

URBAN DESIGN BRIEF

142 & 146 Fergus Avenue

City of Kitchener
Official Plan Amendment
Zoning By-law Amendment

December, 2021



Prepared for:
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1333 Weber Street East,
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Woodland
Cemetery

Broadview Ave

Franklin St N

Pinecrest Dr

Arlington Blvd

Weber Street E

King St (Hwy 8)

Fergus Avenue

Rutherford Dr

Obermeyer Dr

Harold Ave

Jean Ave

Falesy Ave

Kraft Ave

Kinzie Ave

Walker St

Guerin Ave

Hubber St

Florence Ave

Fergus Avenue

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1. BACKGROUND AND PURPOSE

1.1 Proposal

GSP Group Inc. has been retained by 2467491 Ontario Inc. (the “Applicant”) for property at 142 and 146 Fergus Avenue (the “Site”) in Kitchener. The Site is proposed to develop a seven-storey multiple dwelling containing 78 dwelling units with 89 parking spaces and 8 surface parking spaces.

1.2 Purpose

Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications are required in order to facilitate the proposed development on the Site. An Urban Design Brief was identified as a requirement of these applications as per the record of pre-submission consultation dated August 27, 2020. The Kitchener Official Plan defines an Urban Design Brief as an “urban design document that may be required of an owner/applicant to demonstrate how a development application implements the City’s Urban Design Manual”, which “does not require Council approval”.

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 Site’s 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

This Urban Design Report has considered the following plans and reports prepared in support of the subject applications:

- Site Plan prepared by ABA Architects;
- Floor Plans prepared by ABA Architects;
- Preliminary Elevations and cross-section prepared by ABA Architects; and
- Shadow Impact Analysis drawings prepared by ABA Architects.

2. EXISTING SITE CONDITIONS AND CONTEXT

2.1 Location and Description

The Site is located on the north side of Fergus Avenue, municipally addressed as 142 and 146 Fergus Avenue, Kitchener. The Site is approximately 0.39 hectares (0.96 acres) in area and rectangular in shape. The Site has a frontage of approximately 38.7 metres along Fergus Avenue and is approximately 98.3 metres to 105.5 metres deep.

2.2 Existing Conditions

There are two two-storey single detached dwellings with driveways, one leading to an attached garage and other to a detached carport along the side yard. The two detached dwellings have narrow and deep rear yards that back onto a large landscaped area (Woodland Cemetery). The existing buildings are proposed to be removed to facilitate the proposed development.

2.3 Existing Vegetation and Topography

The Site is generally flat with large mature trees along rear property lines and a few along the side property lines of the two existing properties. Most of the existing trees within the Site will have to be removed for construction. Off-site trees will be retained and will not be impacted.



Study Area

3. NEIGHBOURHOOD CONTEXT AND CHARACTER ANALYSIS

3.1 Surrounding Context

The Site is located within the Stanley Park neighbourhood which is composed of a variety of land uses such as commercial/retail buildings, recreational facilities, schools, and low to mid-rise residential buildings. The neighbourhood is well served by green spaces including Idlewood Park, Woodland Cemetery, Oaten Park and Kinzie Park as well as retirement communities such as Revera Briarfield Gardens (featuring one-storey townhouses and a four-storey apartment building) near the intersection of Weber Street and Fergus Avenue, and Fergus Place Retirement Community (featuring one-storey building) abutting northeast of the Site. The Site is near an existing GRT transit route (8) connecting to ION Light Rail Transit.

The Site is located near Weber Street and Fergus Avenue Community Node, which is currently undergoing residential intensification, planned for medium to high density uses. A high density redevelopment is occurring 400 metres to the southwest of the Site at 1333 Weber Street E (Elevate Condos) and features 15-storey mixed-use residential dwellings. A medium density development has recently been built 200 metres west of the site at 110 Fergus Avenue (The Hush Towns), which features two-storey townhouses and a four-storey apartment building. While broadening the density of residential uses, these new developments are well supported by existing infrastructures and public services, and active transportation options.



The Hush Towns (110 Fergus Avenue)



Elevate Condos (1333 Weber Street E), under construction (Rendered Image)



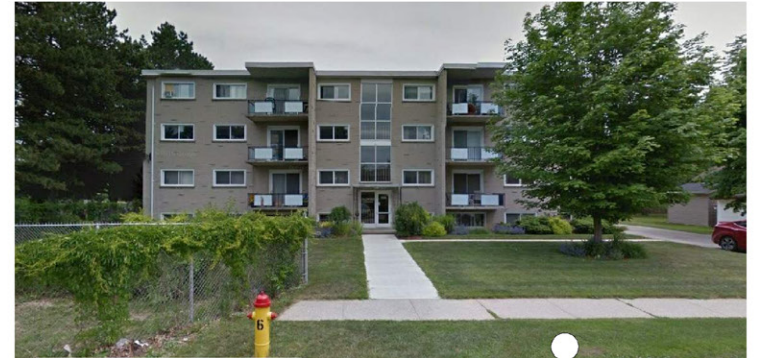
Surrounding context to the Site



New Local Development: The Hush Towns



Existing Mid-Rise Context Building



Existing Mid-Rise Context Building



Street View



Scale of Surrounding Neighbourhood



164 Fergus Ave: Fergus Place Retirement Community

3.2 Immediate Context



NORTH:

The Site backs onto a large landscaped area, Woodland Cemetery, approximately measuring 20 hectares (50 acres) in area. There is a row of trees spaced closely together along the rear property line.



EAST:

The abutting property to the east (164 Fergus Avenue) is a one-storey retirement building, Fergus Place Retirement Community with a lobby and common amenity area at the centre and rooms located on the east and west sides of the property, majority being on the east side. The internal driveway leads to the loading and garbage areas and the surface parking lots abuts the western property line.

The building abutting the western property line has multiple large windows facing the rear yard of the Site with a small strip of hedges that is planted along the shared property line.



Further east, is a four-storey residential building (174 Fergus Avenue) with main building facades facing the internal driveways and parking spaces. The front facade of the building is a blank facade with no openings. The front yard conditions include grassed lawn with some shrubbery along the base of the building.



SOUTH:

The Site is situated at a T-intersection with a view of Falesy Avenue which is comprised of two-lane road, sidewalks on both sides of the street and two-storey detached corner houses with grass lawns and hedges that wrap around the corner.



WEST:

The abutting property to the west is a multiple residential development, The Hush Towns (110 Fergus Avenue) mainly comprising a four-storey condominium and two-storey townhouses that wraps around the perimeter of the property. There are two blocks of two-storey townhouses (one backing and other flanking) along the western property line of the Site.

3.3 Neighbourhood Character Analysis

The Site is located at the eastern edge of the Stanley Park Community and is surrounded by a variety of housing types and established uses ranging from low to medium densities. The surrounding neighbourhood to the south of Fergus Avenue is characterized by a generally homogeneous built form of well-spaced, modest one to two-storey houses, with many having shallow pitched roofs, a consistent front and side yard setbacks, and a mixture of attached garages, carports, or driveway parking. The detached buildings have varied front entrances but generally reinforce the established street rhythm (small front landing with three-four steps or internalized stairs with cover front porch), with planting along the base of the front façade and, appropriately sized windows facing the streets. Front yards include grassy front lawns and shrubbery with trees. The common building materials generally used are brick and siding with stone accents along the base of the buildings with a mix of colours adding to variety and visual interest, though they generally draw from a similar palette of grey, beige, and brown tones with white accents (window frames, front porch railings). The architectural style and colour palette of the houses are relatively consistent along each street.

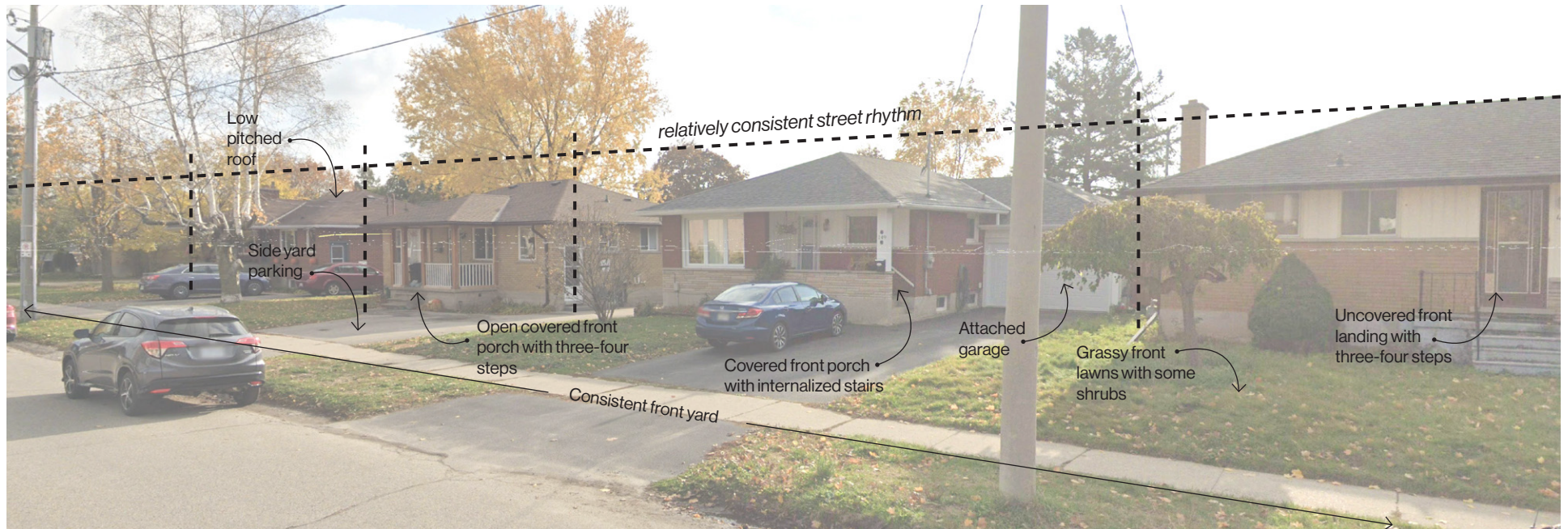
Notwithstanding this prevailing pattern in the local area, the buildings on the north side of Fergus Avenue have different lot size,

configuration, and characteristics. These lots have generous front yards, and considerably deeper rear yards directly abutting a large open area, Woodland Cemetery. Large mature trees and hedges exist as a natural buffer along the perimeter of the open area. There is a mix of building typologies featuring one storey senior retirement housing, one to two storey detached dwellings, two storey townhouse dwelling (along Fergus and Thaler Avenue), four-storey residential buildings (174 Fergus Avenue), and a multiple residential development (The Hush Towns). The detached dwellings have low profile front entrances setback to create a small porch. Some front entrances are also located to the side of the house and parking is provided as either small, attached garages, detached garages located at the rear or driveway parking.

The newly developed multiple residential development at 110 Fergus Avenue (The Hush Towns) has a modern contemporary feel and look. The townhouses have recessed front entrances, oriented to the private street lines with integrated garages. Stucco and siding are the prevailing materials with a colour palette of white and grey with dark accents for trims, windows, railing and light fixtures.

Streets within the neighbourhood have narrow right-of-ways with sidewalks and grassed and/or treed boulevard provided on both sides.

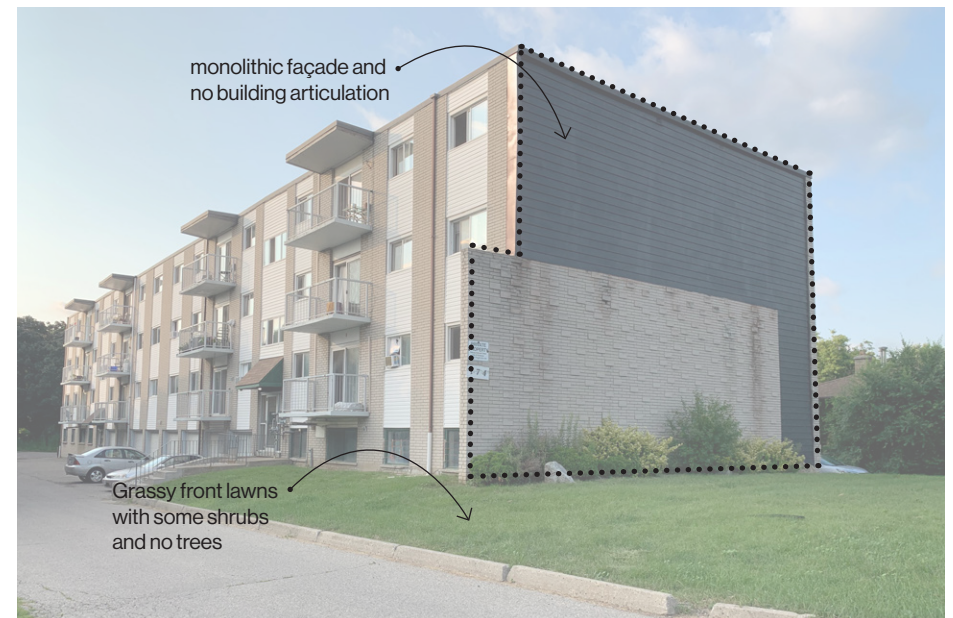




Detached Dwellings along the south side of Fergus Avenue



Multiple Residential Development (The Hush Towns)



Mid-rise residential building flanking Fergus Avenue

4. DESIGN POLICY AND GUIDELINE REFERENCES

This section contains a summary of the design policies and guidelines relevant to the Site and proposed development.

4.1 Official Plan

Designation Design Policies

The Site 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). Section 3.C.2.50 of the OP states that the planned function of Community Areas is *to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas.*

The proposed Official Plan Amendment seeks to change the land use designation from “Low Rise Residential” to “Medium Rise Residential”. This would facilitate the development of a medium rise density project that includes multiple dwelling up to 8 storeys or 25 metres in height.

The Site is currently zoned Residential Four Zone (R-4) in Zoning By-law 85-1 which permits single detached dwellings, semi-detached dwellings and low rise residential multiple dwellings. The proposed Zoning By-law Amendment is proposed to be zoned RES-6 in Zoning By-law 2019-051.

4.2 General Urban Design Policies

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. They include:

- General urban design policies that speak to the city’s skyline,

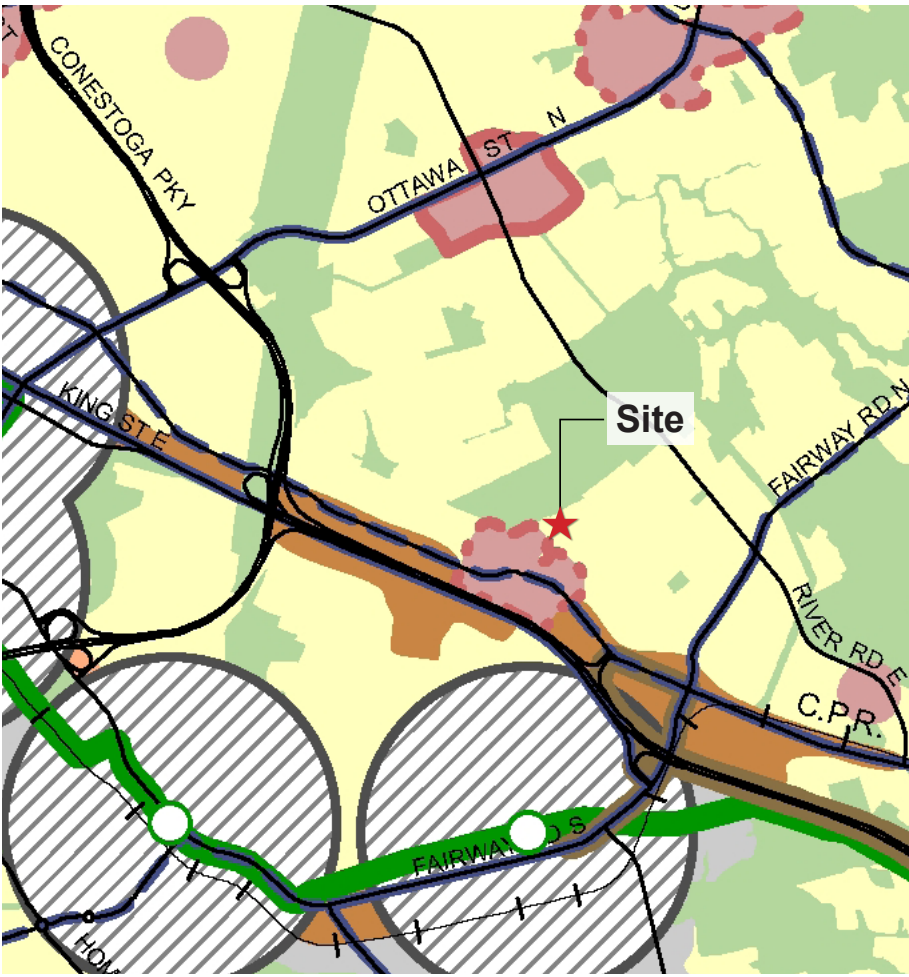
CPTED principles, fire prevention, barrier-free accessibility, and shade.

- Site Design policies speak to the building’s street relationship landscaping to improve the streetscape; 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 view from the public realm.
- Building Design, Massing and Scale design policies speak to human-scale proportions to support a comfortable and attractive public realm, including attractive building forms, facades, 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.

Urban Structure (Map 2) in City of Kitchener Official Plan



Intensification Areas

- Urban Growth Centre (Downtown)
- Major Transit Station Area
- City Node
- Community Node
- Neighbourhood Node
- Urban Corridor
- Arterial Corridor

Other Areas

- Community Areas
- Industrial Employment Areas
- Green Areas

Transit

- Existing Transit Corridor
- Planned Transit Corridor
- Light Rail Transit Corridor
- Adapted Bus Rapid Transit Corridor
- Rapid Transit Station

Land Use Plan (Map 3) in City of Kitchener Official Plan



- | | |
|-------------------------------|------------------------------------|
| Low Rise Residential | Business Park Employment |
| Medium Rise Residential | Institutional |
| High Rise Residential | Prime Agriculture |
| Mixed Use | Rural |
| Commercial Campus | Natural Heritage Conservation |
| Commercial | Open Space |
| Heavy Industrial Employment | Major Infrastructure and Utilities |
| General Industrial Employment | |

4.3 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 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) Mid-Rise Buildings

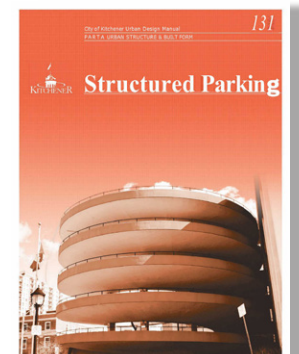
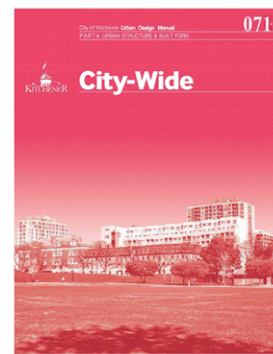
The Mid-Rise Buildings guidelines guide the design of mid-rise buildings in the city, which are defined as those between 4 and 8 storeys in height. These guidelines are meant to be read in conjunction with the policies of the Official Plan and guidelines of the Urban Design Manual and are meant to be applied on a case-by-case basis.

c) Structured Parking

The Structured Parking guidelines guide the design of above-ground parking structures, whether integrated parking garages are part of a building or stand-alone parking garages.

PART C – Design Standards

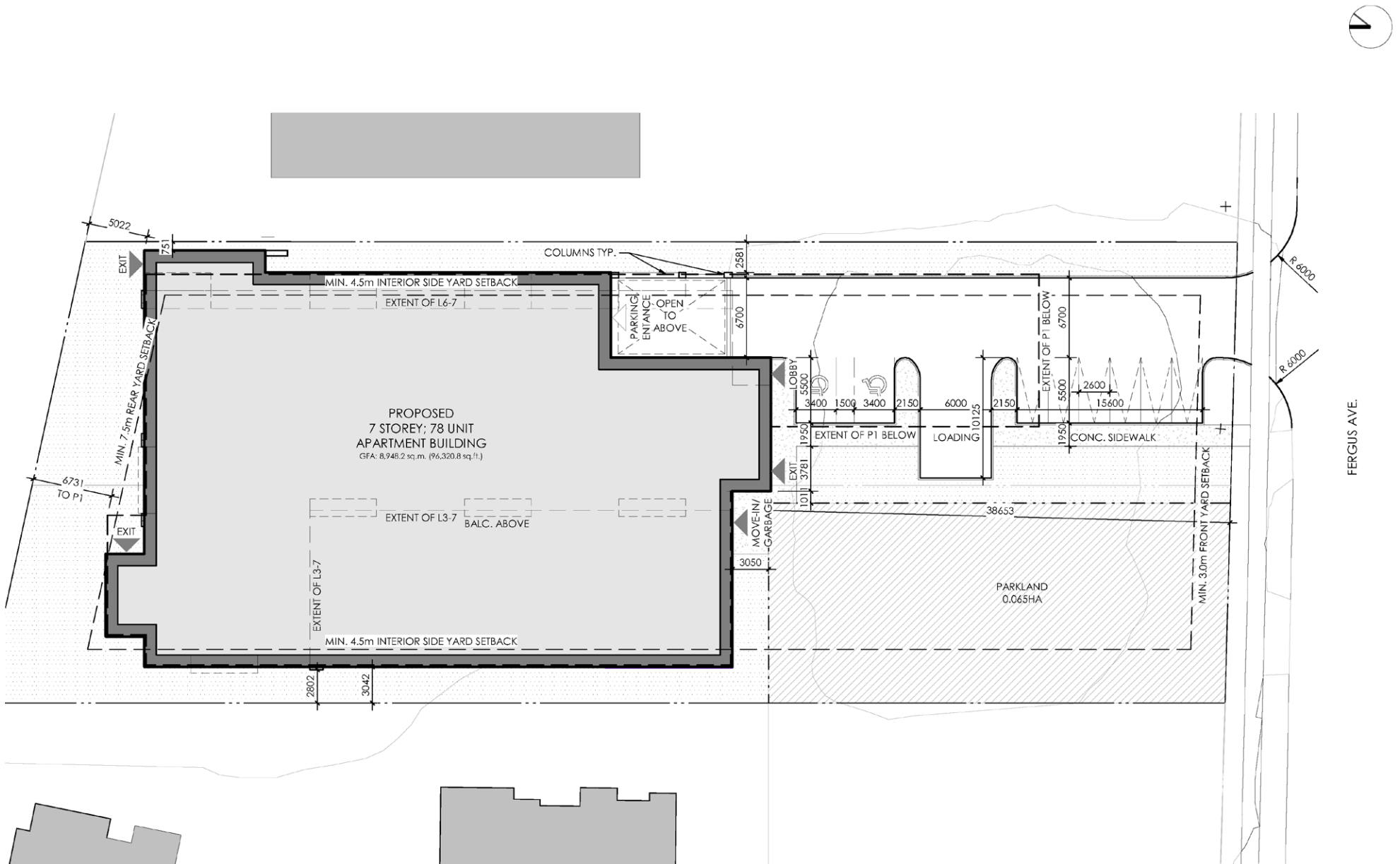
Part C contains design standards with specifications on technical details. Several standards are applicable to the proposed development, including those for access to roads, surface parking, outdoor lighting, barrier-free accessibility, pedestrian and transit supportive development, screening of rooftop mechanical equipment, 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. PROPOSED DEVELOPMENT







The proposed development is a seven-storey multiple dwelling containing 78 dwelling units with a common indoor amenity area (54.7 square metres) and outdoor amenity area (359.6 square metres) atop the two-storey podium, and a total of 89 parking spaces. The proposed parking spaces consist of 38 parking spaces on one level of underground parking, 51 parking spaces on two levels of podium parking and 8 surface parking spaces. Barrier-free parking stalls are located in close proximity to building entrances.

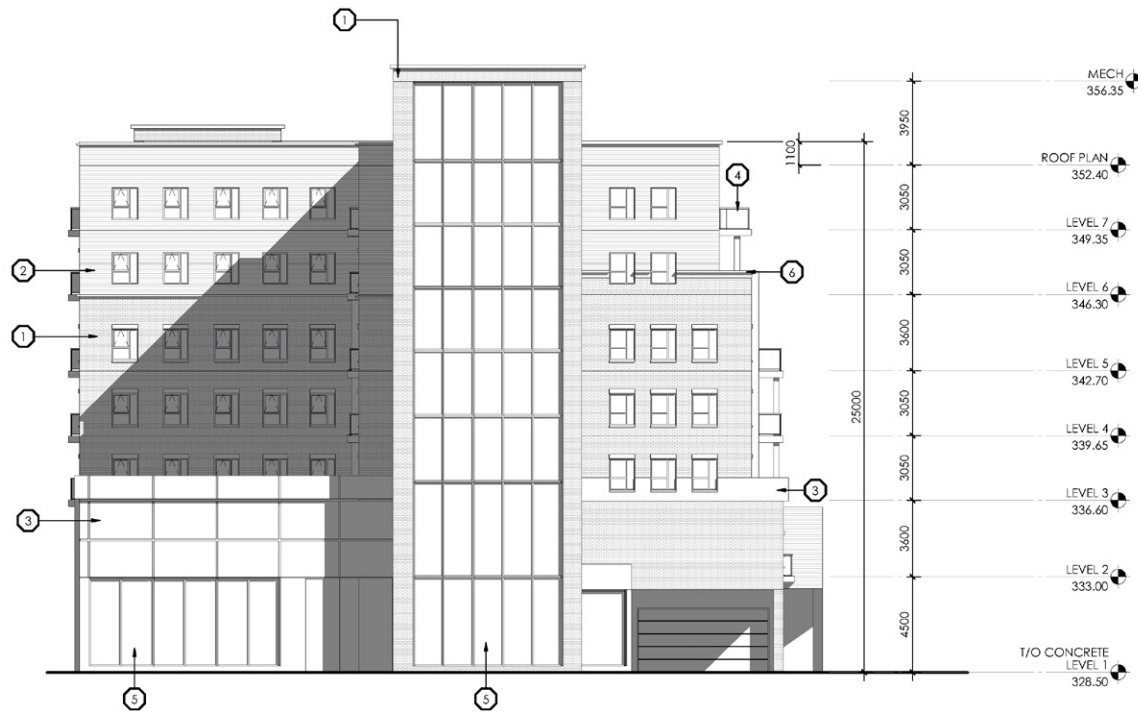




Site Plan, prepared by ABA Architects

MATERIAL LEGEND

-  ① MATERIAL: BRICK VENER
COLOUR: TBD
-  ② MATERIAL: METAL SIDING
COLOUR: TBD
-  ③ METAL WALL PANEL
COLOUR: TBD
-  ④ GLAZED BALCONY RAILING
GLAZING: CLEAR
-  ⑤ WINDOW WALL GLAZING
TYPE: VISION/CHARCOAL SPANDREL
-  ⑥ PRECAST CONCRETE
COLOUR: TBD



South Elevation



East Elevation

Elevations, prepared by ABA Architects

5.3 Access and Circulation

Vehicular access to the Site has been consolidated to one entry/exit point, which is located on the right side of the proposed building from Fergus Avenue, connecting to an internal driveway with surface parking spaces, and to the ramp for the below and above-grade parking spaces. A pedestrian walkway is proposed to provide access from the public sidewalk to the residential lobby. A loading space for residential moving trucks and garbage collection is provided near the front of the building where move-in/garbage rooms are located.

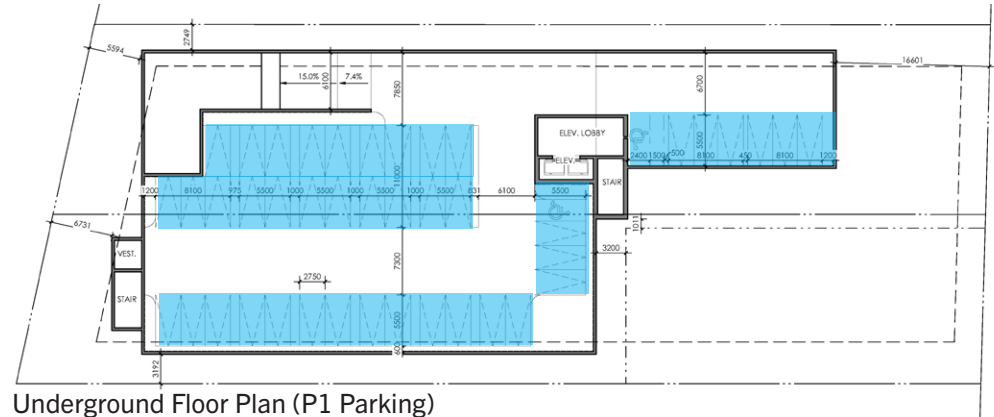
Planting strips and landscaped edges will frame the surface parking areas and driveways to minimize the aesthetic impact of the surface parking.

5.4 Parking

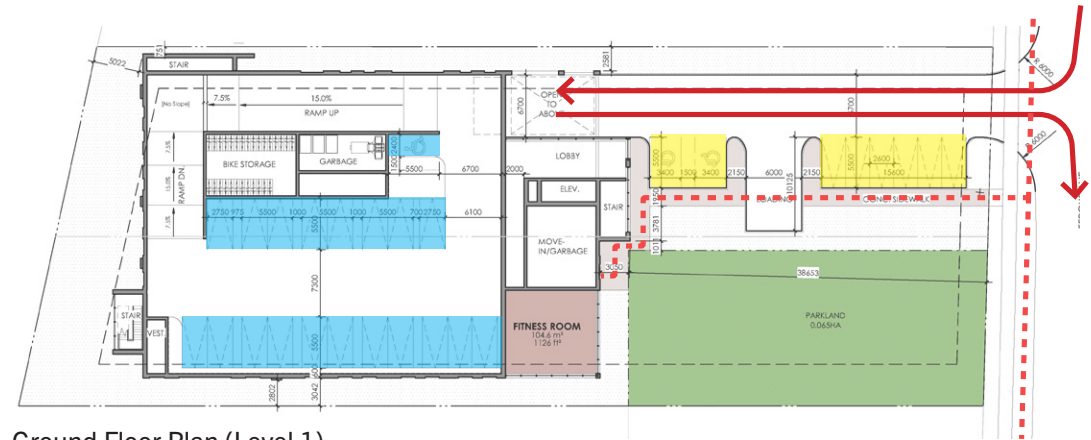
The proposed development consists a total of 89 parking spaces on one level of underground parking spaces and two levels of podium parking spaces, and 8 surface parking spaces are provided along the internal driveway. Barrier-free spaces are provided within the parking structure and near the entrance. There is a secure bicycle storage room on the ground floor, accommodating 51 bicycle parking spaces.

5.5 Service and Loading Areas

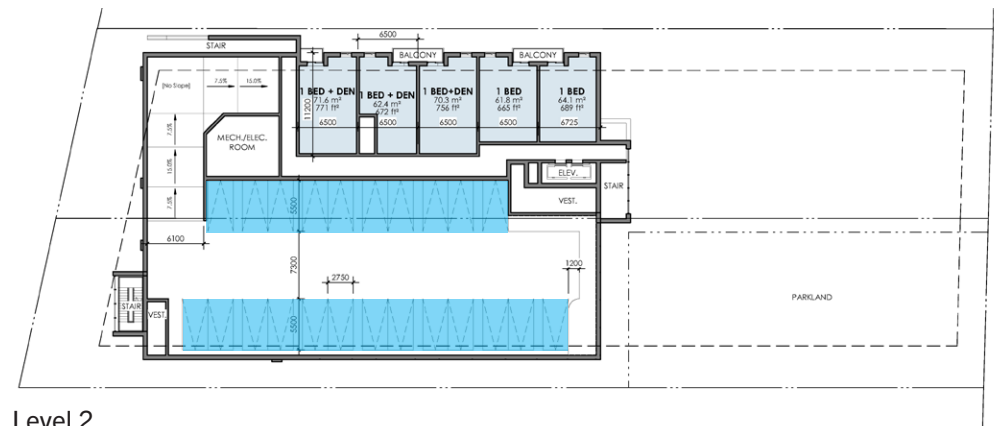
Loading area for the Site is from Fergus Avenue, aligned with surface parking. Internal garbage and service rooms are located on the ground floor and second floor of the proposed building, located within the parking garage. Loading and service areas are located and oriented away from the general circulation of pedestrian and vehicles, accessible but not visible from the public realm. Emergency service vehicles are accommodated through the surface parking area.



Underground Floor Plan (P1 Parking)



Ground Floor Plan (Level 1)









Level 2

Yellow Surface Parking
Blue Below and Above-grade Parking

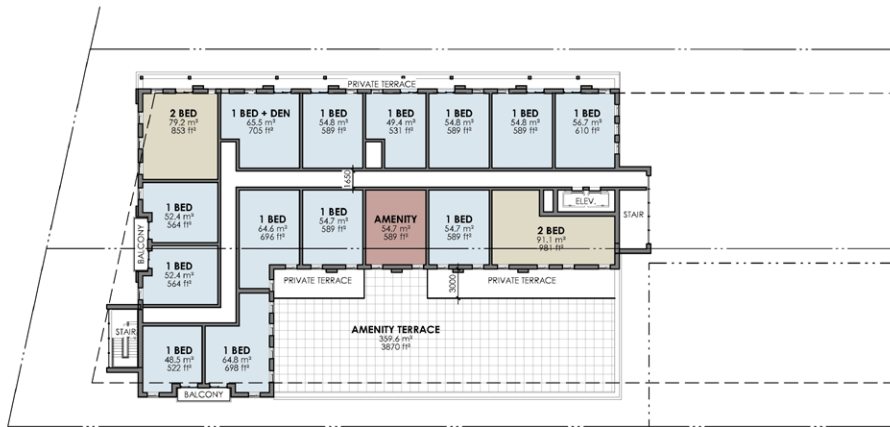
Red Arrow Vehicular Circulation
Dashed Red Arrow Pedestrian Circulation

MATERIAL LEGEND

-  ① MATERIAL: BRICK VENEER
COLOUR: TBD
-  ② MATERIAL: METAL SIDING
COLOUR: TBD
-  ③ METAL WALL PANEL
COLOUR: TBD
-  ④ GLAZED BALCONY RAILING
GLAZING: CLEAR
-  ⑤ WINDOW WALL GLAZING
TYPE: VISION/CHARCOAL SPANDREL
-  ⑥ PRECAST CONCRETE
COLOUR: TBD



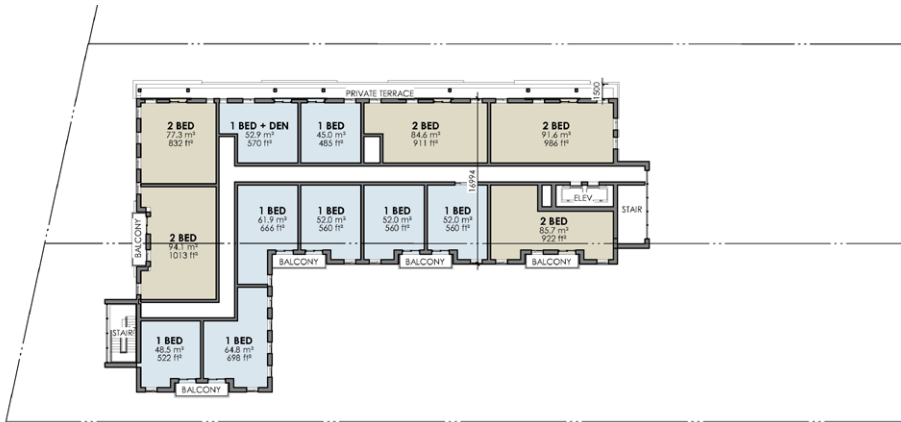
Elevations, prepared by ABA Architects



Level 3 - Rooftop Terrace Plan



Level 4 - 5



Level 6 - 7

5.6 Building Articulation

The preliminary architectural design proposes a contemporary aesthetic regarding the selection and application of materials. Clear glass is pronounced mid-building for the street-facing elevation with a continuous glass feature from the base to the top of the building. Paired balconies are spaced at regular intervals along the north, east and west elevations. Subtle architectural projections surround some balcony bays contributing to vertical articulation of the building, adding visual interest, and breaking down the apparent scale of the longer building elevation. Repetition of windows and openings are proposed horizontally and vertically to create articulation while setbacks and variations in height are used to divide the building mass.

The entrance to the residential lobby is clearly distinguished through architectural details such as transparent glazing and double doors. Overhead weather protection for pedestrians is provided at point of entry to the residential lobby. External stairwell is proposed in the northeast corner of the building to provide emergency entry/exit point for the second floor. Privacy screens will be provided for the balconies of the residential units on the third floor facing the outdoor amenity area atop the two-storey podium.

The following pages illustrate the design inspiration that will guide the detailed design at the Site Plan Approval stage. The architectural style is intended as a clean, contemporary look for the building. The images show a masonry-based or metal panel emphasis with aluminum framed window system and guardrails. The proposed building will include stepping back of levels with change in materials, bold fenestration and/or balcony features. A high degree of transparency is accommodated along all building elevations, with a particular emphasis on the stairwell located mid-building for the street-facing elevation.



SIMPLE BRICK DESIGN WITH BOLD
FENESTRATION/BALCONY FEATURES

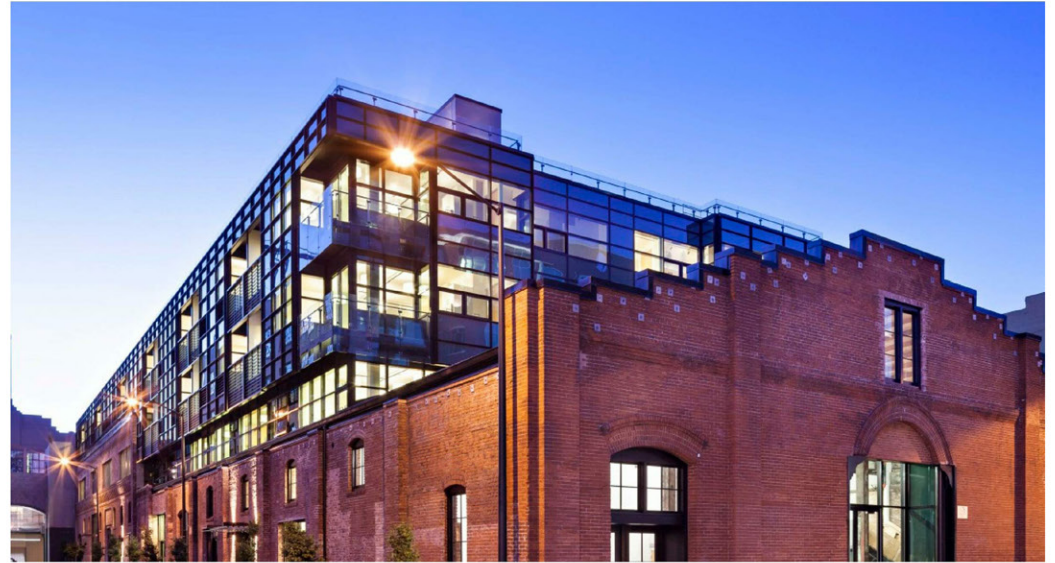


STEPPING BACK OF BUILDING
LEVELS



SIMPLE BUILDING ENVELOPE WITH
FRAMING/ACCENT FEATURES

STEPPING OF LEVELS AND CHANGE
IN MATERIALITY



STAGGERING OF LAYERS



SIMPLE BRICK FACADE WITH
DIFFERENTIATING BACKGROUND LAYER

5.7 Streetscape and Landscape Design

A detailed landscape design plan has not been prepared at the time of the OPA/ZBA submission. The future landscape design will emphasize the rooftop terrace common amenity area, paved walkways, and perimeter screening planting. The proposed Site layout provides opportunities for:

- A communal rooftop terrace is provided on the third floor of the proposed building. Although preliminary designs have not been completed yet for this outdoor terrace, the design intent is principally a hard surface treatment for durability and ease of maintenance. Soft landscape treatments may be added through raised massed planted beds and moveable seating.
- Soft landscape treatment of the landscape buffer surrounding the Site will be proposed.
- Tree plantings may be provided where space permits.
- The pedestrian walkway from the Fergus Avenue sidewalk to the building entrance will be barrier-free accessible and paved in a non-strip treatment.
- Moveable seating and other furnishings may be considered near the residential lobby entrance.

5.8 Microclimate Analysis

Shadow Impact

Shadow Analysis is a complete application submission requirement per the Record of Pre-Submission Consultation. The Mid-Rise Building guidelines identify that a shadow analysis should demonstrate how the proposed building maintains “daily access to at least 5 hours of cumulative direct sunlight under equinox conditions” on nearby public spaces, open spaces and sidewalks, as well as for adjacent low-rise properties. To demonstrate this, shadow impact graphics are

provided in Appendix A for March 21, June 21, September 21 and December 21 from 10am to 4pm at 2-hour intervals.

The below analysis of equinox conditions (and solstice conditions for reference) demonstrate the impacts are acceptable and provide sufficient sun exposure per the Mid-Rise Guidelines guidance. Mitigation measures of step backs and location of the Proposed Development on the Site have been implemented to reduce impact s to abutting properties. In summary:

- The proposed building maintains more than five hours of sunlight on adjacent low-rise properties to the west of the Site.
- The proposed parkland generally receives full sun from sunrise to 2 pm (6+ hours) under equinox conditions..
- Rooftop terraces: The proposed rooftop terrace receives a combination of full and partial sun from 10am to 4pm in the summer and fall.
- The proposed building maintains more than 5 hours of sunlight on the Woodland Cemetery open space during equinox conditions.
- The sidewalks along Fergus Avenue are not impacted by shadows from the proposed building.
- The proposed building maintains 3 hours of sunlight on the adjacent low rise property to the east and 2 hours of partial shade on the side yard (5 hours without shadow impacts to the building) during equinox conditions.

Table 1: Shadow Impact Analysis Summary

Building Impacts On	Woodland Cemetery (north)	Fergus Place Retirement Community -164 Fergus Avenue (east)	Parkland and Fergus Avenue Sidewalk (south)	The Hush Towns - 110 Fergus Avenue (west)
March 21	Partially shaded between 10am and 2pm , no shadow from 2 pm to sundown (5+ hours)	No impacts from sunrise to 10am (3 hours). Side yard partially shaded from 10 am to 12pm (2 hours); building partially shaded from 2pm onward	No impacts (6+ hours)	No impacts (6+ hours)
June 21	No impacts between 2 pm and sundown (7 hours)	No impacts between 10am and 2pm; partially shaded at 4pm (likely 4 hours)	No impacts from 10am to 2pm; Partially shaded at 4pm (mostly the surface parking)	No impacts between 10am and 4pm (4+ hours)
September 21	Partially shaded between 10am and 2pm , no shadow from 2 pm to sundown (5+ hours)	No impacts from sunrise to 10am (3 hours). Side yard partially shaded from 10 am to 12pm (2 hours); building partially shaded from 2pm onward	No impacts (6+ hours)	No impacts (6+ hours)
December 21	Partially shaded between 10am and sundown	No impacts between 10am and 2pm (2 hours); partially shaded from 2pm onwards	No impacts (6+ hours)	No impacts (6+ hours)

6. RESPONSE TO POLICY AND GUIDELINE FRAMEWORK

This section contains a summary of the design policies and guidelines relevant to the Site and proposed development and assessment of the general themes of those documents.

6.1 Response to Official Plan Policy

The proposed design responds to the design direction of the Medium rise designation in that the proposed mid-rise building:

- a) Provides opportunity for residential intensification and the provision of a housing alternative in the neighbourhood.
- b) Fits within the existing and emerging context, scaled to respect the proportions of Fergus Avenue and demonstrating no adverse shadow impacts.
- c) Enhances the existing character of the streetscapes along Fergus Avenue.
- d) Sets back 39.8 metres from Fergus Avenue to allow for sufficient area for the parkland and tree planting along the street edge.
- e) Provides appropriate transition from the one and two-storey built forms to the east and west through setbacks and variation in heights.
- f) Includes highly articulated building elevations with regularly spaced openings.

The proposed development is designed in keeping with the General Urban Design policies in Section 11 of the Official Plan as it:

- Provides for “eyes on the street” and implements other CPTED measures;
- Provides access for emergency service vehicles.
- Is barrier-free accessible.
- Is transit supportive.
- Contributes to the variety of housing typologies in the local area.
- Includes amenity spaces suitable for all age groups.
- Supports walkability through siting, human scaled built form and animation with windows along all building facades.
- Provides access for vehicles, pedestrians, and cyclists.
- Provides secure parking for both vehicles and bicycles.
- Provides high quality building materials and architectural detailing on all elevations that complement surrounding buildings in the neighbourhood.
- Internalized garbage and recycling storage areas and away from the public realm.

The proposed mid-rise 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 development with the surrounding area, as outlined below.

6.2 Response to Urban Design Manual Guidelines

Inclusive Design

CITY-WIDE

MID-RISE BUILDINGS

STRUCTURE PARKING

GREEN AREAS

- A direct connections between the building interior and the abutting public sidewalks on Fergus Avenue is provided.
- The proposed building will define pedestrian-scale lighting at detailed design stage and will ensure even illumination of exterior areas.
- The proposed building has highly transparent building elevation at the ground floor and above for natural surveillance and provides uninterrupted sight lines from the building faces to public sidewalks along Fergus Avenue.
- The visitor parking and barrier-free parking are clearly demarcated in locations near the building entrance.
- There is a mix of different sizes of one-bedroom and two-bedroom units to provide flexibility of housing choice.
- Individual balconies are provided for all units.
- Common outdoor rooftop terrace atop two-storey podium are designed to be suitable for all age groups.
- Proposed park is located in front of the building to maximize natural surveillance and to serve as a community open space accessible to all ages and users.

Design for Sustainability

CITY-WIDE

MID-RISE BUILDINGS

STRUCTURE PARKING

GREEN AREAS

- Site is transit supportive and walkable and provides cycling infrastructure.
- Site is connected to employment, residential and institutional

locations in the immediately surrounding area and throughout Kitchener.

- There are multiple active transportation connections in the vicinity with sidewalks and bicycle facilities.
- There is a safe and secure indoor bicycle storage room and supports active transportation opportunities.
- There is minimal surface parking spaces with most parking in an underground parking garage, reducing associated heat island effects.
- The proposed building will provide high efficient lighting and building components.
- The proposed building have on-site facilities for handling, storing and separating recyclable and solid waste, and an area inside building will have facilities for the collection of organic materials.

Design of Outdoor Comfort

CITY-WIDE

MID-RISE BUILDINGS

STRUCTURE PARKING

- The Shadow Analysis demonstrates acceptable sun exposure conditions for affected sidewalks, public spaces, and adjacent low-rise properties.
- The proposed building design addresses pedestrian weather protection through covered entranceway and landing spaces.
- The pedestrian pathway will be finished with a non-slip surface treatment and will be maintained to accommodate pedestrians during all weather conditions.
- Landscape plans at the time of detailed design will address planting opportunities for shading and wind screening, as needed.

Shared Spaces

CITY-WIDE

MID-RISE BUILDINGS

GREEN AREAS

- There is a rooftop outdoor terrace and an indoor amenity area atop

two-storey podium and a fitness room at-grade for the residents.

- Balconies proposed for all units on the west side of the building, provide natural surveillance of the shared outdoor amenity area in this location.

Street Design

CITY-WIDE

GREEN AREAS

- Detailed landscaped design will explore opportunities for blending surface treatments between private property and parkland area.
- The front yard of the proposed development include soft landscaping elements that complement the streetscapes;
- Where driveways for the proposed development intersect public sidewalks, the sidewalks will be demarcated in a different surface treatment and will maintain barrier-free accessible standards.

Parks and Open Spaces

CITY-WIDE

GREEN AREAS

- The proposed parkland area provided on the front yard of the Site (measuring 648.7 square metres in area) offers significant park frontage along Fergus Avenue supports pedestrian permeability and visibility.
- The proposed parkland is located adjacent to an existing park to the west of the Site and is intended to be coordinated as one larger public park.
- The proposed building fronts onto the park to frame the park and provides a natural surveillance in this location.

Compatibility

CITY-WIDE

MID-RISE BUILDINGS

STRUCTURE PARKING

- Human-scaled proportion is achieved by a two-storey podium with a ground floor height of 4.5 metres, highly transparent at-grade amenity area (fitness room) and residential lobby.

- The proposed building sets back from Fergus Avenue to maintain similar front yards and establish a coherent relationship with the surrounding buildings.
- The building's setbacks ensure adequate privacy, daylight penetration and landscaping opportunities prevail on neighbouring properties and the public realm.
- The height, scale and massing of the proposed building will be articulated with balconies, high quality materials, fenestration, and architectural details that can not only co-exist, but also enhance the existing character of the streetscapes along Fergus Avenue.
- There are no windows or opening on the east side of the building's ground floor plane to mitigate privacy concerns and to prevent overlook impacts on abutting property.
- Landscaped front yard setback along Fergus Avenue provides opportunities for landscaping to help establish human scale and softening of the street edge.
- Contemporary architectural style, detailing and materiality are to be refined through the detailed design stage and will ensure colour and texture on the facades are consistent with and complement the surrounding context.
- The proposed seven storey height is an appropriate increase in height, keeping it consistent with the new developments (110 Fergus Avenue and 1333 Weber Street E) in the neighbourhood and also considering its close proximity to Weber Street and Fergus Avenue Community Node (400 metres to the southwest of the Site)
- With the implementation of a pedestrian-friendly streetscapes, high quality materials, fenestration and architectural details, the proposed development represents compatible residential intensification in an existing neighbourhood that makes efficient use of existing infrastructure and community services, is transit supportive and broadens the range of housing options and densities available within the community.

Site Function

CITY-WIDE

MID-RISE BUILDINGS

STRUCTURE PARKING

- Residential parking is primarily located within the building's parking structure and away from the street edge.
- Landscaping is provided around the perimeter of the surface parking area and will include plantings to screen the parking area from the public realm and adjacent properties.
- Vehicle circulation routes through the Site and accesses to structured parking are well defined.
- Bicycle parking is provided within the building's parking structure.
- Barrier-free parking spaces are provided near the principle building entrance.
- Increased visual connection into the building, as well as weather protection for pedestrians, are provided at points of entry to the residential lobby.
- Detailed design of private on-site servicing, utilities and HVAC will be done at the detailed design stage and efforts will be made to minimize their visual impact.
- Garbage and recycling storage areas are located interior to the Site and designed such that:
 - they do not negatively impact the streetscapes, amenity areas or building occupants;
 - they do not obstruct fire routes or parking;
 - they will be screened from view from the public realm.

Built Form

CITY-WIDE

MID-RISE BUILDINGS

- The proposed building is oriented and positioned to respect the local context, including the interface with the low-rise residential neighbourhood to the east, south and west.

- The proposed design employs a contemporary aesthetic for selection and application of materials.
- Architectural detailing, including balconies, projections and materials are used on the north, east and west elevations which help reduce the apparent scale of the building.
- The regular spacing of balconies, windows and variation of building materials and articulated architectural projections create visual interest and reinforce human scale.
- The north, east and west elevations, including side elevations, have window openings and balconies; no blank facades.

Building Components (Ground Floor Design)

MID-RISE BUILDINGS

- The ground floor of the building is defined with a covered entranceway with a landing area, located at the corner of the building.
- The proposed ground floor has a 4.5 metres floor-to-ceiling height with at-grade amenity area (fitness room) measuring 104.6 square metres in area.
- The ground floor has highly transparent glazing windows along the front (south) elevation facing Fergus Avenue.
- The front yard is designed with soft landscaping to contribute to the quality of the pedestrian environment along Fergus Avenue.
- The length of the proposed building on the ground floor is 55.95 metres (does not exceed the recommended length of 70 metres) and maintains appropriate scale and massing with architectural detailing and stepbacks on the upper storeys.
- An entranceway with projecting upper storeys provide weather protection for pedestrians.
- An at-grade indoor amenity area (fitness room) for the residents is provided front of the building.
- Siting of the buildings on the Site provide for screening of site functions such as loading, parking and garbage areas from the public realm.

Building Components (Building Design)

MID-RISE BUILDINGS

- The physical separation from the westerly property line (abutting 110 Fergus Avenue) is 3 metres and 16.18 metres on top of a two-storey podium. The upper storeys of the building that is closer to the westerly property line have comparatively fewer balconies and openings and it is facing the shorter side of the townhouse and a driveway.
- Separation to northern property line abutting the cemetery is 5.5 metres and 6.7 metres. Large mature trees and hedges exist as a natural buffer along the north property line providing privacy.
- Upper storeys stepbacks and variation in heights provide transition measures from the low-rise residential buildings to the east and west and mitigate potential shadow/privacy impacts to neighbouring properties.
- Balconies are proposed on the north, east and west elevations of the building. Inset balconies are provided to reduce the visual scale of the massing of the towers from the pedestrian perspective, limit overlook, and provide inter-est to building massing.
- An integrated mechanical penthouse defines the roofline and is stepped back from the edges of the building.

Building Components (Materials and Details)

MID-RISE BUILDINGS

- The material palette for the proposed mid-rise building predominantly consists of masonry with window wall systems and assorted variations in glazing.
- A high degree of transparency is achieved by providing transparent windows and glazed balcony guards on the north, east and west elevations, with a particular emphasis on the ground floor plane.
- Materials are used to accentuate the depth of the building elevations coinciding with projecting elements and to distinguish between the building base and the upper storeys to reduce the perception of mass.

7. SUMMARY

The proposed development is a seven storey multiple dwelling containing 78 dwelling units with a common indoor (54.7 square metres) and outdoor amenity area (359.6 square metres) atop the two-storey podium, and a total of 89 parking spaces.

The building's arrangement on the Site provides a sensitive transition from the low-rise neighbourhood and accommodates significant park frontage along Fergus Avenue. The scale of the buildings, with the appropriate yard setbacks, parkland dedication and building articulation, represent human scale proportions relative to Fergus Avenue. The preliminary building elevations include horizontal and vertical articulation and creating undulations that add visual interest and break down the apparent mass of the building. The architectural style is a contemporary architectural aesthetic of form and materials that complements the existing context. The colour and texture of exterior cladding materials may be inspired from the surrounding neighbourhood for better integration that will complement the substantial use of glass/glazing of a modern building. The proposed development will be consistent with the changing character of the immediate area and will co-exist in harmony with the surrounding buildings without creating any adverse impact while establishing its own architectural vocabulary.

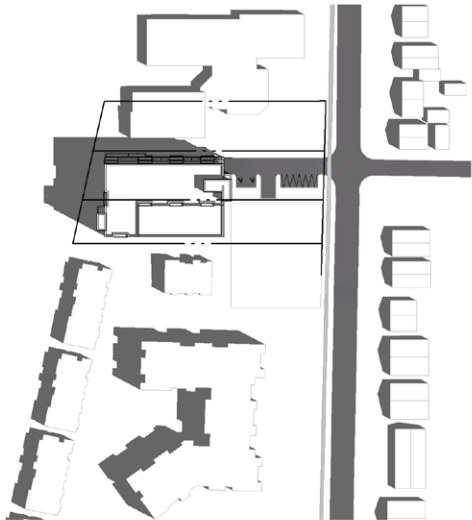
Based on the forgoing urban design merits, the proposed development conforms to the Urban Design policies of the Kitchener Official Plan and reflects the direction of the City's Urban Design Manual, particularly the guidelines for Midrise Buildings. It is an appropriate development for the context and reflects principles of good urban design.

APPENDIX A

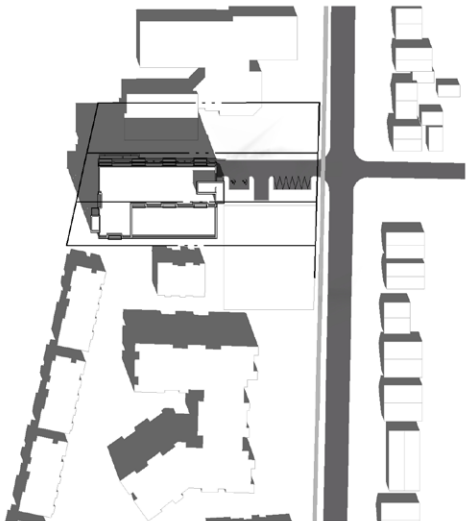
Spring Equinox



MARCH 21, 10AM



MARCH 21, 12PM

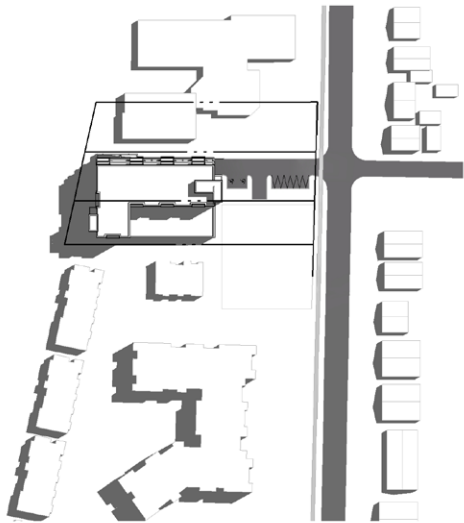


MARCH 21, 2PM

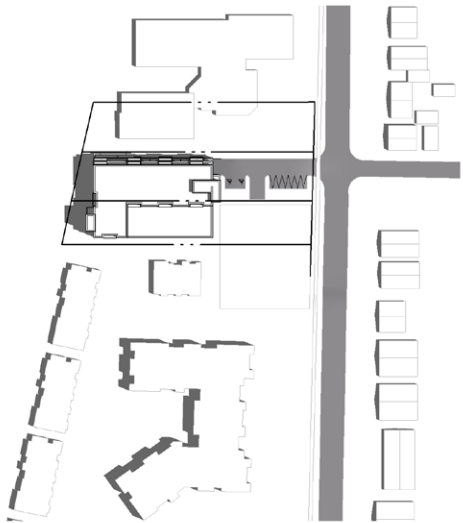


MARCH 21, 4PM

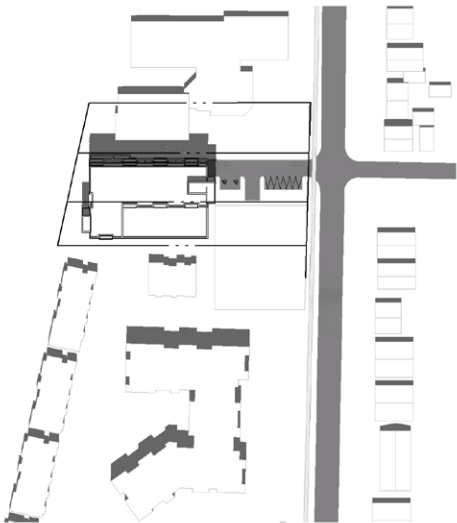
Summer Solstice



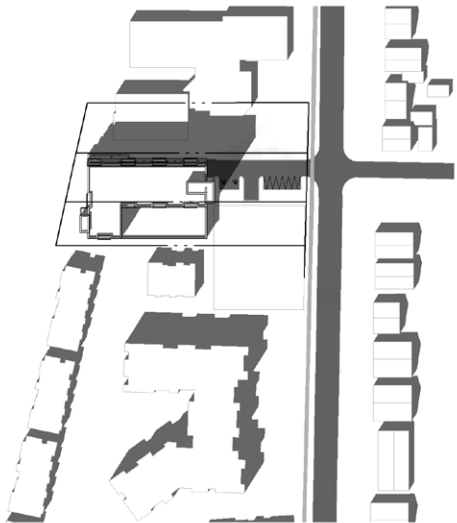
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JUNE 21, 12PM



JUNE 21, 2PM

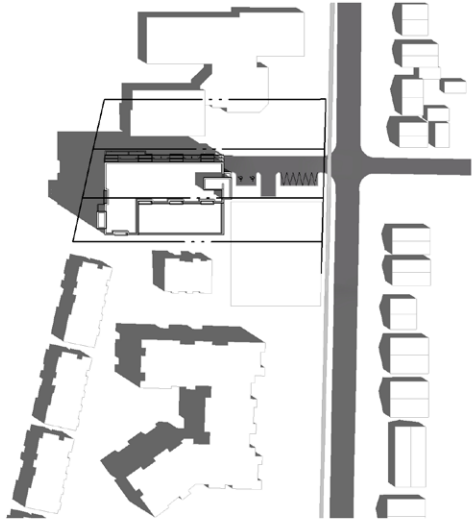


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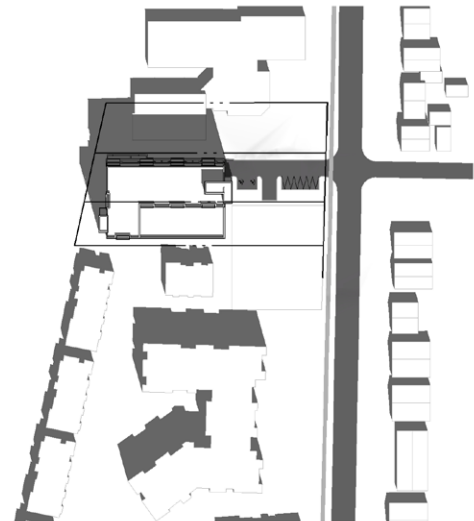
Fall Equinox



SEPTEMBER 21, 10AM



SEPTEMBER 21, 12PM



SEPTEMBER 21, 2PM



SEPTEMBER 21, 4PM

Winter Solstice



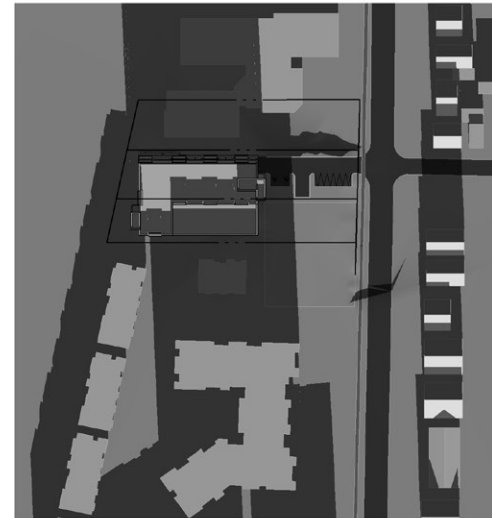
DECEMBER 21, 10AM



DECEMBER 21, 12PM



DECEMBER 21, 2PM



DECEMBER 21, 4PM

