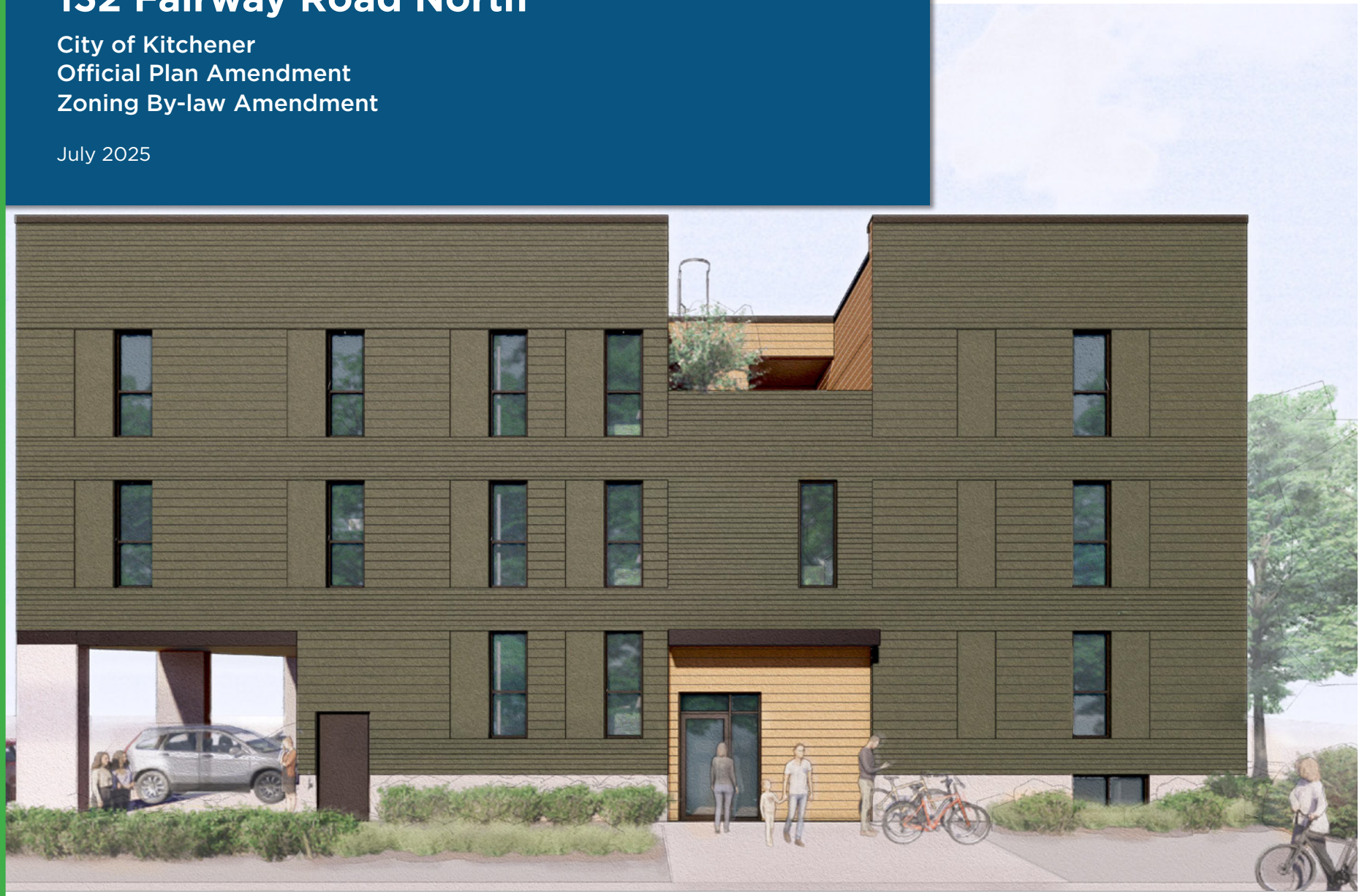
REVISED URBAN DESIGN BRIEF

132 Fairway Road North

City of Kitchener
Official Plan Amendment
Zoning By-law Amendment

July 2025



GSP group

REVISED URBAN DESIGN BRIEF
132 Fairway Road North

City of Kitchener
Official Plan Amendment
Zoning By-law Amendment

July 2025

City of Kitchener
Planning Division
APPROVED
Signature: KateyC
Date: 2025-07-23

Prepared for:
Eleven Housing Corporation
Suite 608, 188 King Street South
Waterloo, ON
N25 0C6

Prepared by:
GSP Group Inc.
72 Victoria Street South, Suite 201
Kitchener, ON
N2G 4Y9

TABLE OF CONTENTS

1. BACKGROUND

1.1 Proposed Development

GSP Group Inc. has been retained by Eleven Housing Corporation to prepare an Urban Design Brief in support of applications for Official Plan and Zoning By-law Amendments required to permit a 26-unit Multiple Dwelling development for the Site at 132 Fairway Road North, legally described Lot 4 on Plan 1176, City of Kitchener, Region of Waterloo ("Site").

The former single detached residential site is proposed to be redeveloped as a multiple dwelling unit development, which will include a three-storey medium-density residential building consisting of 26 dwelling units with surface-level parking and surrounding landscape areas ("Proposed Development"). The Proposed Development is intended to provide affordable rental housing units.

1.2 Purpose

An Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") are required to facilitate the Proposed Development on the Site. An Urban Design Brief was identified as a required component of a complete application.

The Kitchener Official Plan identifies Urban Design Briefs as comprehensive documents "which may include urban design vision, principles, objectives, guidelines and strategies" and that "may be required of an owner/applicant in support of a development application". Based on the matters for consideration and evaluation identified in the pre-submission consultation record, this Urban Design Brief contains:

- A description of the existing physical conditions on the Site (Section 2);
- A description and characterization of the surrounding area and neighbourhood context (Section 3);
- A description of the design components of the Proposed Development (Section 4);
- An assessment of the proposed design concept in respect to relevant design policies and guidelines (Section 5); and
- A summary of the report findings (Section 6).

1.3 Supporting Studies and Materials

- The Urban Design Brief has considered the following plans and reports prepared in support of the subject application:
- Architectural Drawing Set prepared by McCallum Sather (April 2025); and
- Arborist Report and Landscape Concept prepared by GSP Group (April 2025)

2. EXISTING SITE CONDITIONS

2.1 Location and Description

The Site is located at 132 Fairway Road North, at the intersection with Jansen Avenue in the Centreville Chicopee neighbourhood of Kitchener. It is 0.095 hectares (0.24 acres) in size, generally rectangular in shape, with a frontage of approximately 21.67 metres on Fairway Road North, a regional road.

2.2 Existing Site Conditions

The Site is occupied by an existing one-storey single detached dwelling (bungalow). Access to the Site is via a driveway off Fairway Road North which leads to a single car detached garage in the rear of the Site.

The northerly property line is defined by a continuous hedge, providing a natural and effective privacy screen between the Site and the adjacent two-storey residential dwelling at 182 Jansen Avenue. Along the westerly property line, the Site is bordered by a low chain-link fence accompanied by a continuous hedgerow, offering both visibility and screening. The existing single detached dwelling is proposed to be removed to facilitate the Proposed Development.

Fig.1: Site Context

2.2 Existing Vegetation

An Arborist Report prepared by GSP Group identified two trees—one on-site and one on City property. The Acer platanoides is in good to fair condition, while the Tilia cordata is in fair to poor condition. Both trees are proposed for removal due to conflicts with site grading and the new driveway entry. Removal of the City-owned tree will require municipal approval. Compensation will be provided through new plantings detailed in the Landscape Plan and supported by a landscape cost estimate. Any remaining value that cannot be replaced on-site will be addressed through a cash-in-lieu payment.

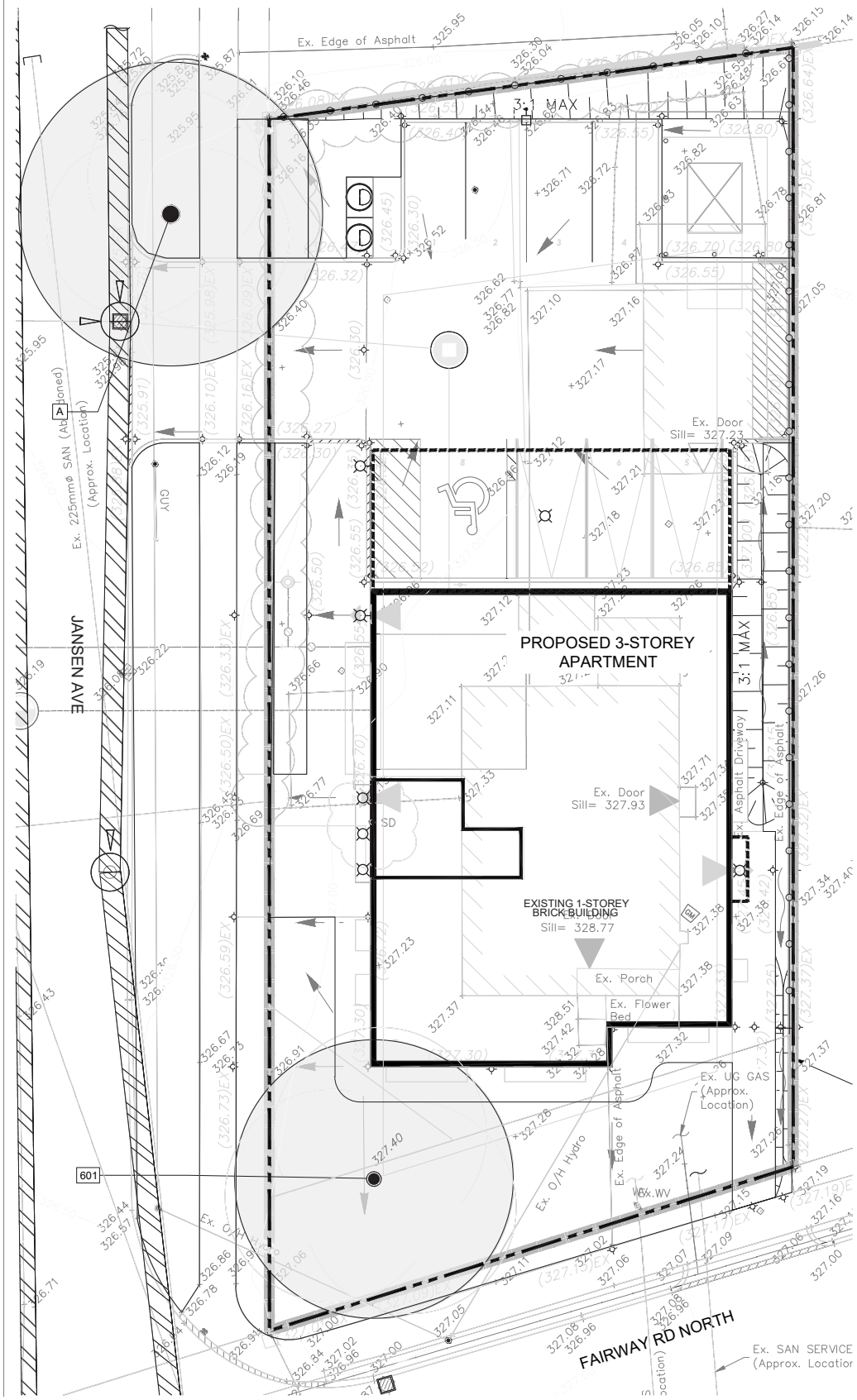


Fig.2: Tree Management Plan prepared by GSP Group

3. SURROUNDING CONTEXT AND ANALYSIS

3.1 Surrounding Site Context

The Site at 132 Fairway Road North is located within the Centreville Chicopee neighbourhood of Kitchener, at the intersection of Fairway Road North (a Regional Road) and Jansen Avenue. The surrounding area consists predominantly of low-density residential dwellings, complemented by mid-density housing developments along Fairway Road, creating a balanced mix of suburban and urban character.

Fairway Road North serves as a major Regional Road, providing excellent vehicular access throughout Kitchener and the broader Waterloo Region. The corridor connects directly to Regional Road 8 (King Street East) and the Conestoga Parkway, improving regional mobility. The Site is well-served by public transit, with Grand River Transit (GRT) bus routes operating along Fairway Road, ensuring convenient access to public transportation. Additionally, the Site is located near the Fairway ION light rail station, a major transit hub that supports sustainable, transit-oriented development.

Situated adjacent to an Urban Corridor, the Site aligns with higher-density, mixed-use development objectives, reinforcing walkability and accessibility. The Site is positioned within proximity to several key community amenities, contributing to livability and accessibility. Howard Robertson Public School is nearby, offering convenient elementary education.

The Centreville Chicopee Community Centre provides recreational and cultural programs for local residents. Fairview Park Mall, a major retail and entertainment hub, offers a variety of stores, restaurants, and services. Additional retail and service establishments along Fairway Road and King Street East provide essential amenities, ensuring convenient access to daily necessities. A nearby fire station enhances emergency response times and contributes to neighbourhood safety.

Residents of the Proposed Development will have access to several recreational facilities and natural spaces that support an active lifestyle. Chicopee Ski & Summer Resort offers year-round recreational activities, including skiing, snowboarding, and summer adventure programs. The Dom Cardillo Trail provides a scenic route for walking, jogging, and cycling within a natural setting.

Fig.3: Surrounding Site Context

3.2 Immediate Context

NORTH: The Site abuts a two-storey single-detached dwelling at 182 Jansen Avenue, which fronts directly onto the street and is located immediately north of the Site. The interface consists of a shared side lot condition, with a private driveway and mature vegetation, including a continuous hedge that provides visual screening between the properties.

EAST: To the east, the Site is adjacent to 136 Fairway Road North, a one-storey single-detached dwelling. The interface consists of a modest side yard with two small window openings along the neighbour's westerly elevation—one located at the basement level and the other positioned higher up, not at sill height.

SOUTH: To the south, the Site is directly bordered by Fairway Road North which is a Regional Road.

WEST: To the west, the Site is bordered by Jansen Avenue, a local residential street with single-detached homes.

4. DESIGN POLICY AND GUIDELINE FRAMEWORK

4.1 City of Kitchener Official Plan

The Site at 132 Fairway Road North is located within the "Community Area" on Map 2 (Urban Structure) of the City of Kitchener Official Plan (the "OP") and is designated "Low Rise Residential" on Map 3 (Land Use). The "Community Area" designation permits a broad mix of residential uses that support a range of housing options. Within this structure, the "Low Rise Residential" land use designation permits residential buildings generally up to three storeys in height, with an emphasis on ground-oriented housing forms.

To facilitate the proposed development of a three-storey, 26-unit multiple dwelling, an Official Plan Amendment is required to introduce a Site-Specific Policy within the existing "Low Rise Residential" designation. The amendment would allow for a maximum Floor Space Ratio (FSR) of 1.33, which exceeds the general permissions for this designation. No change is proposed to the overall height permissions. The proposal is consistent with the Provincial Policy Statement (PPS, 2020) and conforms to the Regional Official Plan, both of which encourage intensification within built-up areas, housing affordability, and the efficient use of land and infrastructure.

4.2 City of Kitchener Zoning By-law

The subject property is currently zoned Low Rise Residential Four Zone (RES-4) under Zoning By-law 2019-051, which permits low-density residential uses, such as single detached, semi-detached, and street townhouse dwellings.

The proposed Zoning By-law Amendment seeks to rezone the lands from RES-4 to Low Rise Residential Five Zone (RES-5) with Site-Specific Provisions to permit the development of a three-storey, 26-unit multiple dwelling. The RES-5 zone permits low-rise multiple dwellings and is intended to accommodate medium-density residential development.

The site-specific provisions are requested to permit:

- A maximum Floor Space Ratio (FSR) of 1.33;
- A minimum exterior side yard setback of 4.0 metres;
- A minimum interior side yard setback of 2.4 metres;
- Relief from the requirement for ground-floor units to have private patio areas with direct access;
- A reduced minimum parking requirement of five

resident spaces and three visitor spaces;
Two compact parking spaces with dimensions of 2.4 metres by 4.8 metres, reserved for small vehicles.

4.3 City of Kitchener Urban Design Policies

Section 11 of the City of Kitchener Official Plan provides guiding principles for urban design, ensuring that developments contribute positively to the built environment, public realm, and community context. These policies are applicable to the Proposed Development at 132 Fairway Road North and focus on the following key aspects:

1. **General Urban Design Policies:**

These policies emphasize creating a safe, functional, and aesthetically pleasing urban environment. Key considerations include enhancing the city's skyline, adhering to Crime Prevention Through Environmental Design (CPTED) principles, promoting fire safety, ensuring barrier-free accessibility, and incorporating adequate shade for public spaces to improve comfort and sustainability.

2. **Site Design:**

The Official Plan highlights the importance of site planning in ensuring developments contribute positively to the public realm. This includes maintaining a strong relationship between buildings and the street, designing high-quality landscaping to improve streetscape aesthetics, and ensuring developments provide safe and functional circulation for all transportation modes (pedestrians, cyclists, and vehicles). Additionally, utilities and servicing areas must be screened from public view to maintain a cohesive and attractive environment.

3. **Building Design, Massing, and Scale:**

Building design policies encourage human-scale development with attractive facades, roof designs, and complementary architectural forms. These principles aim to create a visually engaging and pedestrian-friendly environment.

4. **Building Design, Massing, and Scale:**

Section 17.E.10.5 of the Official Plan specifies that urban design briefs must:

- Demonstrate the compatibility of the Proposed Development with its surroundings.
- Address the privacy and relationships with adjacent residential developments.
- Ensure that the design is in harmony with the existing built form and character of the neighbourhood.

The proposed three-storey medium-density residential development at 132 Fairway Road North aligns with these policies by incorporating landscaped areas, maintaining a pedestrian-friendly streetscape, and complementing the surrounding low- and mid-rise residential context. Its location near public transit and within a designated intensification area ensures compatibility with the City's vision for compact and sustainable urban growth.

4.4 Urban Design Manual

PART A -Design Guidelines

Part A contains design guidelines on various land uses, building types, geographic areas, and urban structure elements. The following topics of design guidelines are relevant to the Site and the proposed building.

a) City-Wide

The City-Wide design guidelines apply to Kitchener as a whole. The main objective of these guidelines is to ensure Kitchener is designed as an inclusive, safe, accessible, comfortable, and appealing place to live, work and play. Guidelines are divided into Community Design and Site Design. The Community Design guidelines are primarily used by the City in designing the form and structure of communities through the application of design best practices in a range of topics. The Site Design guidelines address built form, open space and site functionality.

b) Low-Rise Multiple Residential Buildings

The Low-Rise Multiple Residential Buildings design guidelines apply to multiple residential and townhouse buildings, generally 3 storeys or less. The guidelines note that such forms are a “valuable alternative to taller forms when seeking to achieve greater densities in established or new low-rise neighbourhoods”. The Low-Rise Multiple Residential Buildings guidelines address compatibility, building components and site function.

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, barrier-free accessibility, pedestrian and transit-supportive development, emergency services, multiple residential, landscaping and natural features, and landscape design.

5. PROPOSED DEVELOPMENT

5.1 Development Overview

Design Vision

The Proposed Development at 132 Fairway Road North envisions a high-quality, well-integrated, and pedestrian-friendly residential building that contributes to the evolving urban fabric along a key corridor in Kitchener. The design prioritizes compatibility with the surrounding low-rise residential neighbourhood, while introducing modest intensification in a transit-supportive area. The building's contemporary form, efficient massing, and high-quality materials ensure a modern yet context-sensitive architectural expression.

The development is designed to enhance the streetscape along Fairway Road North and Jansen Avenue by incorporating landscaping, active frontages, and a defined pedestrian realm. The site layout balances built form and open space, optimizing parking, access, and circulation while minimizing visual impacts.

Design Objectives

1. **Enhance Streetscape and Public Realm**
   - Frame the public streets with street facing windows and clearly defined entrances to promote natural surveillance and safety.
   - Provide landscaped setbacks to soften the building's interface with the public realm.
2. **Ensure Compatibility and Sensitive Intensification**
   - Maintain a three-storey scale, ensuring a smooth transition with the surrounding low-rise residential context.
   - Introduce setbacks and articulation to enhance compatibility with neighbouring properties.
   - Provide sensitivity in the design of building elevations to ensure appropriate massing, materiality, and visual impact when viewed from adjacent properties.
   - Utilize a contemporary yet respectful architectural form that complements the existing neighbourhood character.
3. **Support Active Transportation and Connectivity**
   - Provide direct and barrier-free pedestrian connections from public sidewalks to the building entrance.

- Include secure bicycle parking in the basement level and short-term bike racks near the primary entrance.
- Ensure the Site is well-connected to public transit, cycling infrastructure, and pedestrian pathways.

4. **Optimize Site Functionality and Circulation**

   - Integrate stilt parking at grade to reduce the surface parking footprint while maintaining efficient vehicle circulation.
   - Position the driveway access from Jansen Avenue to minimize conflicts with pedestrians along Fairway Road North.
   - Ensure safe and accessible waste storage areas, incorporating deep-well Molok containers to minimize visual impact.

5. **Create Functional and Well-Designed Shared Spaces**

   - Provide a third-floor outdoor amenity area to foster a sense of community and interaction.
   - Design accessible and well-lit pedestrian pathways for safe movement throughout the Site.
   - Position the building to frame and enclose pedestrian spaces, reinforcing a well-defined, safe, and visually appealing environment.

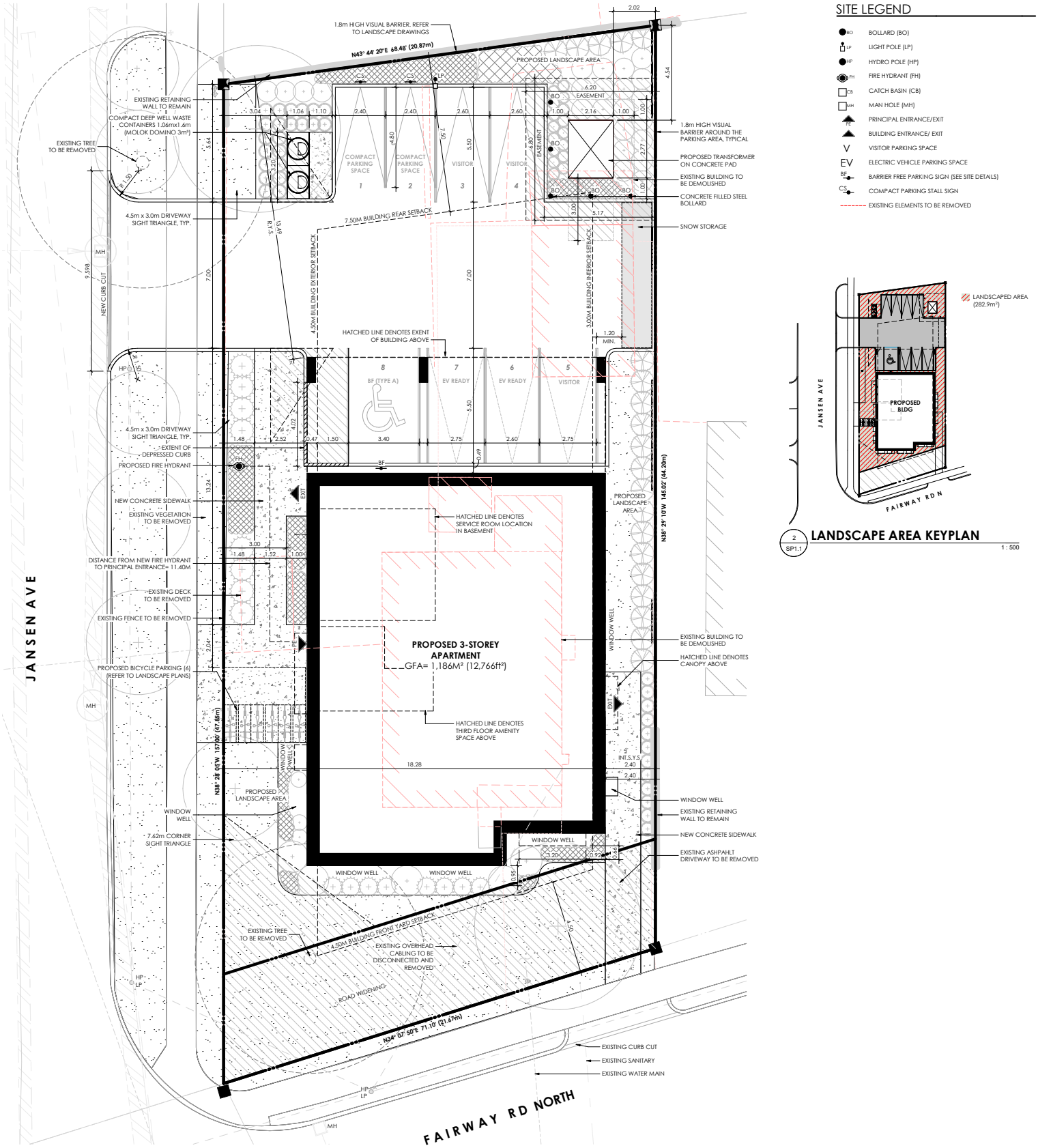


Fig.4: Site Plan prepared by McCallum Sather

5.2 Building Positioning

Following the road widening, the proposed building's setback from the front lot line varies between 0.97 metres and 3.75 metres. This variation results from the angled front lot line along Fairway Road North and the proposed building's orientation, which is not parallel to it. The stepped setbacks create a more dynamic streetscape and contribute to the overall urban character. Additionally, the design provides for enhanced landscaping along the building's edge, which improves the pedestrian experience and strengthens the visual appeal of Fairway Road North.

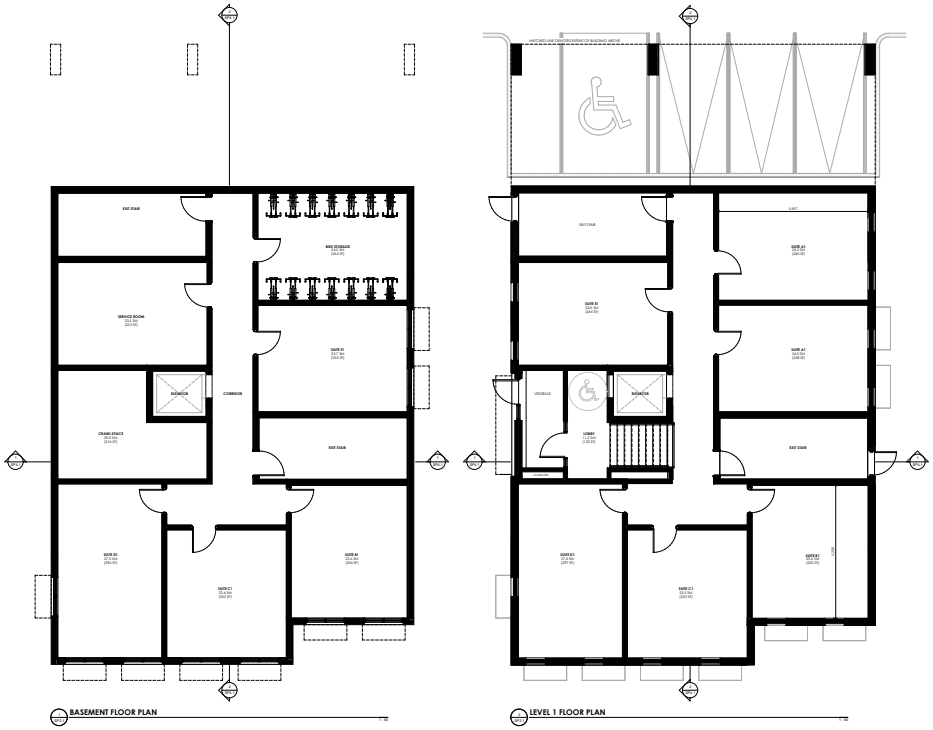
On the western side (Jansen Avenue), the proposed building is setback at 4 metres. To the east (adjacent to 136 Fairway Road North), the building is setback 2.4 metres and maintains an approximate separation distance of 4.2 metres between the proposed building and the existing residential building. At the rear of the Site (abutting 182 Jansen Avenue), the setback is approximately 18.5 metres more than the required 7.50 metres. This additional space allows for functional site circulation, surface parking, and maintains landscape buffer, minimizing potential impacts on adjacent properties.

5.3 Building Scale and Massing

The proposed three-storey building, at 9.87 metres tall (to the top floorplate), maintains a modest and well-proportioned scale, compatible with the surrounding low-rise residential neighbourhood while contributing to the evolving urban fabric along Fairway Road North. The rectangular massing is compact and efficient with façade features evenly distributed windows, creating a balanced and visually engaging rhythm that promotes natural surveillance and connectivity with the public realm.

A defined building entrance with an overhead canopy is proposed along the west side, facing Jansen Avenue, ensuring a strong street presence and pedestrian accessibility. On the third floor, a small portion of the building is recessed to accommodate an exterior outdoor amenity area, providing additional shared space for residents.

At the rear of the building, stilt parking is integrated at grade, allowing for elevated building massing while optimizing on-site parking availability. This approach reduces the footprint of surface parking while maintaining efficient site circulation and accessibility.



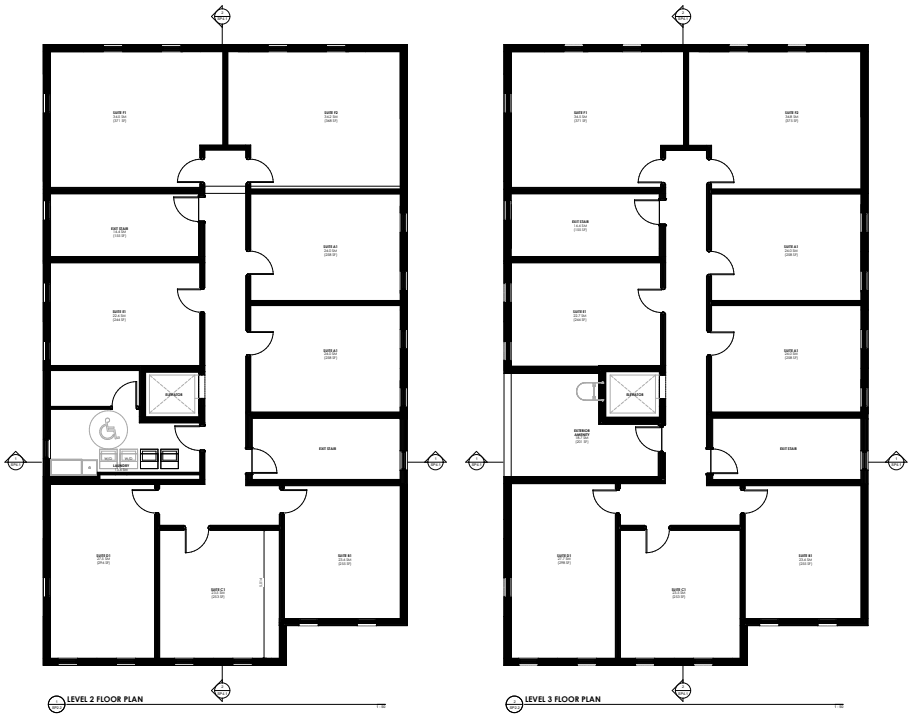
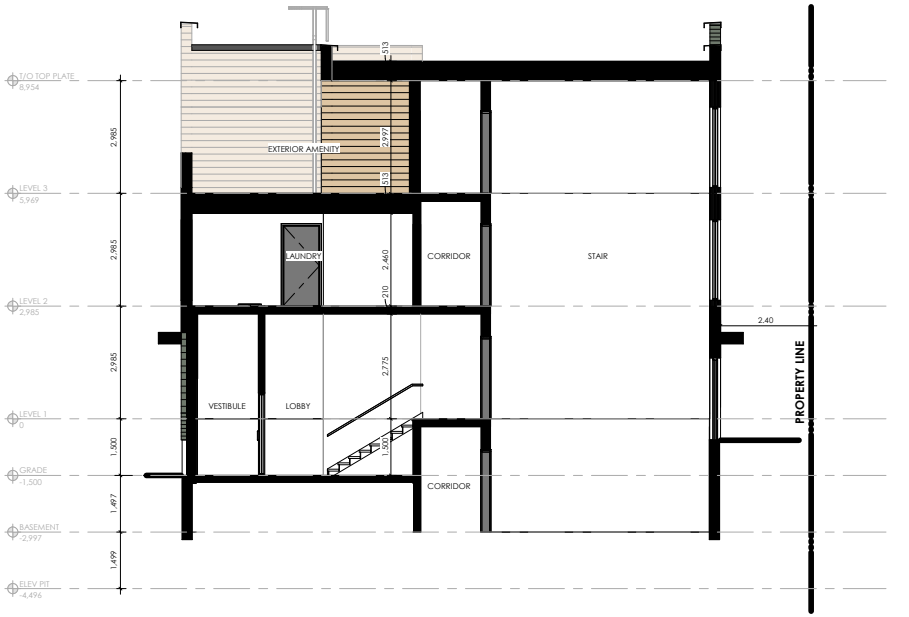


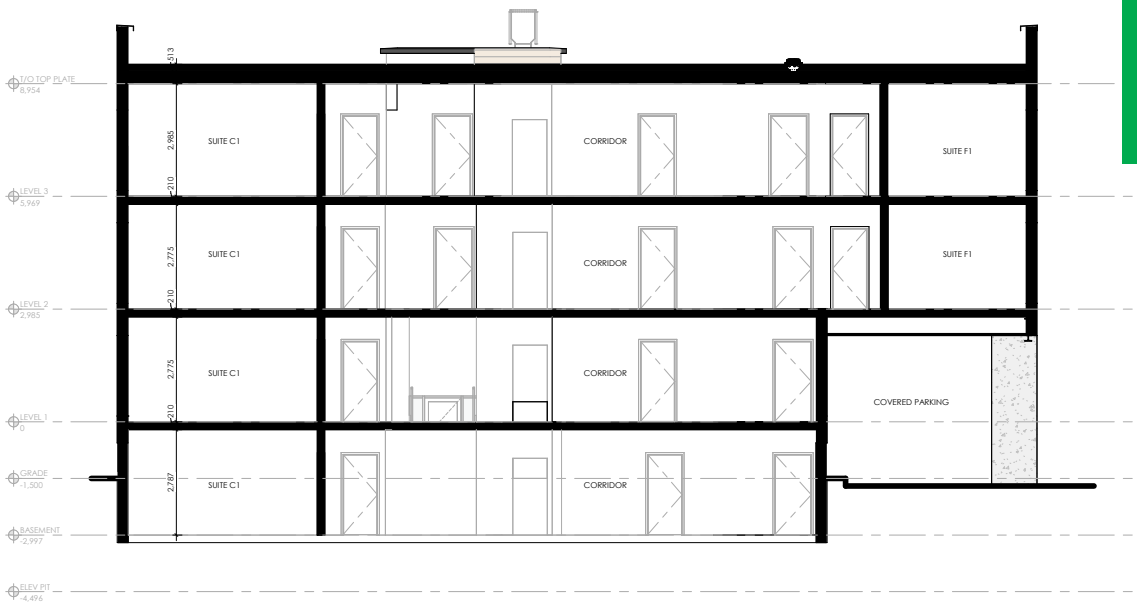
Fig.5: Floor Plans prepared by McCallum Sather

Fig.6: Building Elevations prepared by McCallum Sather



1 SP4.1 **CROSS SECTION 1**

1 : 75



2 SP4.1 **CROSS SECTION 2**

1 : 75

Fig.7: Building Sections prepared by McCallum Sather

5.4 Access and Circulation

The Proposed Development has been designed to ensure safe, efficient, and accessible circulation for pedestrians, cyclists, and vehicles. The site layout prioritizes pedestrian-friendly design while maintaining functional access for parking and servicing.

Pedestrian Access
The primary building entrance is distinguished by an overhead canopy and a paved pathway on the west side, providing direct access from Jansen Avenue. An additional entry point on the west side provides access from the surface parking lot behind the building. A door on the east side offers emergency egress to Fairway Road North. All pedestrian routes are designed to be barrier-free, and the building is equipped with an elevator to ensure full accessibility to all levels.

Vehicular Access
Vehicular access to the Site is provided via Jansen Avenue, minimizing potential conflicts with pedestrian movement along Fairway Road North. The access driveway includes proper sight triangles and a depressed curb to accommodate accessible movement. Vehicle circulation is clear and contained within the rear parking area, reducing visual impact from the public realm.

Bicycle Parking
The development supports active transportation by providing dedicated bicycle parking spaces in the basement level, accommodating 28 bicycles. Additionally, bike racks near the primary building entrance offer short-term parking for visitors. The Site is well-connected to existing cycling routes and pedestrian pathways, promoting sustainable and transit-oriented mobility.

5.5 Parking, Loading and Servicing Areas

The development includes eight surface parking spaces at the rear of the building, including one barrier free (Type A) parking space, three visitor parking spaces and two EV ready parking spaces and two compact parking spaces. The layout provides clear circulation with appropriate driveway widths and turning radii. A 1.8-metre high visual barrier is proposed around the parking area to minimize overlook and enhance privacy for adjacent properties.

Service and emergency access are also accommodated at the rear of the site, consistent with City of Kitchener design standards. A transformer pad is located in the northeast corner of the site, screened with bollards for safety. Waste storage is provided through two compact deep-well containers positioned along the west side of the parking area, screened with landscaping.

A designated snow storage area has been identified at the end of the driveway adjacent to the east property line, allowing for efficient winter maintenance without impacting circulation.

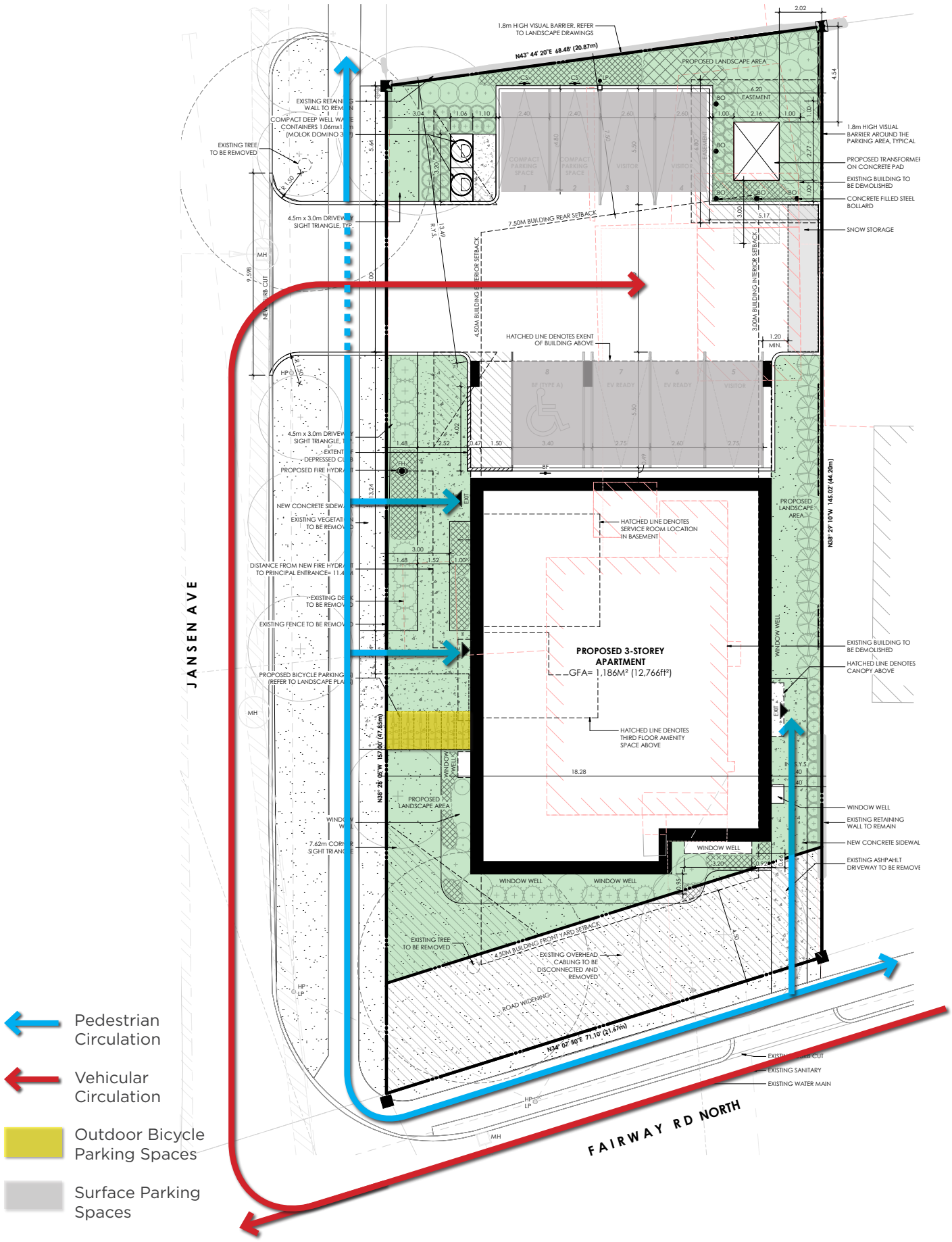


Fig.8: Parking and Circulation Diagram

5.6 Building Articulation

The design employs subtle modulation, strategic material transitions, and vertically aligned window patterns to reinforce a clean, efficient, and human-scaled built form.

The building massing is compact and rectangular, with consistent floorplates across all three storeys. The roof features a change in parapet height at the front (facing Fairway Road North), this variation softens the overall profile, reduces perceived height, and introduces architectural interest from the public realm.

Along the Fairway Road North frontage, the building incorporates stepped setbacks and shifts in the façade plane to break up the massing and establish a dynamic streetscape presence. These articulations are further emphasized through the use of two primary cladding materials—matte green wood siding and cedar-toned wood siding—which introduce texture, warmth, and variety.

Window placement is consistent and rhythmic across all façades, contributing to visual coherence and enabling natural surveillance. The windows are vertically oriented and grouped to reinforce the building's residential character. Along the east façade, the number of windows has been intentionally reduced to limit overlook and enhance privacy for adjacent properties.

On the west façade, facing Jansen Avenue, the main building entrance is clearly expressed through an overhead canopy, full-height glazed doors, and flanking windows. This entry sequence provides a welcoming and transparent interface at the pedestrian level.

Materiality plays a central role in the building's articulation. The combination of matte green and cedar-toned wood siding with charcoal metal trim highlights architectural transitions and defines key elements of the façade. The contrast in tone and texture helps visually break down the building's mass and enhance its integration within the surrounding context.

Fig.9: Building Massing Model prepared by McCallum Sather

5.6 Landscape Design

The revised landscape design, prepared by GSP Group, complements the Proposed Development by enhancing its visual appeal, supporting pedestrian comfort, and introducing green elements that promote sustainability and biodiversity. The landscape strategy emphasizes street-edge planting, visual screening, and defined outdoor spaces while respecting site constraints and adjacent uses.

Public Realm Integration

Street-facing frontages along Jansen Avenue and Fairway Road North are framed with a variety of plantings, including a mix of deciduous and coniferous trees, shrubs, and ornamental perennials. These elements contribute to an attractive, walkable streetscape and help define the public-private interface. Two deciduous trees are located in the front yard along Fairway Road North, and four additional trees are proposed along the exterior side yard, including two boulevard trees within the municipal right-of-way on Jansen Avenue.

Site Planting and Screening

The planting palette includes shade trees, native and ornamental shrubs, and hardy groundcovers selected for year-round interest, low maintenance, and resilience in urban environments. Species such as Tilia cordata, Cornus sericea, and Calamagrostis acutiflora support ecological diversity and seasonal variety. The transformer pad in the northeast corner is screened with a layered planting of deciduous shrubs and riverstone ground treatment to soften its visual impact while maintaining access. A 1.8-metre high wood board fence is proposed along the interior side and rear property lines to provide privacy for adjacent residential uses at 182 Jansen Avenue and 136 Fairway Road North.

Principal Entrance

The primary entrance is emphasized by decorative concrete pavers and planting beds that frame the vestibule and create a clear, welcoming path for pedestrians. Low-maintenance, drought-tolerant species enhance the entry sequence without obstructing sightlines or accessibility.

Rooftop Amenity Area

A landscaped rooftop amenity area is integrated into the building's third storey and provides outdoor space for residents. The amenity includes planters, seating, and hardscaped surfaces to support passive recreation and casual gathering. Species selected for this area are suited to rooftop conditions, including shallow soil depths, sun exposure, and wind.

The overall landscape design supports the development's goal of providing a well-integrated, livable, and visually cohesive urban infill project. It aligns with the City of Kitchener's objectives for sustainable, compact development and reinforces the human-scale character of the neighbourhood.

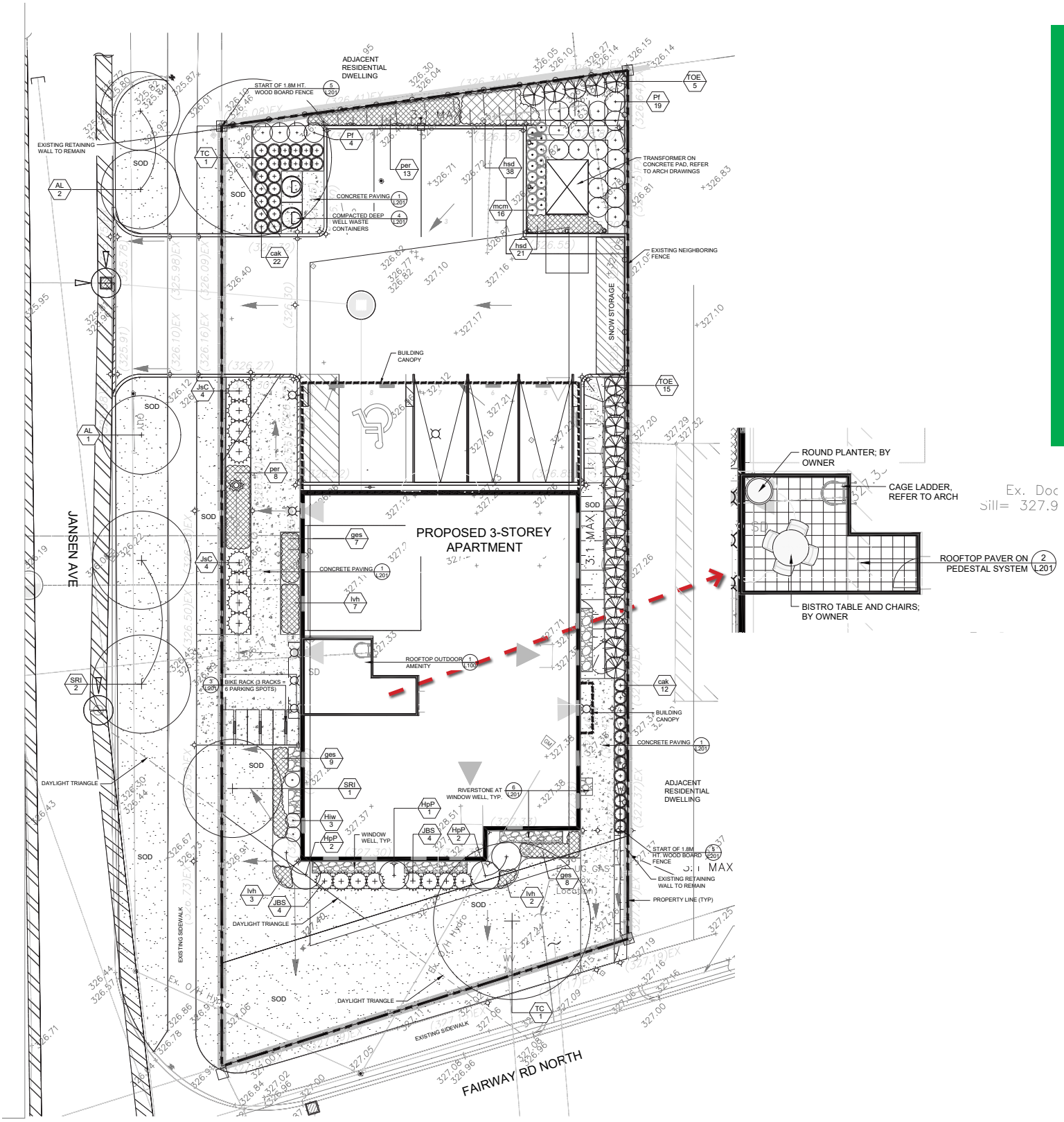


Fig.10: Landscape Plan prepared by GSP Group

6. RESPONSE TO DESIGN POLICY AND GUIDELINE FRAMEWORK

6.1 Response to Official Plan Policy

The Proposed Development is designed in keeping with the General Urban Design Policies in Section 11 of the Official Plan as it:

- Enhances streetscape character with a street-oriented, human-scaled built form and high-quality landscaping.
- Ensures “eyes on the street” through active frontages, strategically placed windows, and Crime Prevention Through Environmental Design (CPTED) measures, including natural surveillance from street-facing windows, well-lit pedestrian pathways, clearly defined building entrance, minimized blind spots through thoughtful site layout, and low-maintenance landscaping that reinforces territorial boundaries.
- Provides safe and efficient access for emergency service vehicles.
- Is fully barrier-free accessible, meeting Accessibility for Ontarians with Disabilities Act (AODA) and Ontario Building Code standards.
- Supports transit-oriented development, being within walking distance of frequent bus routes and the Fairway ION station.
- Contributes to housing diversity by introducing affordable rental units in a medium-density form.
- Promotes walkability with direct pedestrian connections to public sidewalks and clearly defined entrances.
- Provides secure parking for vehicles and bicycles, encouraging active transportation.
- Uses high-quality building materials and architectural detailing that complement the surrounding neighbourhood.
- Locates garbage and recycling storage discreetly, using deep-well waste containers to minimize visual impact.
- Frames the public realm with appropriate setbacks and massing while ensuring privacy for adjacent properties.
- Creates a functional and well-designed site layout, balancing built form, circulation, and open spaces.

The proposed building is designed in keeping with the design policy direction of Official Plan Section 11, as further explored in detail as part of the Urban Design Manual analysis in the following section.

This Urban Design Brief, per Official Plan Section 17.E.10.5, demonstrates that the Proposed Development is compatible with the surrounding area.

6.2 Response to Urban Design Guidelines

Inclusive Design
City-Wide
Low Rise Multiple Residential

- The building design provides natural surveillance, with well-lit pedestrian areas and clear sightlines to enhance security.
- The site design prioritizes pedestrian movement, featuring direct and well-lit pathways leading to the clearly defined building entrance from Jansen Avenue.
- The strategic placement of windows and active frontages along Fairway Road North and Jansen Avenue enhances natural surveillance, minimizing blind spots and potential entrapment areas.
- The Site features direct pedestrian connections from both public sidewalks ensuring safe and barrier-free access. Street-facing windows increase visibility and natural surveillance.
- The site layout minimizes hidden spaces by maintaining open sightlines and providing clear circulation routes for both vehicles and pedestrians.
- Entrances are clearly marked and easily identifiable, ensuring intuitive wayfinding. Passive design elements, such as landscaping and lighting, help define shared spaces.
- The building provides a unified entryway and shared amenities, ensuring that all residents have equal access to common spaces.

Design for Sustainability
City-Wide
Low Rise Multiple Residential

- The Proposed Development represents compact, minor intensification within an area already served by existing transit, commercial, and community uses.
- There is direct connections between the building interior and the abutting public sidewalks, enhancing walkability and supporting a pedestrian-oriented environment.
- The Site is located within a five-minute walking distance of multiple high-frequency bus routes, improving access to public transit and encouraging transit-oriented development.
- Active transportation is promoted through the provision of multiple nearby cycling and pedestrian connections, supporting a shift away from car dependency.
- Secure bicycle parking is provided through indoor bicycle storage rooms and outdoor racks, supporting short- and long-term cycling use.
- The proposed building incorporates light-coloured

roofing materials, where possible, to help reduce the urban heat island effect.

- A preference for locally sourced materials and manufacturers has been considered to reduce transportation-related CO2 emissions.
- Native and drought-tolerant landscaping species are proposed to minimize irrigation needs and reduce environmental impact.
- The building envelope is enhanced with above-average standards for insulation, windows, and airtightness to improve energy efficiency and ensure a high level of occupant comfort.

Compatibility
City-Wide
Low Rise Multiple Residential

- The proposed three-storey building features a rectangular form, evenly spaced windows, and a flat roof with parapets that create variation in height, contributing to a cohesive and high-quality built form that integrates with the surrounding neighbourhood.
- Parking is located at the rear of the building, ensuring that it remains hidden from public view along Fairway Road North and Jansen Avenue. The placement of parking behind the building reduces its visual prominence, preserving the pedestrian-friendly character of the streetscape.
- The development features a clearly defined entrance from Jansen Avenue. This entry point is designed to be visible and accessible, enhancing wayfinding and usability for residents.
- The building façade is articulated with evenly distributed windows, ensuring that all street-facing elevations maintain an active and engaging frontage. Window openings on the east façade, which faces adjacent residential properties, are intentionally limited to minimize overlook and maintain privacy.
- The proposed front yard and rear yard setbacks exceed zoning requirements, ensuring compatibility with the established setback pattern in the surrounding neighbourhood.
- The front yard setback and side yards provide opportunities for landscaping and tree planting, enhancing the streetscape and buffering the building from the sidewalk and abutting properties.
- The rear side of the building, which includes a surface parking area, is set back approximately 18.5 metres, more than twice the required minimum rear yard setback and will be screened by a 1.8-metre-high visual barrier to minimize impacts on adjacent properties.
- Vehicular access is provided at the rear of the site via Jansen Avenue, avoiding driveways in the front yard.
- The three-storey building features a simple rectangular massing, complemented by consistent façade articulation and window placement.

Built Form
City-Wide
- The design employs a respectful contemporary architectural form that complements the surrounding area.

- The proposed building lines both street edges except for the rear side of the building to accommodate the surface parking area and the site driveway access.

Shared Spaces
City-Wide
Low Rise Multiple Residential
- Shared outdoor amenity space is provided on the third floor, which will feature a mix of seating options, access to sunlit area and option for leisure activities.

- The building is positioned to frame and enclose pedestrian pathways, ensuring a well-defined and safe walking environment. The strategic placement of windows and openings along the Fairway Road North and Jansen Avenue elevations provides natural surveillance, enhancing visibility and security for pedestrians.

- The site design respects and enhances the existing landscape character by maintaining streetscape continuity, while also acknowledging the prominence of its corner lot location. The use of native and drought-tolerant plant species helps integrate the Proposed Development with the surrounding streets and neighbouring properties, while allowing for appropriate differentiation and visual interest at this highly visible intersection.

- The proposed site layout features single driveway access, reducing impervious surfaces. Additionally, a portion of the surface parking area is covered by the building's stilt parking, optimizing space efficiency while maintaining functional circulation.

- The landscaped area will incorporate native and drought-tolerant species, enhancing sustainability and reducing maintenance requirements.

Site Function
City-Wide
Low Rise Multiple Residential
- All parking spaces are located at the rear, ensuring that vehicle access does not dominate the streetscape.

- The development includes bicycle parking to encourage active transportation.

- The site includes compact deep-well waste containers (Molok Domino 3m^3) at the rear, ensuring efficient and discreet waste management.

Building Components
Low Rise Multiple Residential
- The building's façade includes evenly spaced windows, allowing living spaces to overlook Fairway Road North and Jansen Avenue, enhancing natural surveillance and public engagement.

- As the proposed building is positioned further forward on the lot compared to the adjacent residential dwelling, the window openings on the

east elevation are naturally offset. Fewer windows are provided on this façade to further limit overlook, helping to preserve privacy and reduce direct sightlines between opposing windows.

- All mechanical and service elements are planned for discreet integration, ensuring they do not negatively impact the public realm or shared spaces and abutting properties.

7. CONCLUSION

The proposed three-storey, 26-unit multiple dwelling development at 132 Fairway Road North represents a well-integrated, transit-supportive, and context-sensitive infill project that aligns with the Kitchener Official Plan and Urban Design Manual.

The development supports housing diversity by introducing affordable rental units within a medium-density residential form, responding to the need for compact urban growth. It is strategically located near public transit, including multiple Grand River Transit (GRT) routes and within walking distance of the Fairway ION light rail station, reinforcing sustainable transportation choices and supports broader intensification goals.

The site design prioritizes pedestrian connectivity and active frontages, ensuring safe, barrier-free access and direct connections to public sidewalks along Fairway Road North and Jansen Avenue. The building massing and setbacks are designed to respect the surrounding low-rise residential neighbourhood, while the inclusion of landscaped areas enhances the public realm and streetscape character.

The architectural expression features a contemporary yet modest aesthetic, using warm, natural materials and varied textures to complement the surrounding context. The building is articulated through vertical window groupings, subtle roofline variations, and strategically placed projections and recesses that break down the mass. Window openings on the east façade are limited and offset to preserve privacy for neighbouring dwellings.

All surface parking is located at the rear of the building to maintain a pedestrian-oriented streetscape. Secure indoor bicycle storage, short-term racks, and proximity to frequent transit further encourage active and sustainable transportation modes.

The proposal demonstrates a balanced approach to intensification—accommodating housing needs while enhancing neighbourhood character, supporting multimodal connectivity, and contributing positively to the evolving Fairway Road North corridor.