.3 The York/Elizabeth Project	3	5.0 Directions for Demonstration Sites	7
2.0 Area Overview	4	5.1 Area A – Stevenson Street	8
2.1 Area Context	4	5.2 Area B – Intersection of York Road and Victoria Road	10
2.2 Demonstration Sites	4	5.3 Area C – Cityview Drive and York Road Area	13
3.0 Policy Directions	5		

1.0 Introduction

1.1 Purpose of the Urban Design Visioning and Concept Plans

This document provides design direction for the York Road/Elizabeth Street land use study area. The intent is to illustrate a cohesive vision for the future planning and intensification of this area that demonstrates the directions from the [York Road/Elizabeth Street Land Use Study](#).

Specific design direction is given for three key sites to demonstrate potential future development scenarios in the event that redevelopment is proposed. The urban

design concept plans consider the following:

- Built form framework including addressing transitions;
- Public realm framework including conceptual street cross-sections; and,
- 3D model for key areas.

Concept plans illustrate full build out based on the Land Use Study directions to the year 2051. While market and economic conditions as well as land owner desire will ultimately determine the timing for the full build out of

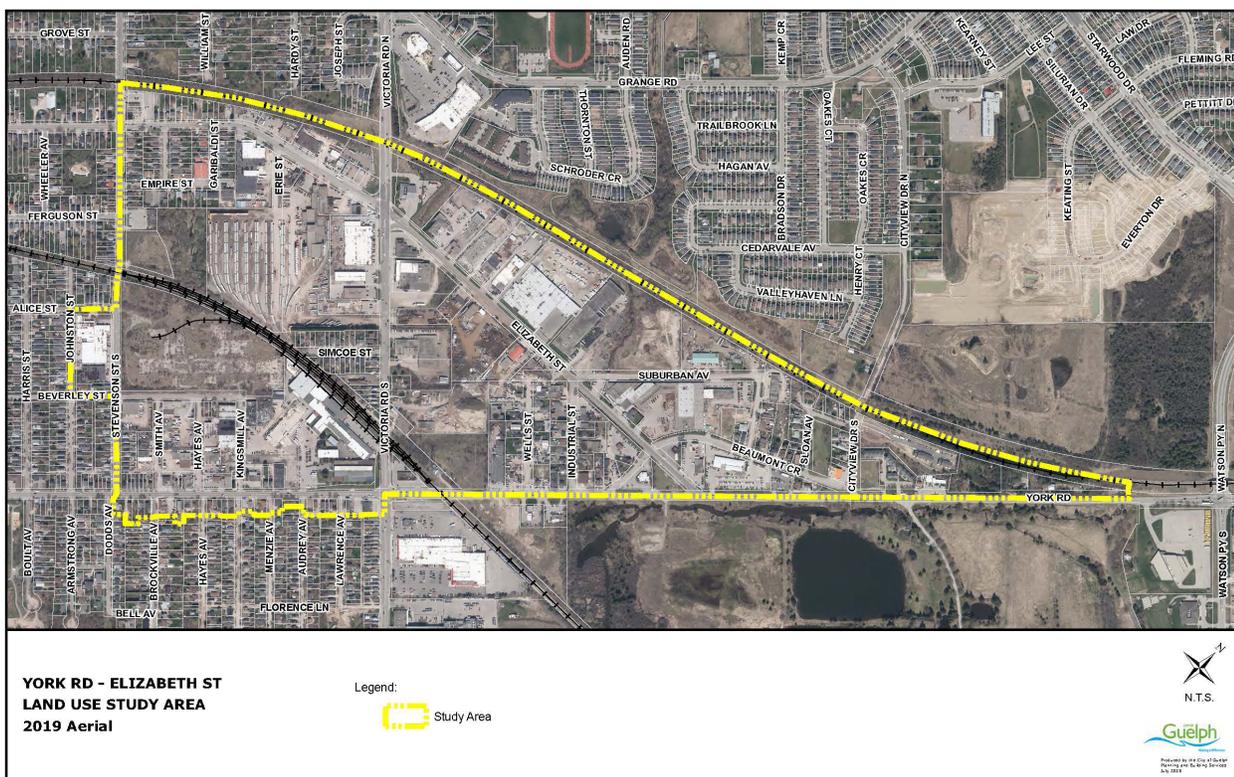


Figure 1: Aerial Photo of York/Elizabeth study area

the permitted uses and built form vision, the concept plans are intended to provide guidance to development proponents and enhance clarity and consistency regarding the City's urban design policies in this area.

1.2 Study Area

The York Road/Elizabeth Street land use study area runs along York Road from Stevenson Street South (and captures part of Johnston Street), to Watson Parkway south, all bounded by the Metrolinx rail line (formerly CN rail line) to the north. The plan area also includes the south side of York Road between Stevenson Street and Victoria Road. While the IMICO lands (200 Beverley Street) are within the study area boundary, the [Council approved vision for the IMICO lands](#) was not re-examined through this study.

1.3 The York/Elizabeth Project

The York/Elizabeth project consisted of three main tasks: the background report, the land use study and the urban design concept. This is the final component of this project.

The [Background Report](#) was provided to Council via an [Information Report on September 11, 2020](#).

The [land use study](#) was approved by Council on May 10, 2021. It was developed after engaging with the community through an online survey, as well as engaging with internal departments and service areas and the Ward 1 Councillors.

Among other tasks, the land use study identified areas to be studied as part of the Urban Design Concept plan portion of this project.

2.0 Area Overview

2.1 Area Context

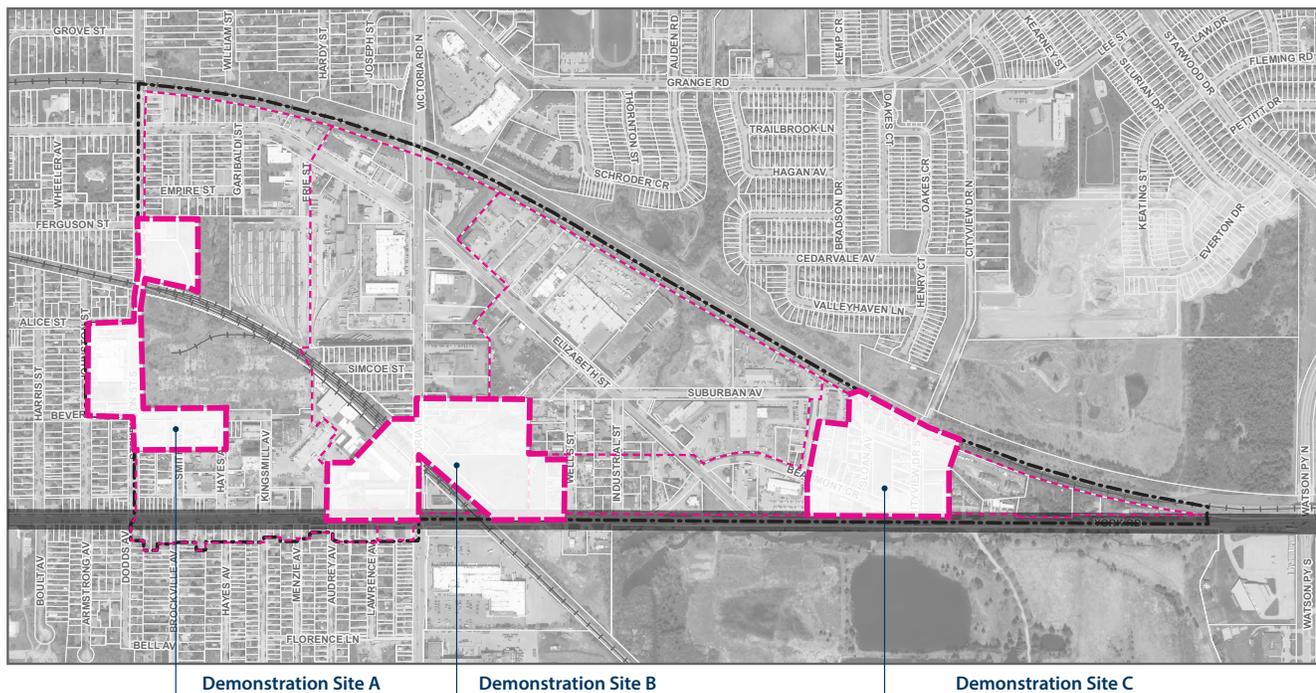
The area has roots in textiles and manufacturing and has drawn a variety of different uses over the years that include manufacturing, commercial and residential. This diverse mix has developed over the years as the City of Guelph has continued to grow and has served a unique employment role in the east end of the City. A full overview of the area is included in the approved Land Use Study.

2.2 Demonstration Sites

Demonstration Sites were identified in the approved Land Use Study to highlight specific site opportunities.

The sites include:

- **Site A:** Development along Stevenson Street with the exception of the 200 Beverly Street Property (i.e. IMICO lands) with a focus on transition between employment and residential uses;
- **Site B:** The intersection of York Road and Victoria Road, including potential redevelopment adjacent to this intersection; and,
- **Site C:** Sloan Ave, White Street, Beaumont Crescent, Cityview Drive South, York Road area. This includes addressing circulation and reviewing the location of a potential public park on the City-owned lands in combination with residential redevelopment within the area in keeping with the land use directions.



Legend

- Study Area
- Demonstration Site within Study Area

Figure 2: Aerial Photo of York/Elizabeth study area with Demonstration Sites

3.0 Policy Directions

A full overview of the policy directions is provided in the approved Land Use Study.

document are intended to be diagrammatic to highlight how redevelopment may transform the area.

The land use study recommends that the land use study area remain predominantly non-residential while making some notable changes along York Road to allow for land use change, including some residential intensification.

Any redevelopment of these sites would require development approval(s) such as site plan approval.

Development applications require the review and approval of technical studies related to transportation, environmental impacts, stormwater management, servicing, etc. The demonstration plans shown in this

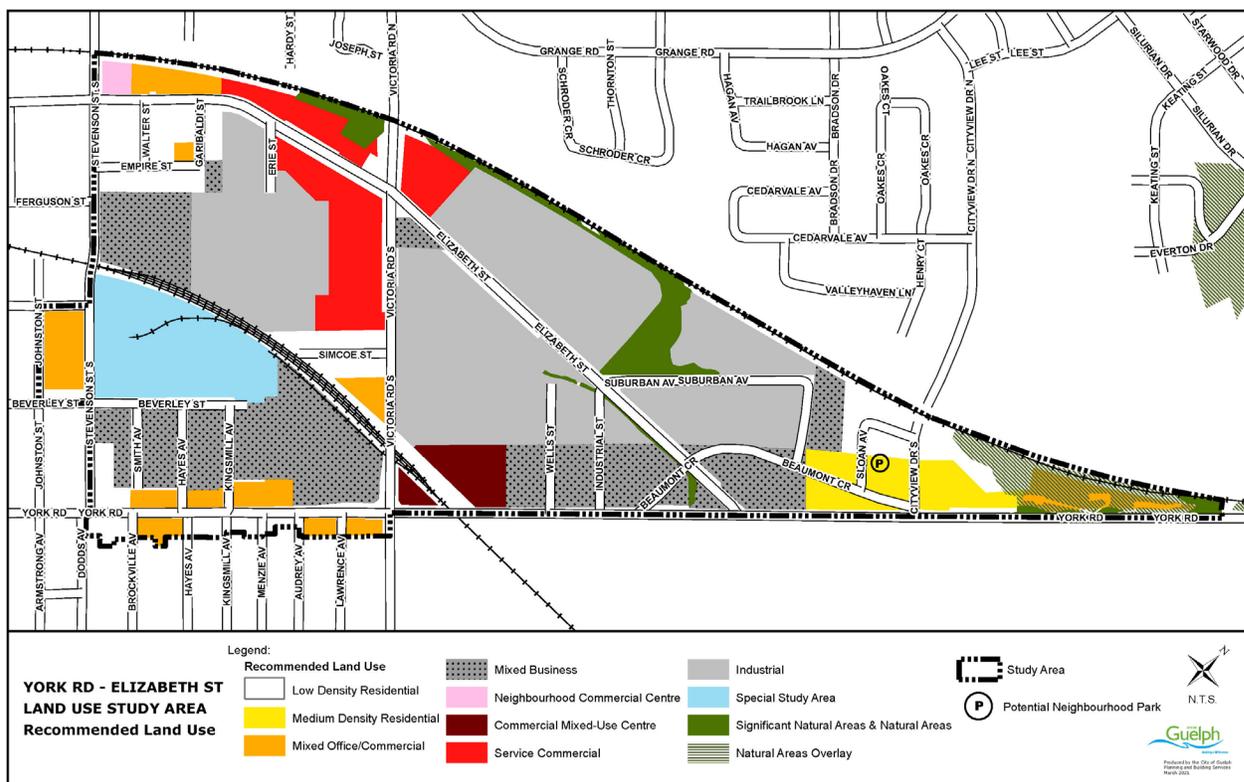


Figure 3: Recommended Land Use Map

4.0 York / Elizabeth Vision

4.1 York/Elizabeth Vision

The Land Use Study established the following vision for this area:

The York/Elizabeth area will continue to primarily support business, commercial, and industrial employment opportunities while allowing for an appropriate level and scale of residential intensification in some areas to increase population along with supporting economic and employment growth for future generations.

The industrial and manufacturing base will remain with an emphasis on incubating smaller and medium-sized employment uses.

York Road will evolve from a service commercial auto dominated streetscape to a mix of business and some residential uses that capitalize on the proximity to the Ontario Reformatory lands and York Road's evolution into a multi-modal corridor.

Victoria Road South will continue to be the boundary between two distinct neighbourhoods:

The Ward East: West of Victoria Road, new development will respect the area's unique, diverse and eclectic qualities resulting from its origin as a neighbourhood where places of employment and working-class housing existed side-by-side.

East of Victoria: East of Victoria Road will be part of an important entranceway into Guelph and will have strong connections to the historic Ontario Reformatory lands. This area will continue to include a diversity of land uses including employment uses, commercial uses, and residential.

4.2 Principles and goals of the land use study

The Land Use Study established the following principles and goals for this area:

1. Provide a clear and flexible land use strategy

to accommodate change and evolution while providing a degree of certainty for private and public investment.

2. Protect and support existing employment uses as well as the appropriate expansion of employment uses. Improve land use compatibility between employment, residential and railway uses.
3. Emphasize the development of smaller and medium-sized employment uses in the area to act as incubator space for the growth of businesses that will offer meaningful opportunities for job growth.
4. Support the development of commercial uses that meet the needs of businesses and residents by providing a range of stores and services with an emphasis on providing opportunities on lands fronting on to York Road east of Victoria Road.
5. Where appropriate, to ensure compatibility with existing employment uses, allow for residential development in low and mid-rise development forms.
6. Support and facilitate development and investment that contributes to the economic and social vitality of the area. Capitalize on investments into York Road and GID/Ontario Reformatory CHL to the south. Along York Road ensure that redevelopment reflects its role as an entranceway to Guelph and responds to the Ontario Reformatory CHL.
7. Ensure there is adaptable green infrastructure in physical areas and supports the City's move to be net-zero by 2050.
8. Protect and conserve the existing natural and cultural heritage resources. Ensure that new development respects existing cultural heritage resources and protects the Natural Heritage System.

5.0 Directions for Demonstration Sites

The following directions have been provided for the aforementioned demonstration sites.

The legend associated with each of the key directions diagrams is as follows:

LEGEND

Context		Roads
		Significant Natural Area
Site		Site Boundaries
Buildings		Principal Facade
		Secondary Facade
		Buildings - Commercial at Grade
Cars		Main Vehicular Circulation
		Potential New Road
		Surface Parking Areas
		Garage Parking Access
People		Pedestrian Path
		Railway Buffer
		Railway Track
		Open Space / Parks / Meadow
Trees		Existing Trees
		Visual Connection/ Access To Significant Natural Area
		Tree Buffers
Adjacent Uses		Land Use Transition Zone (Application of 45 Angular Plane to control the height of new development adjacent to lower rise buildings and open spaces)
Heritage Properties		Cultural Heritage Resource

5.1 Area A – Stevenson Street

Policy Directions

Area A is located along Stevenson Street with the exception of the 200 Beverly Street Property (i.e. IMICO lands).

This area is the easterly portion of St. Patrick’s Ward and includes a mix of uses including industrial, residential and commercial uses.

Pockets of residential detached dwellings exist near the intersection of Stevenson Street South and Elizabeth Street; on Beverly Street (west of Stevenson Street); on Stevenson Street near York Road; and along York Road.

While the IMICO lands (200 Beverly Street) are within this sub-area of the study area, the Council-approved vision for the IMICO lands was not re-examined through the Land Use Study. The City’s Economic Development staff are working on next steps and plans to bring forward recommendations for the site’s redevelopment.

There is opportunity for redevelopment and intensification on Stevenson Street, north of the Guelph Junction Railway. There also appears to be some limited opportunities for the intensification of the lands currently designated Mixed Business on the north side of York Road between Stevenson Street and Victoria Road. These opportunities may take the form of expansions to existing buildings, the partial use of parking or outdoor storage areas for additional buildings/building expansions or the

redevelopment of properties with the intent to intensify them.

Design Directions

- Create well-scaled mixed-use intensification in keeping with the context and proposed Official Plan designations. In particular new buildings and building additions should frame Stevenson.
- Create a transition between employment uses toward adjacent low-rise dwellings through a 45 degree angular plane and the establishment of appropriate buffers.
- Improve active transportation connections to the Downtown including exploring a trail connection along the Guelph Junction Railway tracks, through the 200 Beverly lands, connecting to Victoria Road and beyond.
- Conduct technical studies related to transportation, environmental impacts, stormwater management, servicing, etc.
- Address any relevant targets and recommendations contained within the forthcoming Stormwater Master Plan Update and Clythe Creek Subwatershed Study.
- Look for opportunities to increase the tree canopy to support the Urban Forest and reduce the amount of impervious area.

LEGEND

Context	 Roads		
	 Significant Natural Area		
Site	 Site Boundaries		
Buildings	 Principal Facade		
	 Secondary Facade		
	 Buildings - Commercial at Grade	Trees	 Railway Track
Cars	 Main Vehicular Circulation		 Open Space / Parks / Meadow
	 Potential New Road		 Existing Trees
	 Surface Parking Areas		 Visual Connection/ Access To Significant Natural Area
	 Garage Parking Access	Adjacent Uses	 Tree Buffers
People	 Pedestrian Path		 Land Use Transition Zone (Application of 45 Angular Plane to control the height of new development adjacent to lower rise buildings and open spaces)
	 Railway Buffer	Heritage Properties	 Cultural Heritage Resource

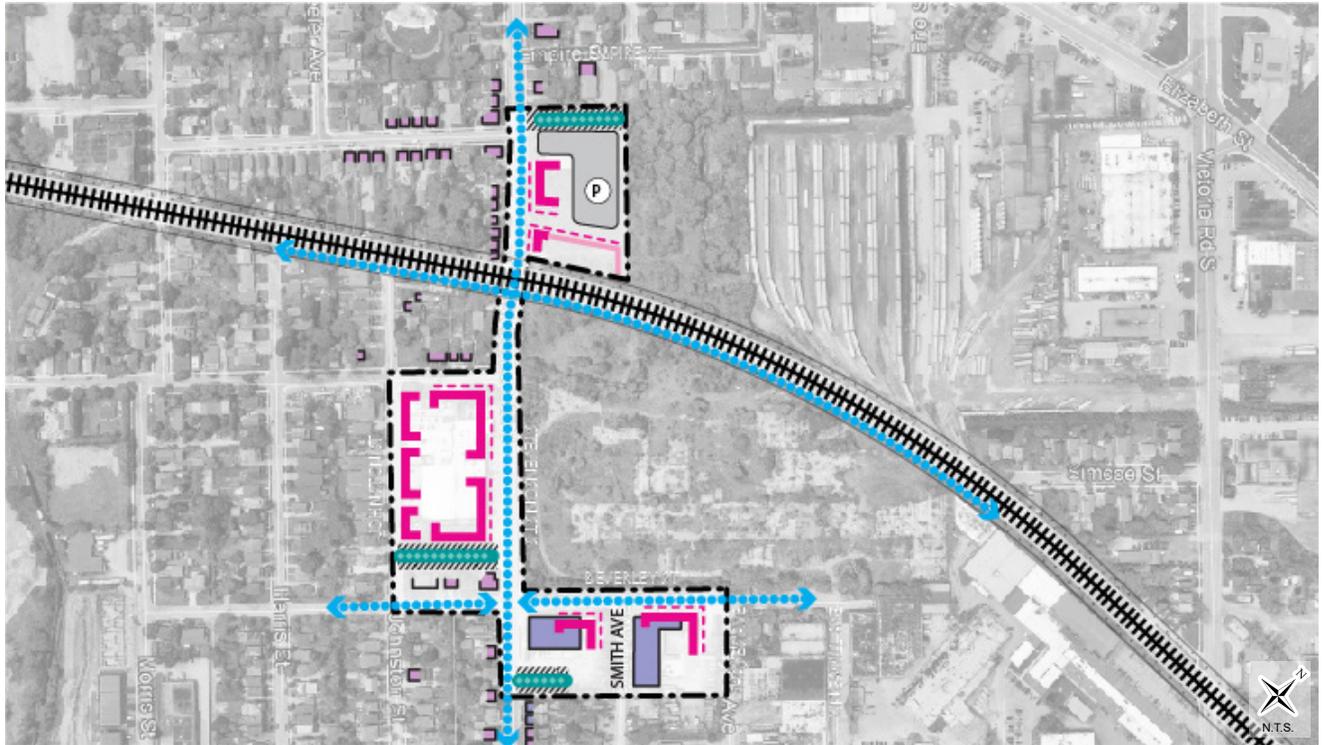
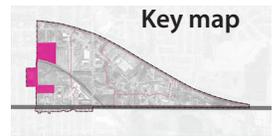


Figure 4: Directions Diagram for Area A

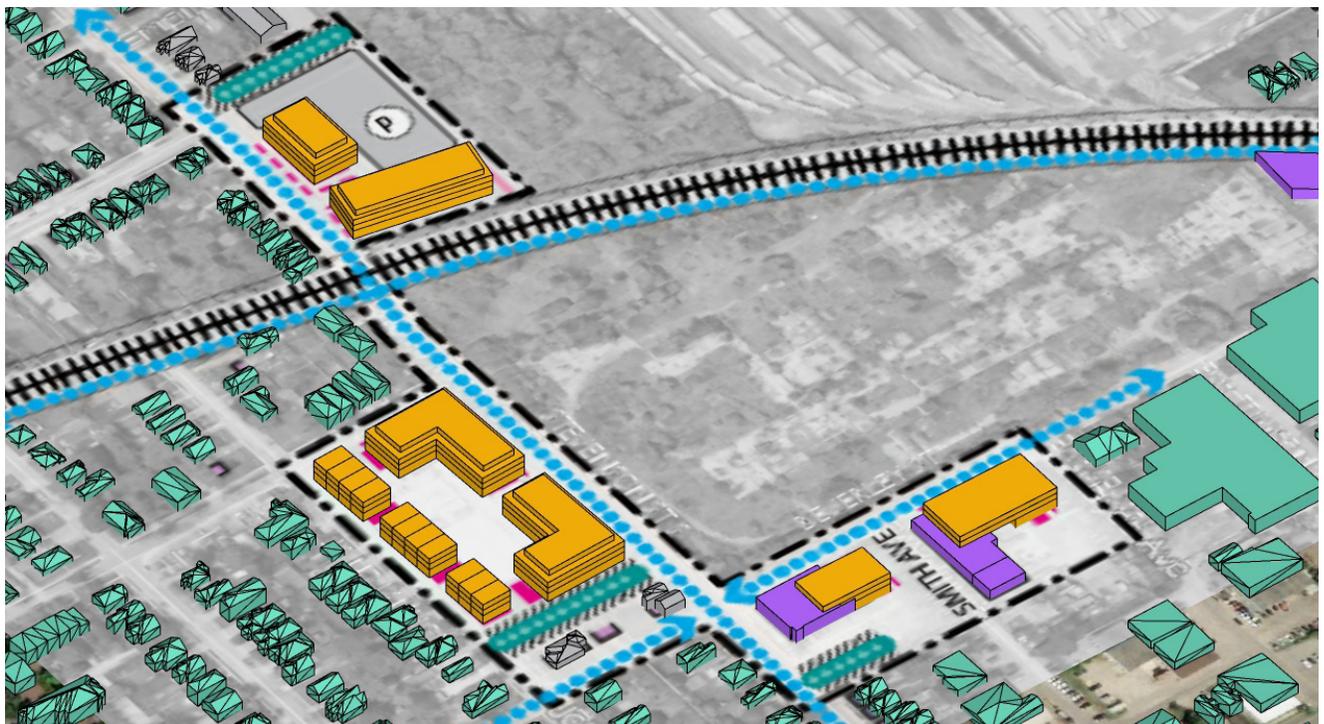


Figure 5: Directions 3D Diagram for Area A

5.2 Area B – Intersection of York Road and Victoria Road

Policy Directions

Area B is located at the intersection of York Road and Victoria Road. The intersection of York Road and Victoria Road is generally commercial in nature, however is designated a combination of Mixed Office/Commercial and Mixed Business on the west side, and Commercial Mixed-Use Centre on the east side. The westerly side is the historic location of Guelph Stoveworks and is now a multi-unit, multi-building development with a variety of commercial and employment uses. The easterly side of Victoria was recently re-designated to Commercial Mixed-Use Centre.

The lands located at the northeast corner of Victoria Road South and York Road, on both sides of the Guelph Junction Railway (GJR), are an opportunity for redevelopment and intensification in this sub-area as the majority of this designation is a vacant site. The Commercial Mixed-use Centre designation allows for a wide range of commercial uses. It also allows for residential uses and a maximum height of 10 storeys, however, before the lands are zoned to allow for more sensitive land uses, such as residential, a detailed study must be undertaken to ensure land use compatibility as the site is located in proximity to recycling/scrap metal operation. The re-design of York Road, including widening at the intersection of York Road and Victoria Road, as well

as required setbacks to the GJR are factors that will have to be considered when development or redevelopment is recommended in this location.

Design Directions

- Create a concentration of commercial mixed-use development with a diverse range of uses and building types.
- Locate parking for mid-rise buildings in underground or structured parking where possible, with well-designed pockets of convenient surface parking for commercial uses.
- Improve active transportation connections to the Downtown including exploring a trail connection along the Guelph Junction Railway tracks, through the 200 Beverly lands, connecting to Victoria Road and beyond.
- Locate signature and taller buildings at or near the intersection of Victoria Road and York Road.
- Allow for additional redevelopment at the northwest corner while conserving cultural heritage resources and improving the interface with York Road for pedestrians. Additional redevelopment should frame York Road. New buildings or building additions should be compatible with the distinct building massing of the cultural heritage resource.

LEGEND

Context	 Roads	
	 Significant Natural Area	
Site	 Site Boundaries	
Buildings	 Principal Facade	
	 Secondary Facade	
	 Buildings - Commercial at Grade	
		Trees
		 Railway Track
		 Open Space / Parks / Meadow
		 Existing Trees
		 Visual Connection/ Access To Significant Natural Area
Cars	 Main Vehicular Circulation	
	 Potential New Road	
	 Surface Parking Areas	
	 Garage Parking Access	
		Adjacent Uses
		 Land Use Transition Zone (Application of 45 Angular Plane to control the height of new development adjacent to lower rise buildings and open spaces)
People	 Pedestrian Path	
	 Railway Buffer	
		Heritage Properties
		 Cultural Heritage Resource

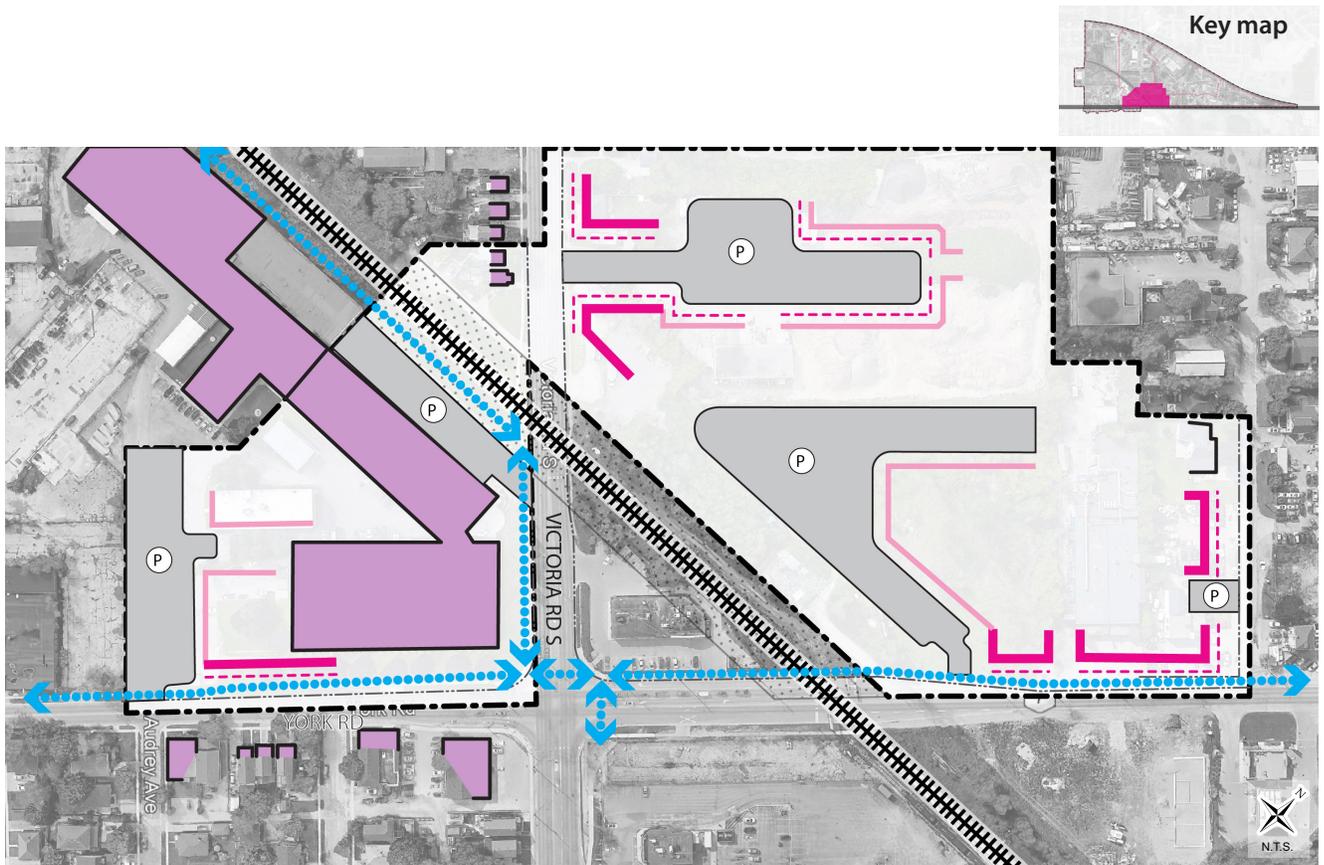


Figure 6: Directions Diagram for Area B



Figure 7: Directions 3D Diagram for Area B

- Reduce and consolidate direct vehicular access points to York Road and Victoria Road to reduce potential conflicts with other modes and create a more urban street wall along the north side of York Road.
- Detailed land-use compatibility study must be undertaken to ensure land use compatibility as the site backs on to a recycling/scrap metal operation
- Conduct technical studies related to transportation, environmental impacts, stormwater management, servicing, etc.
- Address any relevant targets and recommendations contained within the forthcoming Stormwater Master Plan Update and Clyde Creek Subwatershed Study.
- Look for opportunities to increase the tree canopy to support the Urban Forest and reduce the amount of impervious area.

5.3 Area C – Cityview Drive and York Road Area

Policy Directions

Area C is located in the vicinity of Sloan Ave, White Street, Beaumont Crescent, Cityview Drive South, York Road area. Low Density Residential designation is recommended to be generally maintained around Sloan Avenue and White Street. As recommended in the Land Use Study, east of Clearview Street along York Road, this area is recommended to be re-designated from Service Commercial to Medium Density Residential to provide the opportunity for multi-unit residential including along York Road. In addition, the need for a new public park has been identified for this area.

Some sites along York Road could allow for buildings up to six storeys and potentially allow for small-scale commercial uses on the ground floor and required vehicular access could be provided from Beaumont Crescent. The design of mid-rise development in this location should create a built-form interface designed to frame York Road and the open space across the street (i.e. the Ontario Reformatory CHL and natural heritage lands to the south).

Design Directions

In this area, York Road is planned to be a multi-modal corridor with a mid-rise built form and consideration shall be given to the following directions:

- Provide an appropriate interface between the reconstructed York Road. Frame the Ontario Reformatory cultural heritage lands and natural heritage lands to the south and re-development on the north side of York Road. The design of the street itself and development along this street will reflect the multi-modal corridor and mid-rise built form. The relationship between the north side of York Road with the south side will become key features of the corridor’s character.
- High quality urban design and architectural detailing will be required within the corridor.
- Integrate public art into the design of buildings, streetscapes and open spaces especially where pedestrian paths meet York Road.
- Consolidate direct vehicular access points to York Road to reduce potential conflicts with other modes and to assist with creating a more urban street wall along the north side of York Road.
- To address circulation and given the proposed intensification, continue explore the connection of Cityview Drive to York Road and the closing of Beaumont Crescent (between Sloan Road and Cityview Drive).
- A public park on the City-owned lands should:

LEGEND

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

- o Contain both active and passive recreational activities (examples could include children's play equipment, shade structure, seating, site furniture and planting); and,
- o Promote Active Transportation links.
- Create well-scaled massing in keeping with the context and the proposed Official Plan designations.
- Provide improved pedestrian connections in the form of active transportation links to the north and towards the Ontario Reformatory lands.
- Locate parking for mid-rise buildings in underground or structured parking where possible, with well-designed pockets of convenient surface parking for commercial uses.
- Conduct technical studies related to transportation, environmental impacts, stormwater management, servicing, etc.
- Address any relevant targets and recommendations contained within the forthcoming Stormwater Master Plan Update and Clyde Creek Subwatershed Study.
- Look for opportunities to increase the tree canopy to support the Urban Forest and reduce the amount of impervious area.
- Portions of this area are subject to the regulatory floodplain. Where applicable, design for this site will address flood requirements.



Figure 8: Directions Diagram for Area C

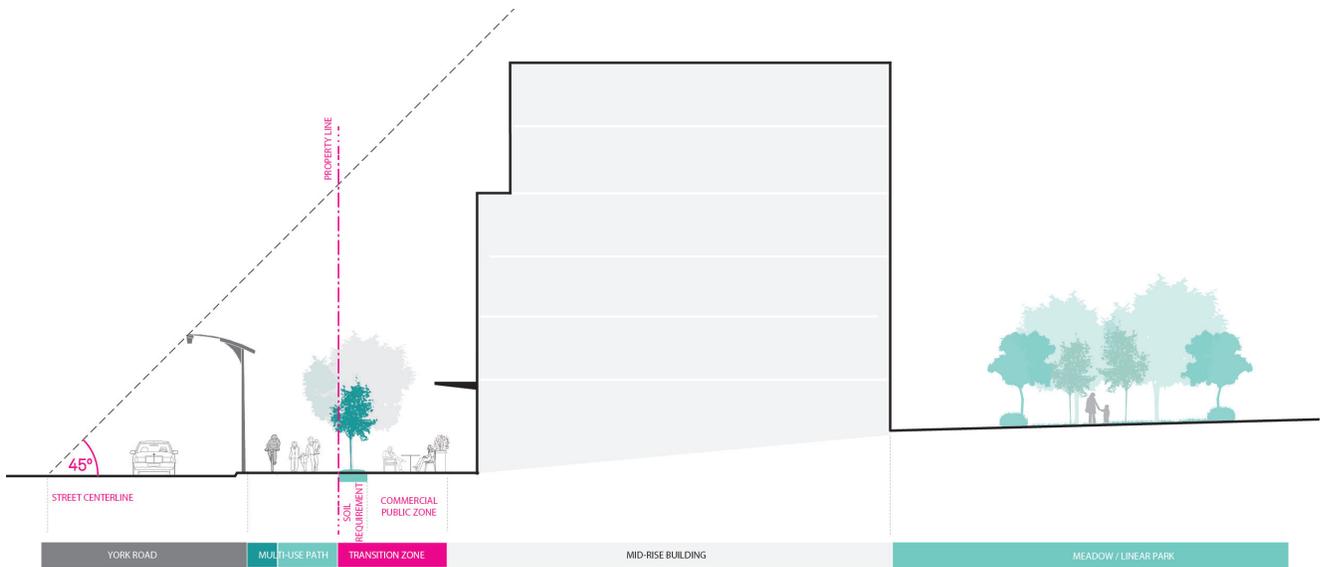


Figure 9: Cross-section of York Road based on the EIS



Figure 10: Directions 3D Diagram for Area C