Revised Urban Design Report

SITE DESIGN MASTER PLAN

GSP group WITH TURNER FLEISCHER

321-325 Courtland Avenue, 230 and 240 Palmer Street, and 30 Vernon Street
Mixed-Use Redevelopment - Former Schneiders Site

June, 2023

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The Metz (Schneiders)
321-325 Courtland Avenue, 230 and 240 Palmer Street, and 30 Vernon Street
Mixed-Use Redevelopment

June, 2023

Prepared for:
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1. BACKGROUND AND PURPOSE

1.1 Scope

GSP Group was retained by 321 Courtland Ave. Developments Inc. (referenced as the "Owner" in this Urban Design Report) as the urban design consultants for its proposed development of the former Schneiders' site in Kitchener (referenced as the "Site" in this Urban Design Report). The Site is a 10.36-hectare assembly of multiple properties situated on the south/west side of Courtland Avenue between Stirling Avenue and Borden Avenue (for the purposes of this report, Courtland Avenue is referenced as north, Stirling Avenue as west, Borden Avenue as east, and the CNR rail line as south). This industrial complex consisted of six buildings at its full operation, but only three remain following site demolition.

The Site is currently designated for general industrial uses as part of the Courtland Mill-Woodside Park Secondary Plan in the City of Kitchener's 1994 Official Plan. The City of Kitchener Planning Around Rapid Transit Stations ("PARTS") initiative related to new ION stations, however, builds on the direction of Regional and Provincial policy and the new City 2014 Official Plan concerning transit-oriented development and mixed-use intensification and redevelopment. The Planning Around Rapid Transit Study (PARTS) plan for the Rockway Station Area contains the site and the surrounding neighbourhood and calls for a mixed, intense, compact, connected and balanced fabric in the neighbourhood, and particularly such a redevelopment on the Site.

1.2 Proposed Development

The Owner is proposing a large scale, mixed-use redevelopment that will transform the Site and integrate it within the surrounding neighbourhood. New public street extensions into the Site will integrate the Site with the surrounding street fabric and break down the large block into smaller development areas. The residential mix will include a varied composition of mid-rise and high-rise apartment buildings, stacked townhouses, and mixed-use buildings. Adapted and new employment floor space will be focused on the retention of existing site buildings and is meant to contribute to a new complete district within the existing neighbourhood. An integrated series of open spaces will include both a public park, a publicly-accessible urban plaza, and outdoor private terraces and patios.

1.3 Proposed Applications

The Owner is proposing applications for an Official Plan Amendment, Draft Plan of Subdivision, and Zone Change for the Site. The Official Plan Amendment will redesignate the Site from the "General Industrial" designation applicable to mixed-use, employment, residential, and park designations together with site-specific policies to reflect intent and vision of the proposed development plan. The Draft Plan of Subdivision will establish a new east-west public street running through the Site into which the extensions of Kent Avenue and Palmer Avenue would connect, in effect creating 12 development blocks for residential and non-residential uses. The Zone Change will rezone the six development blocks from the existing "General Industrial (M2) Zone" to mixed-use, residential and park zones corresponding to the proposed Official Plan designations, and including site-specific provisions tailored to the proposed development plan

1.4 Report Content

This Urban Design Report is based on preliminary drawings and materials available at this stage of the application process. Based on the matters identified in the pre-submission consultation record, this Urban Design Report principally describes the contextual relationships and fit with the surrounding area (Section 2), outlines the general Official Plan design policies and Urban Design Manual that are relevant to the Site and the proposed development's design (Section 3), outlines the overall design vision and objectives for the project (Section 4), and, provides an overview of the proposed Site and building design elements for each street and block of the project per the above policy and guideline basis (Sections 6 through 11). As detailed aspects of site design and building design are refined through Site Plan Approval, further scoped design briefs may be required.

2. EXISTING SITE CONDITION AND CONTEXT

2.1 Location and Composition

Located in the Mill-Courtland Neighbourhood of Kitchener, the Site is situated on the south side of Courtland Avenue between Stirling Avenue and Borden Avenue. The Site is 10.36 hectares in size with approximately 343 metres of frontage on Courtland Avenue and 241 metres of frontage on Borden Avenue. It is bounded by Stirling Avenue South to the west, Courtland Avenue to the north, Borden Avenue to the east, and a CNR rail line to the south. The Site comprises nearly all the land contained by this boundary, except for a series of smaller properties fronting onto Courtland Avenue between Palmer Avenue and Stirling Avenue or fronting directly onto Palmer Avenue. It is an assembly of six separate parcels: the 321-325 Courtland Avenue parcel comprising most of the Site that contains the Schneiders' factory complex; the parcel that constitutes what would be the extension current Palmer Avenue (formerly Prince Albert Avenue right-of-way); 230 and 240 Palmer Street on the western side of Palmer Street; and 30 Vernon Street at the western end of the Site.

2.2 Existing Buildings

The former Schneiders complex was comprised of various buildings and structures of various sizes dating from 1918 to 1976. The plant was originally constructed in 1924 to serve as the meat processing facility for J.M. Schneider's fledgling sausage company. The plant and company grew substantially in the following years, becoming a mainstay in the community and contributing to the city's nickname of "busy Berlin".

Study Area

After peaking at 4,000 employees in the 1970s, global competition caused the company to decline. The Schneider family eventually sold the company to American firm Smithfield Foods in 1997. Maple Leaf Foods acquired the company from Smithfield in 2001 and closed the plant in 2014 as part of its modernization efforts.

Pre-demolition, the complex contained approximately 70,000 square metres (750,000 square feet) of industrial floor space within six buildings, some of which were inter-connected. In preparation for the redevelopment, the Owner has demolished three of the total six buildings. The main plant and two outbuildings were demolished in 2019 and 2020; while the remaining three buildings will be re-purposed for commercial and office spaces. The 6-storey "Office" building is connected to the east side of the Plant along Courtland Avenue as a distinct addition constructed in 1976 and contains approximately 6,410 square metres (69,000 square feet) of floor space. The single-storey "Garage" building sitting behind the Office building was constructed in 1948 and contains approximately 1,960 square metres (21,100 square feet) of floor space. The single-storey "Distribution" building sitting at the corner of Courtland Avenue and Borden Avenue was constructed in 1971 and contains approximately 6,465 square metres (69,600 square feet) of floor space.

2.3 Existing Topography

The Site's existing topography generally drops from high points near Stirling Avenue and the bridge over the CN Rail corridor, intermittently from Courtland Avenue and Palmer Avenue, and from the embankment along Stirling Avenue. The low-lying area extending south from the intersection of Stirling Avenue and Courtland Avenue is currently in the flood fringe. There is an additional low area where the Shoemaker Creek corridor runs through the Site, contained within an underground box culvert before it emerges to the south and north of the Site. This culvert runs through the area between the Office, Garage and Distribution buildings which will be retained as part of the proposed Site redevelopment.

Former Plant Building on Courtland Avenue East


Existing Office on Courtland Avenue East

3. SURROUNDING CONTEXT

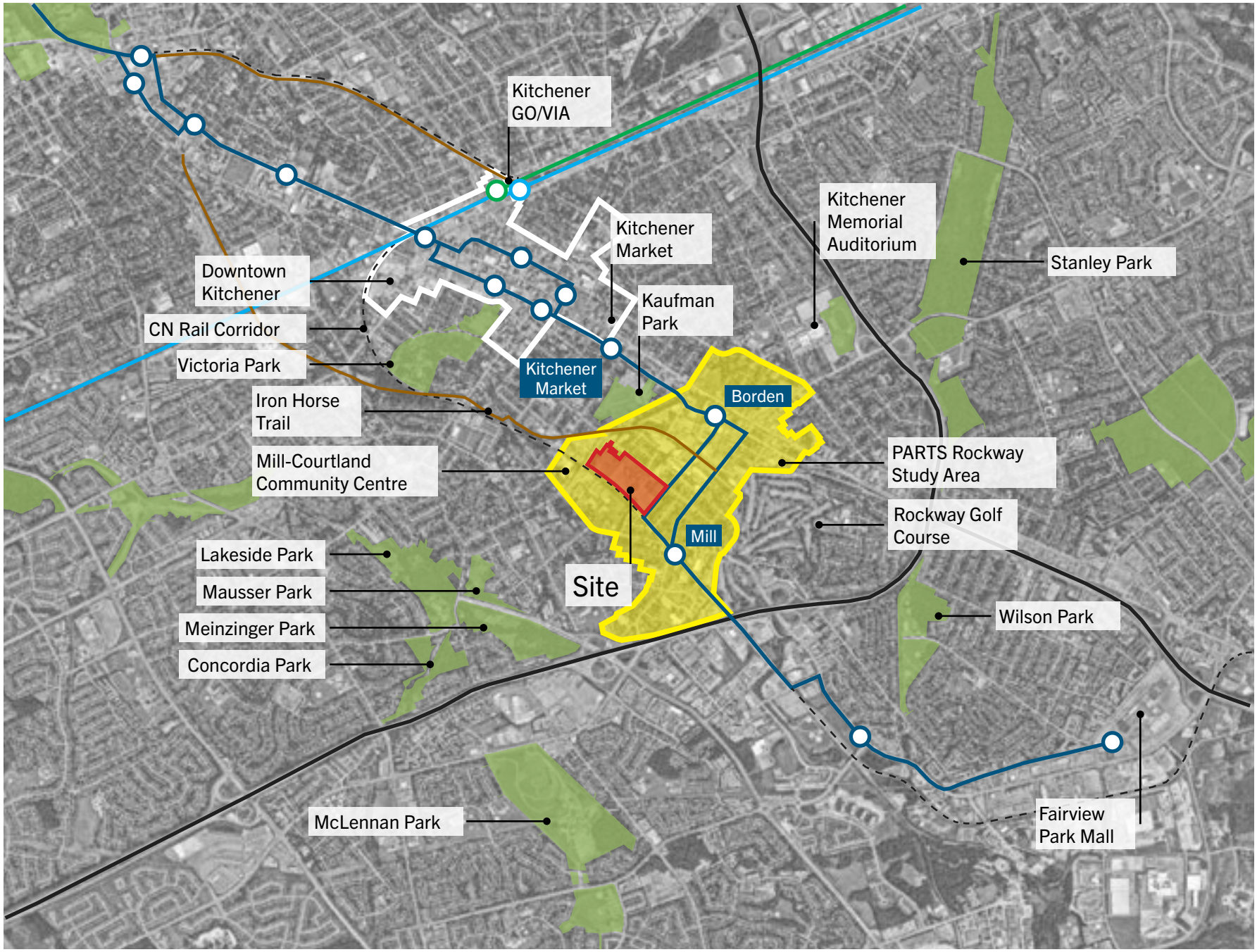
3.1 City Context

The Site is located centrally within Kitchener in the Mill-Courtland Woodside neighbourhood that forms part of the broader ring of neighbourhoods that surround Downtown Kitchener. Downtown Kitchener's core and its focus of retail, restaurants and employment activities is within 1,500 metres of the Site. Courtland Avenue offers connections to Downtown and the Highway 7/8 corridor and Ottawa Street offers higher order east-west connections. The Site is within a short walk or ride to the Iron Horse Trail, connecting people to Downtown Kitchener and Uptown Waterloo. The neighbourhood contains several significant parks, recreational facilities, including the Mill-Courtland Community Centre, Rockway Golf Course, and Kaufman Park.

Within the new Rockway Station Area as part of the ION LRT system, the Site is within a short walk of two ION stations that will provide higher frequency east-west travel through Waterloo Region, connecting Downtown Kitchener, Uptown Waterloo and the universities to the west and Fairview Mall to the east. The Rockway ION Station would be accessed from the Site by either Kent Avenue or Borden Avenue and the Borden ION Station would be accessed from either Courtland Avenue or walkways along the rail tracks from the terminus of Borden Avenue. The higher frequency Route 205 iExpress runs across Kitchener along the Ottawa Street corridor with a northbound stop at Ottawa and Courtland and southbound stop at Courtland and Borden closest to the Site and stops at the Mill and Borden ION Stations. The local Route 8 (University-Fairview) runs along Courtland Avenue with existing stops at Palmer, Kent and Borden along the Site's frontage.

Courtland Avenue East Streetscape (pre-demolition)

Borden Avenue South Streetscape


Kitchener GO/VIA
Kitchener Market
Kitchener Memorial Auditorium
Stanley Park
Downtown Kitchener
CN Rail Corridor
Victoria Park
Kaufman Park
Kitchener Market
Iron Horse Trail
Borden
Mill-Courtland Community Centre
PARTS Rockway Study Area
Rockway Golf Course
Mill
Site
Lakeside Park
Mausser Park
Meinzinger Park
Concordia Park
Wilson Park
McLennan Park
Fairview Park Mall

Automobile Sales and Service on Courtland Avenue East facing the Site

Commercial Uses and grade change at Courtland Avenue and Stirling Avenue

Mill Street ION LRT Station

Mill-Courtland Community Centre at Corner of Mill Street and Stirling Avenue

Single Detached Residential on Courtland Avenue East

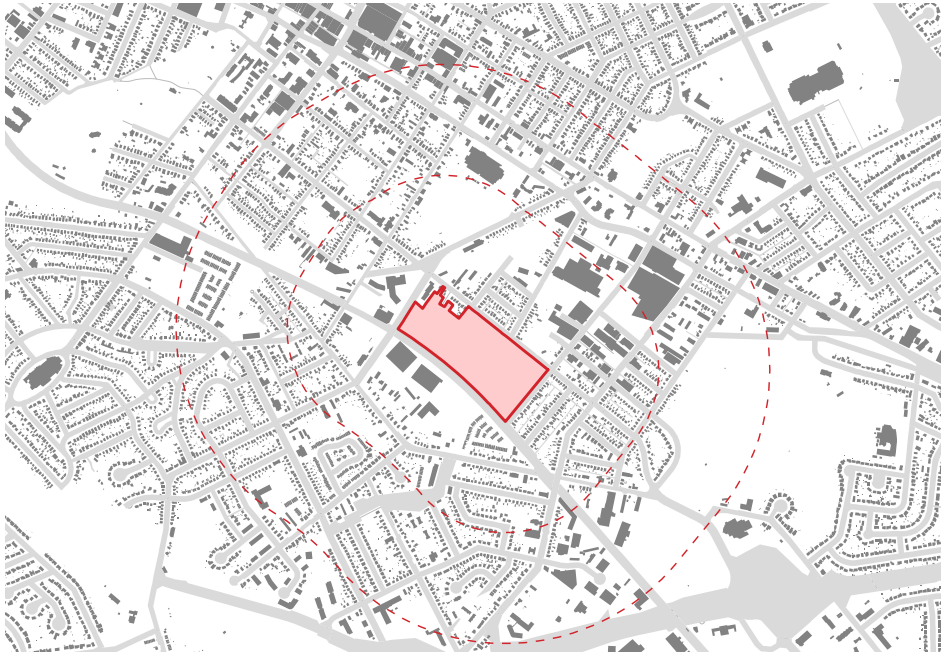
CN Rail Corridor and Townhouse Block abutting the south side of the Site

Single Detached Residential on Borden Street South facing the Site

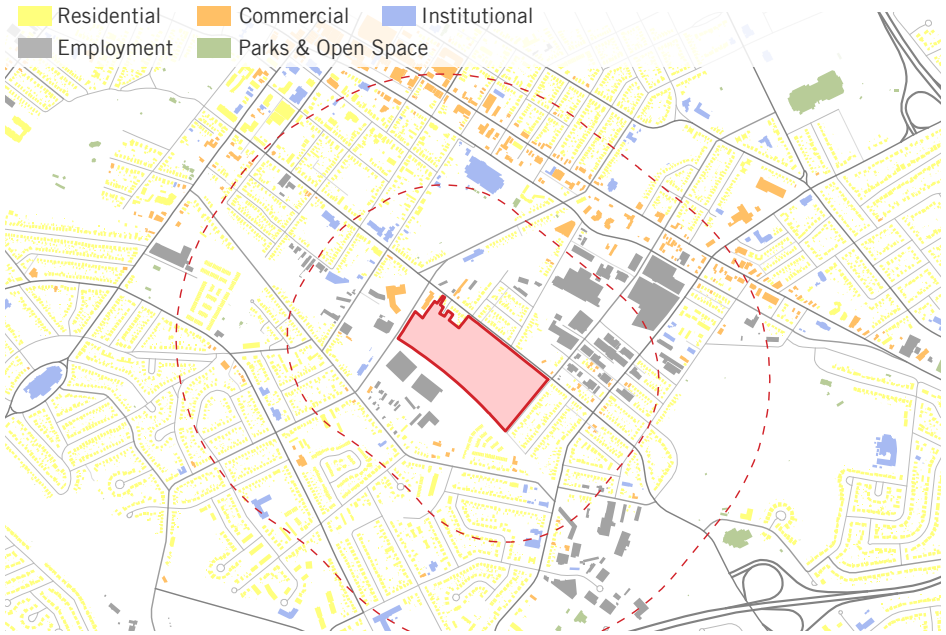
Residential lots on Palmer Avenue facing/abutting the Site

3.2 Land Use and Built Form

The Site's immediately surrounding context with 800 metres features a mixed land use pattern. Detached dwellings are primarily situated to the immediate southeast, east and north of the Site. A recent three-storey townhouse development ("Joy" townhouses) sits immediately to the southeast of the Site across the CNR rail line corridor. There is a small commercial plaza at the corner of Stirling Avenue and Courtland Avenue comprised of retail and service commercial uses. There is a smaller area of mixed industrial and employment uses to the southwest of the Site across the CN Rail corridor and a larger area to the northeast centered on the Borden Avenue corridor extending from Courtland Avenue to Charles Street, the latter comprised primarily of warehousing, packaging, sales, and other light industrial uses.



Built Form



Land Use

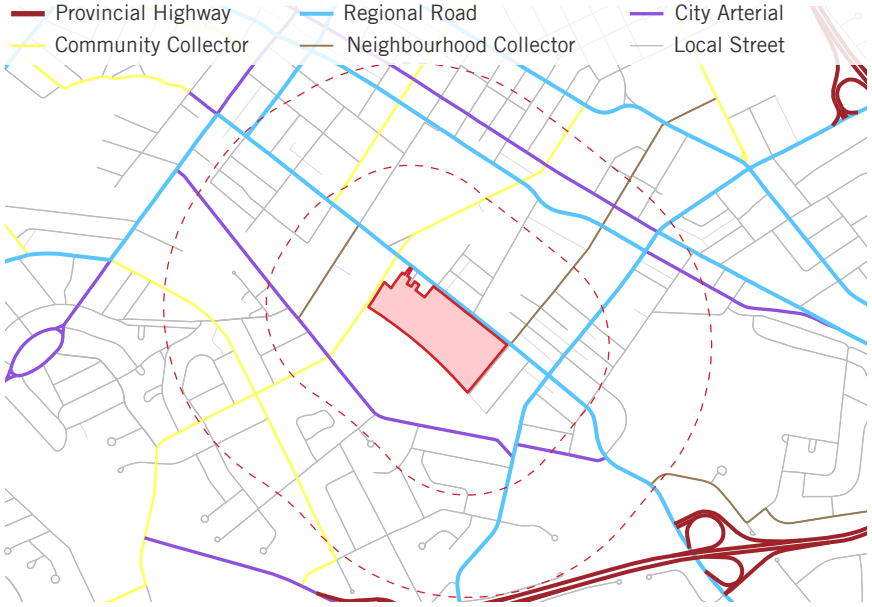
3.3 Transportation and Circulation

The surrounding neighbourhood is made up of a mixed street pattern, with a tight grid of streets in the pre-war residential areas, a curvilinear street pattern in the post-war residential areas, and a more open grid with large parcels in the employment areas. The Site abuts Courtland Avenue, Borden Street and Stirling Avenue. Courtland Avenue is a "Regional Road" with an existing 18 metre right-of-way containing two vehicle lanes with intermittent cycling lanes along its length. Borden Street is a "Local Street" with an existing 23 metre right-of-way containing two vehicle lanes and the southbound ION track. Borden Street ends at the CNR rail corridor at the southern edge of the Site, transitioning into a small public laneway. Stirling Avenue is a "Major Community Collector" with a 26 metre right-of-way containing a four-lane cross section, but it sits higher than the Site.

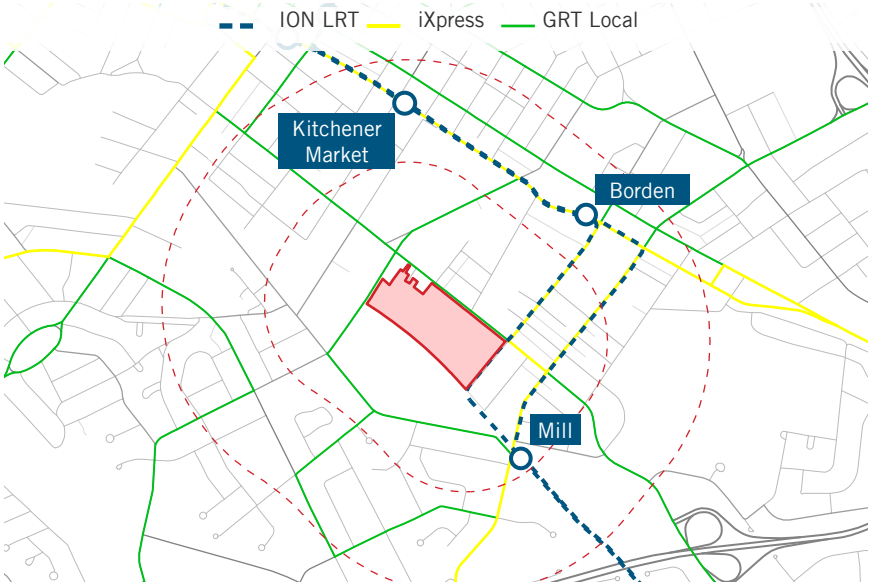
The CNR rail corridor abuts the entirety of the Site's southern boundary. This rail line is a "Principal Branch Line" per CNR, which requires a minimum 15 metres separation distance to dwellings and attenuation fencing and berming. Crash walls are also considered by CNR in respect to safety protection measures.

Immediately adjacent to the Site, the street grid is interrupted by the large existing industrial parcels, the Shoemaker Creek corridor, and the CNR corridor. Kent Avenue currently terminates at Courtland Ave and Palmer Avenue extends past Courtland Avenue into the Site's *fabric. There are currently no connections across the CNR line between Stirling Avenue and Ottawa Avenue.

The neighbourhood is well-served by existing and planned transit services. Both the Mill and Borden ION stations are within a 10-minute walk (800 metres) of the Site. From the Site, the Mill ION Station would be accessed by either Kent Avenue or Borden Avenue and the Borden ION Station would be accessed from either Courtland Avenue or walkways along the rail tracks from the terminus of Borden Avenue. The higher frequency Route 205 iXpress runs across Kitchener along the Ottawa Street corridor with a northbound stop at Ottawa and Courtland and southbound stop at Courtland and Borden closest to the Site and stops at the Mill and Borden ION Stations. The local Route 8 (University-Fairview) runs along Courtland Avenue with existing stops at Palmer, Kent and Borden along the Site's frontage.



Streets

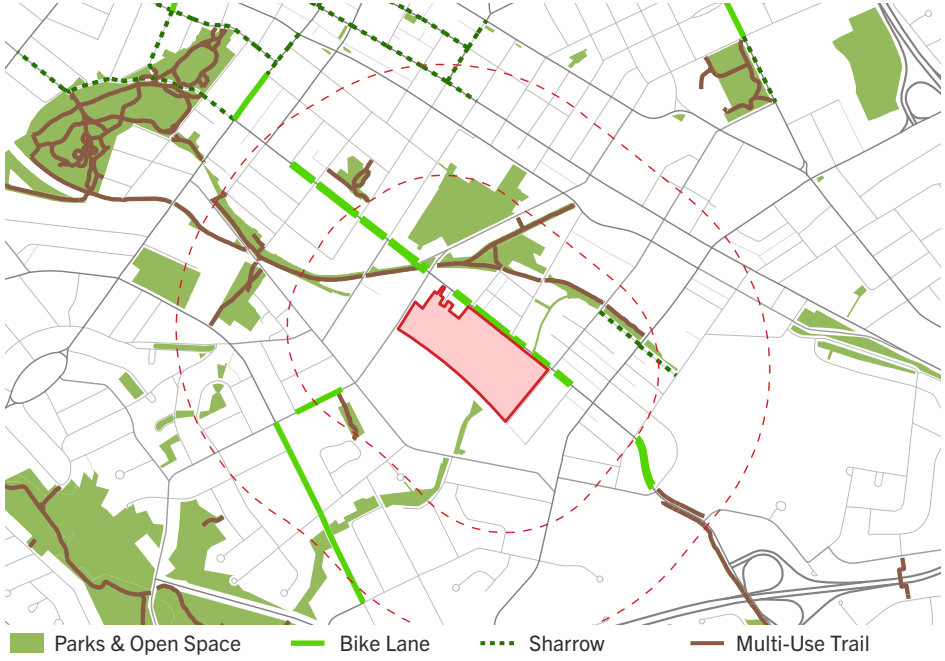


Public Transit

3.4 Parks and Open Space

There are several major parks and recreational facilities in the surrounding neighbourhood, including the Mill-Courtland Community Centre, Rockway Golf Course, and Kaufman Park. The Shoemaker Creek passes through the Site within an underground culvert, extending from Meinzinger Park and Mausser Park near Homer Watson Boulevard to the Schneider Creek, a short distance to the south of the Site. While there are several major park facilities within walking distance of the Site, there are no smaller neighbourhood level parks in the immediate vicinity.

The Iron Horse Trail provides immediate walking and cycling options within the surrounding neighbourhood, connecting to Downtown and Uptown Waterloo to the west and Fairview Park Mall to the east. There is an intermittent bike lane on Courtland Avenue as well as planned bike lanes on Stirling Avenue and Ottawa Street, which will provide a connection to the broader cycling network. There is also a planned pedestrian connection from the southern corner of the Site at Borden Street and the CNR corridor to the Mill ION Station.



3.5 Watercourses and Floodplain

The Site is located within the Shoemaker Creek and Schneider Creek subwatersheds. Most of the site drains to Shoemaker Creek to the north with the remainder draining to Schneider Creek to the north/west. Running underground through the Site, the Shoemaker Creek floodway is contained within a large closed concrete box culvert, which transitions at the downstream side of Courtland Avenue as an open concrete channel. Shoemaker Creek converges with Schneider Creek approximately 250 metres downstream of the Site. No stormwater management controls exist for the Schneiders complex. The Schneider Creek and Shoemaker Creek Regulatory Floodplain limits on the Site are defined as flood fringe only.

Stirling Avenue South Streetscape

Schneider Creek Culvert north of Courtland Ave E

Palmer Avenue Streetscape

Schneider Creek Culvert south of CN Rail Corridor

3.6 Streetscapes

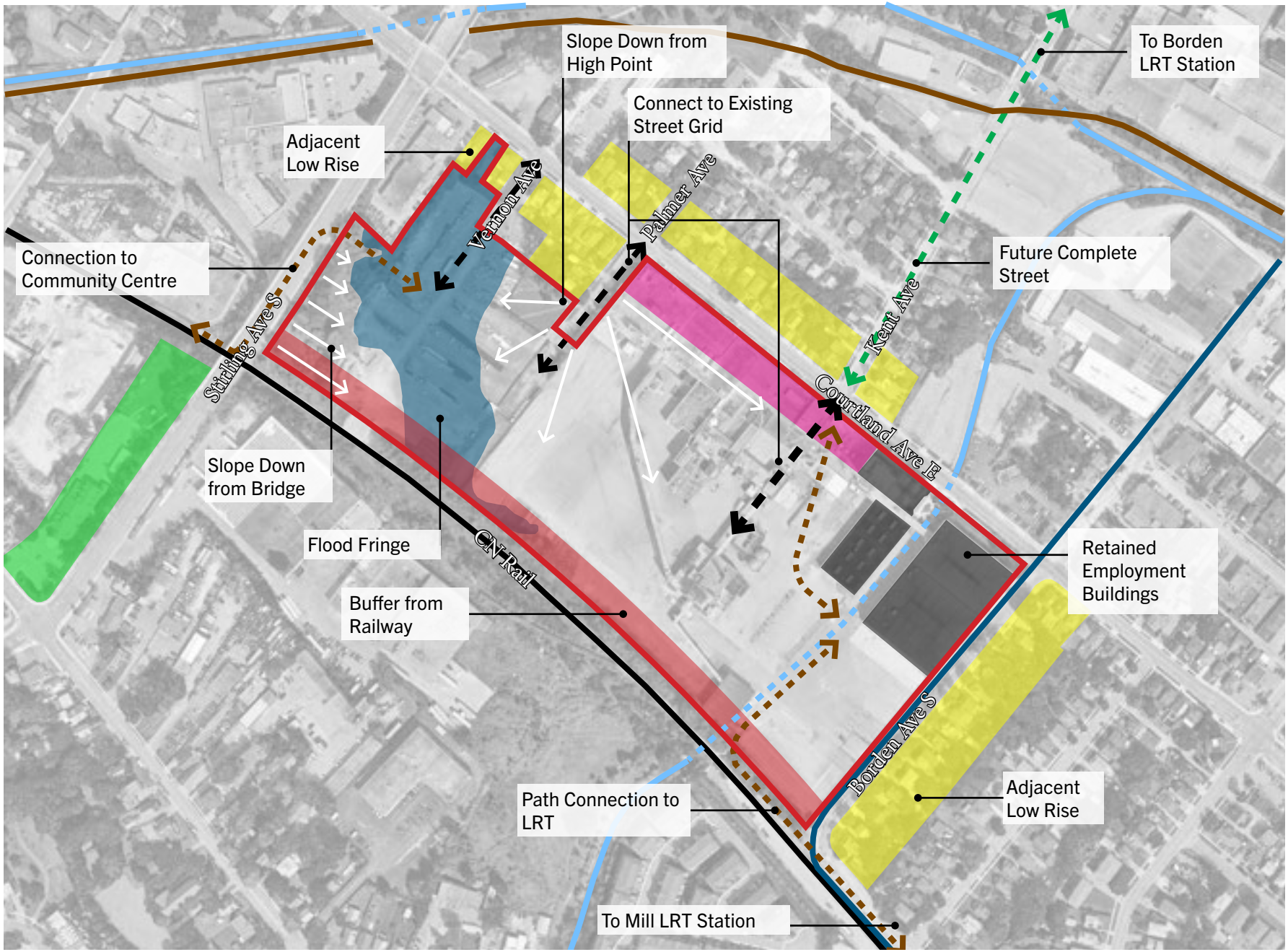
Courtland Avenue is a "Regional Road" with two vehicle lanes and intermittent cycling lanes. The pedestrian realm includes a combination of sidewalks with landscaped and hardscaped boulevards, and curb faced sidewalks. There are some street trees along the residential frontages. On-street parking is currently not permitted. The immediate streetscape is currently dominated by the existing factory plant building, which are currently being demolished. The existing Office building on the Site includes a small landscaped plaza and mature trees along the street frontage, while the Distribution building includes a larger sod area along its frontage. The land uses along the street are made up of a mix of one- and two- storey detached residential, commercial services (including sales, auto service, and local retail), and a large parking lot next to Shoemaker Creek.

Borden Street South is a "Local Street" that ends at the CNR corridor at the Site's southern edge, where it transitions to a small public laneway. The street has two vehicle lanes with a single LRT track and catenary poles along the Site's frontage. The existing Distribution building occupies approximately half of the Borden frontage, with the remainder occupied by a parking and storage area with a single driveway access across the LRT tracks. A chain link fence runs along a portion of the frontage between the LRT tracks and the existing Distribution building. The opposing street edge includes a sidewalk with landscaped boulevard and mature street trees, as well as on-street parking. Across Borden, properties contain one or two-storey detached dwellings with driveways fronting onto the street.

Stirling Avenue South is a "Major Community Collector Street" with a four-lane cross section. The pedestrian realm consists of a curbside walk with guardrails and retaining walls at the sidewalk edge. Beginning at Courtland Avenue, the street rises to pass above the CN Rail corridor to the south. Heavy vegetation growth on the supporting berm slopes obscure sightlines into the Site from most vantage points. There is a single vehicular driveway between Courtland Avenue and the CN Rail corridor, providing access to the commercial plaza on the north west corner.

Palmer Avenue is a "Local Street" that extends 80 metres south of Courtland Avenue into the Site's fabric, providing access to two single detached houses on the west side of the street south of Courtland Avenue. There is a sidewalk along the western frontage, with a landscaped boulevard. The eastern frontage adjacent to the Site contains the edge of the existing plant structure, with mature trees softening the façade and blocking views into the Site.

Vernon Avenue is a "Local Street" that runs 55 metres south of Courtland Avenue into the Site. There are no residential lots fronting onto Vernon Avenue, however it provides access to the driveway of an adjacent residential lot. The street contains a sidewalk on the south side with landscaped boulevards.



Existing Site Constraints and Opportunities

Site Demolition Underway

4. DESIGN POLICY AND GUIDELINE REFERENCES

4.1 Kitchener Official Plan

Urban Structure Element

The Site is part of the "Major Transit Station Area", which are to provide a focus for growth and development to support transit service levels, provide connections for various transportation modes to the transit system, achieve a mixture of uses were appropriate, and have pedestrian-friendly and transit-oriented streetscapes and buildings. Sections 3.C.2.18 and 3.C.2.19 identify that the City will prepare Station Area plans with the contents generally following the corresponding Regional policies.

Land Use Designation

The Official Plan Amendment seeks to change the Site to "Mixed Use" from "General Industrial". The Mixed Use policies permit a broad range of uses at different scales and intensities depending on the over-arching urban structure element. Regarding urban design, Section 15.4.5 of the Kitchener Official Plan directs that development in Mixed Use designation are to be "transit-supportive, walkable and integrated and interconnected with other areas of the city". Section 15.4.6 directs that "uses, built form and building design are compatible with surrounding low rise neighbourhoods and are pedestrian-oriented and human-scaled in order to positively contribute to the public realm". Section 15.4.7 directs development and redevelopment within the Mixed Use designation are to "implement a high standard of urban design".

Urban Design

Section 11 of the Official Plan contains general urban design policies that are used to evaluate movement patterns, the relationship between built form and open spaces, integration of natural and cultural resources and development impacts. General urban design policies that speak to the city's skyline, CPTED principles, fire prevention, barrier-free accessibility, and shade. Site Design policies speak to street relationships and landscaping to improve abutting streetscapes; developments to improve aesthetic quality and be safe, comfortable, functional and provide circulation for all transportation modes; and site servicing and utilities to be screened from public view. Building Design, Massing and Scale design policies speak to human-scale proportions to support a comfortable and attractive public realm, including attractive building forms, façades, and roof designs; complementary design of new buildings; and architectural innovation and expression.

Section 17.E.10.5 identifies that urban design briefs/reports together with other design-related are meant to be used to

a) *demonstrate that a proposed development or redevelopment is compatible;*
b) *address the relationship to and the privacy of adjacent residential development; and,*
c) *ensure compatibility with the existing built form and the physical character of the established area and/or neighbourhood.*

Other Design-Related Policies

- Section 8.C.1.15: City will "select suitable sites [for public parks], and plan for the complete integration of these sites with the integrated transportation system, the public transit system and multi-use pathway network".
- Section 8.C.1.21: on-site recreation facilities and usable greenspace will be required in multiple housing development and affordable housing developments.
- Section 8.C.1.23: City will encourage "useable and accessible semi-public spaces in private developments that provide linkages and/or support arts, culture, recreation and leisure opportunities for its residents".
- Section 7.C.4.1: City "will ensure that development and redevelopment strives to be increasingly sustainable"
- Courtland Avenue: identified as a "Regional Road", which are principally meant for higher capacity "people and goods movement within, through and between municipalities". Regional Roads are generally to have sidewalks on both sides of the street and dedicated on-street cycling facilities where appropriate, and new access points is to be regulated to maintain these streets' traffic carrying capacity.
- Borden Avenue, Palmer Avenue and Kent Avenue: identified as a "Local Street", which are meant to "provide access to abutting properties and are not intended to carry high volumes of through traffic". Local Streets are to have sidewalks on both sides of the street and shared on-road cycling facilities.
- Section 13.C.1.2: supports "opportunities to walk and cycle for convenient travel, recreational, health, environmental and economic reasons" through such means as "integrating pedestrian and cycling facilities into existing, expanded and new development areas" and "providing pedestrian and cyclist connections to transit stops".
- Section 13.C.1.13: requires "new, multi-unit residential, commercial, industrial, office and institutional developments" to provide secure bicycle parking and encourages the provision of shower and change facilities for commuters.
- Section 13.C.1.6: encourages a mix of land uses to accommodate opportunities for walking to work and services without the need for driving or transit.
- Section 13.C.1.4: pedestrian-friendly streets will be designed by providing sufficiently wide sidewalks, minimizing conflicts with vehicular traffic through street design, and providing for more attractive, comfortable and safe streetscapes.
- Policy 13.C.2.1: "Type 2" Multi-Use Pathway planned through the Site's eastern portion, meant to provide a three-season north-south connection between Mill Street and Iron Horse Trail.
- Section 13.C.3.1: City "will ensure that all development and/or redevelopment proposals in areas serviced or planned to be serviced by public transit support the provision of an efficient, convenient and safe public transit service".
- Section 13.C.3.12: City will apply the relevant TOD provisions of the Regional Official Plan for the consideration of development and redevelopment applications sites served by rapid transit or higher frequency transit.
- Section 13.C.7.3: "the incorporation of Transportation Demand Management measures" may be required.
- Section 13.C.7.4: contemplates "reduced parking requirements for development and/or redevelopment in accordance with Policy 13.C.8.2 where a comprehensive Transportation Demand Management Report is submitted to the satisfaction of the City".
- Section 13.C.8.6: City will develop a parking reduction strategy for land within Major Transit Station Areas to recognize and encourage rapid transit use.

4.2 Rockway PARTS Plan

Kitchener's Planning Around Rapid Transit Stations (PARTS) plans provide a more land use and design direction for each of the ION Station Areas within Kitchener. The PARTS plans are meant to further the policy direction of the Region of Waterloo and Kitchener Official Plans concerning Major Transit Station Areas. The PARTS Rockway Plan was approved by City Council in December 2017 but has not yet been implemented through amendments to the Official Plan and Zoning By-law.

Station-Wide Strategies

The PARTS Rockway Plan was formulated based on a series of "Station-Wide Strategies" that sets the framework for capitalizing on the LRT investment in terms of land use and development patterns. This basis includes the following five strategic themes, each of which has nested series of specific strategies. The five themes include:

1. Creating a transit-supportive development pattern.
2. Designing streets as places.
3. Creating a strong park and open space network by improving connections between existing open spaces and providing a range of new open spaces.
4. Designing buildings that support placemaking and deliver an interesting and varied built environment.
5. Seamlessly integrating parking and servicing into a pedestrian-friendly and transit-supportive environment.

Key Directions

A series of "Key Directions" provides a general direction for land use and built form within the PARTS Rockway Plan. For the Site, Key Direction #8 calls for the "reurbanization of the form Schneiders site" as higher intensity mixed-use development of residential and non-residential uses. Key Direction #8 for the Site provides a set of eight area-specific land use and design strategies for the ultimate form of development.

a) Implement a framework of new land use permissions on the site to accommodate a mix of housing, innovation employment and supportive commercial uses.

b) Through redevelopment, a significant new on-site park should be provided. The park should be designed and oriented to establish a connection between Kent Avenue and the Shoemaker Creek corridor, provide amenity for on- and off-site users, and help celebrate the history of the site.

c) As part of the redevelopment of the site, a logical network of streets and blocks should be provided. This may include the extension of adjacent streets into the site and connections via a logical network of public or private internal streets. Alternate right-of-way widths and standards may need to be considered as long as services, utilities and amenities can appropriately be provided.

d) Building height step-backs should be included in the zoning and design of buildings along Courtland Avenue, particularly for portions of buildings above four storeys. Attention should be given to the appropriate design of other mid-rise building areas on the site.

e) Any buildings nine storeys and above should conform to the City's Tall Building guidelines and any related zoning regulations.

f) Locate parking below grade, and / or within structures at the back of the site (subject to flood fringe policy criteria). Require reduced and shared parking between different uses on the site. Some surface parking could be considered in certain portions of the site during the initial phases of development to support the feasibility of new employment uses (in addition to the existing surface parking facility on the side of Courtland Avenue).

g) Redevelopment should achieve a high standard of environmental (sustainability) performance and the feasibility of district energy should be studied.

h) The site should incorporate green infrastructure, including on-site urban stormwater management features.

Preferred Land Use Plan

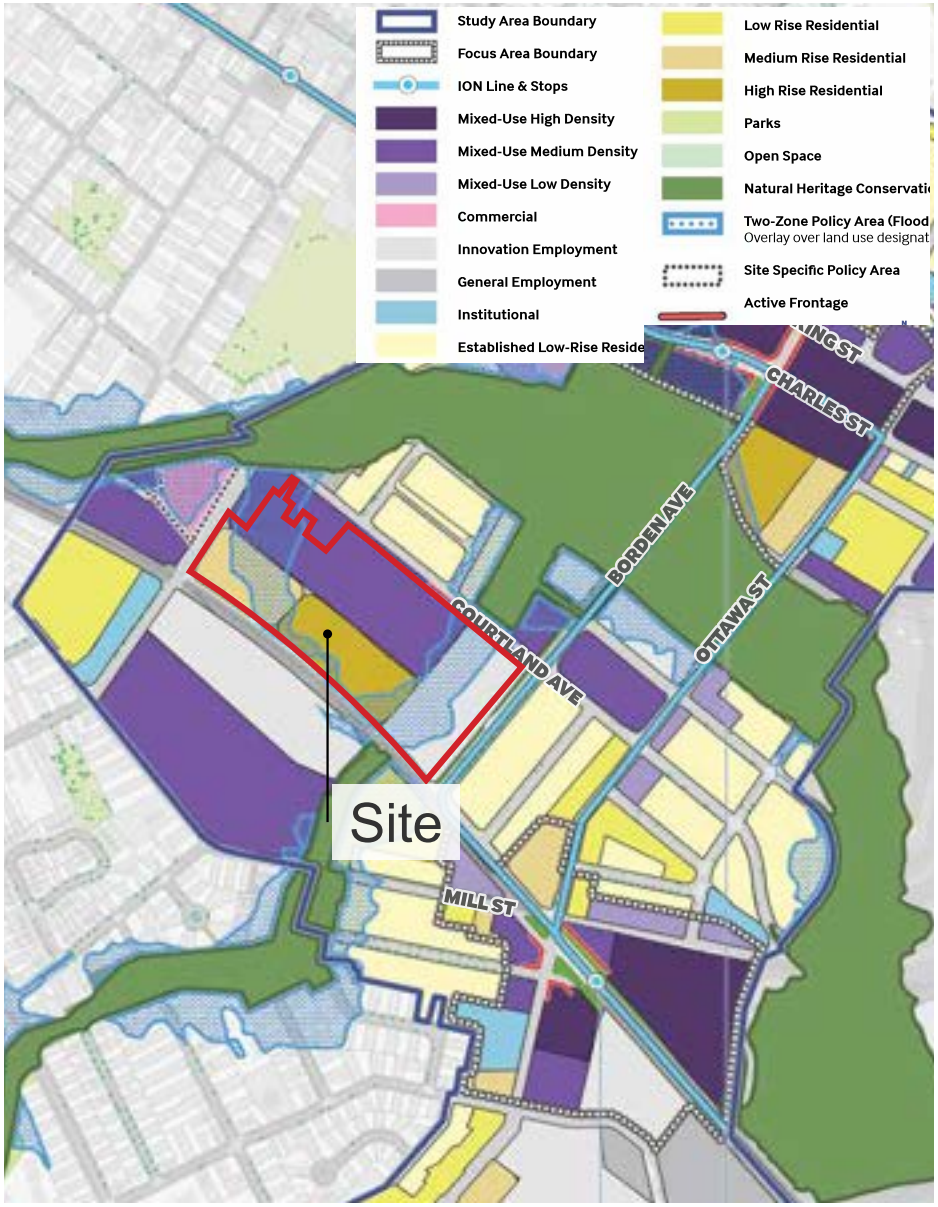
The preferred land use plan in the PARTS Rockaway Plan calls for the mixed-use redevelopment of the Site, including employment, multiple residential, and mixed-use buildings. Four land use designations apply to the site: “Innovation Employment”, “Mixed-Use Medium Density”, “High Rise Residential”, and “Mid-Rise Residential”. The intent is that these designations would form the basis for the future City-initiated Official Plan Amendment implements the PARTS Rockway preferred land use plan and other key policy directions.

The Innovation Employment designation applies to the area around the Courtland and Borden intersection and extending along Borden to the railway. This designation is intended predominantly for office and high-tech manufacturing, including both large and small buildings, as well as opportunities for street related retail and restaurant uses to provide amenity. The Floor Space Ratio is meant to be between 0.6 to 2.0 and the maximum building height is 6 storeys.

The Mixed-Use Medium Density designation lines the remainder of the Site’s frontage portion along Courtland Avenue. This area is intended for a mixture of office, residential and retail uses with active uses at street level in a general form between 5 and 8 storeys in height, with parking in underground garages. The Floor Space Ratio is meant to be between 1.0 to 2.0 and the maximum building height is 8 storeys.

The High Rise Residential designation is on the eastern portion of the Site’s southern boundary shared with the CNR Railway edge, located away from the Courtland frontage. This area is intended for taller residential buildings greater than 8 storeys, building bases oriented to line streets and parks, and parking in underground garages. The Floor Space Ratio is meant to be between 2.0 to 4.0 and there is no maximum building height.

The Mid-Rise Residential designation is located to the west of the High Rise Residential designation, along the boundaries with the CNR Railway and Stirling Avenue. This area is intended for mid-rise residential buildings with buildings between 4 and 8 storeys in height, buildings oriented to line streets and open spaces, and parking in underground garages. The Floor Space Ratio is meant to be between 1.0 to 2.0 and the maximum building height is 8 storeys.



4.3 Kitchener Urban Design Manual

PART A – Design Guidelines

Part A contains design guidelines on various land uses, built types, geographic areas, and urban structure elements. The below are relevant to the Site and the proposed development:

a) City-Wide (CW)

The City-Wide ("CW") design guidelines seek the design of Kitchener as an inclusive, safe, accessible, comfortable, and appealing place to live, work and play. The Site Design guidelines in the City-Wide address built form, open space and site functionality.

b) Major Transit Station Areas (MTSA)

The Major Transit Station Areas ("MTSA") guidelines apply generally for areas surrounding ION Stations; the Site is within the ION Mill Station area. The guidelines indicate they do not apply to Downtown sites, but they do inform design.

c) Tall Buildings (TB)

The Tall Building ("TB") guidelines provide form and site guidance to building 9 or more storeys in height and are meant to be applied on a case-by-case basis.

d) Mid-Rise Buildings

The Mid-Rise Building ("MRB") guidelines provide form and site guidance to buildings up to and including 8 storeys in height and are meant to be applied on a case-by-case basis.

e) Low-Rise Commercial and Mixed-Use Building

The Low-Rise Commercial and Mixed-Use Building ("LRMUB") guidelines providing site guidance to buildings between 1 and 4 storeys in height containing either commercial or a mix of non-residential and residential uses.

f) Structured Parking (SP)

The Structured Parking ("SP") guidelines provides design guidance for stand-alone paring garages or integrated parking garages within a building.

g) Green Areas

The Green Areas ("GA") guidelines that provide general design guidance for a range of park and open space types.

PART C – Design Standards

Part C contains design standards with specifications on technical details. Several standards are applicable to the proposed development, including those for access to roads, surface parking, outdoor lighting, accessibility, pedestrian-supportive development, transit-supportive development, rooftop mechanical equipment screening, emergency services, multiple residential, landscaping and natural features, and landscape design. These technical aspects of the detailed design will be evaluated at a later stage of the review process through Site Plan Approval.

5. SITE DEVELOPMENT MASTER PLAN

The former Schneiders property is one of the largest single redevelopment opportunities in the Rockway Station Area and the broader inner ring of neighbourhoods of Kitchener. At the time of closing, the Schneiders facility employed in the order of 1,200 employees and was a mainstay of the community throughout its history. Changing economic conditions related to larger industrial and manufacturing facilities resulted in its departure from the Kitchener landscape.

The proposed Site Development Master Plan, however, charts a transformative new vision for the Site. This vision strives to infuse a true mixed-use addition to Rockway Station Area that incorporates a mix of employment spaces for creative and innovative industries; varied housing choices in different forms; supporting retail, service and food spaces; and recreation and amenity spaces. The Site Development Master Plan seeks to ameliorate the jump in scale from traditional neighbourhood streets with the high-rise towers. The conventional approach of towers set upon podia create a particular placemaking challenge: the horizontal stratification makes it difficult to mentally establish a sense of address for the tall building and can also create jarring architectural juxtaposition with the elements at its base. The Site Development Master Plan resolves the scale differential by including a whole range of building sizes to create an urban gradient, while still using local setbacks to address microclimate concerns.

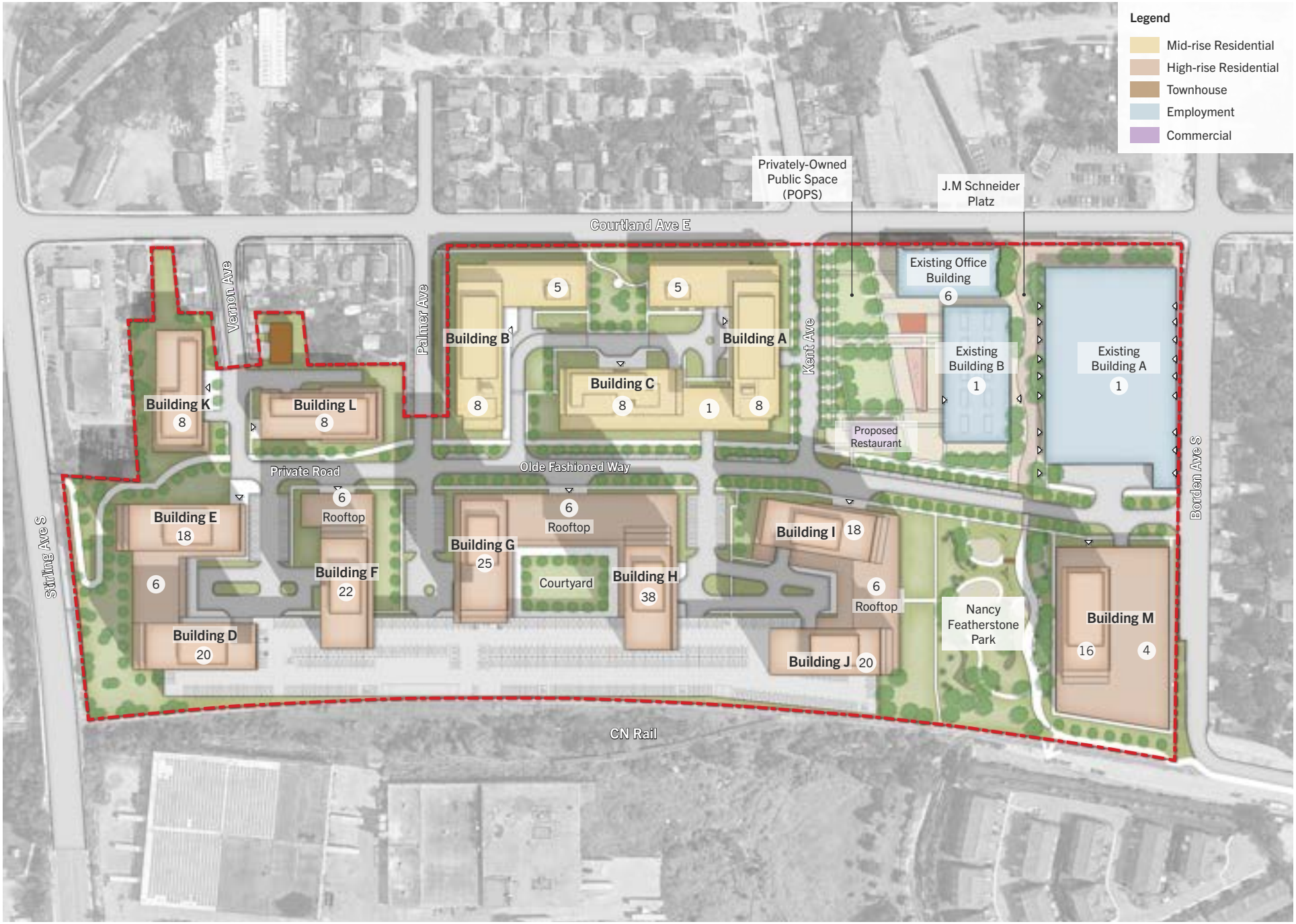
The Site Development Master Plan illustrates this vision for the Site's transformation over the next 10 to 15 years. It tailors the general intent of the Kitchener Official Plan, Urban Design Manual and PARTS Rockway Plan to the Site.

Three core building blocks organize the structure of the Site Development Master Plan:

I: the Public Street Extensions

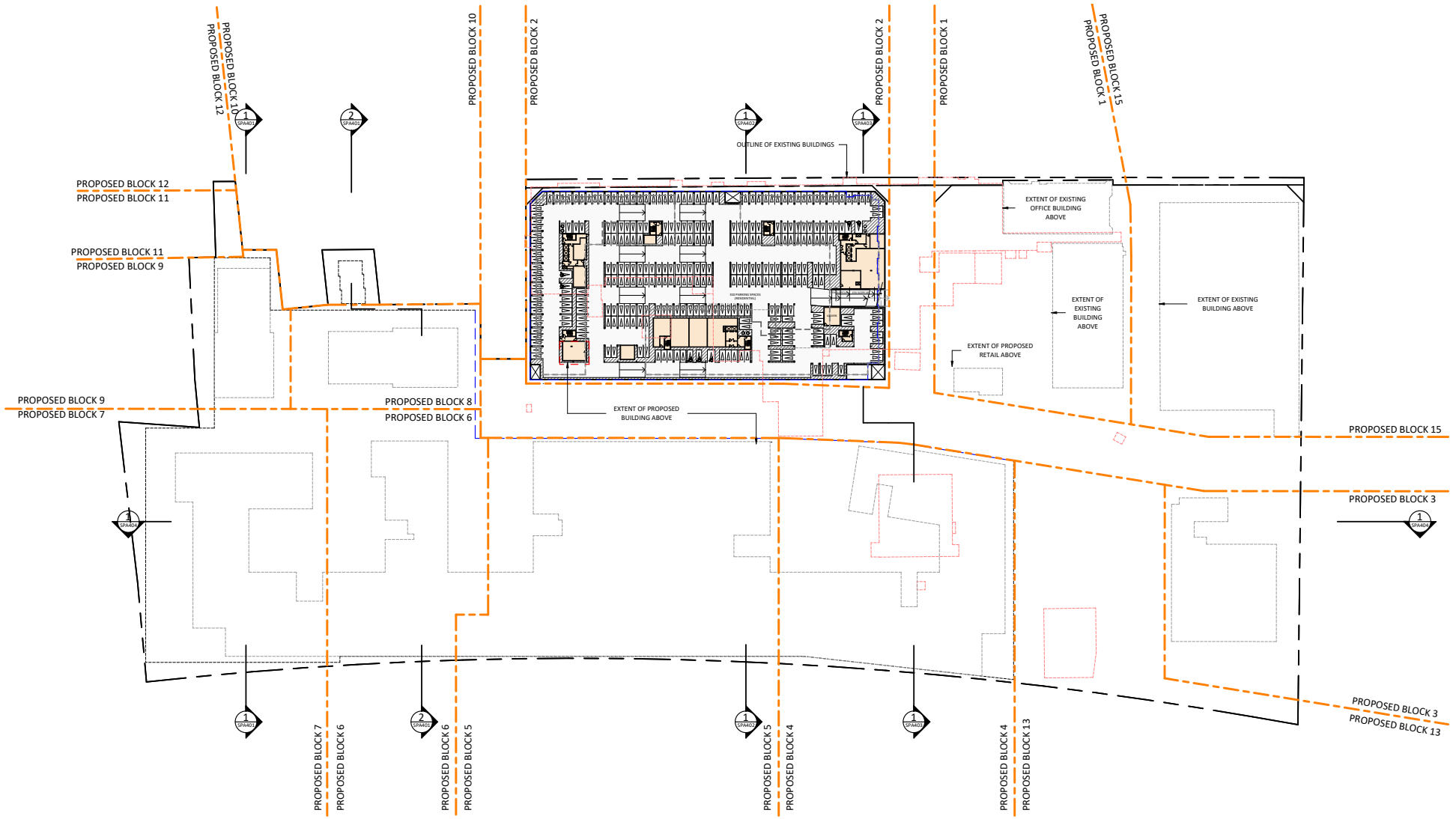
II: the Public Park

III: the Development Blocks

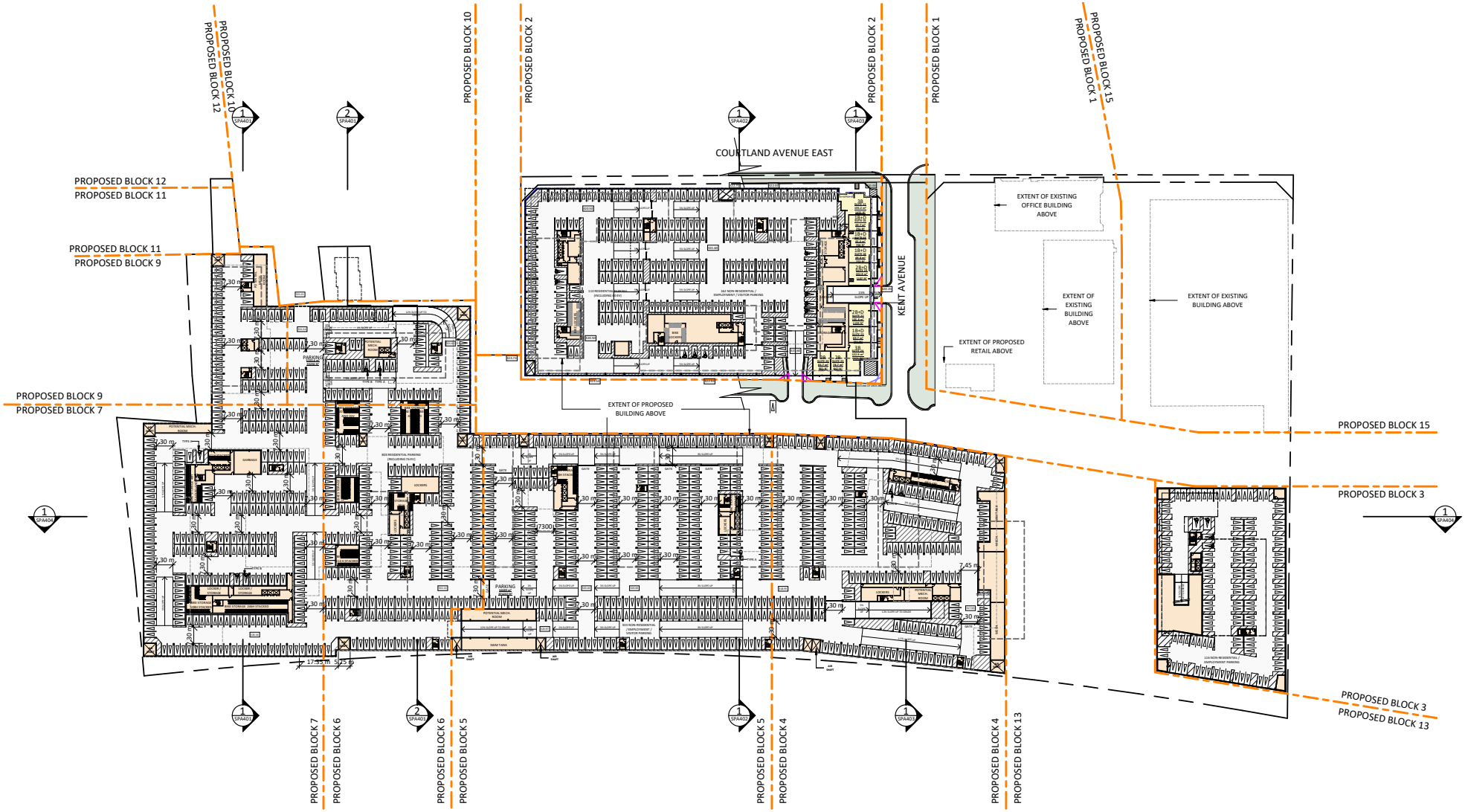


Overall Site Plan

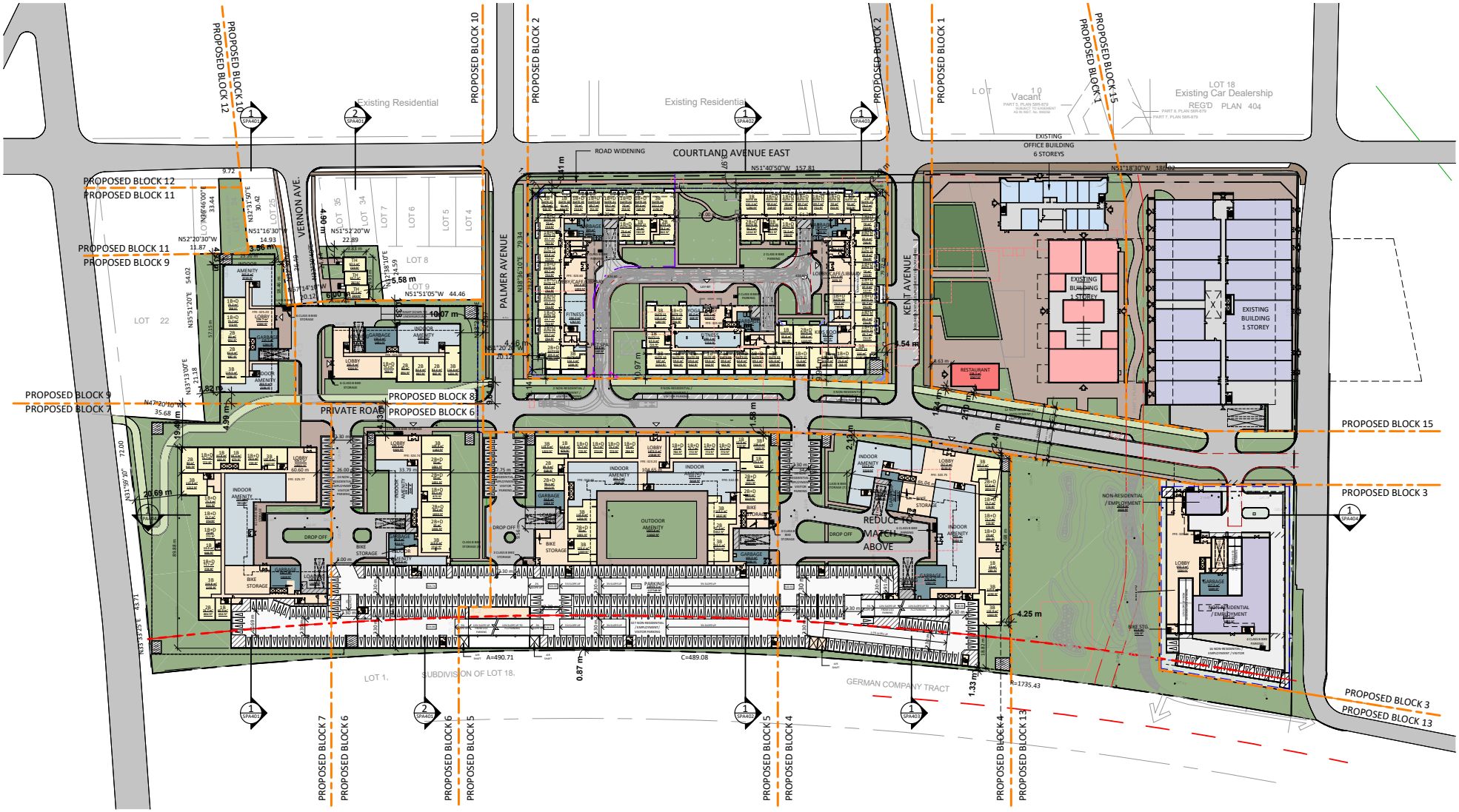
Parking Level 2 (Underground)



Parking Level 1 (Underground)



Four-storey Parking Garage (Above-Grade)



I: The Public Street Extensions (Addressed in Section 6)

Knitting the larger redevelopment Site into the fabric of the existing Rockway Station Area is a principal first move of the Site Development Master Plan. A connected street network and circulation pattern on the Site through extensions of new public streets will break up the property into a finer-grained fabric that is complemented by mid-block circulation routes, providing for a balanced vehicular and active transportation through the Site. These new public streets will be a series of attractive, active and pedestrian-oriented public streetscapes, achieved through building positioning, at-grade use and orientation, and supporting landscape design elements and features.

- OLDE FASHIONED WAY will be a new east-west 24-metre street running through the Site's centre as the principal people mover and tying the new urban fabric together.
- KENT AVENUE will extend into the Site from Courtland Avenue as a 20-metre street to connect into Olde Fashioned Way.
- PALMER AVENUE will also extend into the Site from Courtland Avenue as a 20-metre street to connect into Olde Fashioned Way.

Vehicular Circulation

Pedestrian Circulation

II: The Park and Plaza
(Addressed in Section 7)

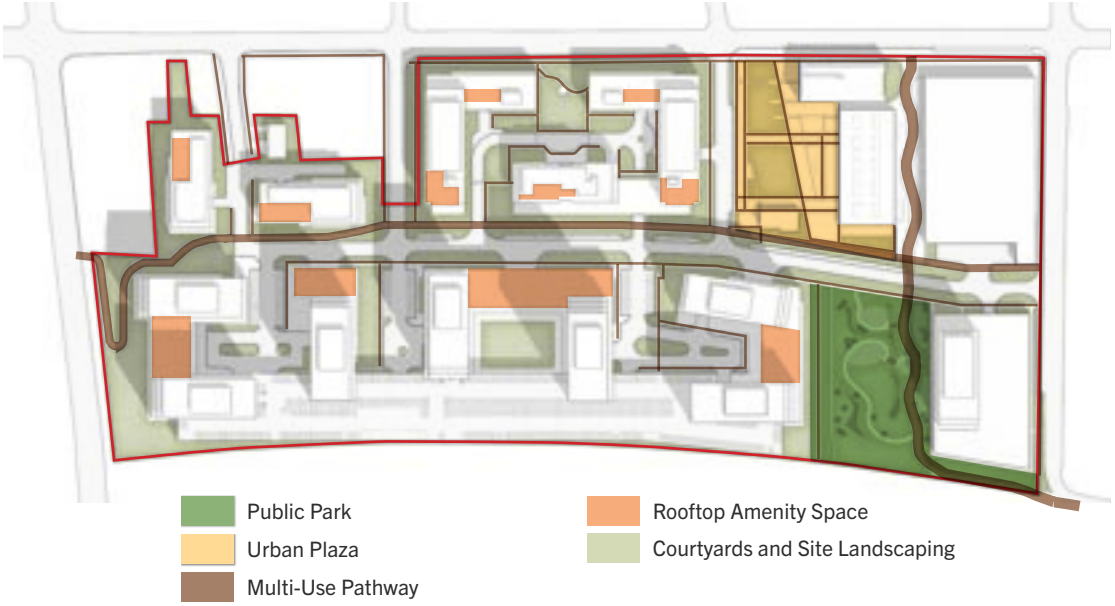
Prominent public-accessible spaces are key elements of a compact and mixed redevelopment such as the proposed in the Rockway Station Area.

The PARTS Rockway Plan calls for new parks and public open spaces as part of major developments that "include a range of amenities that respond to the character and needs of adjacent land uses and users" which, depending on adjacencies, "could include play structures, splash pads, skating areas, and more urban hardscaped plazas with seating and greenery". New publicly-accessible spaces in the Site Development Master Plan is located and designed on the Site to achieve this aim in providing for the outdoor recreation and amenity needs for residents, employees and the public.

"NANCY FEATHERSTONE PARK" is a 0.71-hectare rectangular block situated in the southeast corner of the Site that will be a new neighbourhood public park intended with opportunities for walkways, open lawns, play structures, sitting areas, and supporting landscape treatments.

J.M. SCHNEIDER PLATZ, forming approximately 0.54 hectares of the re-purposed buildings development block, will be a privately-owned and publicly-accessible urban plaza complementing the public park with a range of programmed and open spaces supporting the urban form.

These publicly accessible open spaces would be complemented by the private amenity spaces on each of the development blocks, outlined in Section 7.4 below.



III: The Development Blocks (Addressed in Sections 8 through 12)

Development Block are driven by their relationship to roads and the surrounding urban fabric. As such, their requirements tend to be expressed in terms of access, permeability, massing and the spatial framing of streets. Twelve core development blocks result from the new street fabric. In total, these development blocks will contain approximately 3,338 residential units in low-rise, mid-rise and high-rise buildings as well as 11,000 square metres of office/ employment space and 2,200 square metres of retail space in re-purposed buildings.

BLOCKS 1 AND 15 are 0.91-hectare and 0.79-hectare parcels at the corner of Courtland Avenue and Borden Avenue that will be re-purposed as a mixed-use employment cluster.

BLOCK 2 is a 1.40-hectare parcel along Courtland Avenue between Kent and Palmer that will be developed for mid-rise residential buildings.

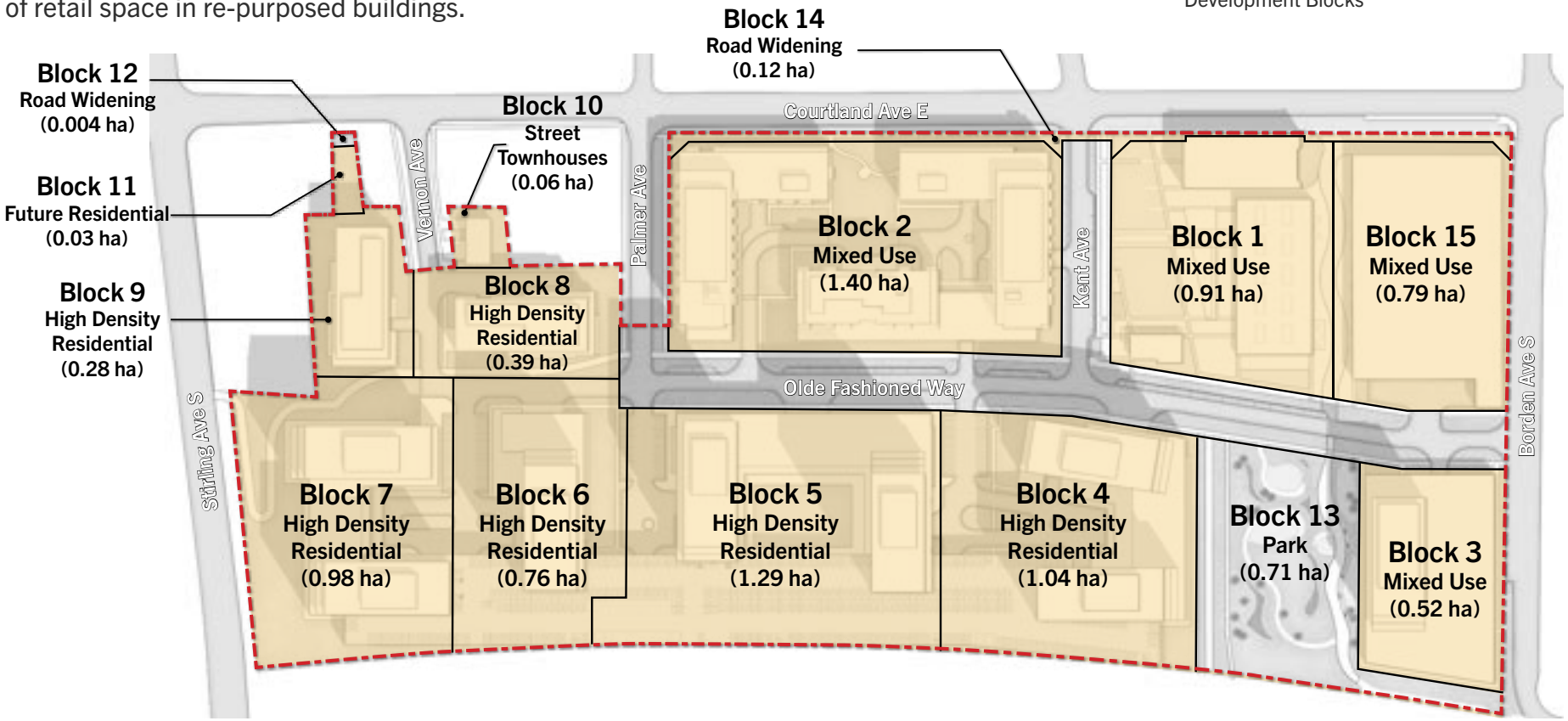
BLOCK 3 is a 0.52-hectare parcel situated at the southwest corner of Borden Avenue and Olde Fashioned Way that will be developed for a high-rise residential building with non-residential space.

BLOCKS 4 TO 9 are 1.04-hectare, 1.29-hectare, 0.76-hectare, 0.98-hectare, 0.39-hectare and 0.28-hectare parcels of land between Olde Fashioned Way and the CN rail line that will contain multiple higher rise residential buildings.

BLOCK 10 is a 0.06-hectare parcel north of Block 8 that is intended for a small block of townhouses with access from Vernon Avenue.

BLOCK 11 is a 0.03-hectare parcel on Courtland Avenue that is held as a future development block.

Development Blocks



6. STREET DESIGN OVERVIEW AND RESPONSE

6.1 Olde Fashioned Way

Olde Fashioned Way will be a new east-west street running from an extension of Palmer Street extension to Borden Avenue. It is designed with a 24-metre wide street right-of-way that will accommodate a central planted median, one travel lane in each direction, curb-side planted boulevards, a sidewalk on the south side, and a multi-use pathway and on-street parking on the north side.

The north-side multi-use pathway runs between Stirling Avenue and Borden Avenue and intersects with a second, north-south multi-use pathway running through “Nancy Featherstone Park” and J.M. Schneider Platz. The pathway will run through the park corridor south of Block 3 connecting to Borden Avenue and onto the Mill ION Station to the east. This alignment also accommodates a connection crossing the CNR rail line corridor and connecting to Mill Street to the south as part of the overall trail network.

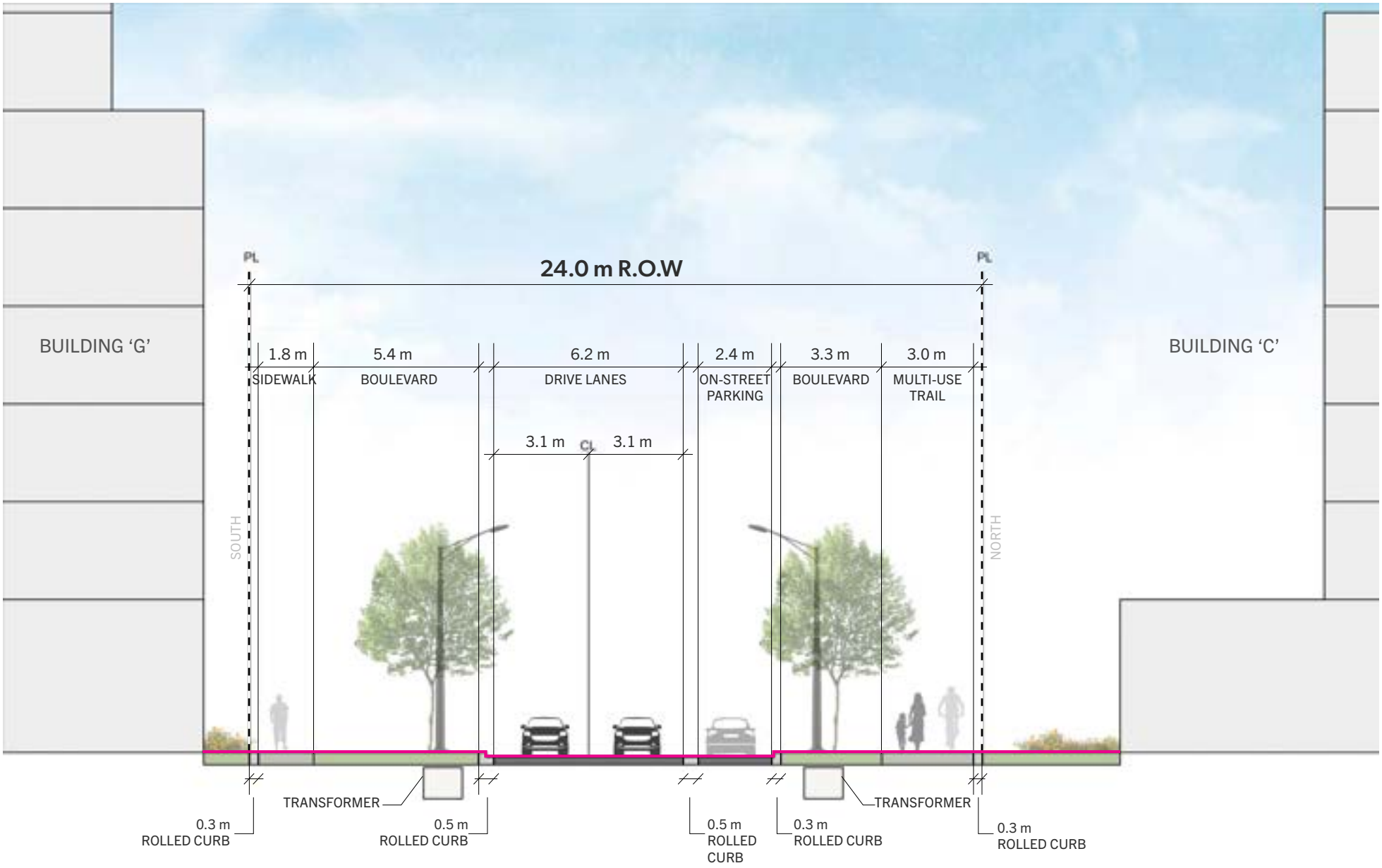
6.2 Kent Avenue

Kent Avenue will extend into the Site south of Courtland Avenue to connect into Olde Fashioned Way. It is designed with 20-metre wide street rights-of-way and will accommodate one travel lane in each direction, curb-side planted boulevards, sidewalks on both sides, and an on-street parking bays on one side. Portions of Kent Avenue will have similar LID measures in Olde Fashioned Way for infiltration purposes.

6.3 Palmer Avenue

Palmer Avenue will also extend into the Site south of Courtland Avenue to connect into Olde Fashioned Way. It is designed with 20-metre wide street rights-of-way and will accommodate one travel lane in each direction, curb-side planted boulevards, sidewalks on both sides, and an on-street parking bays on one side. Portions of Palmer Avenue will have similar LID measures in Olde Fashioned Way for infiltration purposes.

24.0m R.O.W - Olde Fashioned Way Street Section



7. PARK AND OPEN SPACE DESIGN OVERVIEW AND RESPONSE

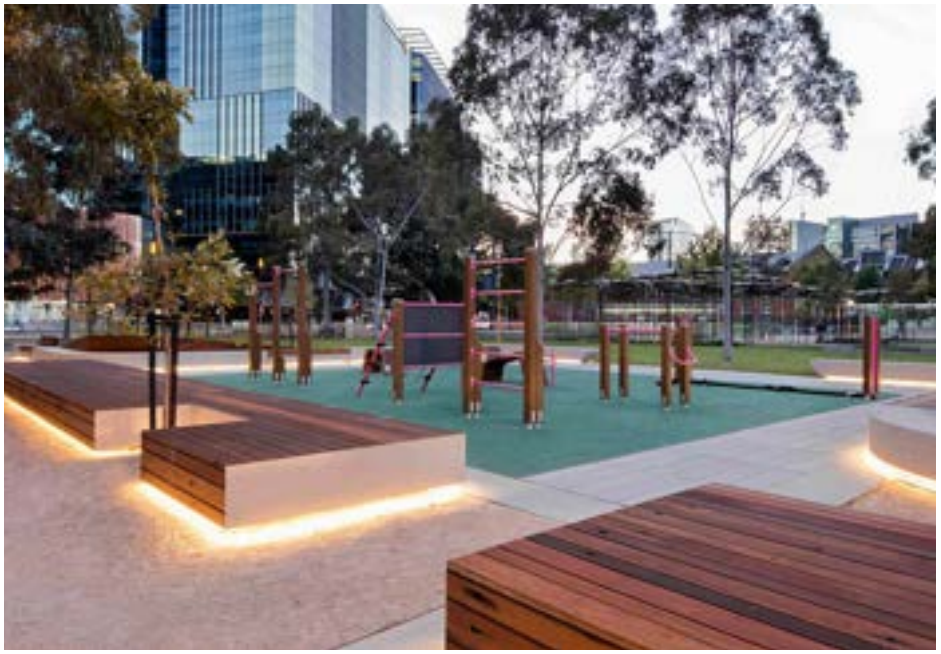
7.1 Nancy Featherstone Park

Block 13 in the southeast corner of the Site will be dedicated as a public park. This park is a 0.71-hectare rectangular parcel with approximately 50 metres of width along Olde Fashioned Way and 100 metres of depth extending to the CN rail line to the south. It is situated to be framed by the taller building forms on Blocks 3 and 4 to the east and west, respectively, and coordinated with the location of a new multi-use pathway that connects the development to the Mill ION Station.

The conceptual design programs this space as a "urban green" with opportunities for walkways, open lawns, play structures, sitting areas, and supporting landscape treatments. This space is meant to provide for more structured play space for residents within the development and the public. The detailed design for this urban green should consider:

- A meandering multi-use pathway through the space reflective of a naturalization of the Shoemaker Creek with variations in pathway width;
- A series of different play areas catering to different age groups;
- An open lawn space for more casual, flexible use;
- A public art installation in a prominent location along the multi-use pathway or park frontage, particularly one that is reflective of the Site's history and past use;
- Pedestrian-scaled lighting and seating opportunities around the above activity spaces;
- Stormwater infiltration areas that are integrated into the landscape design and aesthetic of the space, rather than simply functional areas;
- Recognition of the interface of the park with both the abutting mixed-use buildings (Buildings I, J & M) , concerning matters such as building entrances, amenity areas, connections and privacy/ overlook.

Public Park Design Precedents



7.2 J.M. Schneider Platz

An urban plaza will be a privately-owned and publicly-accessible space as part of the adaptive re-use and redevelopment of the employment block. This publicly-accessible urban plaza extends the open space network from the public park on Block 13 across Olde Fashioned Way into Blocks 1 and 15, and towards the corner of Kent Avenue with Courtland Avenue. It is comprised of the larger open space contained by Kent Avenue, Olde Fashioned Way, and the new and retained buildings, as well as an outdoor corridor running between the retained buildings from Olde Fashioned Way to Courtland.

The conceptual design programs this space with a predominately hardscaped character to support spill-out spaces from abutting commercial buildings and provide opportunities for larger gatherings and functions. It is meant to complement the softscaped character and function of the public park. The detailed design for this urban plaza should consider:

- A combination of hardscaped and landscaped spaces to provide opportunities for a diversity of activities;
- Complementary spaces for the adaptive re-use of the existing buildings, providing space for restaurant patios and a diversity of outdoor amenities within the open space;
- A series of open lawn spaces for small recreation activities as well as hardscape areas with shelters and seating opportunities as part of a central square.
- Seating opportunities throughout the space with a combination of free-standing seating and integrated seatwalls, with supporting shade structures or features as appropriate;
- Structured programmable space to provide a diversity of uses and activities, such as stages and games tables;
- Spaces lining the abutting buildings providing spill-out space for ground floor commercial uses, such as patios or retail;
- Public art or heritage elements at prominent entrances to the space, such as at the corner of Kent and Courtland, particularly with a character and finish that reflect the Site's industrial vernacular and history;
- The bounding public streets as flexible "flat" streets, with rolled curbs and bollards, to allow it to be closed for larger public events associated with the urban plaza;
- Tasteful, pedestrian-scaled lighting accents for night-time use of the spaces and routes through the space;
- Regular planting patterns of deciduous trees framing activity spaces for shade and separation;
- Massed feature planting areas in prominent locations for visual effect and colour; and
- Continuation of the meandering multi-use pathway from the public park through the corridor between the retained buildings, using a hard-scaped treatment and accommodating informal seating opportunities.

Urban Plaza Concept Plan

Urban Plaza Design Precedents

7.3 Multi-Use Pathways

The public park and urban plaza are coordinated with the series of multi-use pathways running through the site. A multi-use pathway would run from the bend in Borden Avenue at the site's southeast corner, through the public park crossing Street One, and between the retained buildings on Blocks 1 and 15 towards Courtland Avenue. This alignment also accommodates a future connection crossing the CNR rail line corridor and connecting to Mill Street to the south as part of the overall trail network. This multi-use pathway intersects with the proposed east-west multi-use pathway running from Stirling Avenue to Borden Avenue through the Street One right-of-way and development blocks.

Multi-use trails should have a travelled width of at least 3 metres, outside of which may be edge landscaping or the street boulevard. They should have concrete or asphalt surfaces and be visually different from sidewalk surface materials in terms of texture and/or colour. Signage along the route, either trail side free-standing signs or those that are part of the trail surface, should be included at key locations for decision-making along the route.

7.4 Private Amenity Spaces

Publicly-accessible spaces will be complemented by private outdoor amenity spaces on residential development blocks for the use of building residents. The apartment blocks include at-grade courtyards between the buildings as well as rooftop communal terraces that provide opportunities for a range of casual use activities and functions, while the contemplated stacked townhouse forms provide individual rooftop terraces for residents.

The design of these different spaces should, when considered together, capture a broad range of functions and elements to diversify the recreation opportunities available to residents and visitors.

For courtyards:

- Courtyards should be formed by abutting building masses on the block, internalizing and insulating these spaces to a certain degree from the abutting public street and situated to maximize natural surveillance opportunities from buildings, streets and walkways.
- Courtyards should have clearly defined walkways through the space that are lined with canopy trees and plantings to frame the open space and connect with building entrances. Softscape areas within courtyards should include combinations of open sod areas, planting beds (raised or at-grade), and groundcover areas to provide opportunity for outdoor gathering of small groups and individual users. In such areas, the height, form, colour and seasonal qualities of tree and ground plantings should be considered based on their proposed use location and whether irrigation is present.
- Hardscape areas with courtyards should include walkways, sitting areas, and other activity spaces. Paving materials such as coloured or textured concrete should be used within the courtyard areas, with unit paving, or natural stone pavers used as accents and banding.
- Slopes within the courtyard hardscaped areas should be relatively level, with ramps provided where grade transition is required, or the use of cast-in-place seatwalls or raised planter beds should be considered where appropriate to retain grades and provide interest to the space.
- Elements such as plantings, decorative fencing, bollards, or structures should be used in combination to act as edge treatments and to frame points of interest or courtyard access points by providing differentiation between private, semi-private, and public areas.
- Consideration should be given to providing canopied structures for shade and shelter from the elements where group seating areas are proposed.
- All entrance points and walkways should be well lit, and distinguish which areas are public or private through the use of wall sconces, bollard and pathway lighting, as well as pedestrian scaled light standards where appropriate.

For rooftop terraces:

- Rooftop terraces can be located on the podium base or top storey rooftop and are typically more hardscaped in nature.
- Co-locating terraces with indoor amenity areas allows a flow between indoor and outdoor spaces for residents.
- The landscaped design of rooftop terraces can include a series of smaller “rooms” within the rooftop that provide for different functional areas and some privacy between spaces.
- Terraces should principally be hard surfaced for durability and incorporate informal and more formal seating areas including the potential for cooking and warming facilities, and opportunities for raised and deck planted plantings and trees.
- Green roof portions should be encouraged for planting, water-runoff, and cooling purposes.
- Terraces should incorporate mitigation measures of wind assessments, if any recognizing the proposed mid-rise form, to ensure comfortable outdoor living spaces.
- Terraces should be complemented by individual unit balconies and terraces where space and design intent permits.

7.5 Streetscape Landscaping

The setback space between the building wall and public right-of-way should incorporate a well-designed landscape treatment that bridges the gap between the public and private realms of the streetscape.

For residential buildings with ground floor residential units, ground level plantings should complement street trees within the public rights-of-way to provide interest and help distinguish the public-private boundary. Groupings of plant materials should be used to frame building elevations and accentuate building entrances and walkways. Ground level plantings should be selected based on form, hardiness, seasonal interest and colour, and maintenance requirements, with a preference for native species which demonstrate higher tolerances for urban conditions including heat, drought and salt exposure. A diversity of plant material that provides visual interest throughout the year should be used, including deciduous and coniferous species and combinations of shrubs, ornamental grasses and perennials to achieve different forms and textures. Plantings along the street edge should be no more than 1 metres in height or 0.45 metres at street corners to avoid creating entrapment and to preserve sight line triangles.

For mixed-use buildings with ground floor commercial uses facing the public streets, landscape treatments should extend from the public sidewalk to the building front to establish a unified quality to that of the public realm. This is generally expected to a more hard-scaped environment with plantings to accentuate. Durable and easily maintained surface materials that provided opportunities for adding colour and breaking up the mass into smaller fields should be used. At-grade plantings and furnishing details can include raised concrete planters between entrances where space permits, decorative pedestrian-scaled lighting fixtures on poles along the internal roadway, and benches, bicycle racks, and trash receptacles near retail entrances. As well, larger planted areas can be accommodated, further to design guidance related to residential buildings above.

Decorative Pavers

A palette of native small trees and shrubs along site edges

A tapestry of low shrubs, perennials and grasses to add texture and seasonal interest to the ground plane

Decorative Low Garden Wall with Understory Plantings

8. BLOCKS 1 AND 15 DESIGN OVERVIEW AND RESPONSE

Courtland Innovation Employment & Mixed-Use

Blocks 1 and 15 are 0.91-hectare and 0.79-hectare parcels situated at the corner of Courtland Avenue and Borden Avenue, bound by Courtland Avenue, Borden Avenue, Kent Street and Olde Fashioned Way. The redevelopment of Blocks 1 and 15 reflect the "Innovation Employment" land use designation of the PARTS Rockway Plan. Its location corresponds to the three existing buildings retained on the Site (the Office, the Warehouse, and the Garage) that will be re-purposed as a mixed-use employment cluster, together with the addition of a fourth building for a complementary commercial function.

Blocks 1 and 15 buildings (highlighted) within the overall Metz development fabric

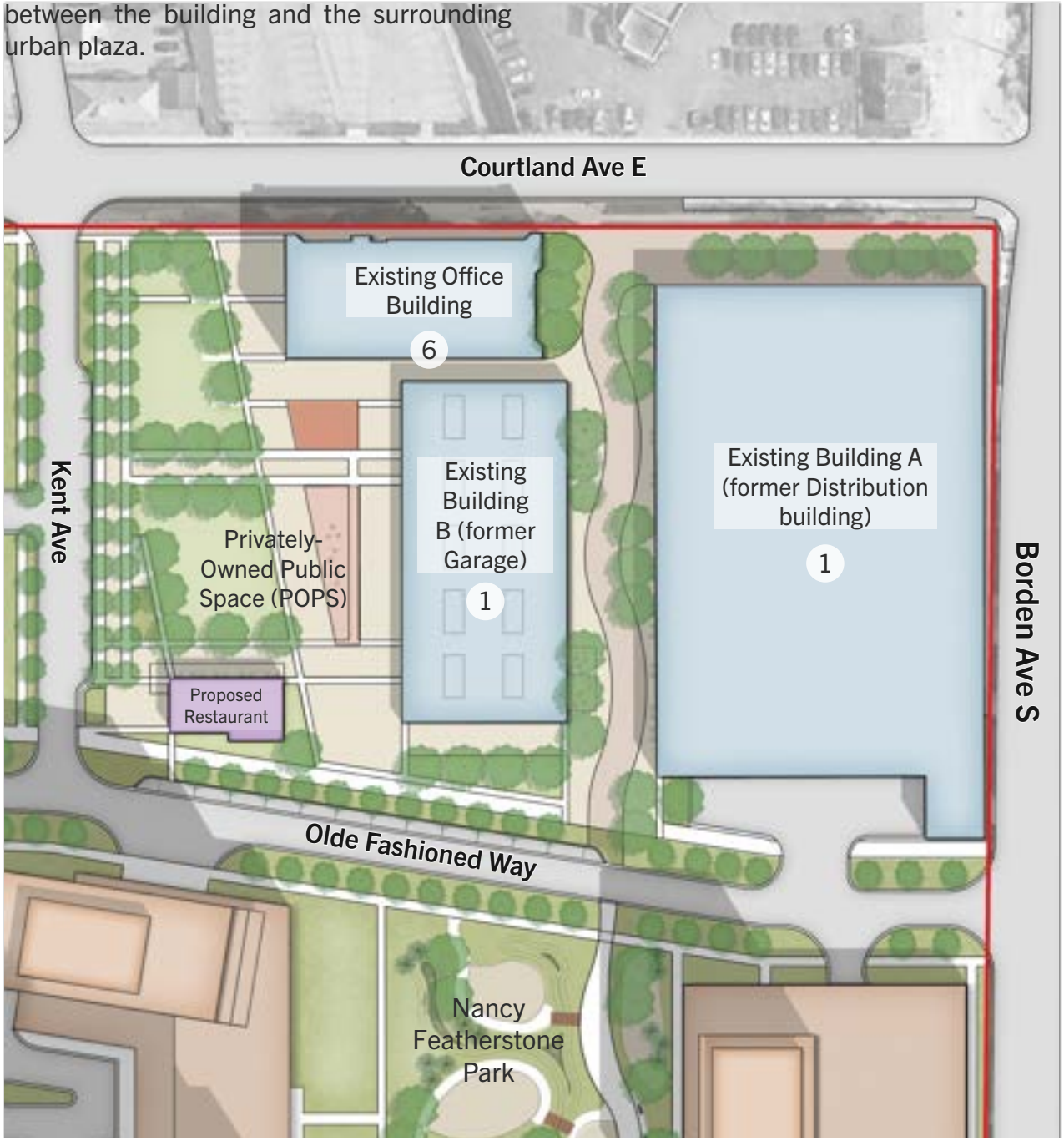
8.1 Building Placement and Scale

Inclusive Design – CW | MTSA
Compatibility – CW | MTSA | LRCMUB
Built Form – CW | MTSA

From a building form perspective, Blocks 1 and 15 will remain relatively unchanged, as most of the building footprint is already set for its redevelopment. No additions or expansions of the retained building are contemplated at this time and most work on these buildings is related to exterior works and interior fit-up.

The PARTS direction calls for a maximum of 6 storeys for buildings, through new buildings or additions. The existing building heights of the re-purposed buildings are intended to remain unchanged (although additional floor space is to be created in the Warehouse building with a new second floor in the interior building cavity). The proposed new restaurant is meant to be a single storey building.

The existing building setbacks to Courtland Avenue and Borden Avenue are set and occupy most of the frontages, so new buildings are limited on Blocks 1 and 15. While an intimate relationship to street edges is generally desirable for commercial buildings, the proposed new commercial building (restaurant) should have flexibility in building setbacks that allows for alternative building positioning and orientation depending on the intended relationship between the building and the surrounding urban plaza.

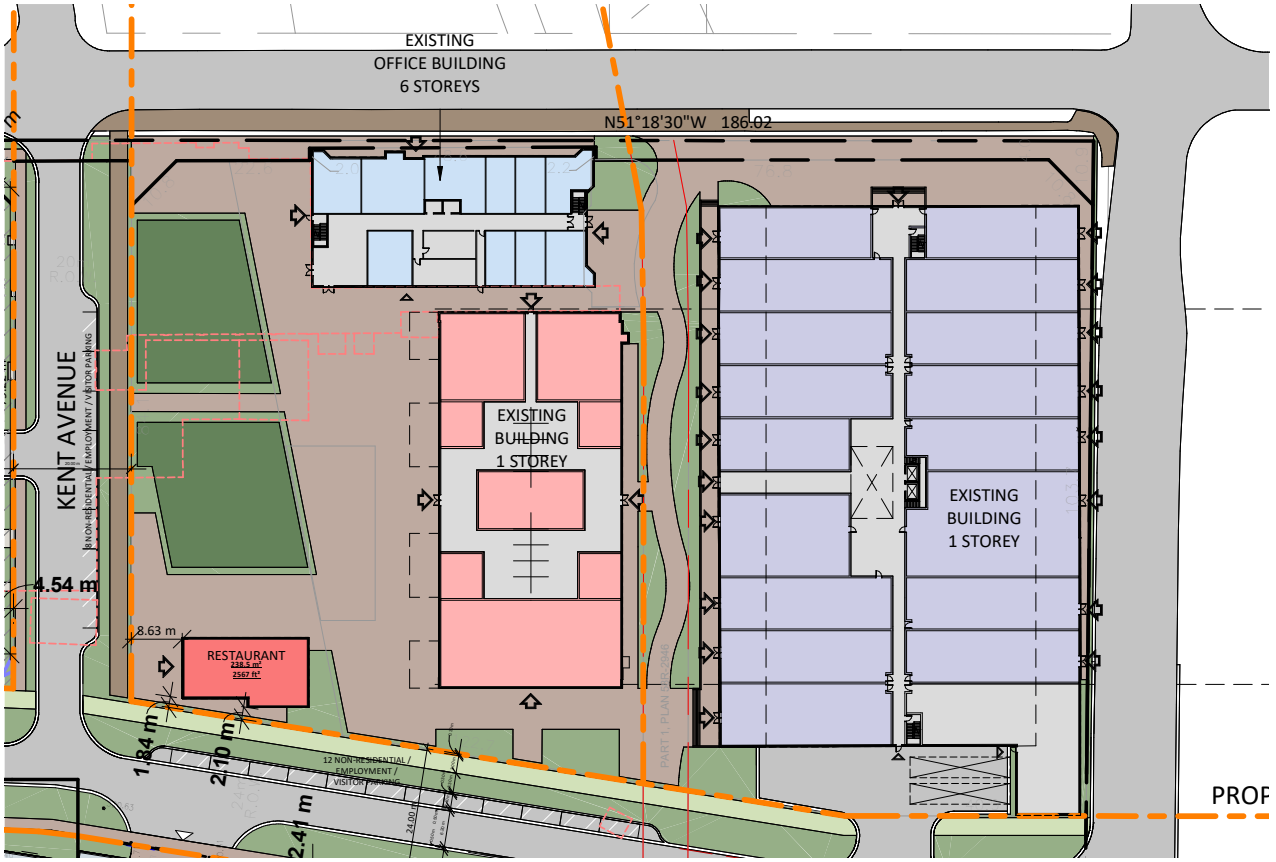


Building positioning and configuration for Blocks 1 and 15 designs

The existing 6-storey Office building along Courtland Avenue will be maintained generally in its current exterior form with an interior fit-up for office space. This building would accommodate approximately 6,370 square metres of office spaces on all floors. The ground floor exterior of this cast concrete building would be opened to better relate to the Courtland Avenue edge for pedestrian interaction with new office spaces on the upper floors, while exterior changes may be made to update and better fit with the intended character of the employment block.

The existing 1-storey Building A (previously used as a Distribution building) sitting at the corner of Courtland Avenue and Borden Avenue will be retained and will undergo significant exterior re-cladding and interior fit-out for new office space targeted to technology and creative industries. This building would accommodate approximately 9,860 square metres of office space on two floors, including the existing first floor and a new second floor. The design of these spaces would take advantage of the large volume and high ceilings (two storey equivalent building) to break up the larger building into a series of smaller office spaces that reflect contemporary trends for technology and creative businesses prevalent throughout Waterloo Region.

The existing 1-storey Building B (previously used as a Garage) building positioned between the two other buildings would be retained in its current form with exterior



Ground floor plans for Blocks 1and 15 designs

works and interior-fit up for retail and service commercial spaces. This building would accommodate approximately 1,990 square metres of office space on one floor. This design of this building's spaces would emphasize the character of this existing red-brick building with retail openings that face out on the urban plaza to the west and the interior courtyard to the east shared with the other existing buildings. This space provides opportunities for a distinct retail character that relates to the existing building and its surrounding context of buildings and open spaces.

Added to these re-purposed buildings, a new 1-storey building surrounds the intersection of Olde Fashioned Way and Kent Avenue on the Site. This building would be smaller scale in the order of 240 square metres of floor space. This new building is intended to accommodate a distinct restaurant as part of the employment block to serve the Site and broader neighbourhood, located as an activity point on the edge of the Platz.

Renderings of Re-purposed Distribution Building and Re-purposed Garage Building from Courtland Avenue

8.2 Vehicular Access and Circulation

Inclusive Design – CW | MTSA | MRB
Site Function – CW | MTSA | LRCMUB
Street Design – CW | MTSA

Vehicular access to Blocks 1 and 15 are purposedly limited to a single access from the Olde Fashioned Way frontage, providing access to existing loading facilities within the re-purposed Distribution building. This vehicular access is aligned with the driveway access on Block 3. There are no proposed parking facilities on Blocks 1 and 15 requiring vehicular access, so additional accesses to Olde Fashioned Way or Kent Avenue are not desired given they would interrupt J.M. Schneider Platz.

8.3 Pedestrian Access and Circulation

Inclusive Design – CW | MTSA | LRCMUB
Site Function – CW | MTSA | LRCMUB

Pedestrians will access Blocks 1 and 15 commercial uses from the Courtland Avenue and Kent Avenue public sidewalks and the multi-use pathway on Olde Fashioned Way as the principal movers of people to and from the block. The existing placement of the Office, Distribution and Garage buildings provides many options and opportunities for new openings for ground floor retail and commercial entrances. There are opportunities for multiple openings directly onto the J.M. Schneider Platz, to the Courtland Avenue frontage, to Borden Avenue, and to the outdoor corridor between the Distribution and Garage buildings. Floor plans at the time of detailed design will dictate those decisions, noting the intent is for multiple access points for ground floor activity and animation throughout Blocks 1 and 15. Circulation routes through the Platz and corridor will be supported with surface materials, furnishings, landscaping and pedestrian-scale lighting that are high-quality, functional and universally accessible.

Cyclist access to the development is provided by the above driveways and walkways. Short-term visitor bicycle parking (Class B) is expected throughout Blocks 1 and 15 in secure locations surrounding building entrances. Long-term bicycle storage rooms (Class A) for commercial tenants and office users, per minimum zoning requirements, will be accommodated within the buildings at the time of detailed design.

Detailed design of Site Plan Approval will address ensuring safe and comfortable movements to and through Blocks 1 and 15. Walkways will be designed for universal accessibility and distinguished crossings through surface definition will be explored. Emergency signage and infrastructure will be addressed at detailed design. Lighting elements will address appropriate lighting levels for safety in higher pedestrian areas.

8.4 Loading and Service Areas

Site Function – CW | MTSA | LRCMUB

The existing loading bay on the Distribution building's southern end will be retained to service the building and other buildings, recognizing it will be substantially smaller in scale compared to past industrial activities. A building extension for the loading facilities extends south of the loading area and will screen views from Borden Avenue. Opportunities for fencing and screening plantings will be explored at the time of detailed design, where space and truck turning movements permit, between the loading area and the multi-use pathway along Olde Fashioned Way's northern side. This configuration will allow truck turning and maneuvering for loading and service functions on Blocks 1 and 15, and do not impact function on Olde Fashioned Way or Borden Avenue.

8.5 Parking

Inclusive Design – CW | MTSA | LRCMUB
Site Function – CW | MTSA | LRCMUB

Blocks 1 and 15 does not contain on-site parking facilities. Instead, the Blocks 1 and 15, commercial and office tenants will be served by the Owner's two existing surface parking areas on the other side of Courtland Avenue (one on Courtland Avenue facing the Site, the other on Kent Avenue). Ultimately though, Blocks 1 and 15 parking needs will

be served by the parking garage in Block 2 on the other side of Kent Avenue. Exits from the Block 2 parking garage on Kent Avenue will be provide convenient access to Blocks 1 and 15 through the intersections of Kent Avenue with Courtland Avenue and Olde Fashioned Way.

8.6 Building Facades, Materials and Articulation

Design for Outdoor Comfort – CW | MTSA | LRCMUB
Compatibility – CW | MTSA | LRCMUB
Built Form – CW | MTSA

The architectural approach for Blocks 1 and 15 are informed, and governed to a large degree, by the existing building fabric. The architectural intent for the retained buildings is to establish a contemporary character that blends new with old, transparent building faces at-grade contributing activity, and accents and features that support the key outdoor people place. Across all three re-purposed buildings and the new restaurant building, articulation features that support a pedestrian realm will be a priority, including careful consideration of windows and fenestration, entrance doors, and building canopies.

More specific design guidance will be further explored at the time of detailed Site Plan Approval design, given the variety of appropriate options and methods for re-purposing these building and in the interest of keeping options open for flexibility of design. Notwithstanding this, the below is the general direction for each of the buildings from an exterior architecture perspective.

The Garage building warrants more subtle touches that build on its more traditional industrial vernacular. The Garage building is meant to embrace its industrial vernacular characterized by its red brick cladding. Additional openings for doors and windows are meant to support a range of smaller and larger retail and service commercial uses as the retail focus for the overall Site. A regular rhythm and frequency of new windows and retail entrances are encouraged, particularly along the west side facing the urban plaza and east side facing the outdoor corridor, although building tenancies and floor areas will dictate.

The Office building is expected to undergo more minimal exterior works related to further enhancing the pedestrian experience along Courtland. The Office building is expected to stay largely in its existing exterior condition as compared to the Distribution and Garage buildings. New ground floor retail uses as part of the Office building re-work should incorporate significant glazing components for transparency to the street and should consider accentuating canopies and signage to highlight the retail spaces. As well, attached or free-standing shade structures are encouraged on this side of the building to extent the function of retail and restaurants onto the urban plaza.

The Distribution building provides a large canvas for creative touches and coloration that meshes with the creative interior spaces and businesses and industries. The Distribution building is meant to be re-clad with contemporary materials and a regular rhythm of new window openings along the length of the Borden, Courtland and the elevations facing the outdoor corridor to provide natural light into the anticipated creative industries. This treatment is intended to carry up the height of this existing single storey building with a "double-storey" height. Entrances to this re-purposed *building have not been finalized as yet, but a series of entrances along Courtland as a principal entrance and along the outdoor corridor that "spill out" into this shared space are encouraged.

The new Restaurant building will have a minimum floor-to-floor height of 4.5 metres to accommodate internalized loading areas, flexibility for difference commercial uses and prominence of retail spaces as part of the ground floor realm. Transparency of the wall elevations and outdoor seating areas are particularly important considerations considering this building's relationship with the urban plaza. Design features and treatment will reflect this prominence.

8.7 Block Landscaping

Inclusive Design – CW | MTSA | LRCMUB
Street Design – CW | MTSA
Shared Spaces – LRCMUB

Landscaping treatment on Blocks 1 and 15 are captured by the J.M. Schneider Platz discussion above in Section 7.2 above, which reflects generally all of the outdoor space on Blocks 1 and 15 (together with street edge plantings within rights-of-way). The Platz design concept provides a unified landscape scheme extending from the public rights-of-way featuring a characteristically urban balance of hardscaped and softscaped areas for different programming, including canopy trees throughout the space.

Detailed design will further explore and illustrate this shared private/public spaces. Lighting elements at the time of detailed Site Plan Approval design will address appropriate lighting levels for safety in these higher pedestrian activity areas. Opportunities for incorporating landscaping elements and surface treatment that promotes stormwater infiltration will be explored at detailed design.

8.9 Amenity Areas

Shared Spaces – CW | MTSA | LRCMUB

The J.M. Schneider Platz will provide the outdoor amenity space for Blocks 1 and 15, commercial units and office tenants, as outlined above in Section 7.2 above. Units on the perimeter within the mixed-commercial Garage building may have small scale exclusive patio or café spaces lining the western length facing the Platz and/or eastern length facing the linear walking corridor. Similarly, the Restaurant building is expected to have a larger outdoor patio on the building's northern length, facing the Platz. These types of spaces are expected to be demarcated with fencing and landscaping to distinguish the public versus private space together with lighting and shade features, all of which will refined through the detailed Site Plan Approval stage.

9. BLOCK 2 DESIGN OVERVIEW AND RESPONSE

Courtland Mid-Rise

Block 2 is a 1.40-hectare parcel situated along Courtland Avenue bounded by Kent Avenue, Palmer Avenue and Olde Fashioned Way. It will be developed for mid-rise residential uses in keeping with the location and direction of the "Mixed-Use Medium Density" land use designation of the PARTS Rockway Plan. Three buildings (Buildings A, B and C) containing a total of 439 apartment units are arranged on Block 2 in a perimeter fashion to provide street presence along Courtland Avenue East, Palmer Avenue, Kent Avenue and Olde Fashioned Way.

Block 2 buildings (highlighted) within the overall Metz development fabric

9.1 Ground Floor Design

Inclusive Design – CW | MTSA | MRB
Compatibility – CW | MTSA | MRB
Built Form – CW | MTSA | MRB

The mid-rise buildings on Block 2 are stand-alone residential buildings without any ground floor commercial space. Retail, restaurant and office functions are focused on the Blocks 1 and 15 cluster of the overall project. Notwithstanding this, the ground floor height at the abutting streets is generally 4.5 metres for each of Buildings A, B and C. The topographic changes, dropping from Palmer Avenue to Kent Avenue through Block 2, present different public realm interrelations in certain sections.

Along Kent Avenue, Building A sits flush with street edge along its length between Courtland Avenue and Olde Fashioned Way. These "liner" residential units edge the east side of Underground Parking Level 1 where it rises out of the ground given grade changes. These units accommodate direct entrances and at-grade amenity spaces lining the public sidewalk to provide an active ground floor interface along Kent Avenue.

Similarly, along Palmer Avenue, Building B sits flush with the street edge along its length between Courtland Avenue and Olde Fashioned Way. This occurs on Floor 1 where the Underground Parking Level 1 fully below finished grade. These units also accommodate direct entrances and at-grade amenity spaces lining the public sidewalk to provide an active ground floor interface along Palmer Avenue.

Along Courtland Avenue, the ground floor of Building B carries a similar treatment to the Palmer Street frontage with the building ground floor sitting flush to grade with direction connections and at-grade amenity space. The eastern portion of the Building A frontage along Courtland Avenue has ground floor dwelling units connecting directly with the street edge. The remainder of the Building A frontage is the exposed parking garage wall that is articulated and detailed like the Olde Fashioned Way frontage. (noted below in the rendering on Page 49)

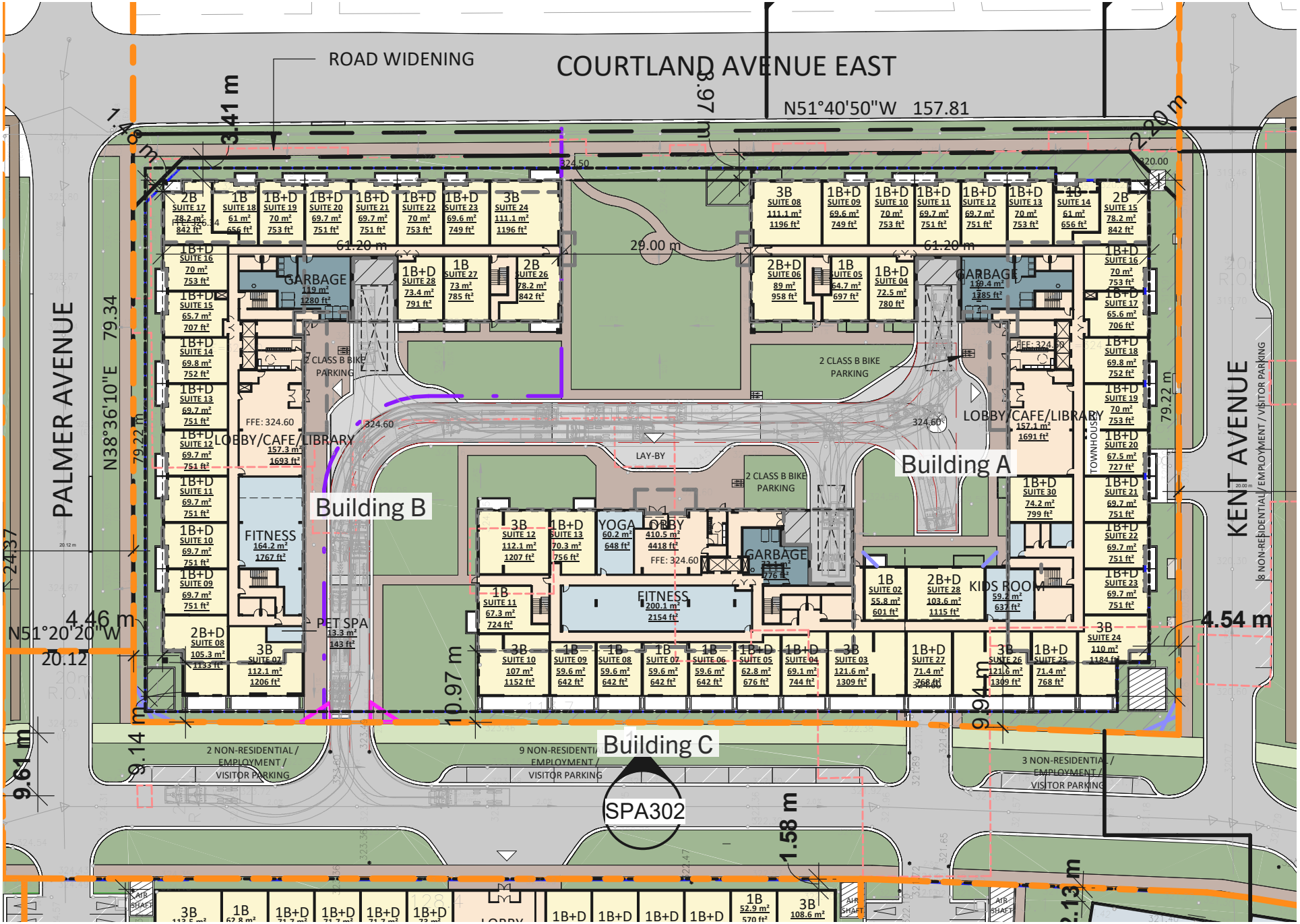
Building A's ground floor wraps the corner from Kent Avenue onto the first portion of the Courtland Avenue with similar at-grade treatment of a liner residential unit. Rising from there, the ground floor relationship is one an articulated and detailed edge to the exposed Underground Parking Level 1, through material and colour choices to define.

Along Olde Fashioned Way, the ground floor treatment is the same as Courtland Avenue. The ends of Building A and Building B have similar interfaces with liner units or ground floor units, respectively, while Building C ground floor sits raised above the multi-use pathway with the same articulation, materiality and colouration on the exposed Underground Parking Level 1 wall as the Courtland Avenue treatment.

Ground floor relationship of Building A main residential entrance

Ground floor relationship of Building B main residential entrance

Ground floor relationship of Building C main residential entrance



Ground floor plan for Block 2 design

9.2 Building Form Design

Inclusive Design – CW | DT | MTSA
Compatibility – CW | DT | MTSA | MRB
Built Form – CW | DT | MTSA | MRB

Placement and Orientation

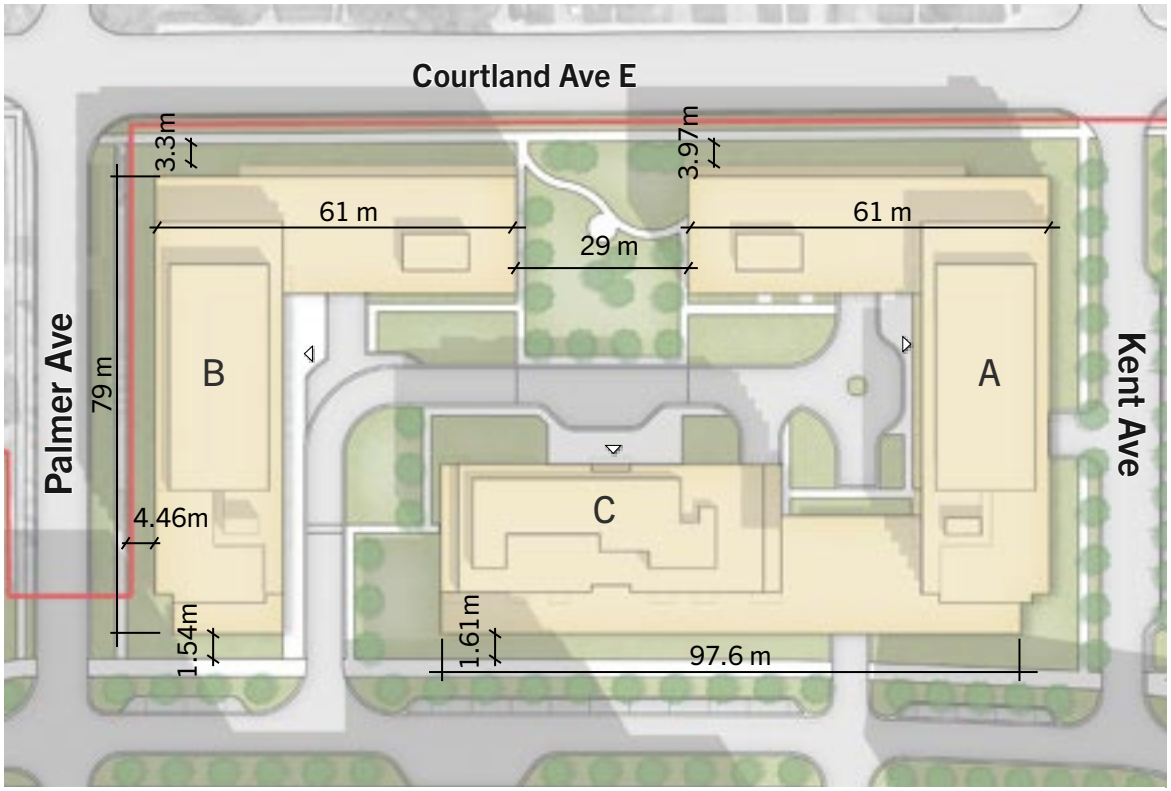
The Block 2 building bases are positioned to provide a strong urban edge to all four bounding public street edges and surround/frame internal courtyard spaces. Along Courtland Avenue, Buildings A and B are situated 3.39 to 3.97 metres from the post-widened property line, providing a balance between street presence and space for ground floor residential units facing this principal street corridor. Along Kent Avenue and Palmer Avenue, Building A and B are situated 4.53 metres to Kent Avenue and 4.46 metres to Palmer Avenue. Buildings A and C have a common building base that act as connectors between towers. The bases of the Buildings B and A & C are situated 1.54 to 1.61 metres from the Olde Fashioned Way property line, parallel to the multi-use pathway along the street. The corner of the Building A frontage along Olde Fashioned Way has ground floor "liner" units from the Kent Avenue frontage and the remainder of the shared building base between Buildings A and C is the exposed parking garage wall that is articulated and detailed.

Building Length

Buildings A and B along Courtland Avenue are 61 metres long in keeping with the guidelines. This corresponds to the 5-storey lower base portions of these buildings.

Buildings A and B are 79 metres along Kent Avenue, slightly longer than the desired guideline of 70 metres. The building base's length is mitigated in keeping with the guidelines by providing variation in the building articulations featuring notched setbacks at building corners to accommodate air shafts, projecting balconies, opening associated to the underground parking garage for Building A and direct connections via stairs to residential units.

Building A and C has a shared building base which acts a connector between the two buildings. The shared base is 97.6 metres in length along Olde Fashioned Way exceeding the desired guideline of 70 metres. The visual distinction of the shared base is achieved through a combination of horizontal and vertical articulation to break up the building mass, stepbacks, mid-block building recession for underground parking and at-grade residential units with direct connections to the public realm at the corner of Kent Avenue and Olde Fashioned Way.



Building positioning and configuration for Block 2 design

Rendering of Buildings A and C of Block 2 at the corner of Olde Fashioned Way and Kent Avenue

Height

Buildings A and B extend along Courtland Avenue and around either Kent Avenue/Olde Fashioned Way as a "C-shaped" building with a shared base connector with Building C or Palmer Avenue as "L-shaped" building, respectively. Building C completes the perimeter block configuration along Olde Fashioned Way. They are comprised of a 5-storey "lower base" facing Courtland Avenue and a perpendicular 8-storey "upper base" facing Kent Avenue or Palmer Avenue, respectively, forming the balance of the "L" configuration. Building A reads as a 9-storey building as viewed from Kent Avenue given the grade change across Block 2; the "liner" units at-grade here provide an active edge to the otherwise exposed edge of the parking garage (Underground Parking Level 1) where it rises out of the ground. Building C is 8-storey with a one to two-storey building connector between Building A and C.

On the rooftop mechanical penthouse level, all three buildings do have a proportion of indoor amenity space (generally half of the enclosed space). This would technically trigger the definition of a 9th storey from a zoning perspective but does not meaningfully affect the building mass or height. Instead, it has other architectural benefits of transparent glazing on the roofline for such indoor amenity spaces.

Building Rendering and Elevations showing the Olde Fashion Way interface

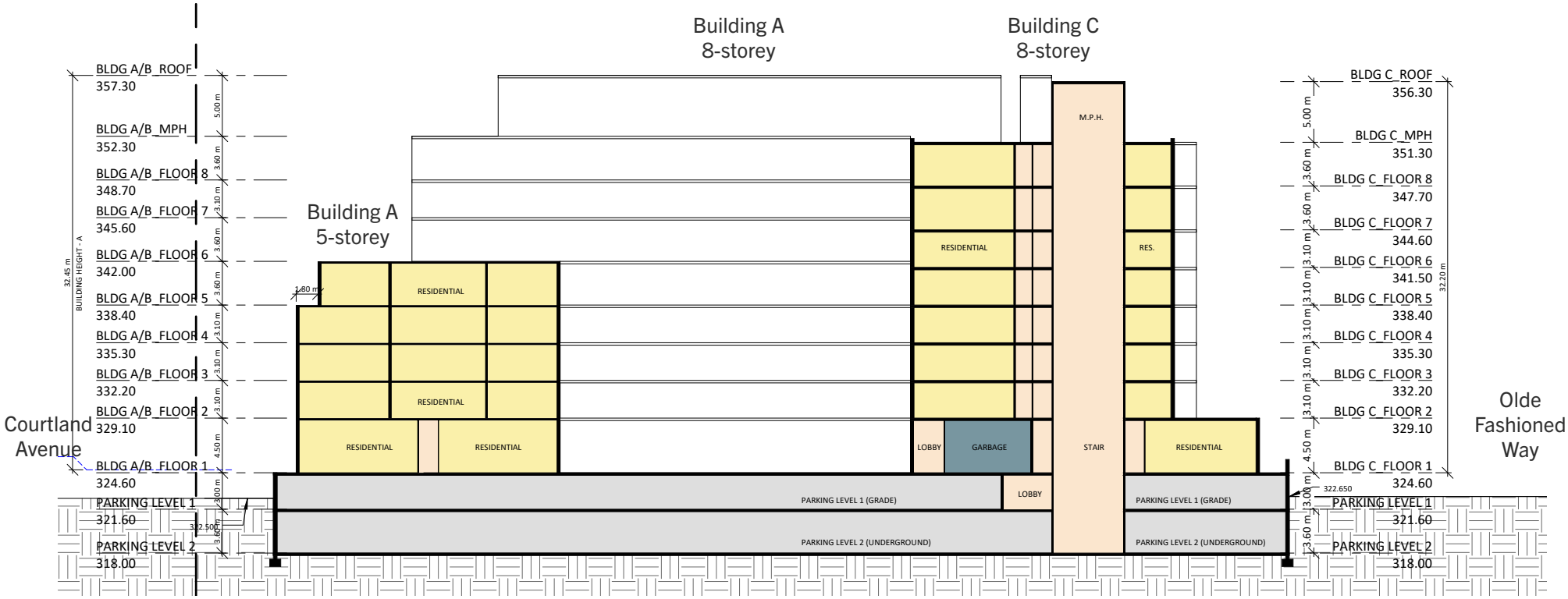
Upper Storey Stepbacks

Upper storey stepbacks on Block 2 are focused along Courtland Avenue and the existing low-rise fabric facing the block. The fifth storey of Buildings A and B stepback back 1.8 metres from the fourth storey below along Courtland and extending around continuously to the inward-facing portions of the building (around the "L"). Atop the fifth storeys, the upper storeys on both buildings stepback approximately 10 metres from the Courtland Avenue face where the 8-storey portion begins lining the side streets of Kent Avenue and Palmer Avenue.

Along Kent Avenue and Palmer Avenue, Buildings A and B rise consistently from the ground floor to eighth storey without stepbacks, other than that of the mechanical penthouse level. This is largely for building efficiency purposes, recognizing the incremental stepping along the principal Courtland Avenue corridor together with balancing internal site design objectives of spacing and function.

For Building C, the first storey stepbacks 5 metres along the Olde-Fashioned Way length to provide for individual unit terraces and further stepbacks 7 metres from the second storey. The seventh storey has a 3 metres stepback from short sides of the building.

For all three buildings, the mechanical penthouse level step back at least 2.4 metres from long building sides and significantly greater from the ends (8 to 10 metres generally).



Block 2 cross-sections showing Building C relationship to Olde Fashioned Way (right) and Buildings A and B relationship to Courtland Avenue (left)

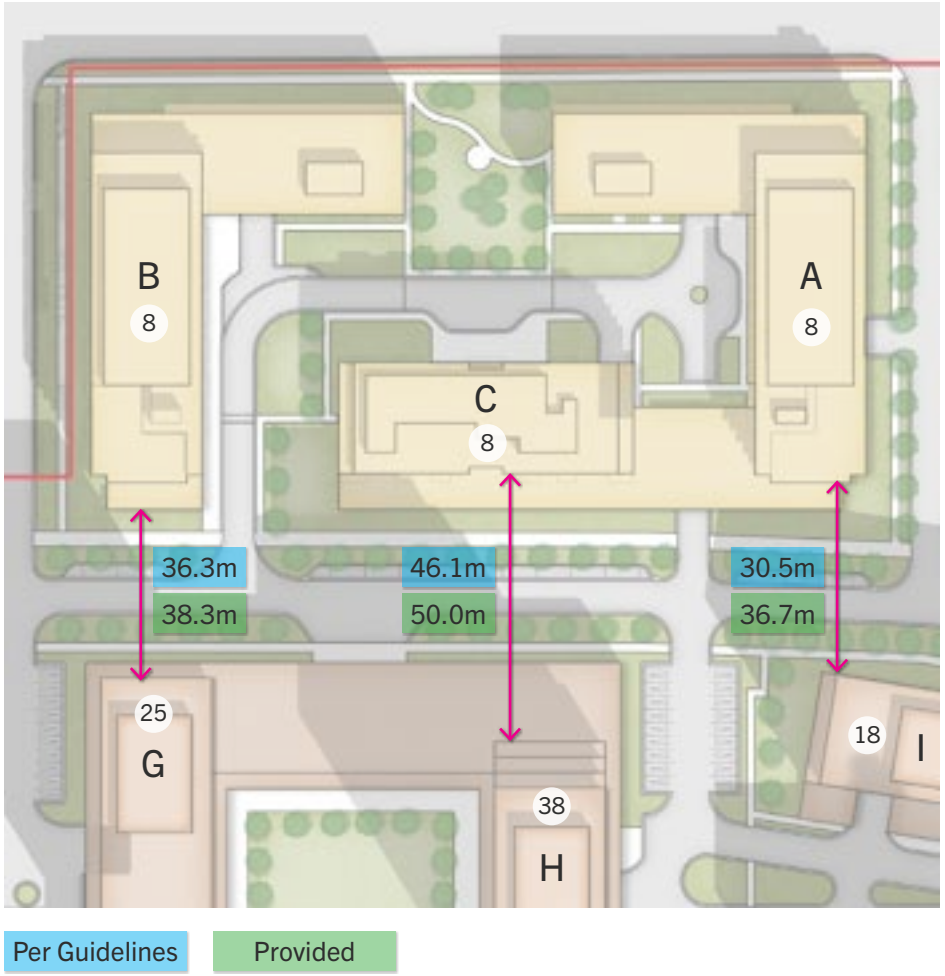
Relative Height, Separation and Overlook

For the Block 2 design, the Mid-Rise Building Guidelines suggest considering the contextual relationship to tall building form Block 4 as it relates to Relative Height, Separation and Overlook. Buildings G, H and I on Block 4 have an interface with Block 2 for these considerations.

For Relative Height, the 8-storey height of the Block 2 design is 25% to 50% of the height range of the Block 4 tall buildings, contributing the varied profile of the overall project.

For Overlook, Buildings C/H and Buildings A/I have minor overlaps in a perpendicular relationship. The Building B/G overlaps aligns as a full overlap, although this overlap is mitigated given the relationship is the shorter building ends as well as the exceedance of the Physical Separation distance.

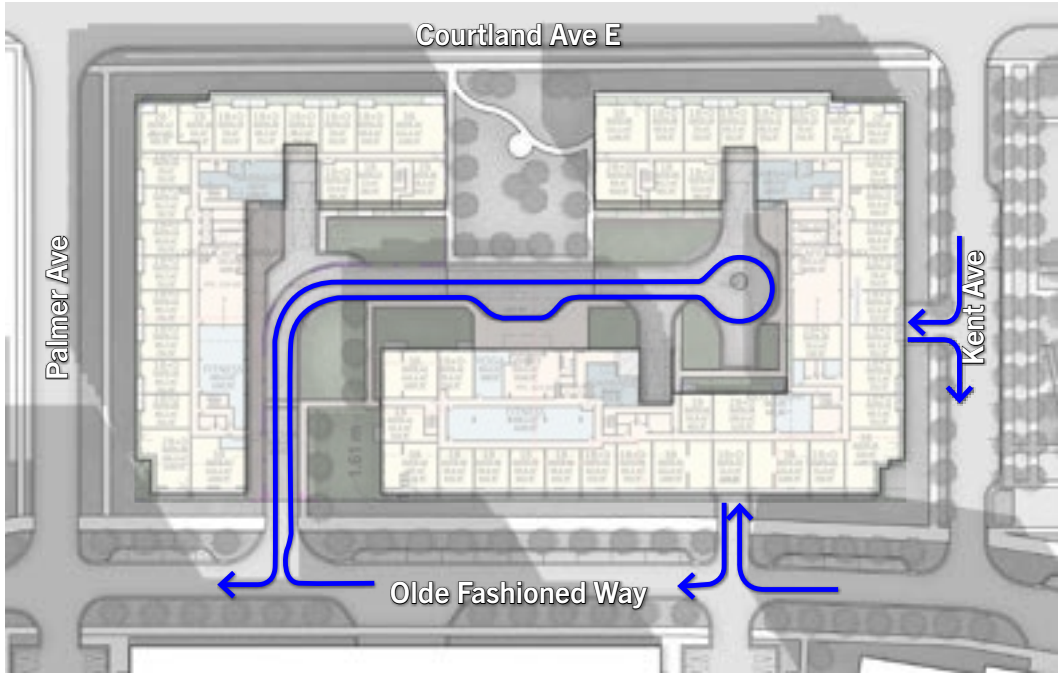
For Physical Separation, Olde Fashioned Way (24 metre wide right-of-way) accommodates virtually all the suggested Physical Separation between the mid-rise buildings of Block 2 and the tall buildings on Block 4. All building relationships exceed the Physical Separation respective distance.



9.3 Vehicular Access and Circulation

Inclusive Design – CW | MTSA | MRB
Site Function – CW | MTSA
Street Design – CW | MTSA | MRB
Streets & Open Space – MRB

The Block 2 design has three vehicular accesses, situated on the side or rear lot lines of the blocks away from Courtland Avenue. One is situated mid-block on Kent Avenue, providing access the sole access to the P2 parking garage level. Two accesses to Olde Fashioned Way flanking Building C are spaced to separate to Kent Avenue and Palmer Avenue and minimize interruptions of the Olde Fashioned Way multi-use pathway. The eastern access near Kent Avenue provides the sole access to the P1 parking level of the garage, aligned with a principal access to Block 4 across Olde Fashioned Way. The western access near Palmer Avenue provides access to surface drop-off and loading functions between all three buildings, as well as the emergency fire route.

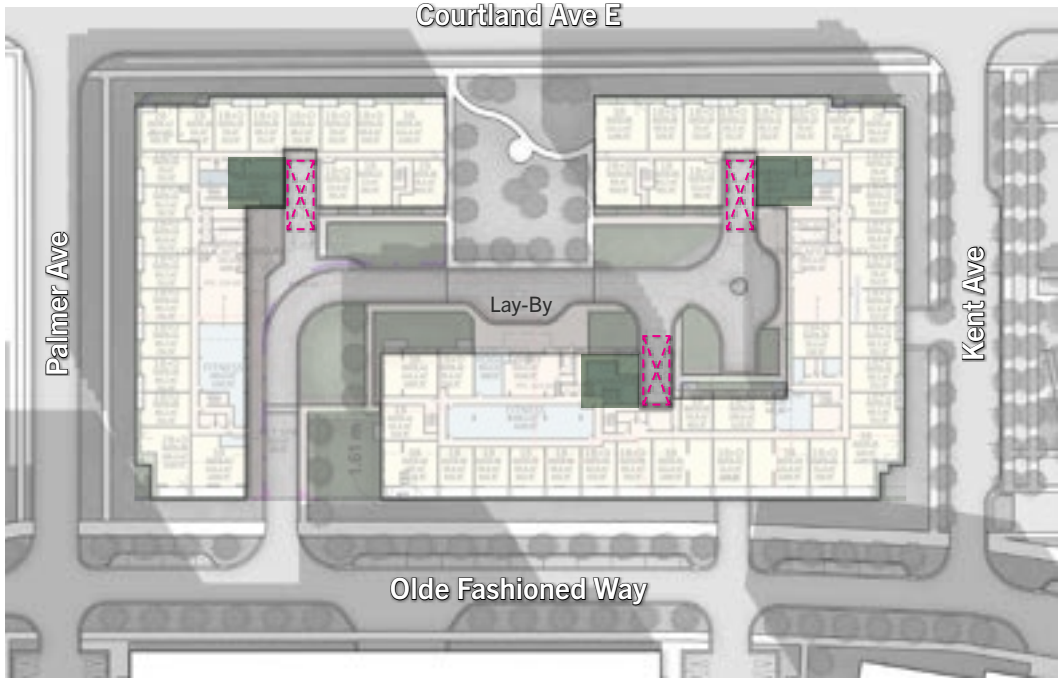


Vehicular Circulation Routes — Vehicular Movements

9.4 Loading and Service Areas

Site Function – CW | DT | MTSA | MRB

Loading and service functions are internalized on Block 2, away from the four bounding public streets. Each of Buildings A, B and C are served by a dedicated "Type G" loading space for residents within the building base accessed either from the internal site driveways. These spaces directly connect to independent garbage storage rooms and move-in locations for each of the buildings. Each of the loading areas provides sufficient space for turn-around movements and maneuvering.



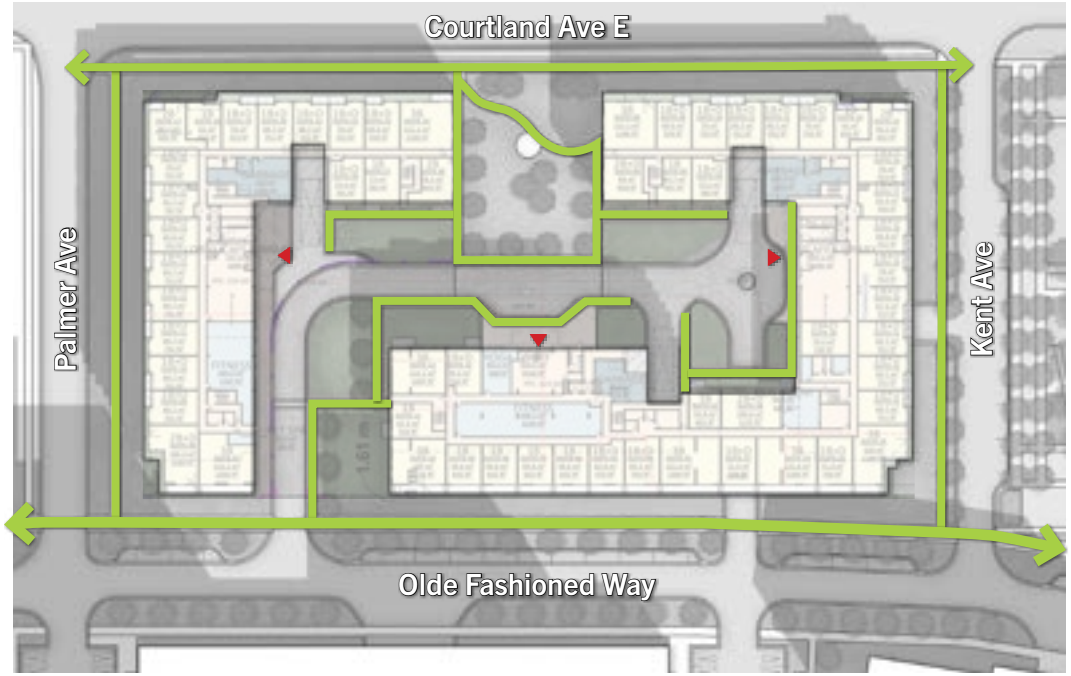
Block 2 highlighting loading and service areas — Garbage Room — Loading Area

9.5 Pedestrian Access and Circulation

Inclusive Design – CW | MTSA | MRB
Site Function – CW | MTSA | MRB
Street Design – CW | MTSA

The public streets bounding Block 2 will provide public sidewalks (Courtland, Kent, Palmer) or a multi-use pathway (Olde Fashioned Way) lining the block's edge that will be the principal movers of people to and from Block 2. The ground floor lobby entrances are situated on the inward-facing sides of Buildings A, B and C, partly owing to changing grade conditions across Block 2. The at-grade amenity space between Buildings A and B provides the pedestrian site access to Block 2 from Courtland Avenue public sidewalk; the site walkway along the surface vehicular access provides the pedestrian site access from Olde Fashioned Way multi-use pathway. A series of site walkways line the inward building edges provides a connected circulation pattern through Block 2 and it's at grade open spaces.

Further to the above shared connections, ground floor units along Courtland Avenue, Palmer Avenue, Kent Avenue and portions of Olde Fashioned Way provide direct entrances from the public sidewalk. These connect by individual walkways leading through at-grade outdoor spaces, enhancing an active residential interface with the street edges.



Ground floor plan showing building entrances and site walkway

9.6 Parking

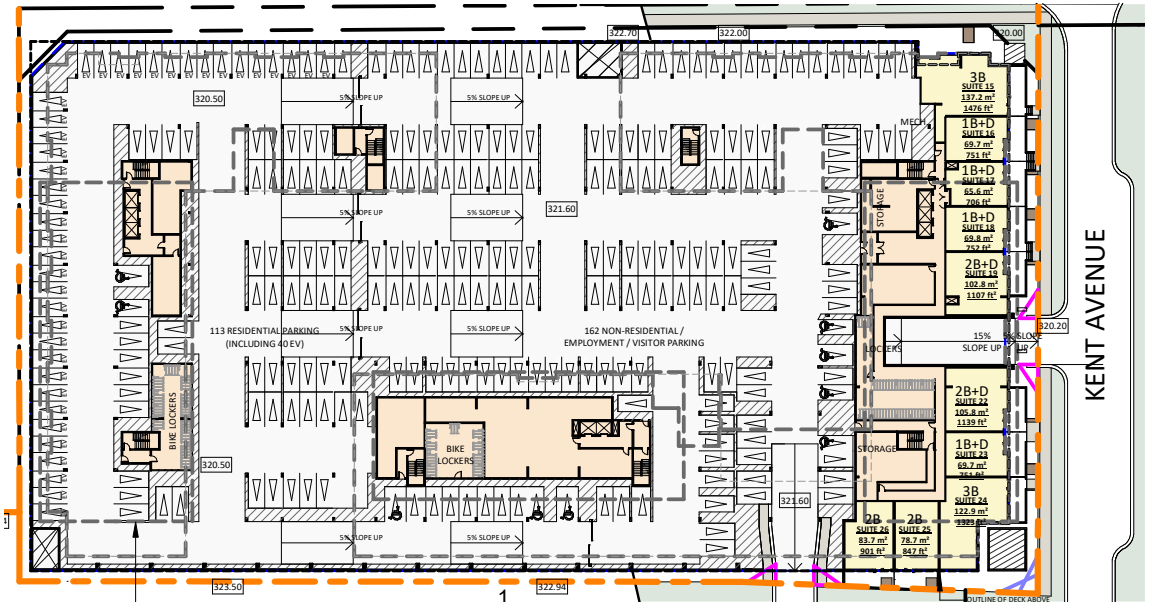
Inclusive Design – CW | MTSA | MRB
Site Function – CW | MTSA | MRB
Structured Parking – SP

All vehicular parking for Block 2 is within an underground parking garage. The P1 and P2 levels of the garage provide a total of 585 parking spaces. The levels are accessed independently from either Olde Fashioned Way (P1) or Kent Avenue (P2). A total parking count of 423 spaces will be served for residential needs including 53 parking spaces for visitors for Block 2 and 109 parking spaces will be served for commercial needs for Blocks 1 and 15 across Kent Avenue. The P1 level contains doors mid-block on the Kent Avenue frontage, flanking the driveway entrance, to provide convenient access for commercial-dedicated spaces on the P1 or P2 levels.

The eastern portion of the P1 level of the underground parking garage does emerge above grade in the location of Building A given Block 2's topography. Design-wise, the presence of these above-grade portions is minimized in two ways. The entirety of the Kent Avenue frontage and extending around the first 30 metres approximately onto Courtland Avenue and Olde Fashioned Way are lined with ground floor residential units with entrances onto the public sidewalks, providing an active residential edge to the parking garage. The balance of the exposed garage, where floor heights won't allow for liner units is designed with alternating pattern of coloured bands and lighting features for a refined, attractive finish to the exposed wall.

The proposed development satisfies the minimum indoor (Class A) and outdoor (Class B) bicycle parking spaces of the MIX-2 Zone. The design contains a total of 264 Class A bicycle parking spaces distributed in three secure storage rooms in the P1 Level of the parking garage. The storage rooms each surround the garage elevator/stairwell locations for the respective Building they serve. As well, the detailed design will provide several locations in convenient, street-facing locations for 6 Class B bicycle parking spaces for building visitors.

Layout of P1 Parking Level (below) and P2 Parking Level (above)



9.7 Building Materials and Articulation

Outdoor Comfort Design – CW | MTSA | MRB
Compatibility – CW | MTSA | MRB
Built Form – CW | MTSA | MRB

All three buildings share a common architectural aesthetic blending contextually-inspired materiality and textures with contemporary finishes.

Buildings A and B share a mirrored exterior design. The "lower base" of these buildings is emphasized and grounded with a light brick-patterned pre-cast panels framing a regular pattern of glazed windows. This treatment extends generally for the first four storeys of the building except viewed as five storeys for Building A along Kent Avenue and surrounding thee corners onto Olde Fashioned Way to pick up grades. The at-grade floor elevations are distinguished with larger expanses of floor-to-ceiling windows surrounding recessed glazed unit entrance doors.

The "upper base" transition begins on the stepped 5th floor where the solid-to-glass proportions changes with larger expanses of glass to lighten the building mass, while pulling up the lighter pre-cast materials in an accenting and division role. These glass-based proportions do extend downwards through the mid-building (and some ends) of the lower base, together with the wall plane receding, to visually break up the building lengths.

The Building C exterior designed carries a similar aesthetic but with a distinction in colour and subtle differences in articulation. Building C switches to a red brick-patterned pre-cast panel as the base material in a similar composition to Buildings A and B. This solid base extends from the ground floor through the 7th storey, above where the 8th storey transitions to taller expanses of transparent glass, further accentuating the stepbacks on the 8th storey for a refined building top. This glass-based composition also extends mid-building on the long sides facing the streets to visually break up the building length.

Unit balconies are mixed in type and composition facing both outward-facing and inward-facing to maximize viewing relationship throughout Block 2. They include hanging balconies for many of the side and end units, inset balconies for locations at the mid-building glass break along the street faces as well as certain corner locations, and semi-recessed balconies in certain locations elsewhere. The balcony guard treatment is consistently glass throughout the three buildings.

The mechanical penthouses of each of the buildings are largely clad with light coloured pre-cast panels consistent with the remainder of the building architecture for the enclosed mechanical and service areas on the rooftop. The portion of the mechanical penthouse floor containing the indoor amenity rooms are clad with tall, continuous expanses of transparent glass. This materiality together with the penthouse setbacks provides a clean, refined finish to the building top.

Rendering snapshot of Block 2 architectural aesthetic

Aerial View of Block 2 Building Renderings

9.8 Block Landscaping

Inclusive Design – CW | MTSA | MRB
Street Design – CW | MTSA
Shared Spaces – MRB

The proposed building positioning and arrangement supports a strong urban edge on all four public street sides. Per Section 6 above regarding street design, the landscape intent within the bounding public rights-of-way is meant to be soft in nature and includes a regular pattern of deciduous trees along the sidewalk/multi-use pathway edge. Landscaping for the Block 2 edges are intended blend from this treatment within the abutting public rights-of-way into the private property in terms of softscaped treatments and deciduous trees where space and depth permit, consistent with a residential interface.

The on-site at-grade amenity areas will be a combination of hardscaped and softscaped spaces for resident use, including opportunities for small-scale recreation functional areas and features. Plantings may be in ground where soil depth above the parking garage permits or alternatively above-grade planted areas and planters. Spaces between the ground floor individual residential unit entrances and terraces facing the streets provides opportunities for small scale landscaping efforts to further enhance the residential streetscape image.

The above-grade landscape design consists of the rooftop communal terrace on the 5th and/or 8th floors of the three buildings. These terrace designs are expected to be principally composed of a hard surface treatment for durability and ease of maintenance. Soft landscape treatments can be added through raised massed planted beds, including deciduous canopy trees within the beds and standalone, together with movable planters throughout the terrace. Formal and informal sitting and dining areas can be provided, including cooking and warming facilities. Privacy screens can provide a boundary between different functional "rooms" making up the rooftop terrace.

Detailed design will further explore and illustrate these public and public/private spaces. Lighting elements at the time of detailed Site Plan Approval design will address appropriate lighting levels for safety in these higher pedestrian activity areas. Opportunities for incorporating landscaping elements and surface treatment that promotes stormwater infiltration will be explored at detailed design.

Precedent example of at-grade courtyard spaces and landscaping

9.9 Amenity Areas

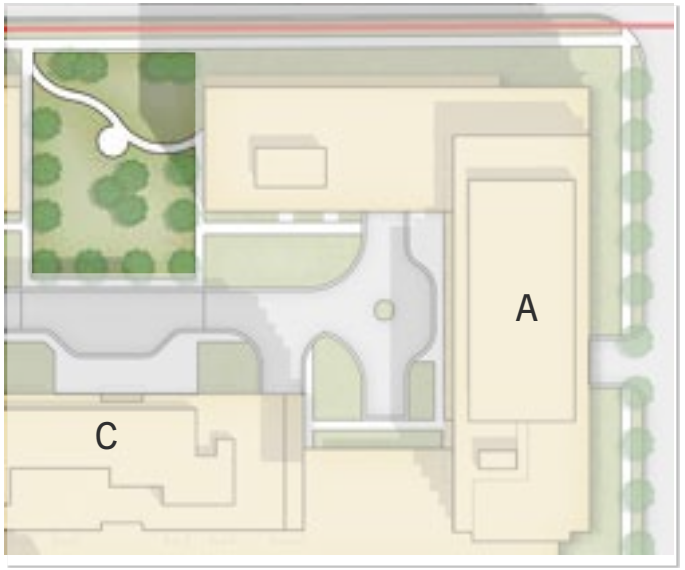
Shared Spaces – CW | MTSA | MRB

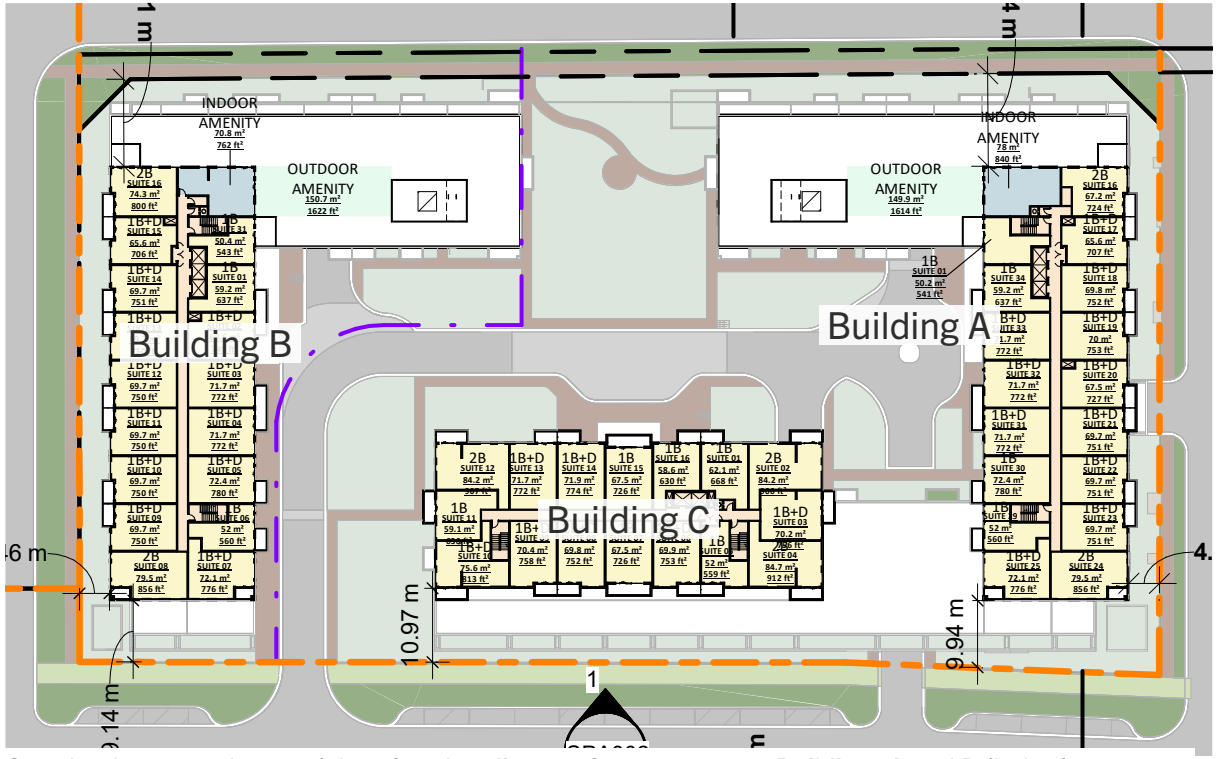
The Block 2 design contains several different indoor and outdoor amenity spaces for residents in at-grade locations and upper storey rooftop locations. These spaces are a combination of common shared spaces or private amenity spaces for individual units.

The ground level has multiple outdoor and indoor spaces for residents. There are series of connected outdoor at-grade common amenity spaces framed between the buildings or lining the building edges for residents that provide opportunities for a diverse range of hardscaped and softscaped spaces for resident use. These spaces vary in space and configuration as part of a connected system through the block. Ground floor units in all three buildings have private amenity spaces out front, whether smaller spaces lining the street edges for Buildings A and B or more generous, raised spaces for Building C facing Olde Fashioned Way. Also, there are several indoor amenity rooms for residents near the lobby of each building, facing internally on the block.

Rising in the upper storeys, each building has co-located indoor amenity rooms and outdoor terraces. Buildings A and B have rooftop outdoor terraces co-located with an indoor amenity room on top of both the “lower base” (5th floor rooftop) and the “upper base” (8th floor rooftop), facing towards Courtland Avenue. Building C has a rooftop outdoor terrace co-located with an indoor amenity room on the upper base (8th floor rooftop) facing internally on Block 2.

The outdoor function of these common terraces is complemented by the individual unit balconies for each unit throughout the 2nd through 8th storeys of each building. The configuration of these balconies includes recessed, semi-recessed and hanging balconies through the building mass, providing individual options for residents as well as refining and distinguished the architectural variation throughout the buildings.





Courtland courtyard space (above) and podium rooftop terraces on Buildings A and B (below)

Streetview of Olde Fashioned Way at the corner of Olde Fashioned Way and Kent Avenue

10. BLOCK 3 DESIGN OVERVIEW AND RESPONSE

High-Rise

Block 3 is a 0.58-hectare parcel situated at the southwest corner of Borden Avenue and Olde Fashioned Way. The proposed building (Building M) is a 16-storey high-rise mixed office and residential building, sitting atop a 4-storey podium base. A total of 1,000 square metres of non-residential/employment space is provided on the ground floor, while the subsequent floors will be residential consisting of 159 dwelling units. This block reflects the location and general intent of the "Innovation Employment" designation in the PARTS Rockway Plan, recognizing the integration of residential uses in mixed use forms.

Building M is meant to provide a transition between Borden Avenue and the taller buildings proposed on adjacent blocks (Blocks 4,5,6) to the west of the proposed public park. One level of underground parking, at grade surface parking and three levels of structure parking are proposed to serve residents and employees on Blocks 1 and 15, with single driveway access provided from Olde Fashioned Way and aligned with the driveway access on Blocks 1 and 15.

Rendering of Building M from Olde Fashioned Way

10.1 Ground Floor Design

Inclusive Design – CW | MTSA | MRB
Compatibility – CW | MTSA | MRB
Built Form – CW | MTSA | MRB

The building's footprint generally reflects a full-build out of the block. The ground floor occupies non-residential/employment uses, residential lobby area and driveway access to above-grade and below-grade parking levels . The building's taller ground floor height of 4.8 metres provides for flexibility of different commercial activities and sufficient space for loading functions.

The non-residential/employment uses has frontage along Olde Fashioned Way and Borden Avenue with direct access to the public sidewalks. The residential portion of the building faces "Nancy Featherstone Park" to maintain active visual interest along this public space. The at-grade visitors parking spaces will be provided at the back of the building, screened away from the public streets and public park edges.

Aerial View Rendering of Building M

10.2 Building Base Design

Inclusive Design – CW | MTSA
Compatibility – CW | MTSA | TB
Built Form – CW | MTSA | TB

Placement and Orientation

The building base is situated towards the northwest corner of Block 3, positioned with minimal setbacks to the Olde Fashioned Way and Borden Avenue frontages. This relationship provides a close interface with Olde Fashioned Way frontage to provide a strong urban edge and appropriately frame the public park similar to the facing side of Block 4. It sits generally 3 to 4.7 metres to Olde Fashioned Way and 3 metres to the western property line shared with "Nancy Featherstone Park". The massing of the building base is designed as a mid-rise form, reaching up to 4 storeys in height. This height allows for a desired transition to the low-rise residential properties on the opposite side of Borden Avenue, ensuring compatibility with the surrounding context. Additionally, the tower placed above the fourth storey is stepback 28 meters from the edge of the building base abutting Borden Avenue. This stepback provides visual relief and creates a distinction between the base and the towers, contributing to a balanced and visually appealing composition.

The varied articulation and detailing throughout the base, and the considerable tower pull back from the base will ensure an appropriate pedestrian scale and streetwall design to the Borden Avenue.

10.3 Building Tower Design

Design for Outdoor Comfort – CW | MTSA
Compatibility – CW | MTSA | TB
Built Form – CW | MTSA | TB
Environment – TB

Height

Building M is a 16-storey high-rise mixed-use building sitting atop a 4-storey mid-rise podium.

Building Length

Building M's podium is 85.8 metres in length and the building tower above is 54.5 metres in length.

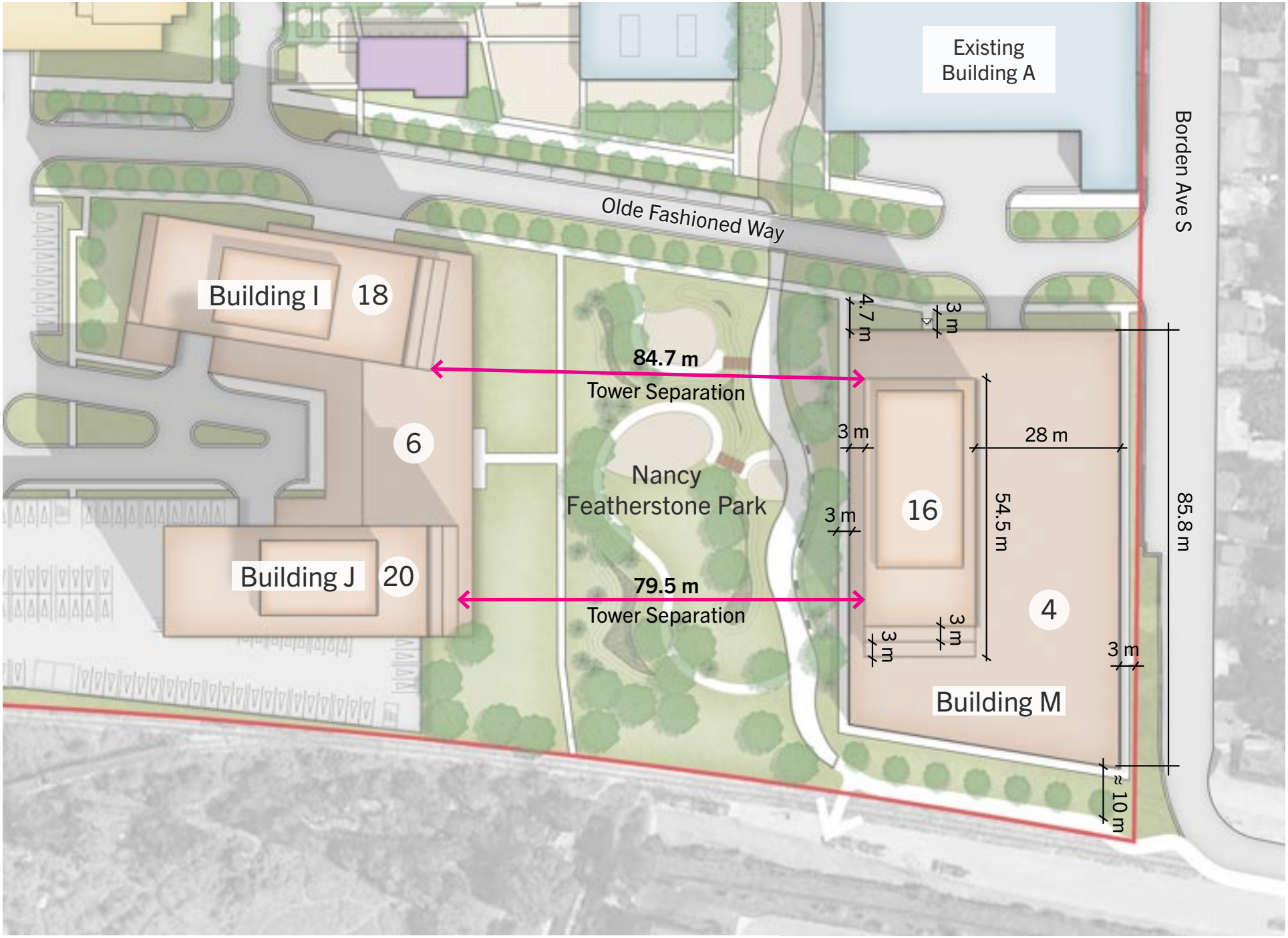
Upper Storey Stepbacks

Above the 4-storey podium, the tower steps back 3 metres from the western podium edge (facing "Nancy Featherstone Park"), 9.5 metres from Olde Fashioned Way, 28 metres from Borden Avenue and approximately 13 to 17 metres to the south side of the podium. The tower further steps back 3 metres from 12th and14th storeys. The mechanical penthouse level step back at least 2.4 metres from long building sides and 11.4 metres on the south side.

Relative Height, Separation and Overlook

Building I and Building J on the facing Block 4 across "Nancy Featherstone Park" are relevant for Block 3 per the Tall and Mid-Rise Building Guidelines. The Relative Height of the 16-storey Building M generally meets the guidelines with a proportion of 80% to 88% in relation to the height of the 18-storey Building I and 20-storey Building J on Block 4. The Physical Separation of the 16-storey Building M meets the guidelines for separating towers as there is approximately 79 to 85 metres of separation to Buildings I and J on Block 4 (Building M only requires 25 metres on its own).

Towers of Building M and Building I have no overlap given the placement. Towers of Building M and Building J have a 28% overlap with the parallel orientation, generally in keeping with the suggested guidance and Overlap is further justified by the substantial actual separation provided as noted above as well as minimal privacy impacts with the shorter facing end of Tower J.



Building positioning and configuration for Block 3 design

10.4 Vehicular Access and Circulation

Inclusive Design – CW | MTSA | MRB
Site Function – CW | MTSA
Street Design – CW | MTSA | MRB
Streets & Open Space – MRB

Block 3 will be served by a single vehicular access from Olde Fashioned Way, connecting to the above and below grade parking garage. This access is aligned with the Blocks 1 and 15 access across Olde Fashioned Way accessing loading and service areas to minimize turning movement conflicts with larger vehicles.

10.5 Pedestrian Access and Circulation

Inclusive Design – CW | MTSA | MRB
Site Function – CW | MTSA | MRB
Street Design – CW | MTSA

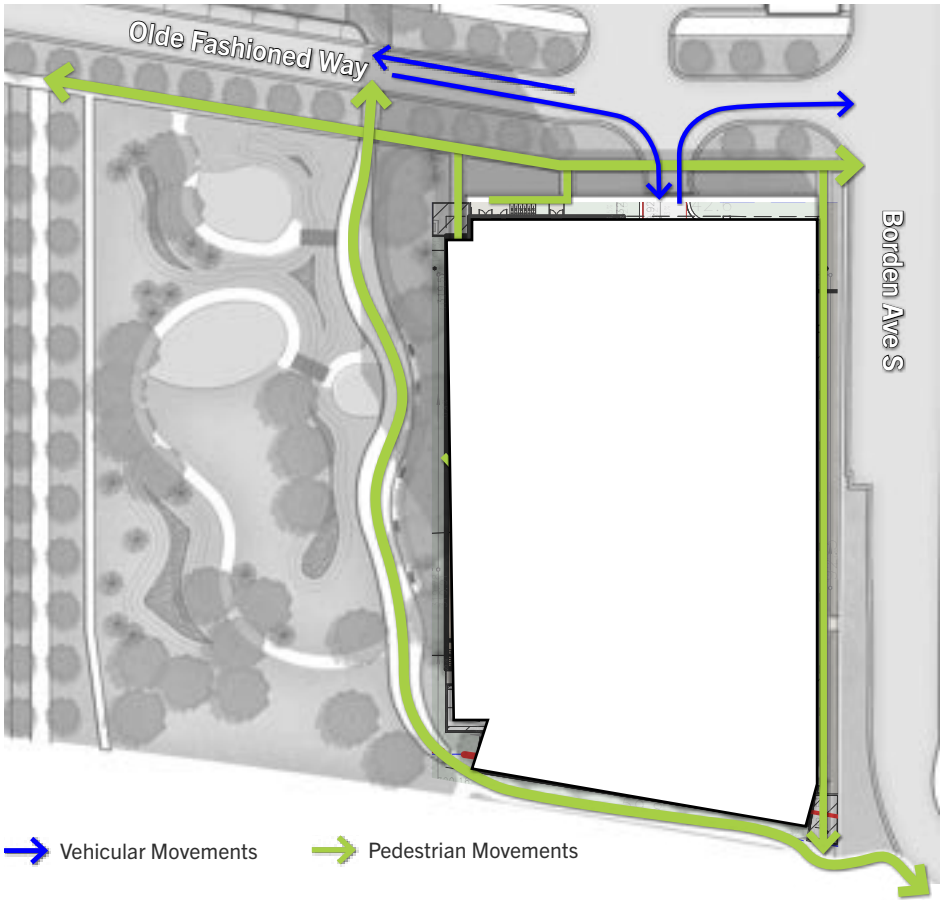
The abutting public sidewalk along Olde Fashioned Way will provide the principal access to Block 3. Pedestrians will access the ground floor lobby entrances situated on the front portion of the building facing Olde Fashioned Way. Further to this principal connection, connections to the abutting Nancy Featherstone Park abutting to west and multi-use pathway abutting to the south are intended to provide further pedestrian connectivity on Block 3 to parks, open spaces and transit A defined pedestrian connection to the multi-use pathway will lead through Block 3 and link to the trailway connecting to the Mill ION Station.

10.6 Loading and Service Areas

Site Function – CW | MTSA | MRB

Loading and service functions for the Building M will be internalized on Block 3, away from Olde Fashioned Way. They will include a dedicated loading space for residents within the building base directly connect to independent garbage storage rooms and move-in locations in the building. The loading area will provide sufficient space for turn-around movements and maneuvering.

Pedestrian and Vehicular Circulation Routes



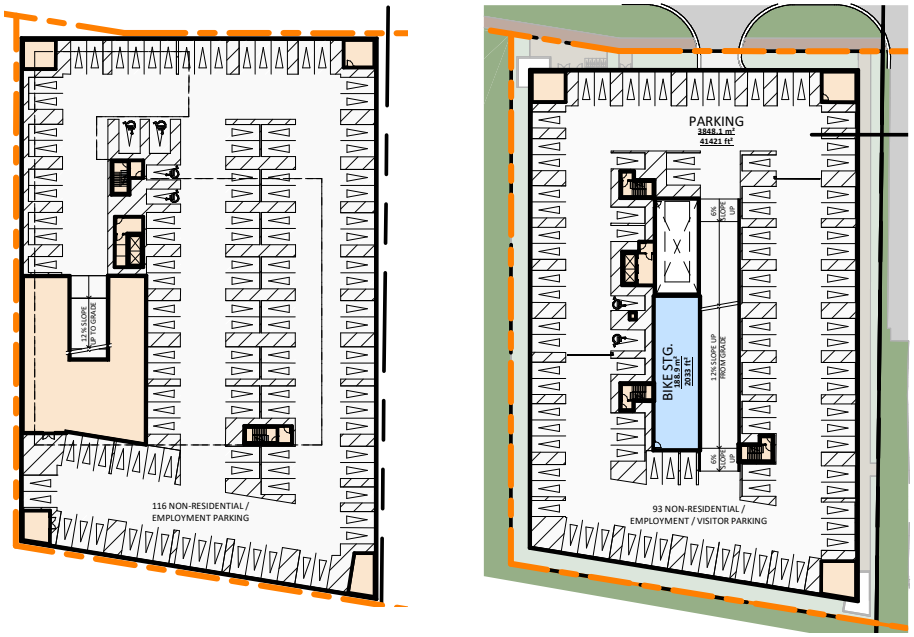
10.7 Parking

Inclusive Design – CW | MTSA | MRB
Site Function – CW | MTSA | MRB
Structured Parking – SP

Parking is contained within an integrated parking garage. The garage contains 413 parking spaces in total, intended as shared parking

between non-residential and residential uses including visitors. Parking is provided on one level of underground parking, three levels of structured parking (second to fourth storeys), accessed from the driveway from Olde Fashioned Way.

A total of 94 bicycle parking spaces will be provided, out of which 84 Class A" indoor parking spaces (for residential and non-residential uses) will be provided in secure storage rooms ton the ground floor and second floor. The remainder is 10 "Class B" parking spaces in secure outdoor locations surrounding the main building entrances for residents and at the back of the building for visitors using the non-residential uses.



Layout of P1 Parking Level (left) and Parking Levels 2 - 4 (right)

10.8 Building Materials and Articulation

Design for Outdoor Comfort – CW | MTSA | MRB
Compatibility – CW | MTSA | MRB
Built Form – CW | MTSA | MRB

The design of Building M is expected to employ a similar aesthetic to that of Block 2 outlined above. This includes a contextually-inspired materiality and textures with contemporary finishes and accentuation of the different tall building components (base, tower and top) through materiality, proportions, and articulation.

10.9 Block Landscaping

Inclusive Design – CW | MTSA | MRB
Street Design – CW | MTSA
Shared Spaces – MRB

Landscaping for the Block 3 edges will be designed to integrate with the Olde Fashioned Way streetscape (north), "Nancy Featherstone Park" design intent (west), multi-use pathway planting schemes (south), and the Borden Avenue streetscape (east). The edges on all four sides are generally intended as softscaped treatments with deciduous trees, where space permits, consistent with a residential interface.

10.10 Amenity Areas

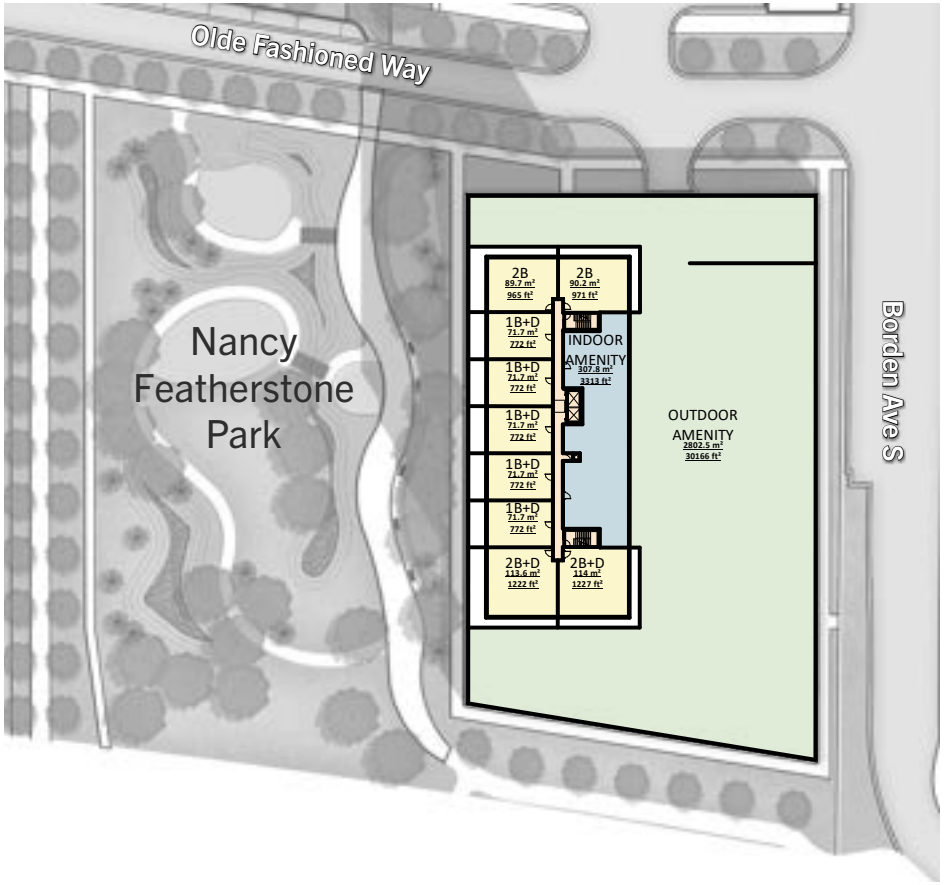
Shared Spaces – CW | MTSA | MRB

Building M's podium-tower configuration provides a sizable rooftop space atop the building podium suited to outdoor rooftop terraces. Such terraces are expected to be principally composed of a hard surface treatment for durability and ease of maintenance. Soft landscape treatments can be added through raised massed planted beds, including deciduous canopy trees within the beds and standalone, together with movable planters throughout the terrace.

Formal and informal sitting and dining areas can be provided, including cooking and warming facilities. Privacy screens can provide a boundary between different functional “rooms” making up the rooftop terrace, as well as distinctions between exclusive resident and office worker spaces.

The outdoor function of these common terraces is complemented by the individual unit balconies expected for each unit throughout the 5th through 16th storeys of the building.

Detailed design will further explore and illustrate these public and public/private spaces. Lighting elements at the time of detailed Site Plan Approval design will address appropriate lighting levels for safety in these higher pedestrian activity areas. Opportunities for incorporating landscaping elements and surface treatment that promotes stormwater infiltration will be explored at detailed design.



Podium rooftop terraces on Building M

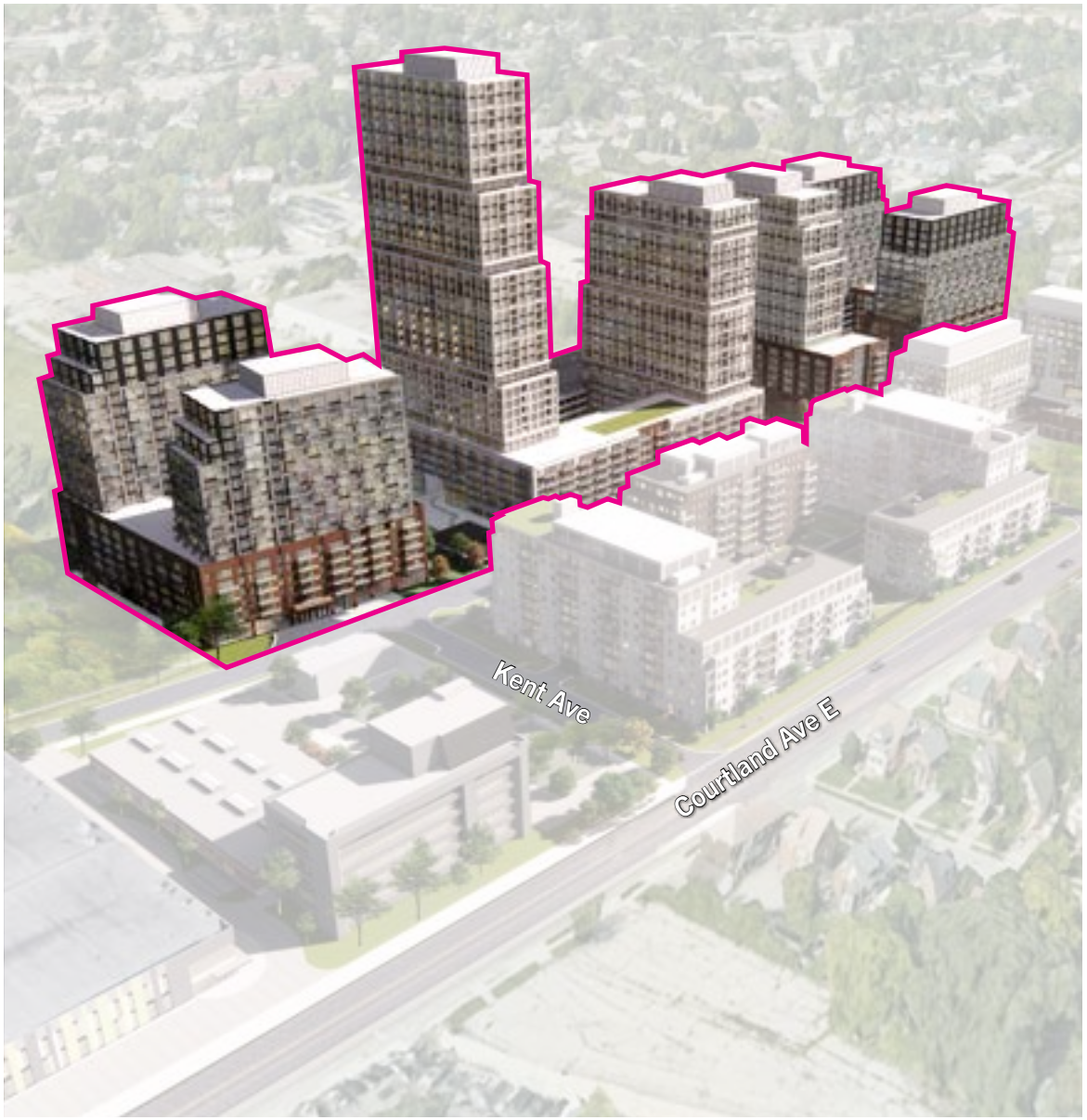
11. BLOCKS 4, 5, 6 & 7 DESIGN OVERVIEW AND RESPONSE

High-Rise Residential

Blocks 4, 5, 6 & 7 have a combined area of 4.07-hectares, situated along most of Olde Fashioned Way's south side and bounded by the CNR rail line to the south, the public park on Block 8 to the east, and Stirling Avenue South to the west. These blocks will accommodate higher rise residential forms and will contain the bulk of the proposed development's intensity and units. These blocks reflect the location and general intent of the "High Rise Residential" land use designation of the PARTS Rockway Plan.

Blocks 4, 5, 6 & 7 contain seven high-rise residential buildings (Buildings D through J) arranged along the Olde Fashioned Way frontage with a combined total of 2,540 apartment units. Building heights vary along the length of Block 4, ranging from 18 storeys to 38 storeys. Breakdown of apartment units for each block are as follows:

- Block 4 contains two high-rise residential buildings (Buildings J and I) with a total of 555 apartment units.
- Block 5 contains two high-rise residential buildings (Buildings G and H) with a total of 980 apartment units.
- Block 6 contains one high-rise residential building (Building F) with a total of 328 apartment units.
- Block 7 contains two high-rise residential buildings (Buildings E and D) with a total of 570 apartment units.



Blocks 4,5,6 & 7 buildings (highlighted) within the overall Metz development fabric

11.1 Building Groupings

With the exception of Building F which is a standalone residential building, the remaining six buildings (D,E,G,H,I,J) are arranged in three modules of two buildings each, connected by a mid-rise podium (six storeys in height) that link the buildings and provide a pedestrian scale edge to the Olde Fashioned Way between the towers. The spaces between the podium and towers contain a combination of at-grade and rooftop amenity spaces for residents, complementing the internal common amenity areas expected within the buildings.

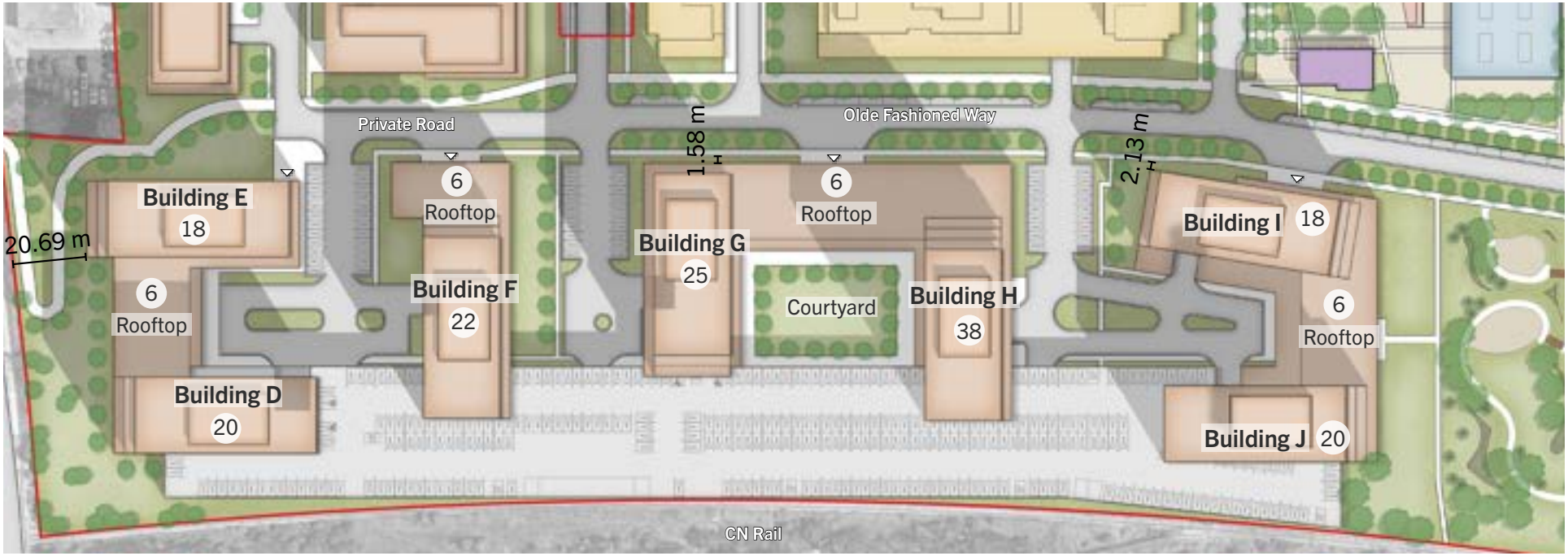
Grouping strategies focus on architectural and urban means to create commonality between buildings. Grouping strategies apply to all building types, not just the tallest ones. The lower levels of all buildings play an important role in defining the quality of the public realm. As such, it is important not to fixate on tall buildings and landmarks, but to dedicate attention to every building that addresses the street.

11.2 Building Base Design

Inclusive Design – CW | MTSA
Compatibility – CW | MTSA | TB
Built Form – CW | MTSA | TB

Blocks 4 - 7 buildings are arranged along Olde Fashioned Way to occupy majority of the street frontage of the block, forming continuous building edges while providing additional space for landscaping and pedestrian walkways. Building G-H are positioned parallel to Olde Fashioned Way with their narrow edges facing the street and looking to Courtland, to visually diminish the appearance of 25-38 storey towers looking north to south through the site. Buildings E, D, I and J are situated on the east and west ends of the block, facing internal streets within the blocks.

The base of the buildings are massed as mid-rise form up to six storeys in height. There are three modules of two buildings and one standalone building. Each module is linked by a connecting podium,



six storeys between Buildings D/E, G/H, and I/J. These connecting podiums provide multiple functions: accommodating entrances to the two buildings for drop-off purposes, providing for continuity of the architectural treatment of the building bases, screen large portions of the integrated parking structure, and enclosing outdoor courtyard space between the buildings.

The length of the buildings varies along Olde Fashioned Way, ranging generally between 60 and 100 metres with the connecting podiums in between the tower bases, excluding the portion of the 4-storey parking garage to the rear of Block 4 along the rail corridor. Although exceeding the general guideline length of 70 metres in some instances, the visual perception of these bases is mitigated by the regular rhythm of windows and articulation and reduced through the setbacks and height change of the connecting podiums.

Distinction of the building base will be achieved through a combination of tower recessions from the outside edges of the longer sides of the building modules, differentiation in colours and materials from that of the tower portions, and a consistent rhythm of transparent fenestration lining all sides. The ground floor heights of all seven buildings facing Olde Fashioned Way are generally 4.5 metres and 5.6 metres, which are meant to accommodate common amenity areas and functions of the building leading to the public streetscape. The ground floor has highly transparent glazed windows that frame around the building base to visually anchor the building. Residential units located within the podium and towers will include balconies overlooking the street and central courtyard. Taken together, this design will anchor the base of the buildings and provides an appropriate street edge condition, with variety created through the rhythm of building base and courtyards as the pairs of towers alternate.

The integrated 4-storey above-grade parking garage purposely lines the railway corridor for buffering purposes. The ends of the parking garage along the railway corridor are “tucked in” to minimize perception along those lengths. They are screened by the connecting podiums of the base from views from Olde Fashioned Street. The architectural treatment where exposed along Blocks 4 - 7’s ends and in the spaces between the building modules will need to integrate these exposed edges within the overall architecture of the buildings, particularly for the ends facing the public park while recognizing the rear context and limited prominence of these rail-facing walls.

11.3 Building Tower Design

Design for Outdoor Comfort – CW | MTSA
Compatibility – CW | MTSA | TB
Built Form – CW | MTSA | TB
Environment – TB

Placement

The placement of the towers is partly a function of the blocks’s (Blocks 4 -7) contextual relationship with the railway corridor. Tower orientation was considered together with separation and overlook considerations. The shorter side of Towers F,G and H are oriented to Olde Fashioned Way and to the adjacent Blocks 2 and 8, to maximize separation while still meeting the intent for the overlook considerations. In addition to that, the towers generally step back from the street-facing sides of the building base. The stepbacks are either modest at 3 metres for Tower I to Olde Fashioned Way to create a distinction between the base and tower portions or more substantial at 15.5 metres for Tower H to Olde Fashioned Way, 15 metres for Tower F to the private road for the purposes of tower offsets. This creates visual interest and a dynamic pedestrian-oriented streetwall that mediates the scale of proposed towers, and is well proportioned and responsive to Olde Fashioned Way.

Size & Proportion

The towers of Buildings D - J are composed of “large slabs” sitting atop the mid-rise building base, set at 20, 18, 22, 25, 38, 18 and 20 storeys in height respectively. Each tower consists of “lower” and “upper” sections created by a combination of additional stepbacks

Rendering of Buildings I & J, as seen from Olde Fashioned Way

and architectural effects. The lower tower floorplates are 1,250 square metres and a length-to-width ratio above 1.6. The upper storeys of the towers step back at 3 metres on all towers and are generally between 1120 square metres to 1055 square metres.

Overlook

Towers D/F, Towers E/F, Towers H/I and Towers H/J have minor overlaps given its perpendicular relationship with shorter building ends. Towers D/E, Towers F/G, Towers G/H and Towers I/J have greater overlaps; however, the towers are staggered to increase the perceived tower separation distances and no projected balconies are proposed to minimize privacy concerns.

Relative Height

The tower heights have been varied as intended by the Tall Building Guidelines. The towers vary from 18 to 38 storeys across Blocks 4 - 7, with abutting height differences between towers principally between 65% and 88% relationship between shorter and taller towers. Buildings E/D and I/J situated at east and west ends of the southern blocks are similar, with only a two-storey difference, but variety is made up across the blocks south of Olde Fashioned Way. The heights are varied in the "random" pattern for variety and interest purposes with the shortest buildings at the east and west ends of the blocks where they transition to abutting properties on Stirling Avenue to west and the public park (Nancy Featherstone Park) on the Site to east. The tall buildings are stepped for variety and sculpted to reduce the appearance of mass and add visual interest to the upper building. Additional design refinement will occur at the Site Plan Approval stage employing materiality, balconies, use of colour, top design and other techniques to further reduce the appearance of mass and bulk.

Separation

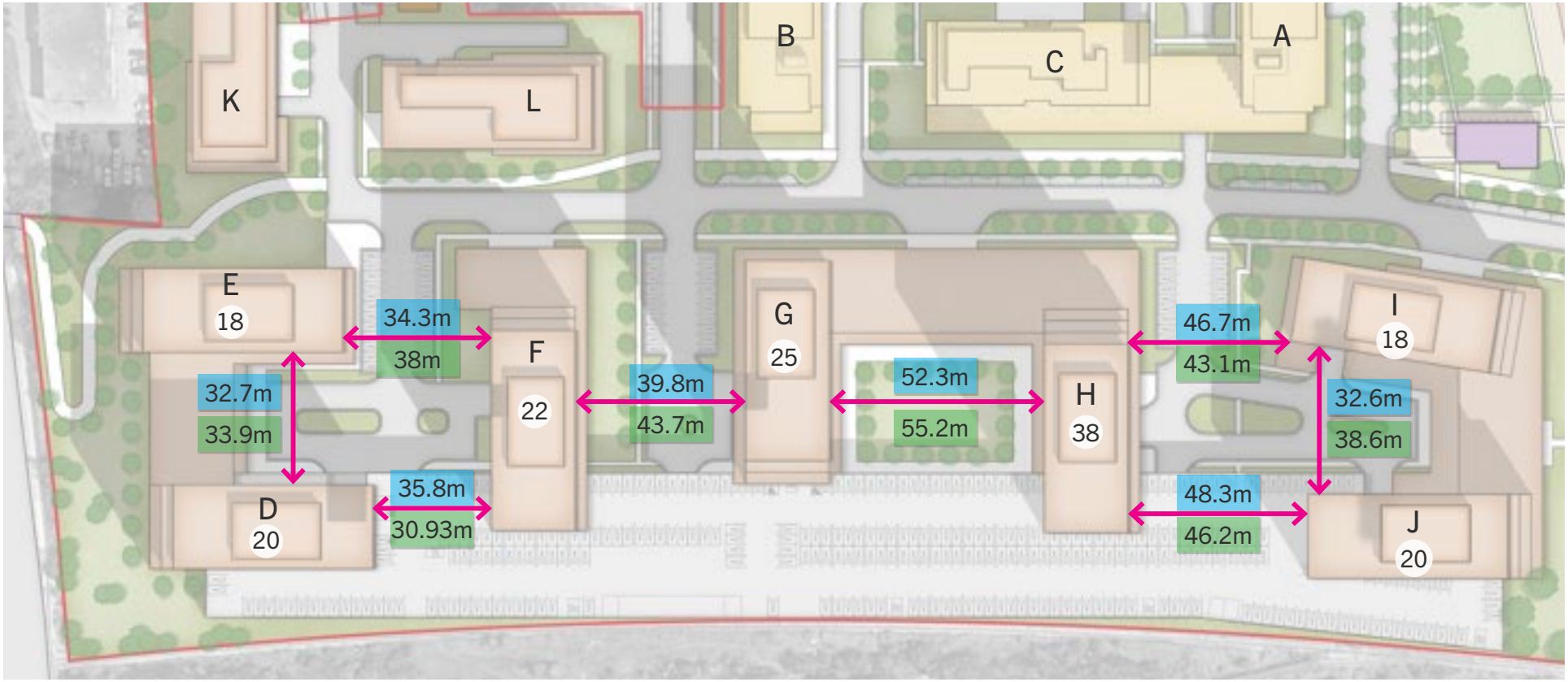
The proposed tower arrangement incorporates and respects the design guidance for physical separation, recognizing there are some deficiencies. These deficiencies have been minimized to the extent possible, balanced with other tall building design considerations, and are mitigated in part by their situation.

The deficiency between Towers D/F, Towers E/F, Towers H/I and Towers H/J are mitigated in part by the perpendicular orientation and the fact that the separation is internal to the development rather than off-site. The oblique nature of the viewing angle of Tower I further reduces any potential privacy impacts. The greater deficiency of the upper tower portion is mitigated by the smaller floor plates and the reduced number of units viewing towards the other tower in those storeys *(see page 80 for Table Summary of Physical Separation Distances)*.

11.4 Building Top Design

Design for Outdoor Comfort – CW | MTSA
Compatibility – CW | MTSA | TB
Built Form – CW | MTSA | TB
Environment – TB

The building tops of the seven buildings are finished with enclosed mechanical penthouses, setbacks of the uppermost storeys from the Olde Fashioned Way face, upper cornice lines and changes in cladding materials and colours. The collective skyline created from the Site Master Development Plan will positively contribute to the larger skyline, southeast of Downtown Kitchener, creating a visual anchor for the development in the overall context of the City. These details will be explored and detailed through the Site Plan Approval process, which may include further distinctions between the buildings.



Per Guidelines | Provided

Tower Dimensions

	TOWER	Height (m)	Length (m)	Width (m)	Area (sq.m)
	Tower D				
Lower	6-16 storeys	49.5	57.6	21.7	1250
	17-18 storeys	56.2	54.6	21.7	1185
Upper	19-20 storeys	66.5	51.6	21.7	1120
	Tower E				
Lower	6-14 storeys	43.8	57.6	21.7	1250
	15-16 storeys	50.5	54.6	21.7	1185
Upper	17-18 storeys	60.8	51.6	21.7	1120
	Tower F				
Lower	6-15 storeys	55	57.6	21.7	1250
	16-19 storeys	64.8	54.6	21.7	1185
Upper	20-22 storeys	72.5	51.6	21.7	1120
	Tower G				
Lower	6-15 storeys	50	57.6	21.7	1250
	16-22 storeys	72.2	54.6	21.7	1185
Upper	23-25 storeys	82	51.6	21.7	1120
	Tower H				
Lower	6-12 storeys	37.1	57.6	21.7	1250
	13-22 storeys	72.2	54.6	21.7	1185
	23-29 storeys	94.4	51.6	21.7	1120
Upper	30-38 storeys	122.8	48.6	21.7	1055
	Tower I				
Lower	6-14 storeys	46.9	57.6	21.7	1250
	15-16 storeys	53.6	54.6	21.7	1185
Upper	17-18 storeys	60.3	51.6	21.7	1120
	Tower J				
Lower	6-16 storeys	49.5	57.6	21.7	1250
	17-18 storeys	56.2	54.6	21.7	1185
Upper	19-20 storeys	66.5	51.6	21.7	1120

Physical Separation Per Tower

TOWER	Distance per Guidelines (m)
Tower D	
6-16 storeys	14.2
17-18 storeys	15.3
19-20 storeys	17.1
Tower E	
6-14 storeys	12.6
15-16 storeys	13.7
17-18 storeys	15.6
Tower F	
6-15 storeys	15.8
16-19 storeys	17.5
20-22 storeys	18.7
Tower G	
6-15 storeys	14.4
16-22 storeys	19.7
23-25 storeys	21.1
Tower H	
6-12 storeys	10.6
13-22 storeys	19.7
23-29 storeys	24.3
30-38 storeys	29.8
Tower I	
6-14 storeys	13.5
15-16 storeys	14.6
17-18 storeys	15.5
Tower J	
6-16 storeys	14.2
17-18 storeys	15.3
19-20 storeys	17.1

Physical Separation

Facing Condition	Distance per Guidelines (m)	Proposed Distance (m)
Parallel Condition		
Lower		
Tower D to Tower E	26.8	33.9
Tower F to Tower G	30.2	43.7
Tower G to Tower H	25	55.2
Tower I to Tower J	27.7	30.2
Tower D to Off-site (abutting Stirling Ave)	12.6	22.5
Tower E to Off-site (abutting Stirling Ave)	12.6	20.6
Upper		
Tower D to Tower E	32.7	33.9
Tower F to Tower G	39.8	43.7
Tower G to Tower H	52.3 (21.2+31.2)	55.2
Tower I to Tower J	32.6	38.6
Tower D to Off-site (abutting Stirling Ave)	17.1	22.5
Tower E to Off-site (abutting Stirling Ave)	15.6	20.6
Perpendicular Condition		
Upper		
Tower D to Tower F	35.8	30.3
Tower E to Tower F	34.3	38
Tower H to Tower I	46.7 (15.5+31.2)	43.1
Tower H to Tower J	48.3 (17.1+31.2)	46.2

Table Summary of Physical Separation Distances

11.5 Vehicular Access and Circulation

Inclusive Design – CW | DT | MTSA
Site Function – CW | DT | MTSA
Street Design – CW | DT | MTSA | TB
Streets & Open Space – TB

Blocks 4-7 have three vehicular accesses from Olde Fashioned Way, connecting to the parking garage entrances and drop-off locations between the tower groupings. The eastern entrance is aligned with the Block 2 P1 garage level entrance on Olde Fashioned Way, providing access to the parking garage entrances at the base of Buildings H, I and J. The central entrance is aligned with the terminus of Palmer Avenue, providing access to the parking garage entrances at the base of Building G. The western entrance is accessed from a private roadway extending from Olde Fashioned Way leading to the parking garage entrances at the base of Buildings D, E and F. Each entrance courtyard has a separate drop-off location and turnaround facilities accessing lobby entrances and garbage/loading functional areas between the tower groupings. All four vehicular entrances have access to the ground floor of the fully integrated parking garage with connections to the underground as well as to upper garage levels.

11.6 Pedestrian Access and Circulation

Inclusive Design – CW | DT | MTSA
Site Function – CW | DT | MTSA
Street Design – CW | DT | MTSA | TB
Streets & Open Space – TB

All seven buildings on Blocks 4-7 will connect into the public sidewalks on Olde Fashioned Way and the private roadway extension through building entrances situated close to the sidewalk edge. The residential lobbies are regularly spaced between the vehicular access points for purposes of maximizing separation of pedestrian and vehicular traffic and circulation. The Buildings I and J interface with the public park on Block 13 will be explored at the time of Site Plan Approval, which currently shows an on-site walkway lining the building length leading to the public sidewalk on Olde Fashioned Way.

Further to these principal pedestrian connections to the street, site walkways line the vehicular entrance driveways from Olde Fashioned Way and the private roadway. These minimum 1.5-metre wide walkways provide connections to functional areas internal to Blocks 4-7, including parking garage exit doors, indoor amenity areas, and indoor bike storage areas.

Detailed design of Site Plan Approval will address ensuring safe and comfortable movements to and through the Subject Site. Walkways will be designed for universal accessibility and distinguished crossings through surface definition will be explored. Emergency signage and infrastructure will be addressed at detailed design stage. Lighting elements will address appropriate lighting levels for safety in higher pedestrian areas.

11.7 Loading and Service Areas

Site Function – CW | DT | MTSA
Environment – TB

Loading and service functions are internalized in the development, away from the bounding public streets. Each of the towers is served by a dedicated loading space and a garbage/recycling room for residents within the building base accessed either from the internal site driveways from Olde Fashioned Way or from the private road. The blocks are sited to enable garbage trucks to easily maneuver for pickup within the planned internal driveways and do not impact municipal streets. Mechanical equipment and utility rooms are incorporated into the parking garage levels and rooftop spaces.

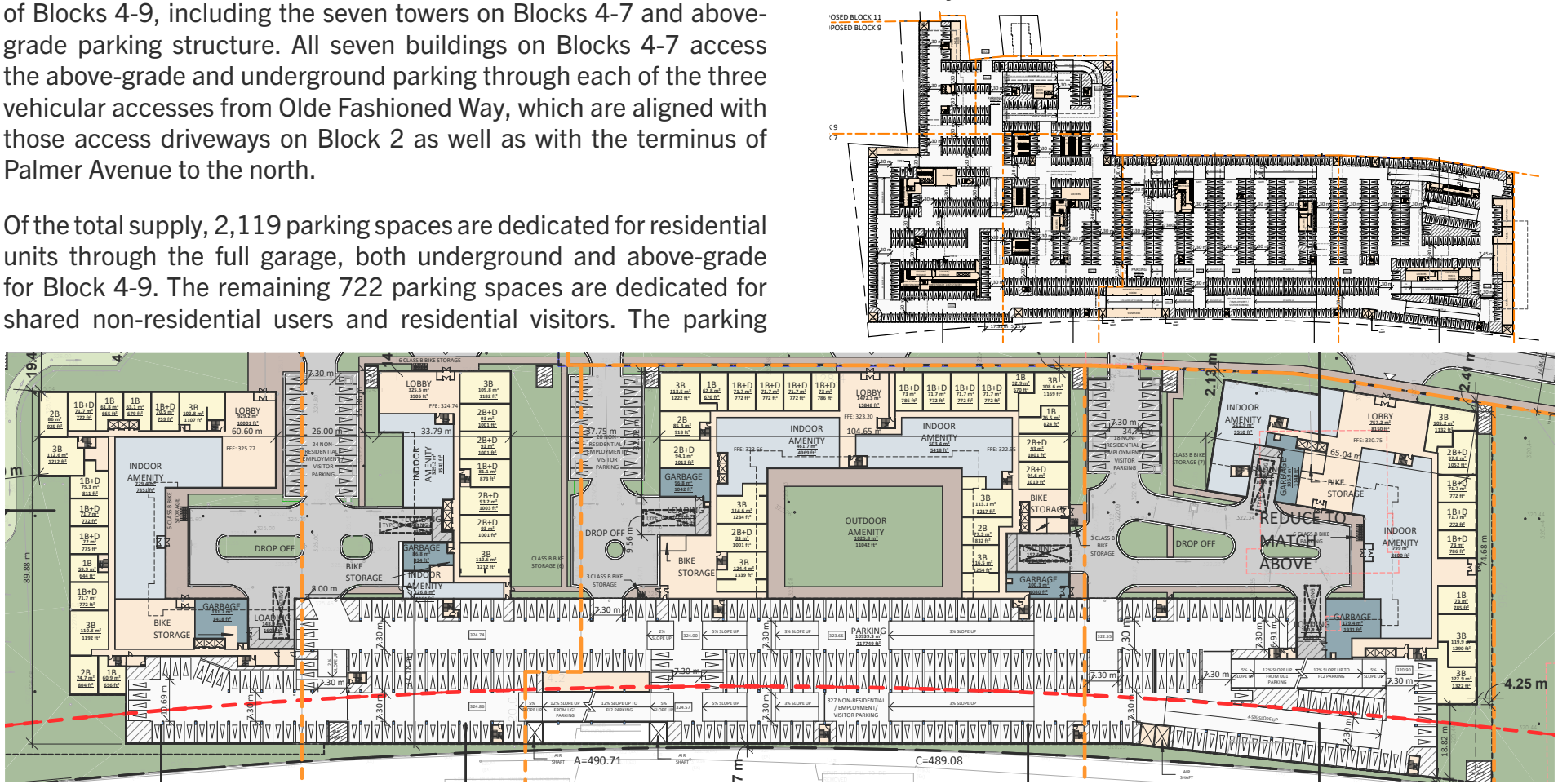
11.8 Parking

Inclusive Design – CW | DT | MTSA
Site Function – CW | DT | MTSA

All car parking is internalized within an integrated parking garage shared between the seven towers on Blocks 4-7 and two towers on Blocks 8-9. A four-storey above-grade garage contains 1,705 parking spaces along the southern boundary of Block 4, providing for a buffer from the abutting the CNR rail line. In addition to the four-storey above-grade parking garage, there is one level of underground parking containing 1,136 parking spaces which lies under the entirety of Blocks 4-9, including the seven towers on Blocks 4-7 and above-grade parking structure. All seven buildings on Blocks 4-7 access the above-grade and underground parking through each of the three vehicular accesses from Olde Fashioned Way, which are aligned with those access driveways on Block 2 as well as with the terminus of Palmer Avenue to the north.

Of the total supply, 2,119 parking spaces are dedicated for residential units through the full garage, both underground and above-grade for Block 4-9. The remaining 722 parking spaces are dedicated for shared non-residential users and residential visitors. The parking supply includes 40 barrier-free spaces that are generally distributed throughout all garage levels, situated close to the elevator bays on the respective floors for convenient access.

The proposed development satisfies the minimum indoor (Class A) and outdoor (Class B) bicycle parking spaces, containing 1,360 bicycling parking spaces. This total is principally comprised of 1,324 “Class A” indoor parking spaces are provided in secure storage rooms throughout smaller areas on the P1 and ground floor. The remainder is 36 “Class B” parking spaces in secure outdoor locations surrounding building entrances and along the streetscapes for easy access and circulation by visitors to the Site.



Layout of P1 Parking Level for Blocks 4-9 (above) and Ground Floor of the 4-storey Parking Garage (below)

11.9 Building Materials and Articulation

Design for Outdoor Comfort – CW | MTSA
Cultural & Natural Heritage – CW | MTSA | TB
Compatibility – CW | MTSA | TB
Built Form – CW | MTSA | TB

The proposed design uses a contemporary aesthetic blended with traditional, contextual inspirations when it comes to articulation and materiality. A common outcome of this development context has been the prevalence of the tower and podium building typology, where the lower portions of the building are expressed as one architectural component, and the tower as a second distinct vertical element. However, the proposed design is unified by a shared colour palette and materiality to establish balanced solid-to-glass proportions, window and entrance design, and aperture ratios and depths. The material strategy will be to utilize a palette that reflects robustness, durability, local character, and environmental performance. This aesthetic is achieved in a varied method throughout the different components of the buildings and between towers, per below.

Building Base

The podiums act as an anchor to the tower elements, located to frame and reinforce the street walls along Olde Fashioned Way and private road. The podiums along Olde Fashioned Way have been designed to provide an appropriately scaled transition to the adjacent uses, with setbacks for trees and planting that will establish a soft landscape treatment. The design emphasizes the use of red bricks (except for Buildings G and H), clear glazing with high ceilings and strategic arrangement of internal building uses to create a visual connection between the public and private realms. Transparent glass extends the height of the ground floor elevation interposed with lines of metal accents to demarcate divisions (horizontal and vertical). The main building entrances are clearly distinguished and are inset to provide weather protection for pedestrians. The ground floors will contain a mix of services, including privately accessed fitness rooms, multi-purpose rooms, and residential lobby areas. Projected balconies are proposed for all units within the building base at a regular interval along the elevations, contributing to vertical articulation of the buildings, adding visual interest and breaking down the apparent scale of the longer building elevations.

Tower

The towers designs incorporate horizontal and vertical accents to create visual interest and distinguish the buildings. For Towers F, G and H have rhythmic modularity defined by window openings in contrasting colours, projected balconies regularly spaced on all elevations. The distinction between the tower stepbacks is further accentuated through changes in the composition of materials and building articulations such as by providing a continuous glazed curtain wall with narrow vertical lines of metal accent to demarcate divisions. They also give a depth to the façade to create a more visually interesting external skin to the building.

The façade design of Towers E&D and I&J situated on the east and west ends of the southern blocks are similar, featuring a three-tier volumetric massing (red brick cladding for base, lighter colour exterior façade for lower tower and a darker colour for the upper tower) with balconies at regular intervals of varying sizes corresponding to smaller to bigger dwelling units. Balconies are encased with light colour vertical bands alternating with window openings that are grouped together with a darker cladding material, contributing to the vertical definition of the tower design. The uppermost portion of the tower is designed with further stepbacks and is distinguished in a refined manner with transparent glass exterior that appears to be ‘interlocking’ with the lower tower which helps to break up massing and provide the illusion of multiple buildings.

Tower Top

The rooftop finish of each of the tower mechanical penthouses is stepped back from the tower portion of the building along to reduce the building profile. The mechanical penthouse has been designed to appear as an extension of the principal tower.

Rendering of Buildings G & H, as seen from Olde Fashioned Way

Rendering of Buildings E & F, as seen from private road

11.10 Block Landscaping

Inclusive Design – CW | MTSA
Street Design – CW | MTSA | TB
Streets & Open Space – TB

Olde Fashioned Way provides the public street edge for the Blocks 4-7 development. The building massing of the seven buildings on Blocks 4-7 reinforces an urban streetscape character to this public street, with buildings positioned close to the sidewalk edge but with variation and recession of portions of the built form to provide relief. Olde Fashioned Way's landscape design as well as the design of the landscape spaces on Blocks 4-7 facing the street will be determined at the time of Site Plan Approval. The public realm, while not fully designed at this stage, is conceptually illustrated in the Site Master Development Plan and renderings, and demonstrates that the desired human-scaled, varied and visually appealing streetscape can be achieved.

Lighting elements at the time of detailed Site Plan Approval design will address appropriate lighting levels for safety in these higher pedestrian activity areas. Water-efficient and drought-tolerant species will be incorporated into the landscape plans at the time of Site Plan Approval, including the consideration of rainwater collection and re-use as warranted and appropriate.

11.11 Amenity Areas

Shared Spaces – CW | MTSA | TB

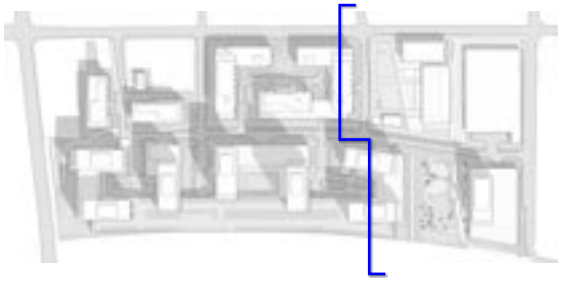
The proposed public park on Block 13 and urban plaza on Blocks 1 provide the main recreation spaces for residents and employees on the overall Site. Complementing the function of these spaces, the Blocks 4-7 buildings contains a series of private amenity spaces for building residents and visitors. An at-grade landscaped courtyard space is provided between Buildings G and H with indoor amenity area facing this landscaped outdoor space. The connecting podium for all seven buildings provides opportunities for rooftop terraces for formal amenity space for residents. As well, balconies throughout the seven buildings provide additional amenity space for individual units. The size and configuration of these balconies varies depending on the context, including smaller recessed balconies and longer hanging balconies. The design details of these spaces will be determined through the Site Plan Approval process.

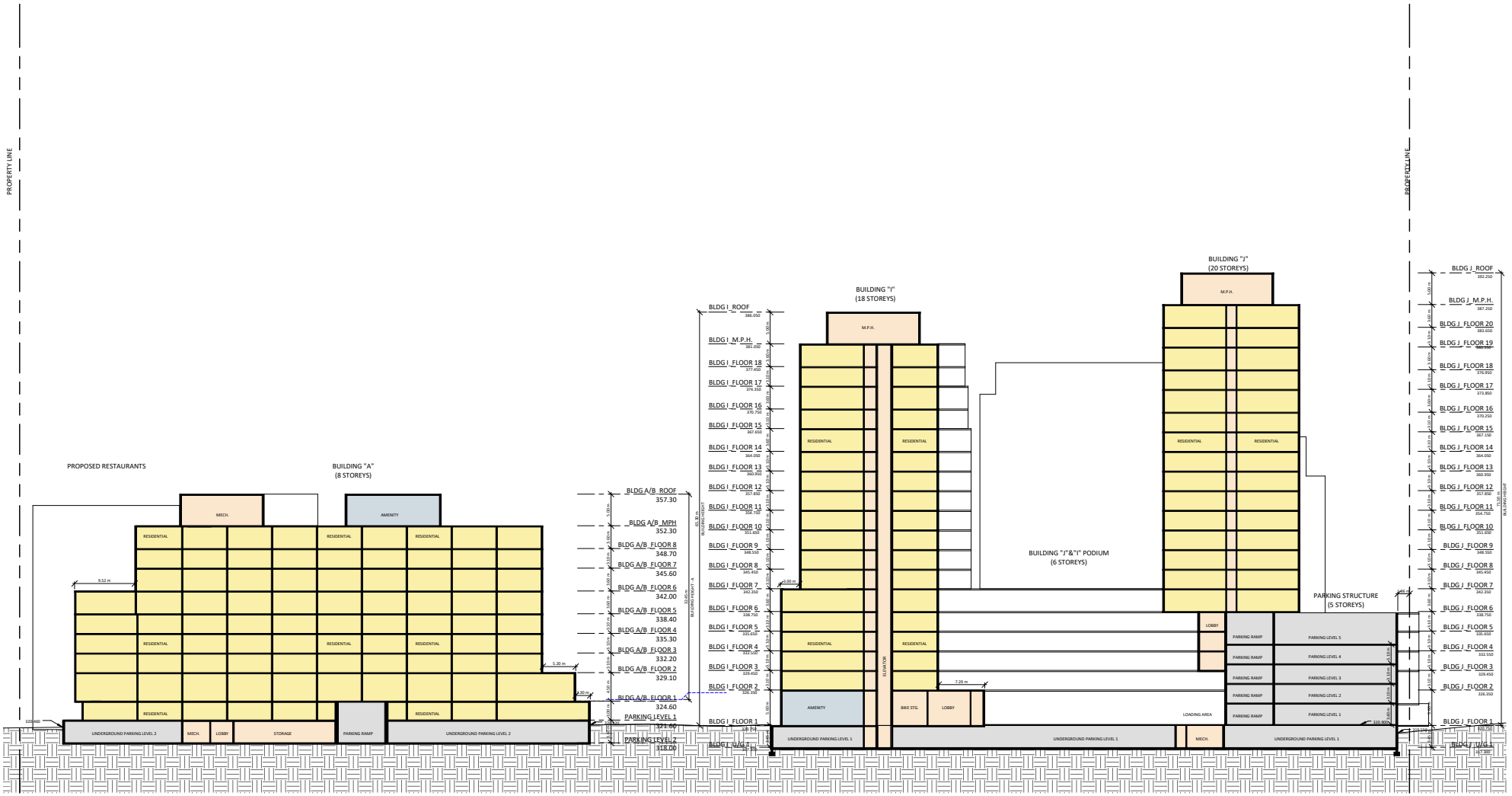
11.12 Microclimatic Impact Analysis

Design for Sustainability – CW | MTSA
Environment – TB

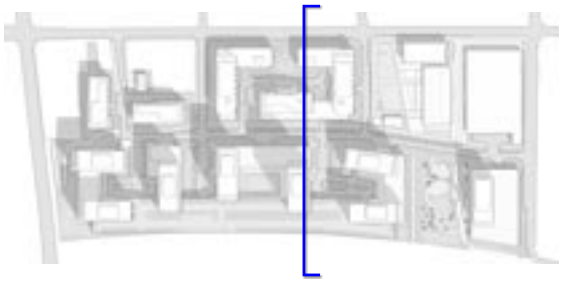
Shadow Analysis

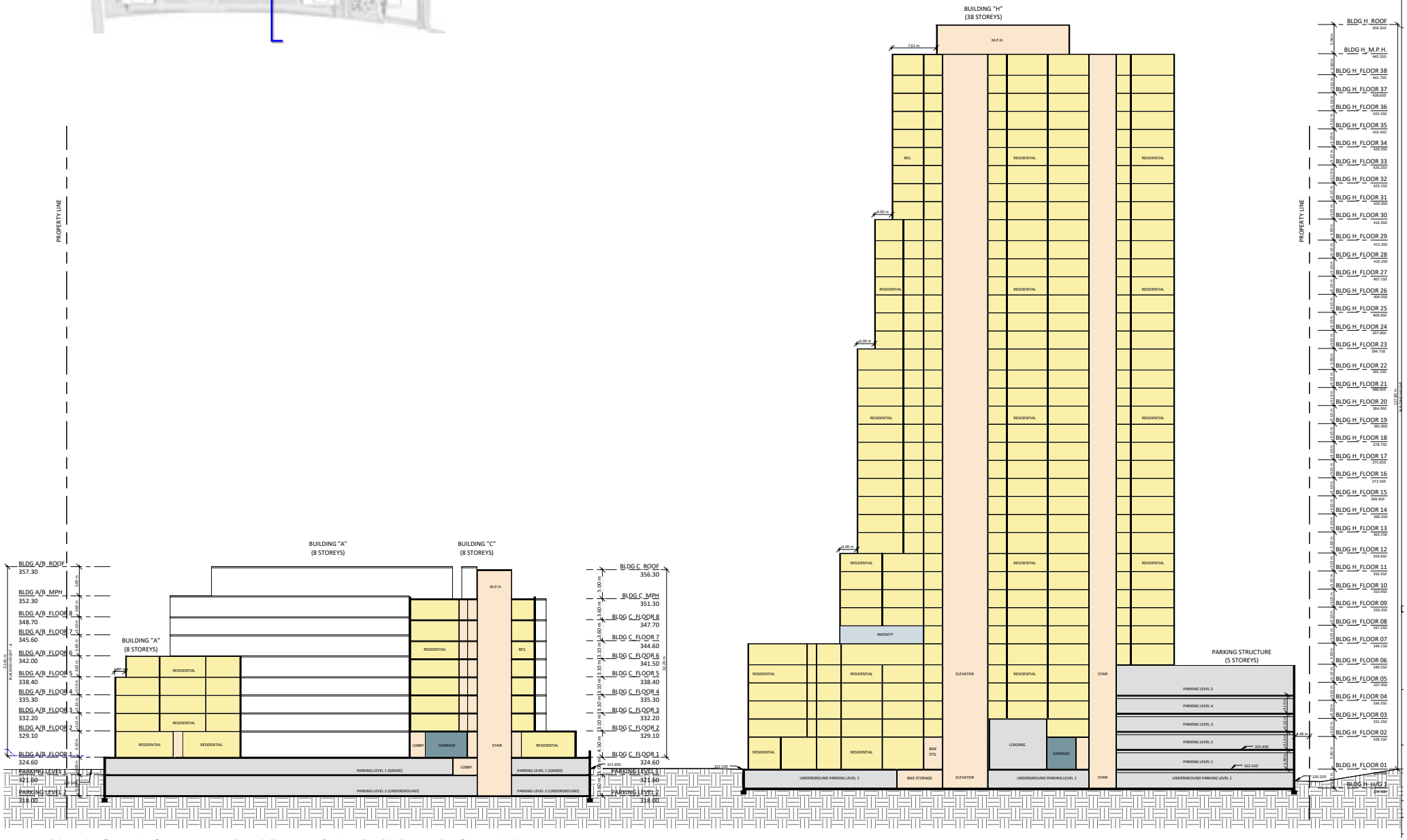
The shadow impact assessment is contained in Appendix A of this Urban Design Report.



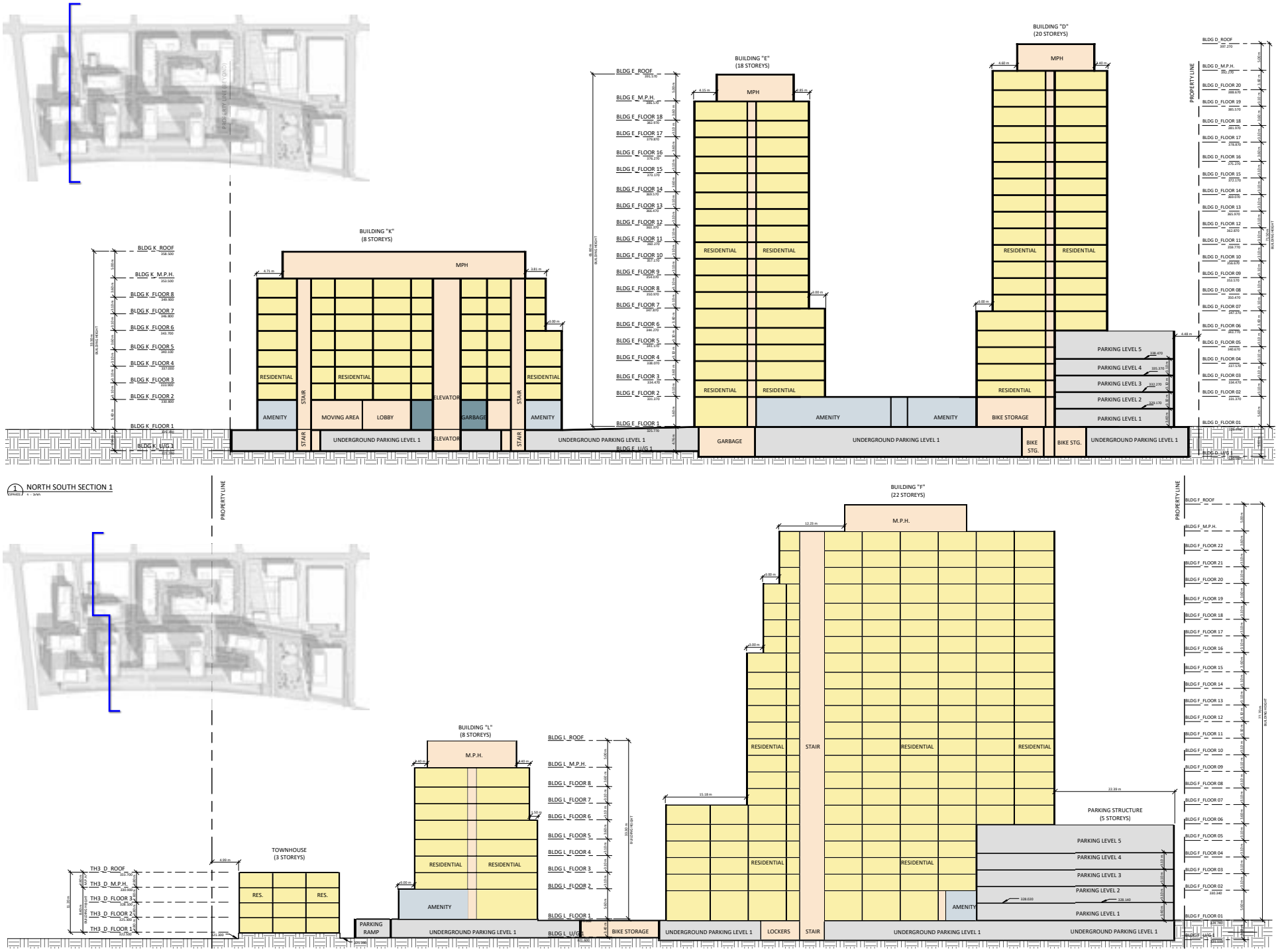


North-South Cross-section Views of the Buildings A, I and J

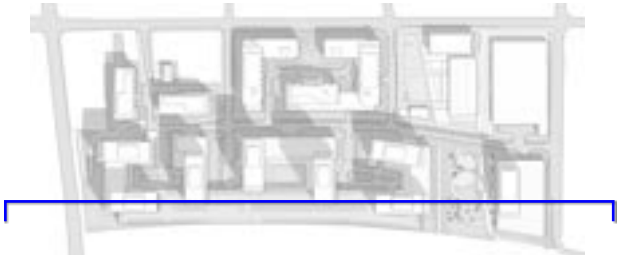


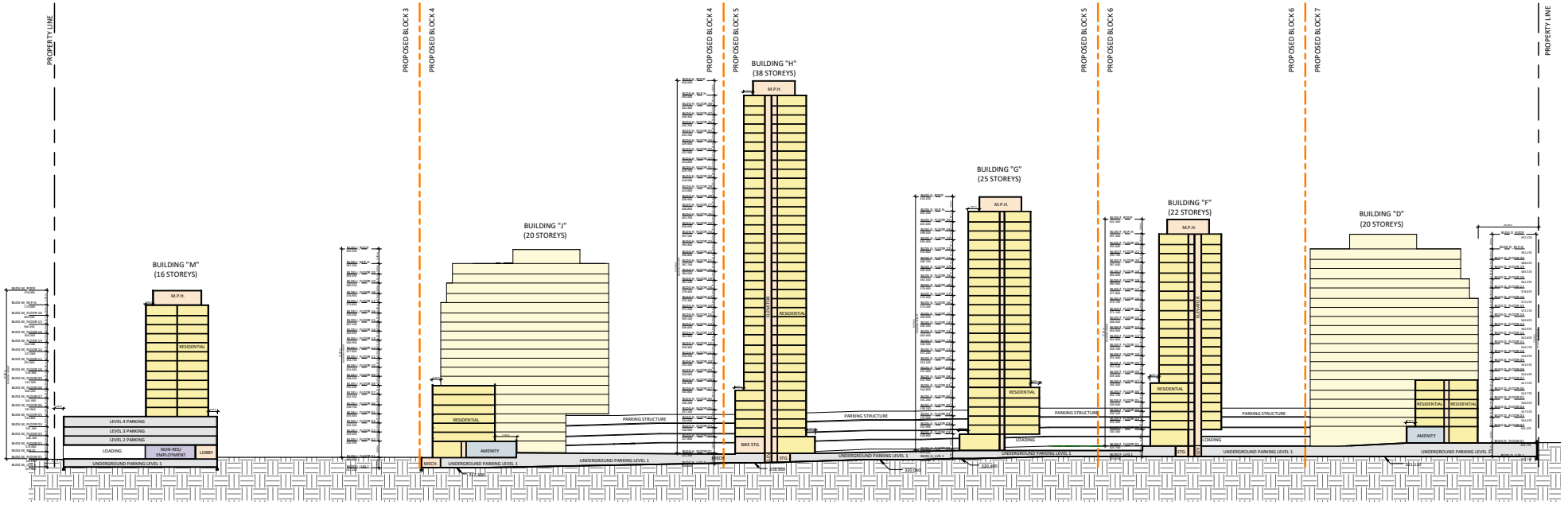


North-South Cross-section Views of the Buildings A, C and H



North-South Cross-section Views of the Buildings K, E and D (top) and Townhouse Block, Buildings L and F (bottom)





East-West Cross-section Views of the Buildings M, J, G, F and D

12. BLOCKS 8 ,9, 10 & 11 DESIGN OVERVIEW AND RESPONSE

Mid-Rise Multiples

Blocks 8 and 9 are 0.28 hectare and 0.39 hectares in size, situated north of private road leading from Olde Fashioned Way. Two eight-storey residential buildings, Buildings L and K are proposed on Block 8 and Block 9,respectively. They are arranged to line the private driveways from Olde Fashioned Way and Vernon Avenue. Both Blocks 8 and 9 will be served by an underground parking garage.

The small 0.03-hectare Block 11 north of Building K with frontage on Courtland Avenue is reserved as a future development block and could be developed with Block 9 on the site or could be consolidated with other landholdings on Courtland Avenue if such a situation presents.

The 0.06-hectare parcel Block 10 north of Building L is intended for a small block of three-storey townhouses with access from Vernon Avenue.

Rendering of Buildings L and K as seen from private road

12.1 Ground Floor Design

Inclusive Design – CW | MTSA | MRB
Compatibility – CW | MTSA | MRB
Built Form – CW | MTSA | MRB

The mid-rise buildings on Blocks 8 and 9 are stand-alone residential buildings with a floor-to-floor height of 5.6 metres to accommodate internalized loading areas and flexibility of different activities. The ground floor is designed with grade-related dwellings units and indoor amenity spaces lining the multi-use pathway, and ample glazing to provide clear views into and out from ground floor uses facing the public realm along the private road. This promotes a safe and animated streetscape. The building base is setback from the street edge to accommodate landscape areas with tree planting. This will serve as transitional space between the multi-use pathway and the building interior to provide privacy.

There are three townhouse units arranged to line Vernon Avenue. The main entrance doors to each unit are accessed from individual driveways with sufficient space for soft landscaping and tree planting. The ground floor plane will include windows and doors, and porches may be considered. These details will be explored and detailed through the Site Plan Approval process.

12.2 Building Form Design

Placement and Orientation

Building K is positioned parallel to the private road, an extension of Olde Fashioned Way and Building L is oriented north-south, positioned parallel to the internal driveway shared between Blocks 8 and 9. Building L is setback 3 to 7 metres from the edge of the multi-use pathway. A 10.3-metre setback is provided from the building base to the property line abutting the existing detached dwellings along Palmer Avenue and Courtland Avenue and a 10-metre setback is provided from the building to the street edge along Palmer Avenue.

Building K is setback 7.8 to 12.5 metres from the west property line, to respect the interface with the existing Automobile sales building and provides appropriate transition. These setbacks are intended to animate the street while providing sufficient space for landscaping.

Building Length

Buildings K and L are 57 metres long and the townhouse block is 18.9 metres long in keeping with the guidelines.

Height

Building K and L are eight-storey buildings, measuring 33.3 metres in height in keeping with Medium Intensity Mixed Use designation of the PARTS Rockway Plan and providing opportunities for a more appropriate fit to abutting low-rise dwellings on Palmer Avenue and Courtland Avenue

Upper Storeys

Upper storey stepbacks for Buildings K and L are focused along abutting interfaces to Buildings E and F, to the three-storey townhouse block to the north and along Palmer Avenue. Building K steps back 3 metres from the sixth storey and 3.8 metres from the mechanical penthouse level. Building L steps back 3 metres from the second storey and 1.5 metres from the sixth storey and 2.4 metres from the mechanical penthouse level.

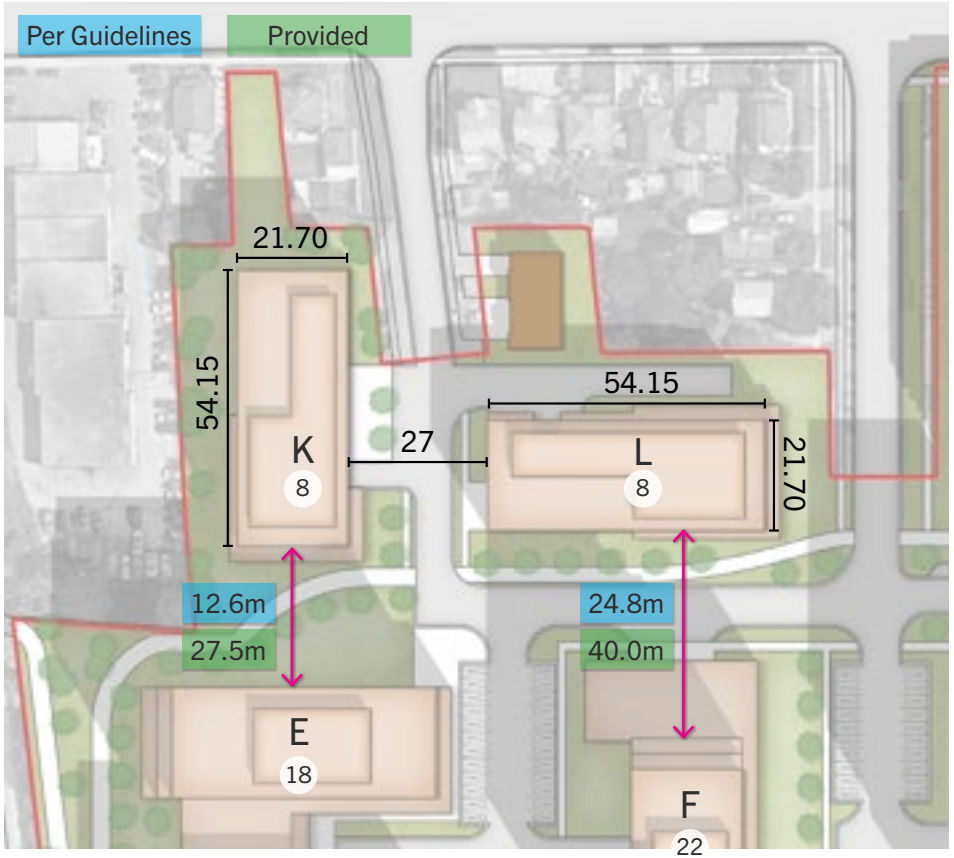
Relative Height, Separation and Overlook

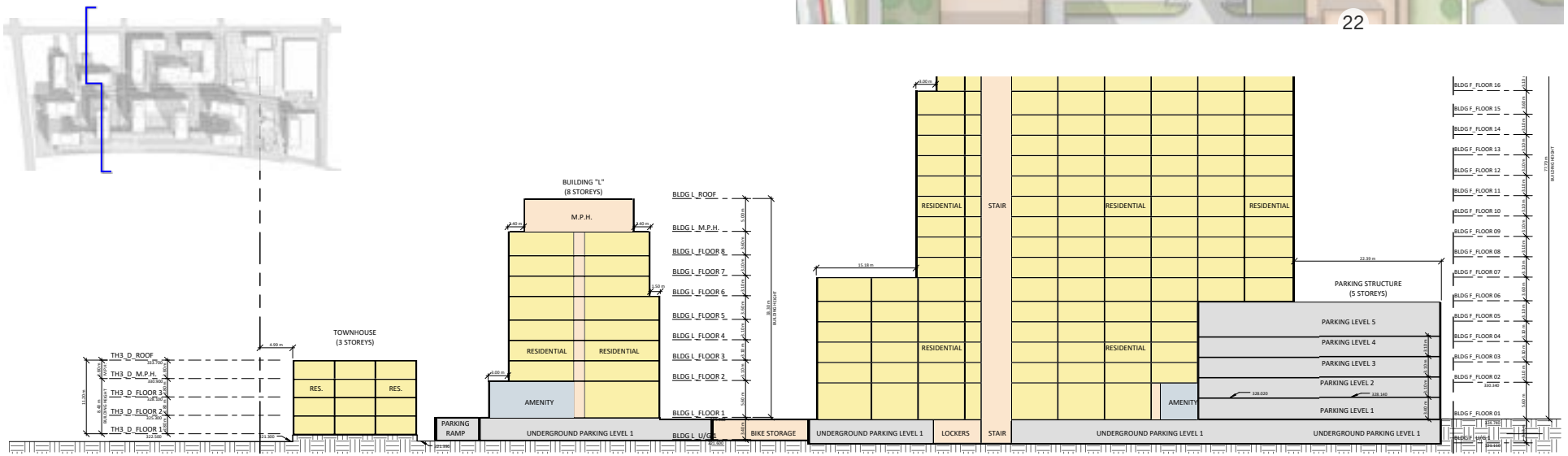
For Block 8 and 9, the Mid-Rise Building Guidelines suggest considering the contextual relationship to tall building form Blocks 6 and 7 as it relates to Relative Height, Separation and Overlook. Buildings E and F on Blocks 6 and 7 have an interface with Blocks 8 and 9 for these considerations.

For Relative Height, the 8-storey height of the Blocks 8 and 9 designs are 36% to 44% of the height range of the Blocks 6 and 7 tall buildings.

For Overlook, Buildings E/K and Buildings F/L have minor overlaps in a perpendicular relationship. This overlap is further mitigated by the use of stepbacks and exclusion on balconies for the upper storeys for Buildings K and L as well as the exceedance of the Physical Separation distance.

For Physical Separation, all the suggested Physical Separation between the mid-rise buildings of Block 8/9 and the tall buildings on Block 6/7 satisfies and meets the recommended design guidance for Tall Buildings. All building relationships exceed the Physical Separation respective distance.





North-South Cross-section Views of Townhouse Block, Buildings L and F

12.3 Vehicular Circulation

Inclusive Design – CW | MTSA | MRB
Site Function – CW | MTSA | LRCMUB
Street Design – CW | MTSA

Vehicular access to Blocks 8 and 9 is provided by a private driveway linking to the private road extending from Olde Fashioned Way. The internal driveway access connects to the drop-off location between the buildings, access to the loading areas as well as to the underground parking garage situated behind Building L. Additional access is provided by way of Vernon Avenue, which will connect to an underground parking level.

12.4 Pedestrian Circulation

Inclusive Design – CW | DT | MTSA
Site Function – CW | DT | MTSA
Street Design – CW | DT | MTSA | TB

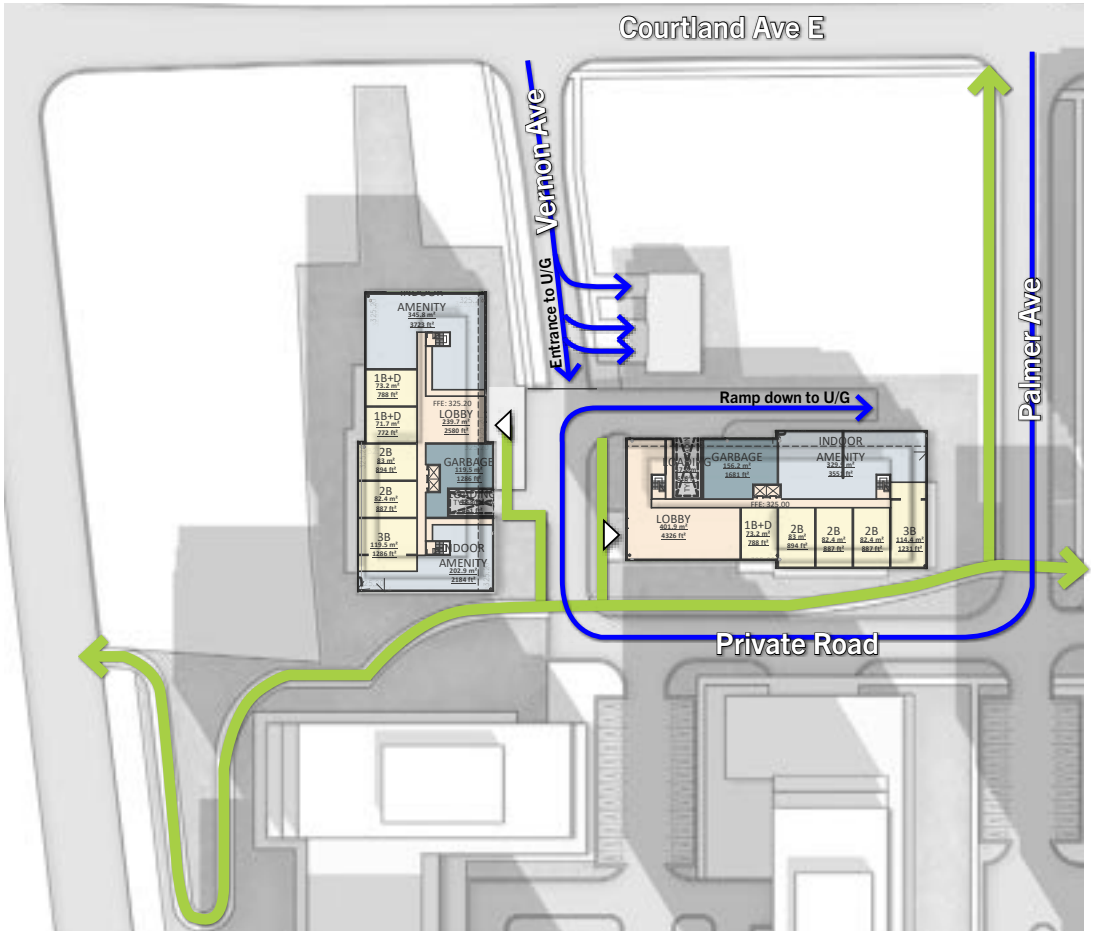
The main residential entrances to the Buildings K and L on Blocks 8 and 9 will connect to the multi-use pathway along the private road extending to Olde Fashioned Way. The townblock on Block 10 is accessible from the Vernon Avenue public sidewalk.

12.5 Parking and Loading

Site Function – CW | MTSA | MRB

Parking for Blocks 8 and 9 are accommodated within the underground parking garage. Loading and service functions are internalized in the development, away from the bounding public streets. Parking for the townhouse block have an individual driveway and an integrate parking garage on the ground floor.

Pedestrian and Vehicular Circulation Routes



12.6 Building Materials and Articulation

Design for Outdoor Comfort – CW | MTSA | MRB
Compatibility – CW | MTSA | MRB
Built Form – CW | MTSA | MRB

All three buildings share a common architectural aesthetic, contextually-inspired materiality and textures with contemporary finishes. Buildings L and M share similar exterior design. The mid-rise building masses are well-articulated, both horizontally and vertically, with a variety of means. This includes considerations

for recessions and projections of the building envelope with a regular rhythm of divisions along the street as well as architectural touches related to changes in materials and colours, balcony design, and supporting architectural features. The indoor amenity spaces on the ground floor level consist of transparent glass that extends the height of the ground floor elevation interposed with lines of metal accents to demarcate divisions (horizontal and vertical), intending to the anchor the building while the upper storeys are differentiated with white and grey masonry cladding which adds prominence to the paired balconies and window openings. Horizontal articulation includes differentiation of materials on the uppermost portion of the building with narrow vertical windows spaced closely which gives the appearance of a transparent glass wall. The mechanical penthouses of each of the buildings are largely clad with light coloured pre-cast panels consistent with the remainder of the building architecture for the enclosed mechanical and service areas on the rooftop.

For the townhouse block, brick will be used as the principal material tying to the prevailing neighbourhood palette. All elevations will be treated with a high degree of articulation, recognizing an emphasis on the elevation containing the primary building entrances which will be articulated with canopies and/porches. Windows and doors are composed with a regular rhythm along the building length and end to the extent possible. Distinguished horizontal lines will be proposed throughout the building elevations to provide vertical distinction between the storeys.

Details of the building designs and materials will be further developed during the site plan process.

Rendering of Building L in relationship with Buildings F and E as seen from private road

12.7 Block Landscaping

Inclusive Design – CW | MTSA | LRCMUB
Street Design – CW | MTSA
Shared Spaces – LRCMUB

The edges of the blocks will incorporate enhanced greenspaces for residential entrances, as well as a unified urban design vocabulary to generate pedestrian activity, programmed for animation and all-seasonal interest. The buildings designs will include pedestrian protection from weather elements through extended overhead canopies at grade, strategically placed and designed; barrier-free pedestrian paving design accessing building entrances and a variety of plantings to provide year-round visual interest. In addition, there will be a high concentration of windows and entrances along the private road and along Palmer Avenue streetscape to further activate the streets and provide visual interest. Decorative paving materials are proposed along the building edges to create a unique pedestrian experience on-site and in addition, will assist with the reduction of heat islands. The use of distinctive coloured and textured paved materials will also ensure a seamless transition from the public to the private realm, allowing for barrier-free movement, where feasible.

12.8 Amenity Areas

Shared Spaces – CW | MTSA | LRCMUB

Buildings K and L include indoor amenity spaces located on the ground floor. These areas will function as multi-use common areas that can be programmed for different events/functions. This space is intended to be highly visible and transparent in order to provide animation along the adjacent public realms. Buildings K and L include indoor amenity spaces located on the ground floor. These areas will function as multi-use common areas that can be programmed for different events/functions. This space is intended to be highly visible and transparent in order to provide animation along the adjacent public realms. In addition, each dwelling unit will have access to private outdoor amenity space in the form of a balcony. These balconies are further proposed to provide for varying depths, accommodating a variety of programming and use.

13. SUSTAINABLE DESIGN

Design for Sustainability – CW | DT | MTSA
Environment – TB

Sustainable design entails a comprehensive, holistic approach to the design, construction, operation and maintenance of sites and buildings. While LEED or another rating system is not being targeted for the project, utilizing individual sustainability techniques, whether individually or as a group, are encouraged. Sustainability comes at three general levels: the neighbourhood, site, and building levels of design.

Neighbourhood Level Considerations

Neighbourhood-level sustainability comes from features or contextual situations that are naturally inherent from the Site. At the neighbourhood level, many sustainable benefits are inherent within the proposed redevelopment, including:

- Remediation and redevelopment of a brownfield site within the existing fabric of Kitchener's Rockway area.
- Accommodation of different lifestyle needs for residents with a range of different housing types, forms and sizes.
- Provision of a complete neighbourhood with a potential for a mix of residential, commercial, community, and recreational activities.
- Provision of a compact neighbourhood with built form densities that efficiently use land and support rapid and local transit uses.
- Interconnected system of sidewalks, walkways, multi-use trails, on-street bicycle facilities, and open spaces that promote opportunities for active transportation choices.

Site Level Considerations

Site-level sustainability comes from the arrangement and design of the Site's spaces and functions, outside of buildings. For designing the Site's outdoor areas and functions at the more detailed stages of development, the following should be explored:

- Maximize the use of structured parking facilities (either underground or above ground) versus surface parking areas.
- Divide larger surface parking areas with landscaped areas to minimize impervious surfaces.
- Use permeable or pervious surface materials for surface parking areas.
- Use high albedo surface materials on surface parking areas, such as concrete or light coloured asphalt, to minimize heat absorption.
- Use deciduous trees in strategic locations surrounding buildings to provide natural shading.
- Select native species of plants that are hardy, salt tolerant, and sustainable in an urban environment.
- Use structural soils for street planting to establish a healthy canopy of trees along all streets over time.
- Use a diversity of street tree species to avoid a monoculture that may be susceptible to disease.
- Use xeriscape planting practices, including the use of drought-tolerant plant species, to avoid the need for irrigation systems and maximize water conservation efforts.
- Consider landscape schemes that use groundcover plants and mulching of plantings beds to reduce weeds and maintain soil

moisture, in lieu of sod that would require intensive watering and maintenance.

- Incorporate opportunities for utilizing non-potable water sources where irrigation is required, such as roof capture, in combination with efficient, centralized drip irrigation systems.
- Utilize rainwater practices for ground infiltration where re-use is not needed, such as permeable surfaces, drainage swales, infiltration trenches, or soakway pits.
- Undertake lighting plans that ensure a uniform level of lighting across the Site, accent pedestrian activity areas, and utilize energy efficient fixtures.
- Consider incorporating alternative roof designs and use (green roofs, blue roofs, or white roofs) on large exposed roofs of buildings, which may include above-grade parking structures or retained employment buildings.

Building Scale Considerations

Building-level sustainability comes from both exterior and interior design and finishes, recognizing the planning process concerns itself principally with the form. For laying out and designing buildings at the detailed stages of development, the following should be explored:

- Maximize the amount of north-facing building exposures which provide diffuse daylighting and south-facing passive solar heating opportunities
- Optimize energy efficiency within the building to exceed the minimum requirements of the Ontario Building Code.
- Incorporate indoor water design measures that satisfy, and exceed where possible, the Ontario Building Code in terms of water efficiency and the use of water efficient fixtures for the building.
- Balance the wall-to-window ratio between interests of energy efficiency and urban design objectives for visibility and transparency.
- Maximize the amount of natural daylighting into building interiors to minimize energy use.
- Maximize the use of passive ventilation opportunities through building design to reduce energy requirements.
- Incorporate interior controls for climate and lighting that can be tailored to individual building users to optimize energy requirements.
- Incorporate internal areas for the collection and sorting for garbage, recyclables, and organic waste.
- Implement construction waste management plans that divert most construction waste from the landfill stream.
- Establish minimum thresholds for use of reused, recycled, or reclaimed materials in construction practices.
- Select materials on those that are regionally sourced and those that are renewable.
- Prioritize the selection of low-emitting materials through the interior design process in interests of quality indoor air quality.
- Implement a Transportation Demand Management plan for the building in keeping with TDM guidelines above.
- Consider incorporating alternative roof designs and use (green roofs, blue roofs, or white roofs) on large exposed roofs of buildings, which may include above-grade parking structures or retained employment buildings.

Transportation Demand Management

The Site inherently supports movement by transit and active modes given its advantages related to proximity to ION Stations, bus routes and Iron Horse Trail, the proposed compact and mixed-use nature of the development, and new public sidewalks, walkways, and bike

routes through the Site. The proposed development plan will include bicycle parking spaces (indoors and outdoors) as part of all residential and non-residential buildings and shower and change facilities within the non-residential buildings, which are both Transportation Demand Management (TDM) measures to reduce car travel needs. Minimum requirements for both measures are included with the proposed zoning for the Site.

These TDM measures support the minimum parking rates in the proposed zoning which are set below the current rates in Kitchener's By-law 85-1 (and in-line with those in the CROZBY by-law). Development providing the minimum parking rates should be encouraged as a further TDM measure, particularly given proximity to rapid transit options in the immediately surrounding area.

Further to these TDM measures regulated through zoning, other measures should be explored at the time of detailed design. Such TDM programs for buildings or grouping of buildings include such measures as shared parking between different land uses, Travelwise memberships, car share programs, TDM coordinator and support programs, unbundled parking, and paid parking.

14. SUMMARY AND CONCLUSIONS

The redevelopment of the 10.4-hectare former Schneiders property provides an opportunity to create a new higher density, mixed use neighbourhood in close proximity to two ION Rapid Transit stations. The site development strategy generally follows the land use and urban design direction of the recent PARTS Rockway Plan, and implements Provincial, Regional and Local land use policies.

The Master Plan illustrates the extension of local streets into the Site to connect the 'old' and 'new', Three buildings are being retained as an employment and commercial hub, with a new urban plaza located along Kent Street as the focal and meeting point for the neighbourhood. A new public park is being created and a multi-use trail established. A variety of mid-rise and high-rise residential buildings are proposed with lower buildings on the northern and western edge, and high-rise buildings with a four-storey parking structure along the railway. This layout achieves a compatible arrangement with adjacent neighbourhoods.

The "Design for Tall Buildings" Guidelines provide additional direction for the high-rise component of the neighbourhood. The Master Plan demonstrates general compliance with the guidelines through building bases and tops, variation of heights, provision of courtyards and amenity areas, quality streetscape, compatibility, microclimate and sustainability. The three pairs of high-rise buildings do have varying degrees of overlap between buildings, however this is common in high density neighbourhoods. Each pair of buildings has significant separation between them (26 to 38 metres) to afford privacy, and the pairing of buildings creates courtyards and private amenity rooftop areas.

This Master Plan demonstrates the appropriateness of the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision. Further urban design and architectural refinement will be made at the Site Plan Approval stage.

15. ADVISORY NOTES ON USE OF GUIDELINES

This concepts, images and illustrations in the Site Development Master Plan & Block Design Guidelines are intended to convey the overall broader vision for the Site. They are not intended for construction and therefore may not reflect the final product constructed, but rather the Guidelines are meant to illustrate the stated design approach for the redevelopment of the Site to be implemented through the Site Plan Approval process per City of Kitchener requirements.

They recognize the need for balance between design expectation at this point time in the process and flexibility of application to adjust to innovative design ideas, market conditions and envisioned built form that may also meet the broader design goals and City design policy. The images and concepts supporting the Guidelines are meant as general illustrations demonstrating the intent of the design guidance and should be read and applied as such.

APPENDIX A: SHADOW STUDY

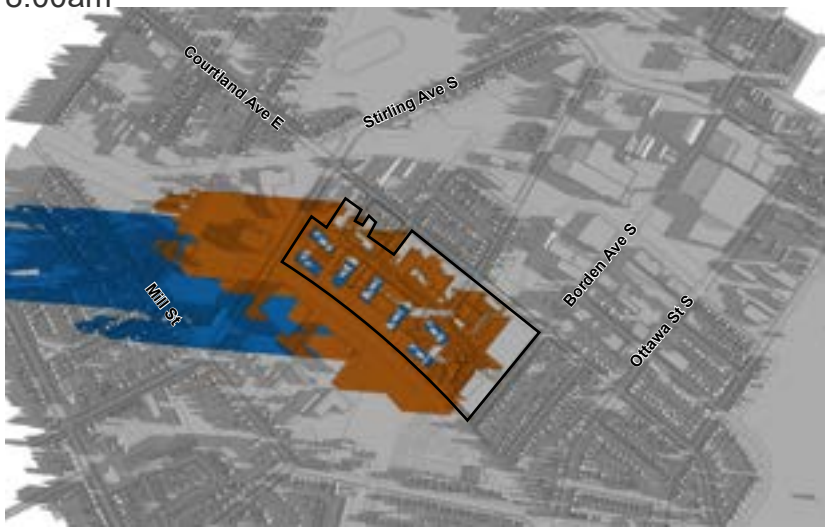
A Shadow Analysis was prepared for the site (GSP Group, April 2023 – Appendix A) for the test dates of June 21st, September 21st, and December 21st. The analysis demonstrates that shadows are generally contained within the site and do not significantly impact the private outdoor spaces of adjacent neighbourhoods. Within the site, the proposed public park and plaza have substantial parts in full sun for most of the test times. Public streets have varying degrees of shadows.

For the June 21st test date, conditions are favourable throughout the day. Olde Fashioned Way has intermittent shadows as a result of the towers during the 12:00 and 2:00 pm test times, but these shadows are narrow and move throughout the day. A limited number of neighbouring low rise residential properties to the southeast are only impacted after the 6:00 pm test time, therefore enjoying full sunlight for most of the day. The urban plaza and public park are unaffected during the 10:00 am, 12:00 pm and 2:00 pm test times.

For the September 21st test date, Olde Fashioned Way has no shadow impacts during the 10:00 am test time, but it has a more significant impact during the 12:00 pm test time. Around the 2:00 pm test time, shadows from the towers are intermittent along Olde Fashioned Way due to the narrow shape of the buildings, letting a significant amount of sunlight to pass through. The urban plaza and public park are unaffected during the 10:00 am, 12:00 pm and 2:00 pm test times.

MARCH 21

8:00am



9:00am

10:00am

11:00am

GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

N

Shadow Impacts

Source: City of Kitchener Downtown Model (2016)

MARCH 21

12:00pm

1:00pm

2:00pm

3:00pm

GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

N

Shadow Impacts

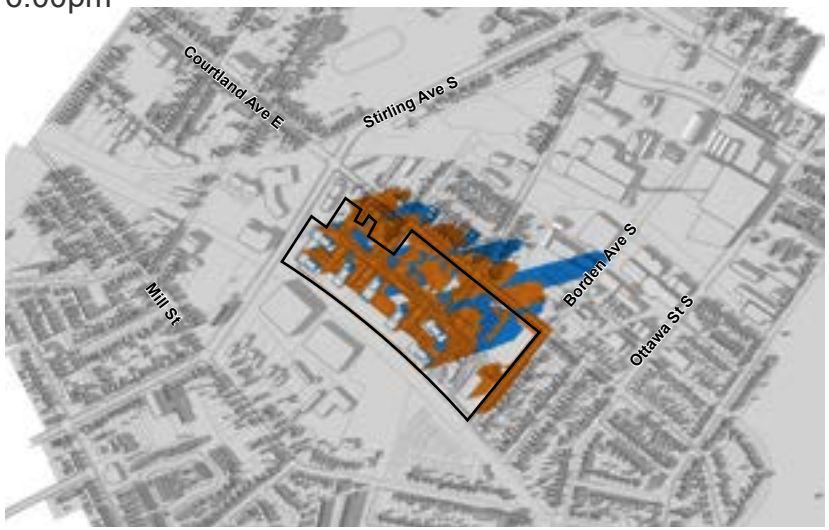
Source: City of Kitchener Downtown Model (2016)

MARCH 21

4:00pm

5:00pm

6:00pm



GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

N

Shadow Impacts

Source: City of Kitchener Downtown Model (2016)

JUNE 21

8:00am

9:00am

10:00am

11:00am

GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

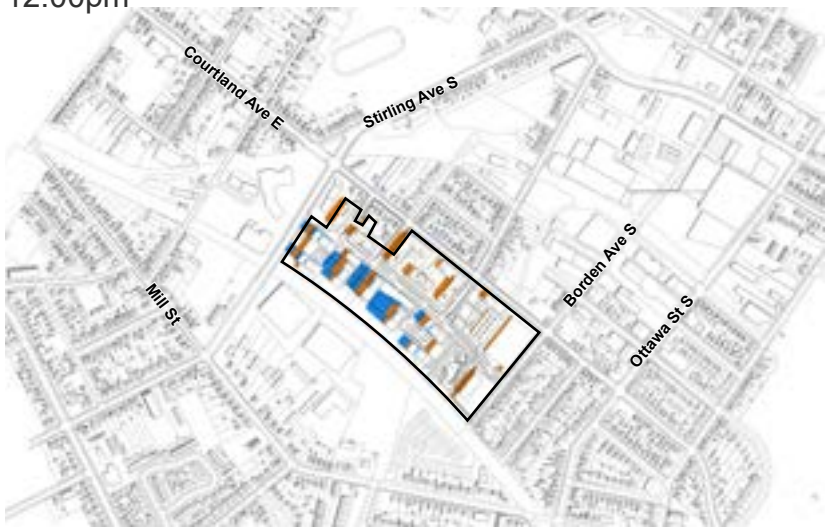
N

Shadow Impacts

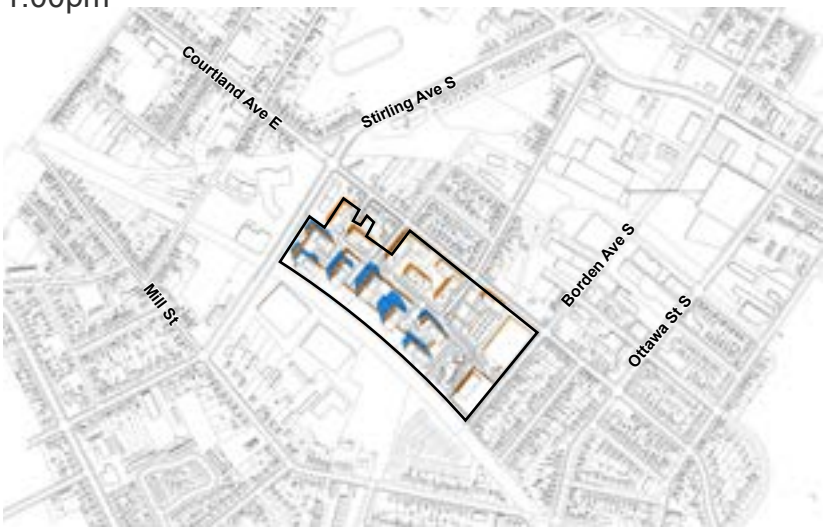
Source: City of Kitchener Downtown Model (2016)

JUNE 21

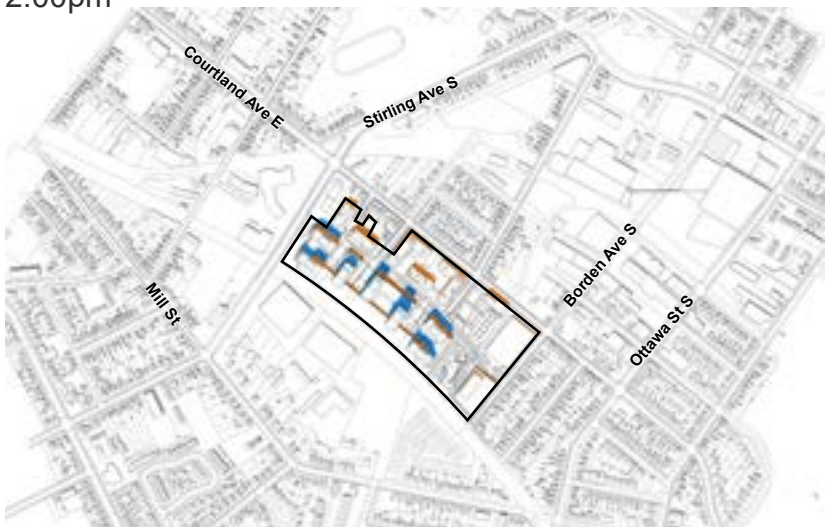
12:00pm



1:00pm



2:00pm



3:00pm

GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

N

Shadow Impacts

Source: City of Kitchener Downtown Model (2016)

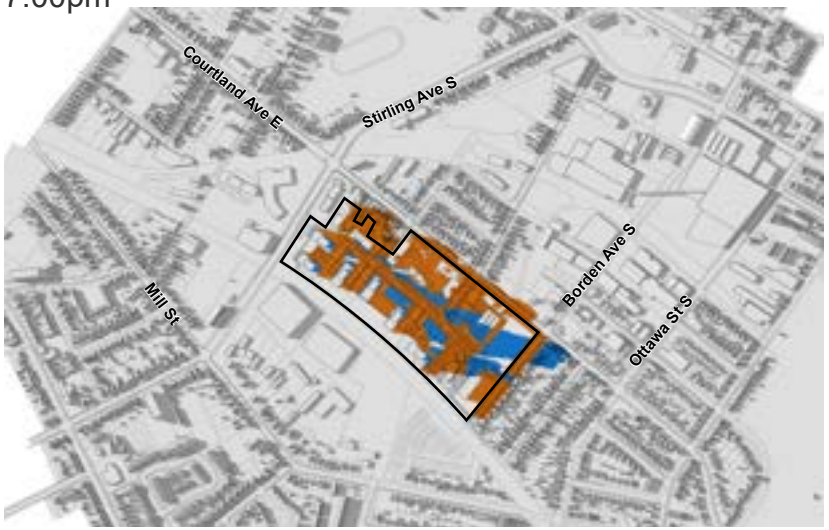
JUNE 21

4:00pm

5:00pm

6:00pm

7:00pm



GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

N

Shadow Impacts

Source: City of Kitchener Downtown Model (2016)

SEPTEMBER 21

8:00am

9:00am

10:00am

11:00am

GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

N

Shadow Impacts

Source: City of Kitchener Downtown Model (2016)

SEPTEMBER 21

12:00pm

1:00pm

2:00pm

3:00pm

GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

N

Shadow Impacts

Source: City of Kitchener Downtown Model (2016)

DECEMBER 21

9:00am

10:00am

11:00am

12:00pm

GSP group

Shadows - Mid Rise (1-8 Storeys)

Shadows - Tower (9+ Storeys)

N

Shadow Impacts

Source: City of Kitchener Downtown Model (2016)


GSP
group