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URBAN DESIGN BRIEF

808 & 836 Courtland Avenue East
808 Courtland GP Inc.
Kitchener

Official Plan Amendment & Zoning By-law Amendment
August 2024

CONTENTS

1. INTRODUCTION

1.1 BACKGROUND

808 Courtland GP Inc. as general partner for 808 Courtland LP ("**the Owner**") is proposing a mixed-use development on the property at 808 and 836 Courtland Avenue East ("**the Site**") in Kitchener. The redevelopment proposal requires an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") to permit the change from commercial/industrial to mixed-use with built form regulations tied to the proposal.

1.2 PROPOSED APPLICATIONS

The proposed OPA application would redesignate the Site from "Commercial" and "General Industrial" to "High Rise Residential" with special policies for an increased floor space ratio. The proposed ZBA application would rezone the Site from "C6" and "M2" to "RES-7" with special regulations allowing an increased building height, increased floor space ratio, non-residential floor space requirements, and tower massing requirements informed by the SGA-4 Zone of "Growing Together".

1.3 PRESUBMISSION CONSULTATION

An urban design brief is a requirement of a complete OPA and ZBA applications. The Pre-Submission Consultation in December 2023 indicates that the urban design brief "*should address how the site achieves the objectives detailed in the City's Official Plan as well as the design direction and standards outlined in the City's Urban Design Manual including The City-wide design, Structured Parking and City's Tall Building Guidelines*".

FIGURE: Location of Site at 808 & 836 Courtland Avenue East

2. PROPOSED DEVELOPMENT PLAN

The proposed plan by ABA Architects for the Site envision a three-tower development (22, 27 and 30 storeys) that sits atop a shared podium (6 storeys). A coordinated driveway provides access from Courtland Avenue East which would be shared with the 844 Courtland property to the east and allow its operation in the interim. The plan shows 977 residential units in the podium and towers that consist of a mix of one-bedroom, two-bedroom and three-bedroom units as well as of ground floor commercial space along Courtland Avenue East. The plan includes 509 parking spaces in one underground parking level, four podium parking levels, and a convenience surface parking area. The plans include a total of 733 bicycle parking spaces that are primarily indoors. The podium rooftop contains large outdoor terraces together with multiple indoor amenity rooms.

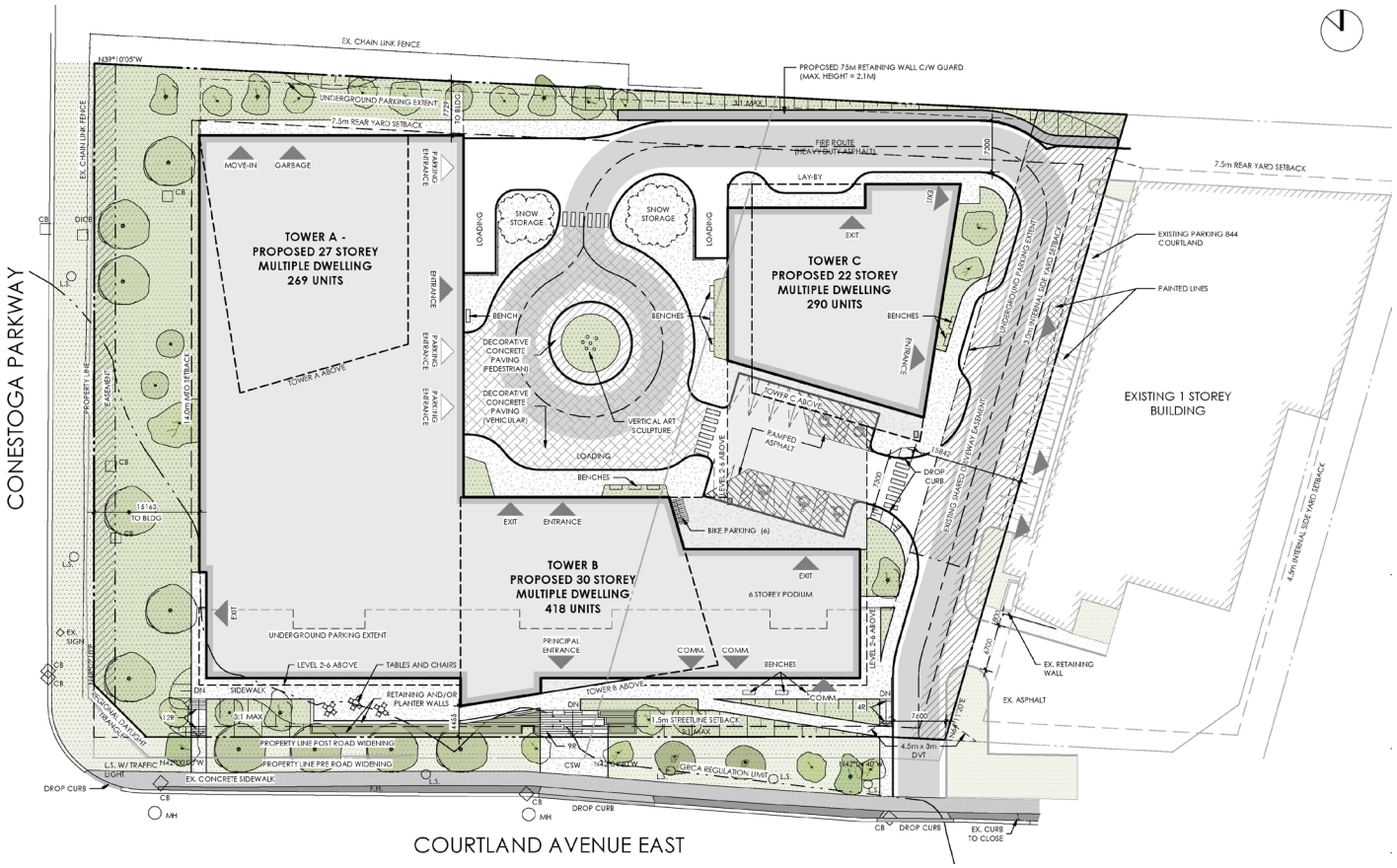
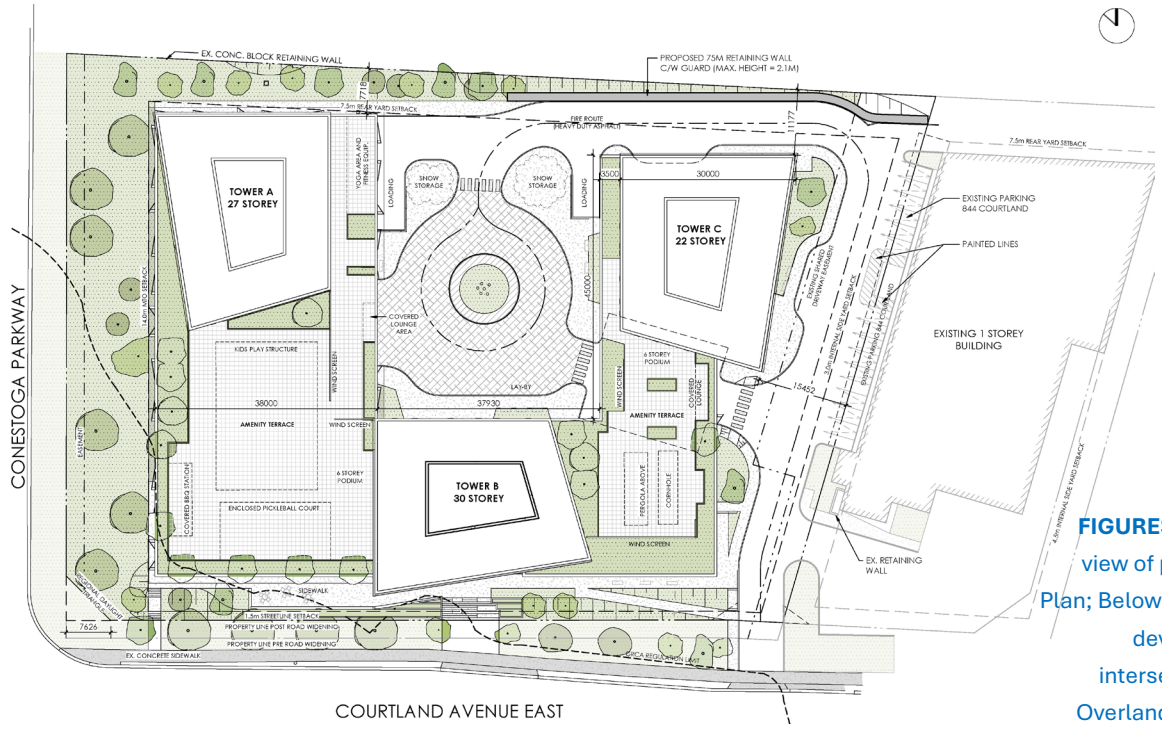


FIGURE: Proposed Development Plan for 808 & 836 Courtland Avenue East (ABA Architects)



FIGURES: Above, rooftop aerial view of proposed Development Plan; Below, rendering of proposed development looking from intersection of Courtland and Overland Drive (ABA Architects)

3. SITE DESCRIPTION & CONDITIONS

The Site sits on the east side of Courtland Avenue East between the Highway 7/8 corridor and access ramp to the north and Walton Avenue to the south (Courtland Avenue is referenced as running north-south for the purposes of description in this Brief). The Site is comprised of two municipal addresses, 808 Courtland and 836 Courtland, which were merged on title at the time of acquisition. The Site's physical characteristics and existing conditions are as follows.

- **Area**: the Site is 1.3 hectares in size.
- **Configuration:** the Site is rectangular in shape (recognizing the angled boundary) with approximately 111 metres of street line width along Courtland and a depth from Courtland of between 95 and 100 metres
- **Existing Buildings:** the Site contains two single-storey buildings that contain multiple commercial-related tenants.
- **Existing Access:** there are two existing vehicular accesses from Courtland Avenue East, one mid-point between 808 and 836 Courtland and the other to the south between 836 and 844 Courtland.
- **Existing Parking**: there is existing surface parking between the 808 and 836 Courtland buildings. The rear area has historically been used for other vehicle storage.
- **Existing Topography:** the Site's topography slopes relatively consistently to Courtland Avenue East from its southeast corner with a grade drop of approximately 3 metres across the Site.
- **Existing Vegetation**: there is no significant vegetation on the Site given its current development pattern.
- **Existing Easements**: there is an existing easement along the Site's southern boundary for access from Courtland Avenue East in favour of the abutting property at 844 Courtland Avenue East.

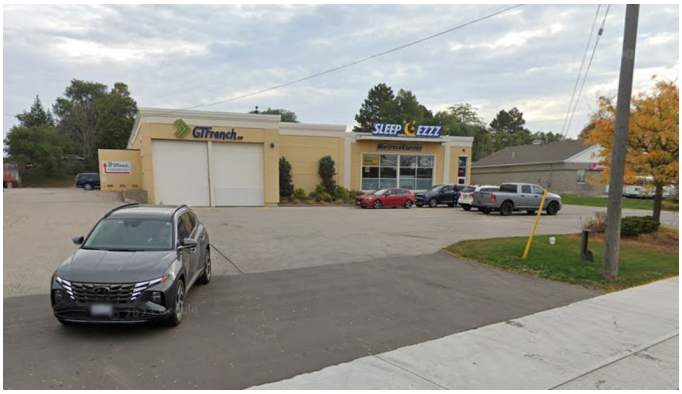
FIGURE: Existing conditions of 808 & 836 Courtland Avenue East (MTE Consultants)

4. SURROUNDING CONTEXT

4.1 ABUTTING PROPERTIES

The properties abutting the Site are a mixture of high density residential and commercial uses as follows.

- **NORTH**: the Site abuts the Highway 7/8 corridor. The eastbound ramp abuts the Site's property line while the highway travel lanes are approximately 100 to 150 metres from the Site's edges.
- **EAST**: the Site abuts two high-rise buildings to the east that front onto Vanier Drive. The building at 38 Vanier Drive is a 12-storey apartment building which sits approximately 40 metres (parallel) from the shared property line with the Site and has a two-level open air parking deck the intervening rear yard. The building at 49 Vanier Drive is a 9-storey apartment building which sits approximately 33 metres (perpendicular) from the shared property line with the Site and has a two-level open air parking deck in the intervening rear yard.
- **SOUTH:** the Site abuts a single-storey commercial building at 844 Courtland Avenue East. This property has surface parking in the front yard and along the shared property line with the Site. There is an existing access easement on the Site that serves the 844 Courtland property.
- **WEST:** the Site fronts Courtland Avenue East, a 4-lane arterial Regional Road. Courtland currently has a 30-metre right-of-way width, which will be widened through the site's approvals and development (3.048 metre widening).



4.2 SURROUNDING AREA CHARACTERISTICS

The Site sits within a broader mixed-use urban corridor along Courtland Avenue and Fairway Road. Closer to the Site is a mixture of residential and commercial/industrial type uses. Further south, the corridor transitions to a commercial and retail fabric extending onto the Fairway Road regional commercial corridor.

The Site is close to several transit routes and options in the surrounding area. The Site is a 10-minute walk to the Blockline ION Station, providing northbound and southbound access to Downtown Kitchner and Fairview Mall, respectively. There are local bus route (Route 6) stops immediately near the Site (2-minute walk) which connects to the ION stations and Downtown Kitchener. The Site is a 12-minute walk to IExpress service (Route 204) at the corner of Blockline Road and Courtland Avenue East providing eastbound and westbound service.

The area surrounding the Site has several parks and open spaces that provide recreation opportunities for the Site. The Site is an 8-minute walk from the fields and play equipment at Rockway Public School. The Site is a 13-minute walk from Wilson Park and Kingsdale Community Centre, which collectively include indoor facilities, sports fields, swimming pool, play structures and other amenities. Also, the Site is a 10-minute walk from the AR Kaufman Family YMCA that includes a broad range of indoor recreation offerings.

FIGURE: Surrounding Community Context for 808 & 836 Courtland Avenue East (ABA Architects)

5. RESPONSE TO OFFICIAL PLAN POLICIES

5.1 URBAN STRUCTURE POLICIES

The Site is part of the "Major Transit Station Area" urban structure element in the Kitchener Official Plan. The general planned function for Major Transit Station Areas in Section 3 is transit-supportive growth and land uses, connected multi-modal transportation and transit systems, and pedestrian-friendly streetscapes and built forms.

Response: The proposed development's intensity, mix of residential and commercial uses, street-supporting mid-rise podium with active ground floor uses, and pedestrian and cyclist accommodation all contribute to the planned function of the Blockline ION Station.

5.2 MIXED USE DESIGNATION POLICIES

The proposed designation for the Site is "Mixed Use" in the Kitchener Official Plan. The Mixed Use policies are intended with flexibility to permit a broad range of uses at different scales and intensities. The Mixed Use policies (15.D.4) encourages d*evelopment and redevelopment "to achieve a high standard of urban design, be compatible with surrounding areas, be transit-supportive and cycling and pedestrian-friendly"*.

Response: The proposed development supports the Mixed Use policy direction by providing further uses and density to the Site that are compatible with the surrounding area and while supporting alternative modes of transportation of transit, walking and cycling.

5.3 GENERAL URBAN DESIGN POLICIES

Section 11 of the Official Plan contains general urban design policies that are intended to be used to evaluate development forms and patterns. The general policies require applications to have regard for the city's skyline, CPTED principles, fire prevention, barrier-free accessibility, and shade. The "Site Design" policies require consideration of the building's streets relationship as well as landscaping to improve the streetscape. The "Building Design, Massing and Scale" design policies require human-scale buildings proportions to support a comfortable and attractive public realm.

Response: The proposed design reflects the intent of Section 11 of the Official Plan as it:

- Contributes to an articulated profile and skyline across the three towers;
- Has barrier-free accessible walkways, building entrances, and parking spaces;
- Provides access for emergency vehicles;
- Provides for "eyes on the street" and implements other CPTED measures through the podium massing and fenestration;
- Contemplates tree planting and enhanced streetscapes along Courtland and the Highway 7/8 edge;
- Sites and orients the building mass to relate well to the public Courtland frontage;
- Contributes to pedestrian comfort with transparent windows and commercial and residential entrances facing Courtland;
- Provides a single consolidated driveway for vehicle, pedestrian, and cyclist access;
- Provides secure car and bicycle parking;
- Internalizes garbage, loading and mechanical room, minimizing visual impacts from the public realm;
- Incorporates recessed vestibules, building angles and wind screens to minimize adverse wind impacts;
- Provides human-scaled proportions with a 6-storey podium base;
- Provides a well-defined podium and distinguished tower built forms; and,
- Incorporates high quality and attractive building materials on all elevations.

6. RESPONSE TO URBAN DESIGN MANUAL

6.1 BUILDING BASE DESIGN

Inclusive Design – City Wide | MTSA | Tall Buildings
Compatibility – City Wide | MTSA | Tall Buildings
Built Form – City Wide | MTSA | Tall Buildings
Streets & Open Space – Tall Buildings

The building base is positioned approximately 8.5 metres from the Courtland Avenue East right-of-way edge (post-widening). This depth of this reflects grades that drop approximately 1 to 2 metres from building base edge to the post-widened property line along Courtland and the desire for a generous streetscape realm. A walkway lines the building edge linking to the three pedestrian connections (stairs and ramp) to Courtland sidewalks. This space flares out for some modest outdoor space associated with the ground floor indoor amenity room on the ground floor's north end. The intervening space (together with the boulevard space within the Courtland right-of-way) accommodates a landscaped edge of trees and other plantings.

The building base height is 6 storeys. This height takes its cue from the future 36-metre-wide Courtland right-of-way and provides an appropriately scaled urban form and human-scaled streetscape relationship. The building base includes a double-height ground floor frontage facing Courtland of approximately 10.5 metres, which picks up the finished grades of the podium base that drop from back to front on the Site and provides for a distinct ground floor space of commercial and amenity functions.

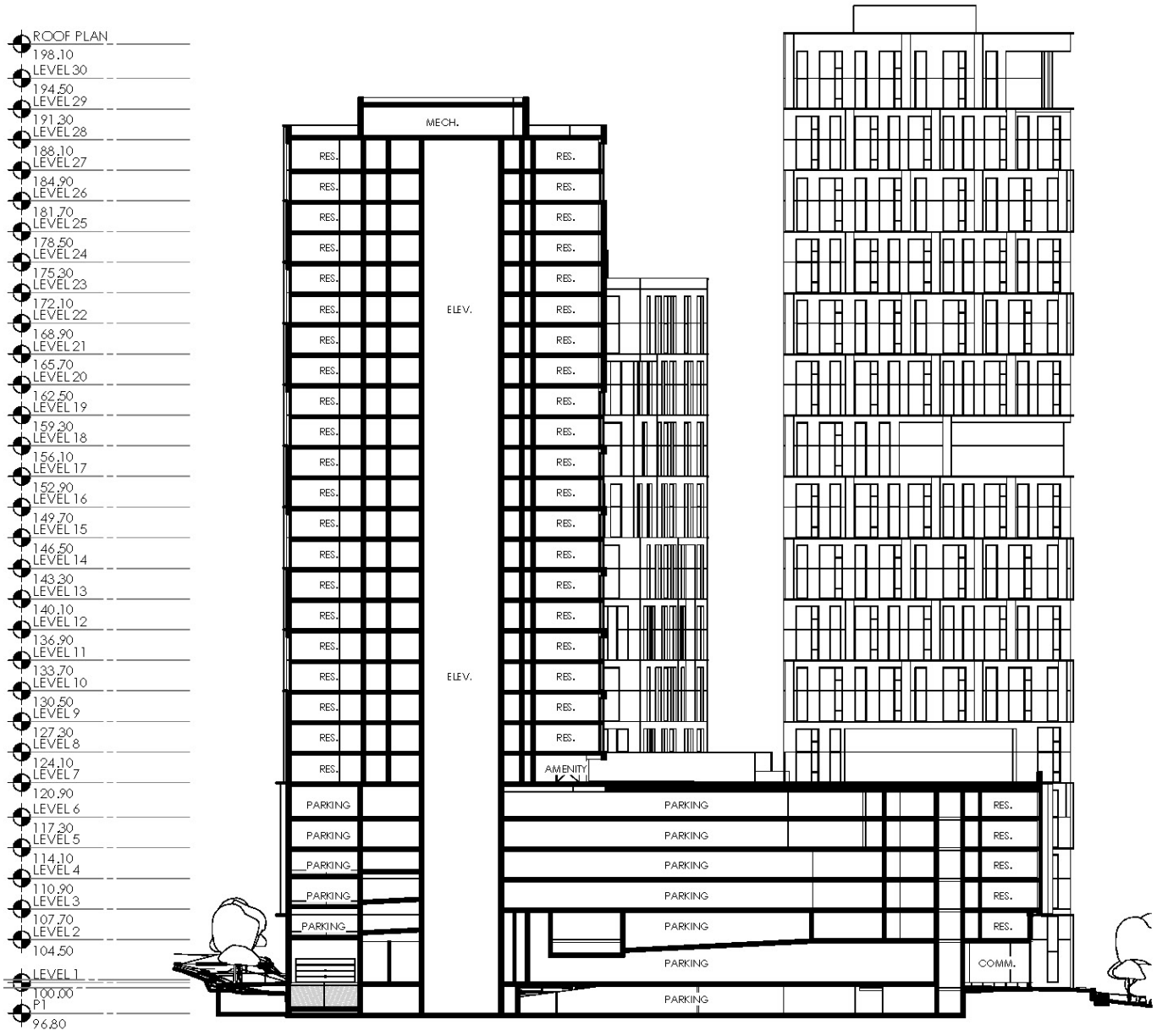
The building base is approximately 95 metres in length along Courtland Avenue East. Although longer than the 70 metres length suggested in the Tall Building Guidelines, the building base design is articulated dynamically to break up the longer length with several design measures. The upper podium levels (2nd through 6th levels) projects over

FIGURE: Rendering showing the active and transparent podium base's face along the Courtland Avenue East frontage (ABA Architects).

the ground floor by 1 metre providing visual depth to the elevation and for weather protection. The angled Tower B form projects over the podium base bisects the podium wall plan and provides a distinct visual break of the longer mass. Large expanses of transparent glass in varied patterns, including tall glass extending the ground floor double height, further distinguish and articulate the podium base.

The building base design integrates the above-grade parking levels of the podium behind active uses on the building's Courtland-facing front. Lobby and amenity functions line the ground floor edge and residential units line the upper levels along Courtland so that the podium garage is not visible from the principal streetscape. The entirety of the podium's northern elevation is articulated with architectural panels featuring different divisions, projections and textures that visually break up the mass. The northern building elevation is supported by a wide (14 metres) landscaped buffer area that provides space for trees and other plantings in depth to provide an attractive foreground to podium garage in the background.

FIGURE: Rendering showing consistent architectural treatment of building base's northern elevation that integrates the above-grade parking garage (ABA Architects).



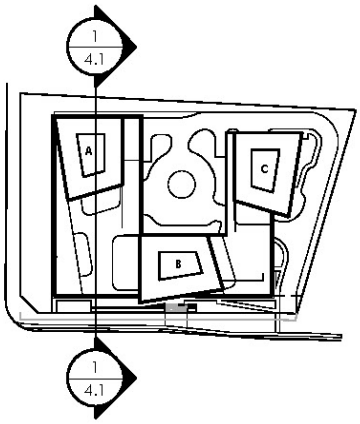


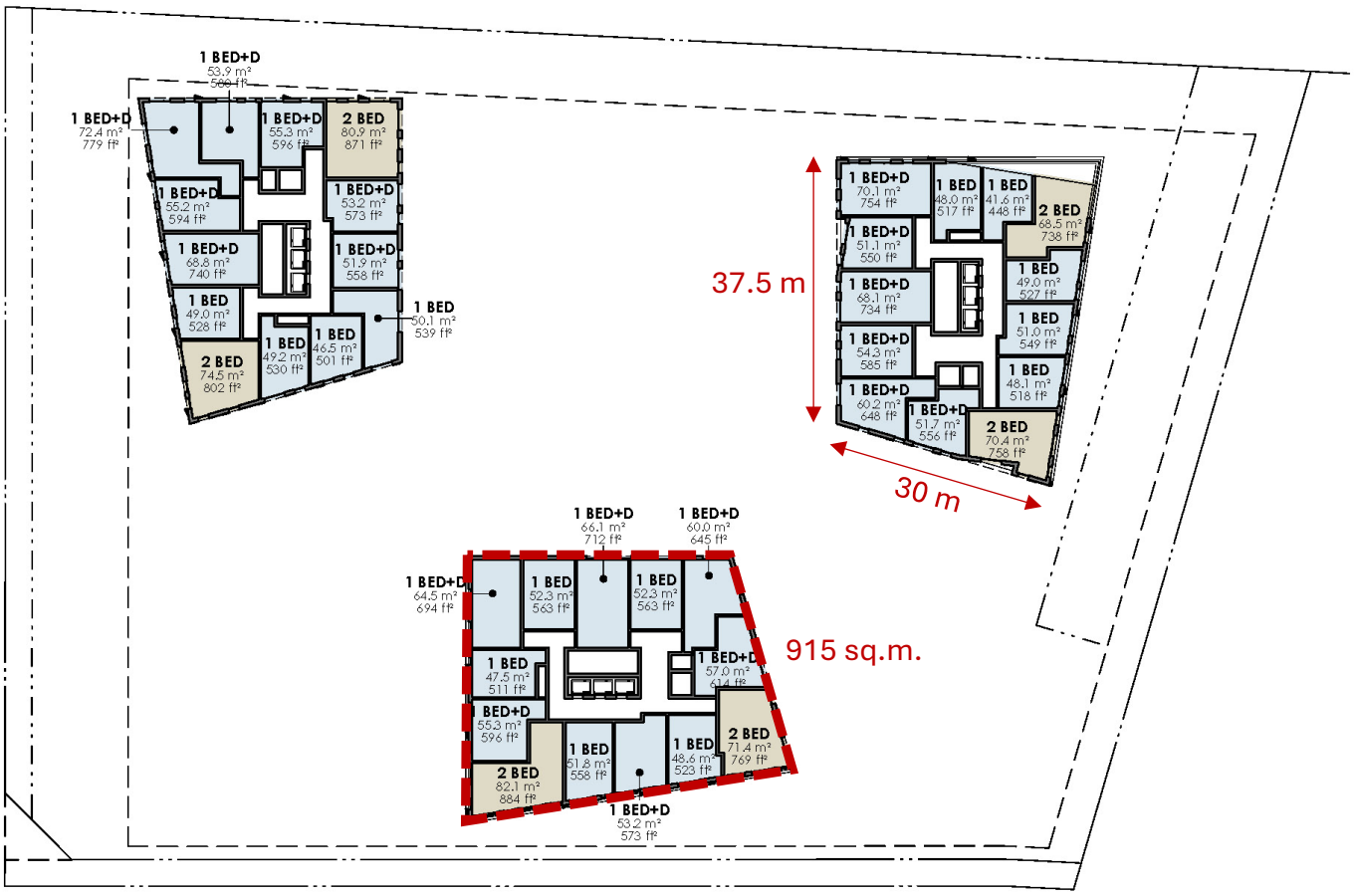
FIGURE: Cross-section through Tower A and podium along Highway 7/8 corridor showing residential units lining the development's Courtland Avenue East face on the right (ABA Architects).

6.2 BUILDING TOWER DESIGN

Outdoor Comfort – City Wide | MTSA | Tall Buildings
Compatibility – City Wide | MTSA | Tall Buildings
Built Form – City Wide | MTSA | Tall Buildings
Environment – Tall Buildings

Size and Proportion: The building towers are characterized as "Large Point Towers" by the Tall Building Guidelines. The towers are marginally characterized as "Large" towers as they are 915 square metres in sizes compared to the 850 square metre threshold in the Tall Building Guidelines. The towers are narrow "Point" towers given the 1.25 proportion as compared to the threshold of 1.6 in the Tall Building Guidelines. None of the towers have balconies which slims the building mass while the angled configuration of the tower footprints lessens the perception of mass from different vantage points. The "cut-outs" on certain levels of tower floorplates plus other architectural elements combine to further visually reduce the tower masses.

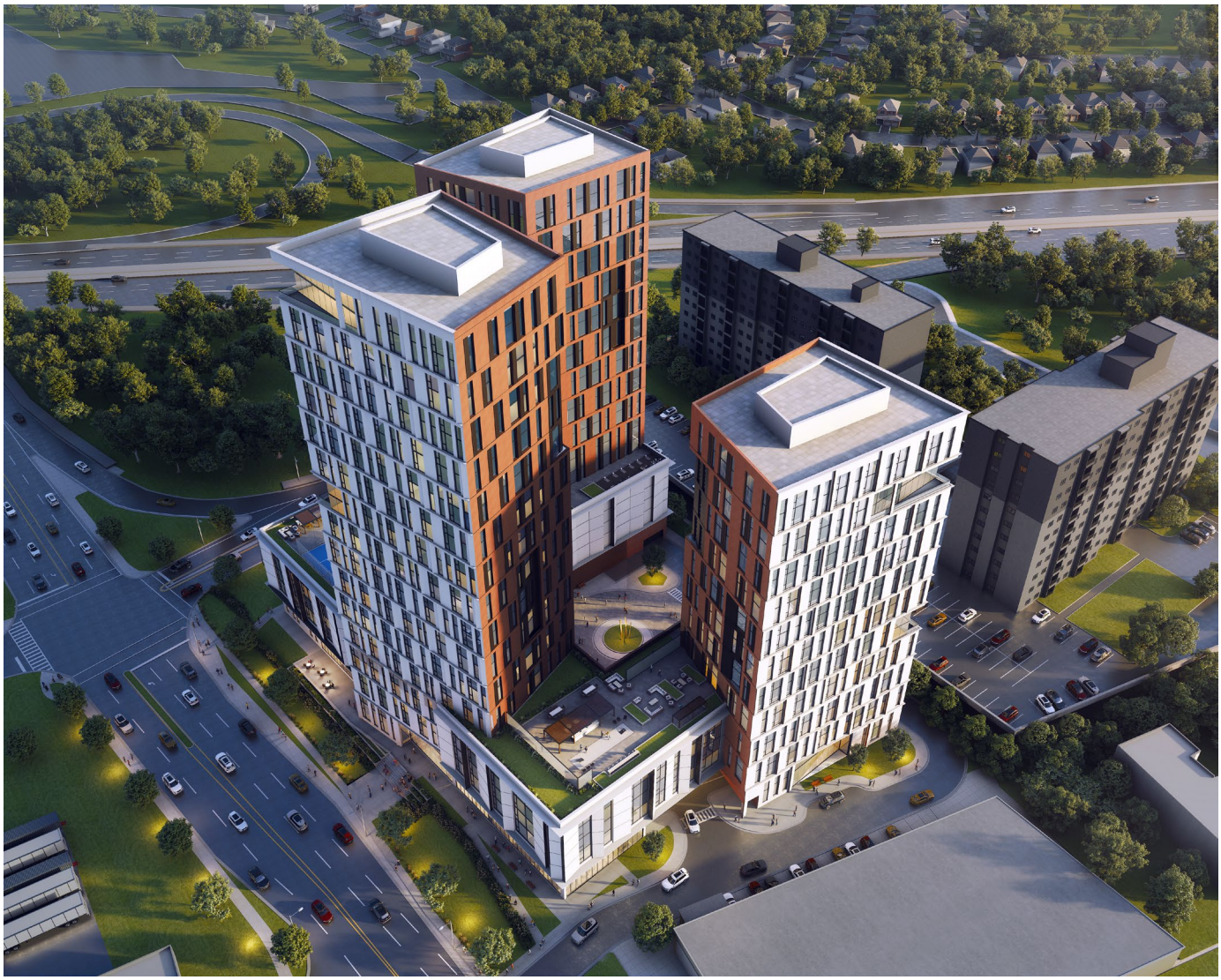
FIGURE: Seventh floor plan showing tower floorplate sizes and configuration (adapted from ABA Architects).



Placement: The three towers are arranged on the Site purposedly in a triangular pattern with obliquely angled floorplates to optimize the Physical Separation consideration in the Tall Building Guidelines. The angled tower floor plates are flipped in orientation between each tower to distinguish the skyline and development views. The flipped orientations do share the same architectural compositions, features and colours of the wall elevations (inward-looking elevations compared to outward-facing elevations) that create different exposures and perspectives for the multi-tower development.

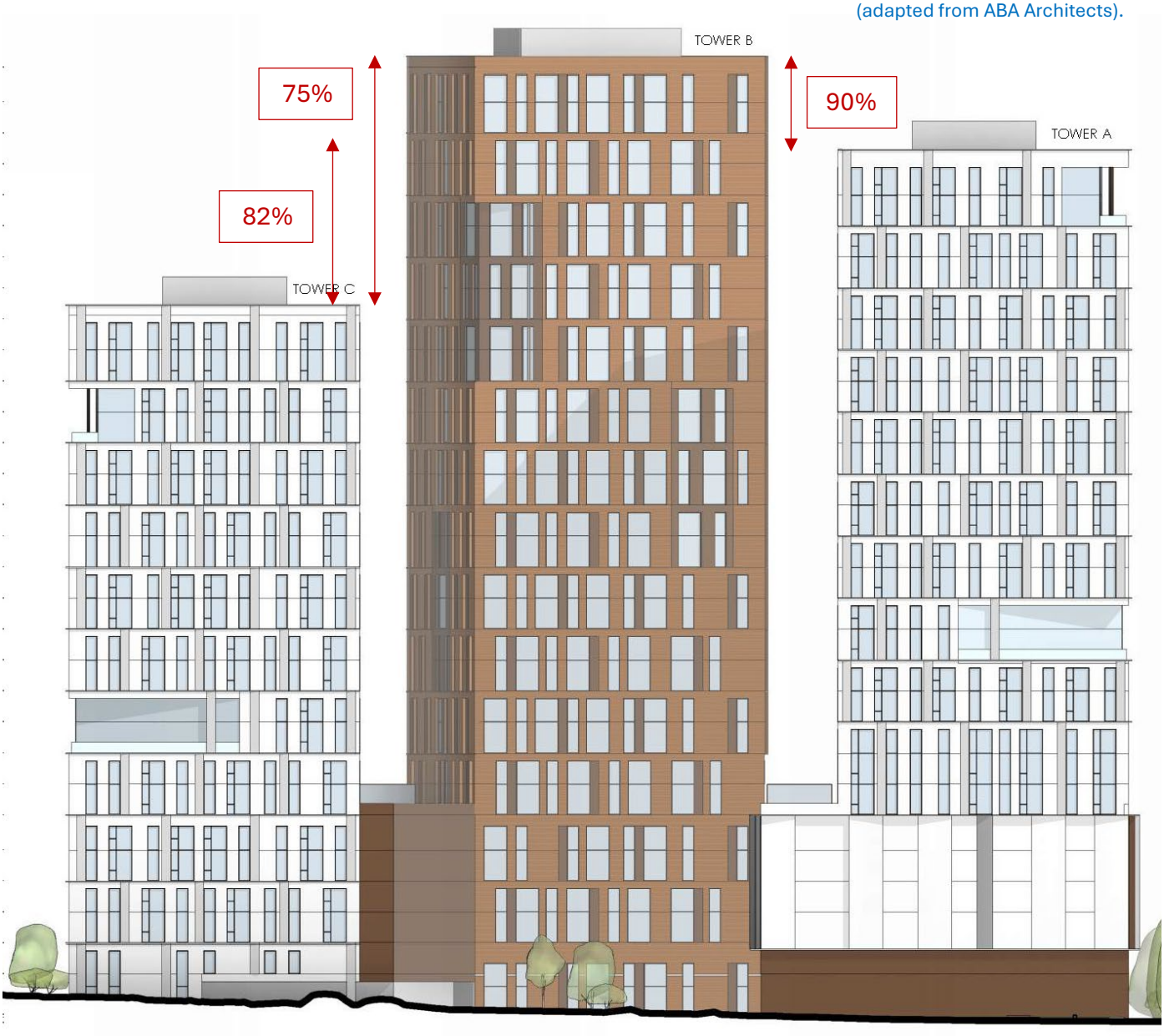
The proposed design does not have the traditional 3-metre podium stepback for Tower B along Courtland Avenue East as suggested by the Tall Building Guidelines. This design choice results from Tower B's oblique-angled projection past the podium base creating a unique architectural expression along the streetscape together with the proposed materiality and fenestration patterns. There is a limited direct interface with the public sidewalk in this location as the angled tower projection is set back between 4.5 and 8.5 metres from the property line (and further to the public sidewalk) and sits up to 2 metres higher than the property line given grading conditions.

FIGURE: Rendering showing the triangular tower placement for the proposed development (adapted from ABA Architects).



Relative Height: The three towers have the variation in building height desired by the Tall Building Guidelines. Tower A is 27 storeys, Tower B is 30 Storeys, and Tower C is 22 storeys. Tower A is 90% of the tallest Tower B. Tower C is 75% of the tallest Tower B and 82% of the intermediary Tower A. These relationships respect the intent of the Tall Building Guidelines recognizing the tower floor plates are on the more compact range of the "Large" size.

FIGURE: Relative height proportions of the three towers (adapted from ABA Architects).



Physical Separation: The proposed design's angular tower configuration has a dual purpose of providing visual interest to the building form and tower skyline as well as strategic placement of tower mass to maximize separation between tower footprints. The distance between the mid-points of the towers is a truer measure of separation given the unique angled floor plates. Between Towers A and B, the proposed plan shows approximately 40 metres separation to the tower mid-points (Guidelines suggest 36.4 metres). Between Towers B and C, the proposed plan shows 31 metres separation to the tower mid-points (Guidelines suggest 31.9 metres). Between Towers B and C, the proposed plan shows 50 metres separation to the tower mid-points (Guidelines suggest 33.7 metres).

Overlap: Viewed from Courtland Avenue East, there is no overlap between any of the towers. Viewed from the Highway 7/8 corridor, there is no overlap between Towers A and B or Towers B and C, while the approximately 85% overlap between Buildings A and C is mitigated by the large separation between those two towers (which is 50% greater than the Guidelines suggest). This is appropriate recognizing the required balancing act with the other quantitative guidance of the Guidelines, particularly Physical Separation.

Top Design: The building tower is finished with a well-designed rooftop level. The mechanical penthouse is placed substantially back from the rooftop edge and is a noticeably smaller footprint from the floors below. The mechanical penthouse is enclosed and integrated into the overall architectural effect with a consistent cladding material treatment.

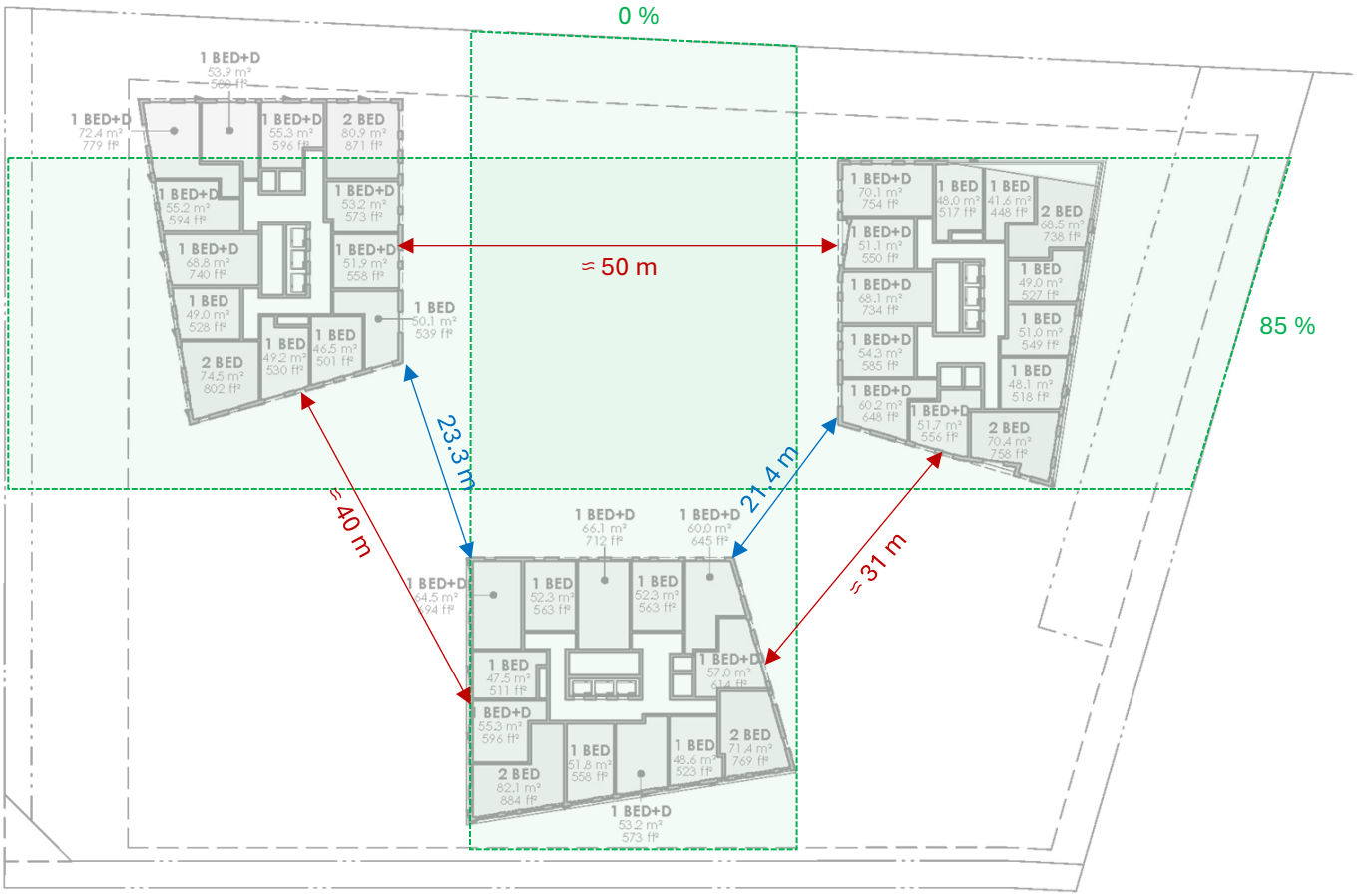


FIGURE: Physical separation (blue and green) and overlap (green) schematic for the three towers (adapted from ABA Architects).

6.3 PEDESTRIAN ACCESS AND CIRCULATION

Inclusive Design – City Wide | Nodes & Corridors | Structured Parking
Site Function – City Wide | MTSA | Tall Buildings | Structured Parking
Street Design – City Wide | MTSA | Tall Buildings
Streets & Open Space – Tall Buildings

The ground floor design provides for a fully active and animated edge to the public streetscape of Courtland Avenue East. Along the streetscape, a regular spacing pattern of entrances is set by three individual commercial unit entrances, the residential lobby entrance, and residential amenity rooms. There are three walkway connections from the public sidewalk along Courtland, including a wide central walkway and two secondary accesses (one which provides barrier-free access). A concrete walkway and patio space lines the Courtland-facing ground floor ranging generally between 3 and 6.5 metres in width.

Internally on the site, concrete walkways lead into the Site from the entrance driveway. A 1.8-metre-wide walkway lines the north side of the entrance driveway leading into the interior access courtyard providing access to the rear entrance of Tower B and the entrances to Tower A and C. This walkway widens and meanders in the courtyard to accommodate for functional spaces like sitting areas and bike parking locations.

The proposed development also provides a connection to the surrounding area to the east. The landscaped area within the setback to the Highway 7/8 on ramp abutting the Site's northern property line accommodates a future walkway. This walkway provides further pedestrian access to the residential cluster on Vanier Drive through a new connection to the terminus of Fulton Street.

6.4 VEHICULAR ACCESS AND CIRCULATION

Inclusive Design – City Wide | MTSA | Structured Parking
Site Function – City Wide | MTSA | Tall Buildings | Structured Parking
Street Design – City Wide | MTSA | Tall Buildings
Streets & Open Space – Tall Buildings

A single driveway access to Courtland Avenue East serves the proposed development, minimizing the number of interruptions of the public streetscape along Courtland. This driveway provides ingress and egress to the interior access courtyard situated between the podium wings. All vehicular access and functions (fire routing, surface parking access, parking garage access, loading and moving functions) will be from the interior access courtyard, removing any such functional areas from the visibility of the Courtland public realm and streetscape. The driveway is situated generally in the same location as the existing access to the Site for two principal reasons: first, to maximize the spacing to the Highway 7/8 ramp aligned at the Overland Drive intersection; and second, to maintain the existing easement providing access to parking on 844 Courtland Avenue East abutting to the south.

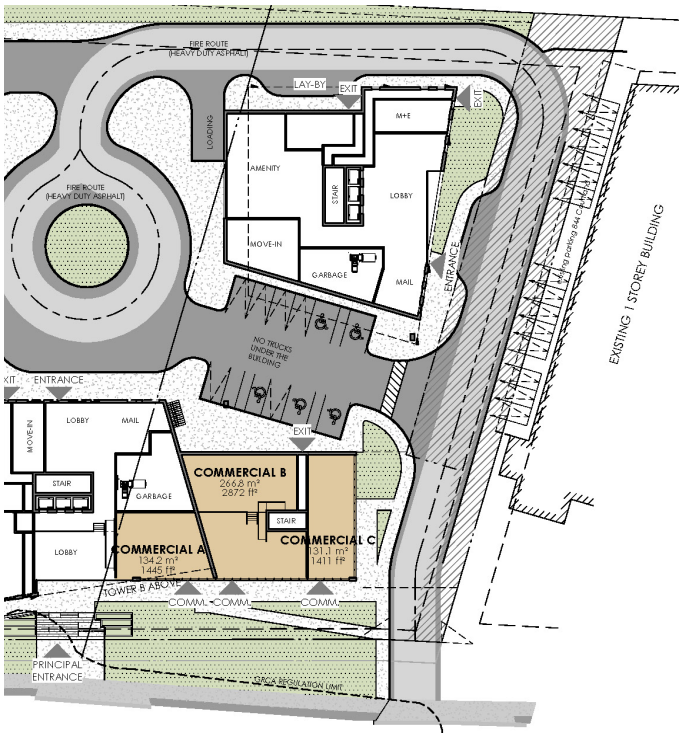


FIGURE: Single site entrance and driveway providing main vehicular and pedestrian connection coordinated with abutting property at 844 Courtland Avenue East (ABA Architects).

6.5 CAR PARKING

Inclusive Design – City Wide | MTSA | Structured Parking
Site Function – City Wide | MTSA | Structured Parking
Base Design – Tall Buildings

All parking for the development is contained within a parking garage (498 spaces) except for a small surface parking area (11 spaces). The parking garage is comprised of one underground levels and six podium parking levels, providing parking for residents and commercial users. The surface parking area provides for short term visitor, drop-off and commercial functions. All garage entrances and surface parking spaces are accessed from the interior access courtyard to eliminate any views of parking areas and entrances from the Courtland streetscape.

The design of the 6-storey podium parking garage provides for a quality edge along the Courtland face and the Highway 7/8 flankage. Podium parking levels are integrated with the balance of the podium. Lobby and amenity functions line the ground floor edge and residential units line the upper floors along Courtland so that the podium garage is not visible from the streetscape. The Site's northern side is edged with a wide (14 metres) landscaped buffer area that provides space for trees and other plantings in depth to provide an attractive foreground to the podium garage. The entirety of the podium's northern elevation is articulated with architectural panels featuring different divisions, projections and textures that visually break up the mass.

6.6 LOADING AND SERVICE AREAS

Site Function – City Wide | MTSA | Tall Buildings | Structured Parking
Environment – Tall Buildings

The proposed design situates all "back-of-house" activities internal to the Site and accessed from the interior access courtyard so that they are not visible from the Courtland frontage or Highway 7/8 flankage. There are dedicated loading spaces for each of the towers close to individual moving rooms. Individual garbage rooms are situated on the inward-facing side of the podium for each of the towers. Mechanical equipment rooms are all internalized and accessed from the rear building wall each with individual entrances. There are two lay-by areas for short-term pick-up and drop-off functions.

6.7 BICYCLE PARKING

Inclusive Design – City Wide | MTSA | Structured Parking
Site Function – City Wide | MTSA | Structured Parking

Bicycle parking for the development is a combination of secure storage in the parking garage (Class A) for the residents and commercial tenants and secure storage in outside locations (Class B) for visitors and shoppers. The 700-plus Class A spaces are distributed in seven different storage rooms through the P1 level and podium levels to increase convenience of access and use for this large development. The 6 Class B spaces are situated on the rear side of the commercial units under the building overhang for a combination of access and weather protection.

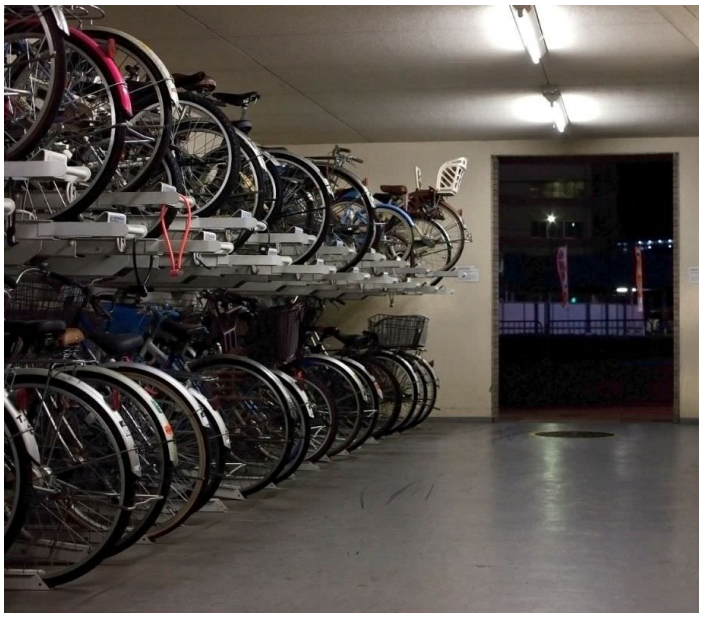


FIGURE: Proposed design includes seven different locations throughout the parking garage and podium floors to accommodate different user needs and preferences for access.

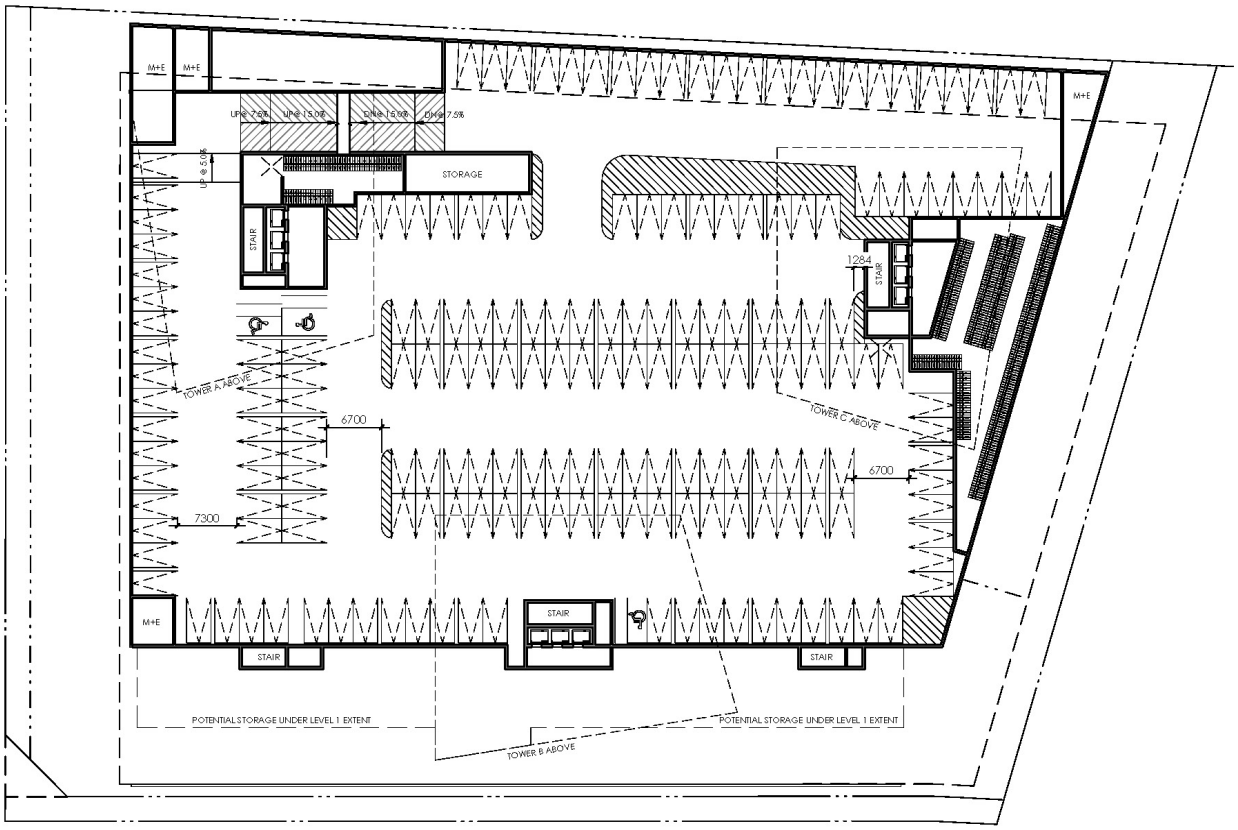


FIGURE: Parking garage underground level (ABA Architects).

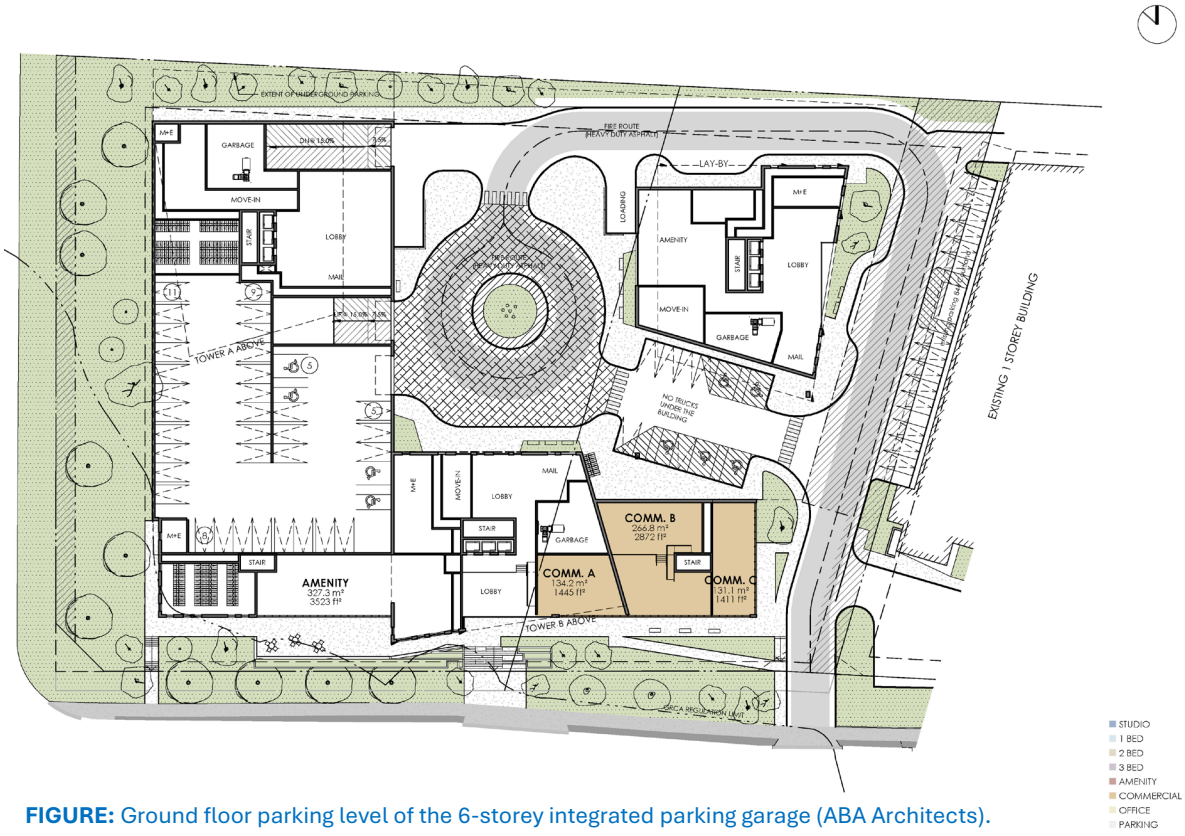


FIGURE: Ground floor parking level of the 6-storey integrated parking garage (ABA Architects).

6.8 BUILDING ARTICULATION

Outdoor Comfort – City Wide | MTSA | Tall Buildings
Cultural & Natural Heritage – City Wide | MTSA | Tall Buildings
Compatibility – City Wide | MTSA | Tall Buildings
Built Form – City Wide | MTSA | Tall Buildings

ABA Architects' design package demonstrates a contemporary architectural character for the development that builds on the angled tower massing and profile. The following are the principal articulation characteristics:

- Upper podium levels that project over the ground floor providing visual depth to the elevation and for weather protection.
- Angled Tower B that projects past the podium base, bisecting the podium wall plane for a visual break of the longer mass.
- Long and tall expanses of transparent glass for the ground floor double height, further distinguishing and articulating the podium.
- More varied fenestration with vertical configurations and accent panel colouration differing throughout the tower sides.
- Contrasting architectural compositions facing inward versus outwards on the Site through colouration and architectural effects.
- Outward elevations facing the street and highway that feature more openings, incorporation of angular fins, and emphasis by modular horizontal cuts.
- Inward elevations facing the access courtyard that feature fewer openings (to reduce overlook) and emphasis by modular vertical cuts.

FIGURE: Inspirations for the development's architectural character, articulation and detailing (ABA Architects).

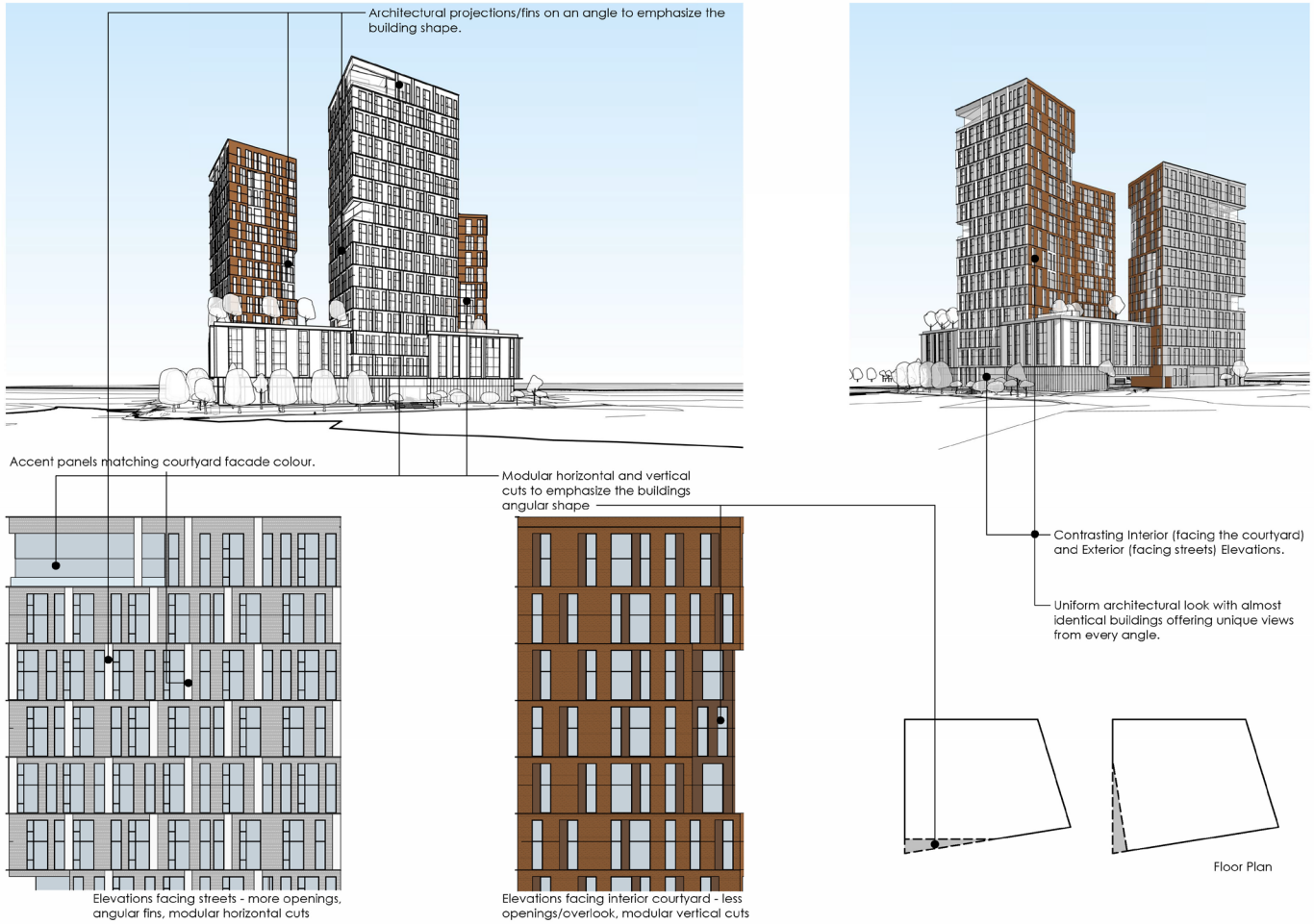


FIGURE: Western building elevations facing Courtland Avenue East (ABA Architects).

FIGURE: Eastern building elevations facing rear of Site towards Vanier Drive (ABA Architects).

FIGURE: Southern building elevations facing internal site driveway (ABA Architects).

FIGURE: Northern building elevations facing Highway 7/8 corridor (ABA Architects).

6.9 STREET LANDSCAPE DESIGN

Inclusive Design – City Wide | MTSA
Street Design – City Wide | MTSA | Tall Buildings
Streets & Open Space – Tall Buildings

The landscape concept by GSP Group shows a well-landscaped streetscape edge along Courtland Avenue East. The landscape area extends out from the active commercial and residential spaces lining the building's ground floor face, which is set back between 4.5 and 8.5 metres from the property line (and farther to the public sidewalk). Where the pedestrian walkways widen along the building front, sitting areas provide spill-out space for commercial units and residential lobby and amenity areas on the ground floor. Planters around the building entrances and sitting areas provide opportunities for additional colour and visual interest along the streetscape. The dropping grade from building front to property line is picked up with stairs and ramps for access together with sloped and terraced landscaped areas, including additional seating opportunities. The placement of the single driveway maximizes opportunities for a continuous row of street trees within the widened Courtland right-of-way to contribute to the urban tree canopy along this principal street corridor.

6.10 BUILT HERITAGE

Cultural & Natural Heritage – City Wide | MTSA | Tall Buildings

There are no built heritage resources on or adjacent to the Site.

6.11 NATURAL HERITAGE

Cultural & Natural Heritage – City Wide | MTSA | Tall Buildings

There are no natural heritage resources on or adjacent to the Site.

6.12 SUSTAINABLE DESIGN

Design for Sustainability – City Wide | MTSA | Tall Buildings
Environment – Tall Buildings

The Sustainability Statement submitted for the proposed applications outlines the sustainable site and building elements and initiatives for the proposed development.

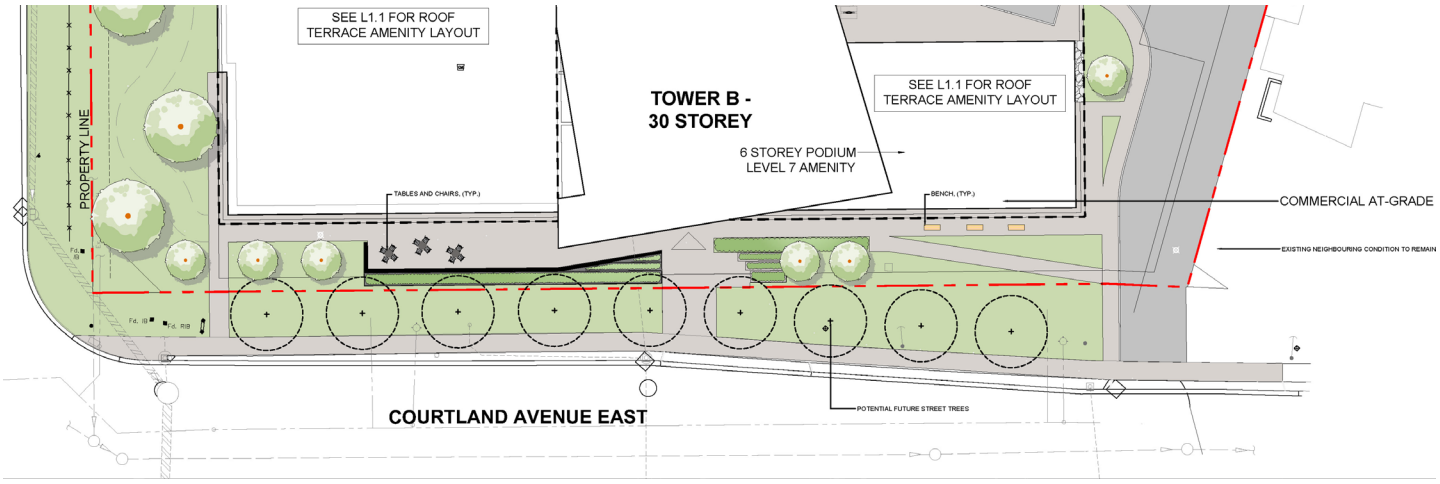


FIGURE: Streetscape portion of the landscape concept along Courtland (GSP Group).

6.14 AMENITY SPACES

Shared Spaces – City Wide | MTSA | Tall Buildings

The design incorporates several shared indoor and outdoor amenity spaces distributed throughout the development for different users and recreation needs. There is approximately 4,600 square metres of total amenity space in the proposed development, including approximately 1,050 square metres of indoor amenity space and 3,550 square metres of outdoor amenity space. There are no balconies on the towers for reasons of construction ease and sustainability.

The ground floor level contains two indoor amenity rooms, one each at the base of Tower B and Tower C. The expectation is that these rooms will primarily contain fitness facilities and other recreation-related uses. The indoor room at the base of Tower B leads out to a widened outdoor space that provides complementary sitting and resting space.

The podium rooftop level contains a series of connected indoor rooms and outdoor terraces and forms the bulk of the development's amenity. Two large outdoor terraces on either side of Tower B provide for different outdoor activities and different user needs. The landscape concept by GSP Group illustrates a range of dining, active recreation, kids play, sitting and resting areas that can be accommodated in these large outdoor terraces, providing amenity needs for different users and interests. An indoor amenity room on the 7th floor of each tower leads out to these outdoor terraces, consolidating the amenity function of the podium rooftop level. The expectation is that these indoor amenity rooms would accommodate supportive dining and play functions to the outdoor activities.

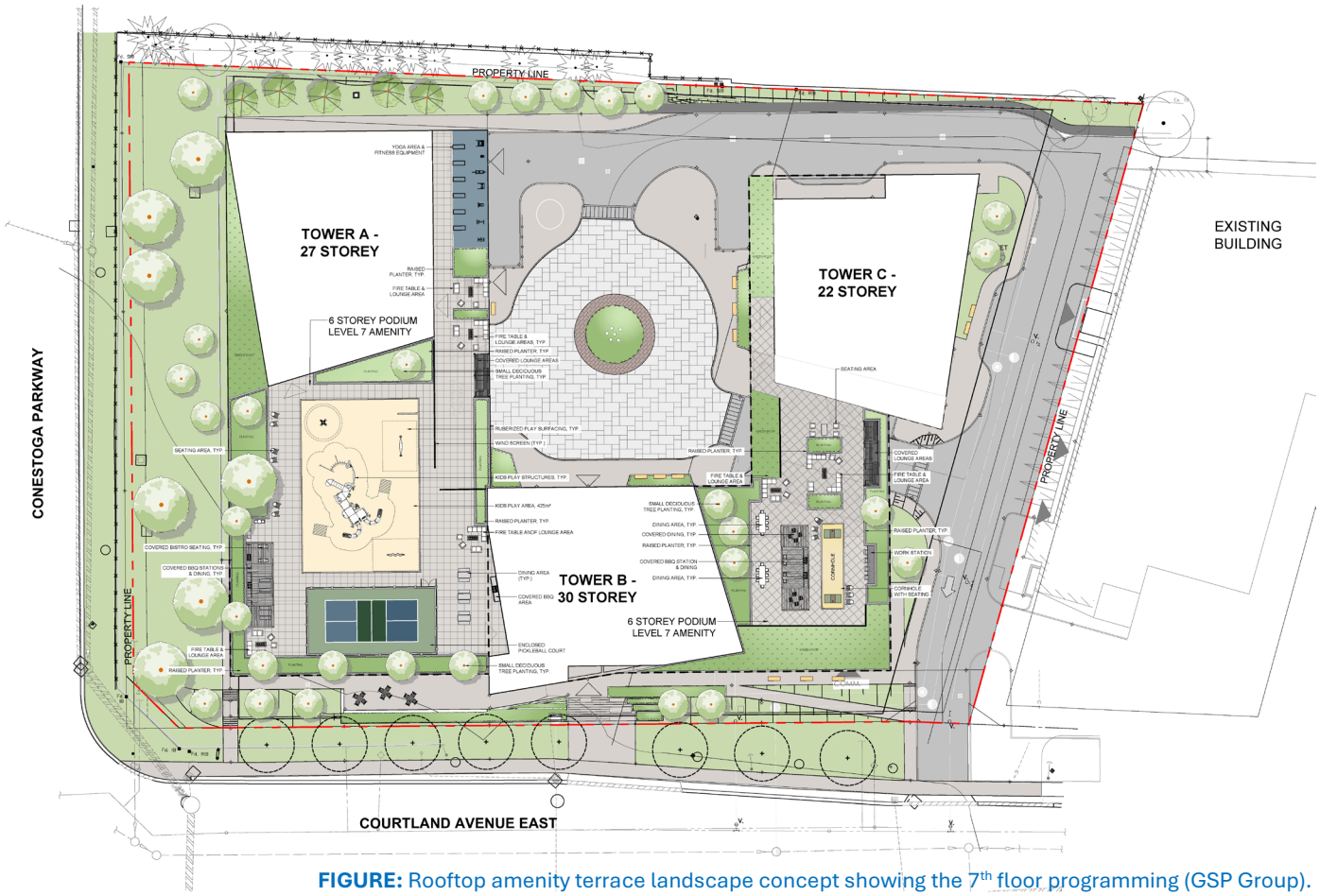


FIGURE: Rooftop amenity terrace landscape concept showing the 7th floor programming (GSP Group).

Complementing the indoor ground floor rooms, the MTO setback along the Site's northern edge is utilized as landscape area that provides passive recreation opportunities. The landscape concept by GSP Group shows this space as a more passive grade-related space including a walking path and opportunities for dog walking and relief.

Section 11 and 12 Design Standards in the Urban Design Manual suggest the following metrics for outdoor amenity space for the proposed development's scale. The outdoor terraces on their own satisfy the amount of outdoor amenity area suggested by Section 11 of the Urban Design Manual standards (1,954 square metres). This total is complemented by the passive space at grade within the MTO setback as outlined above. As part of the outdoor terraces, the GSP Group landscape concept shows a large kids play area with multiple play structures that is sized in keeping with Section 12 of the Urban Design Manual standards (440 square metres for the 176 second/third bedrooms in multi-bedroom units).

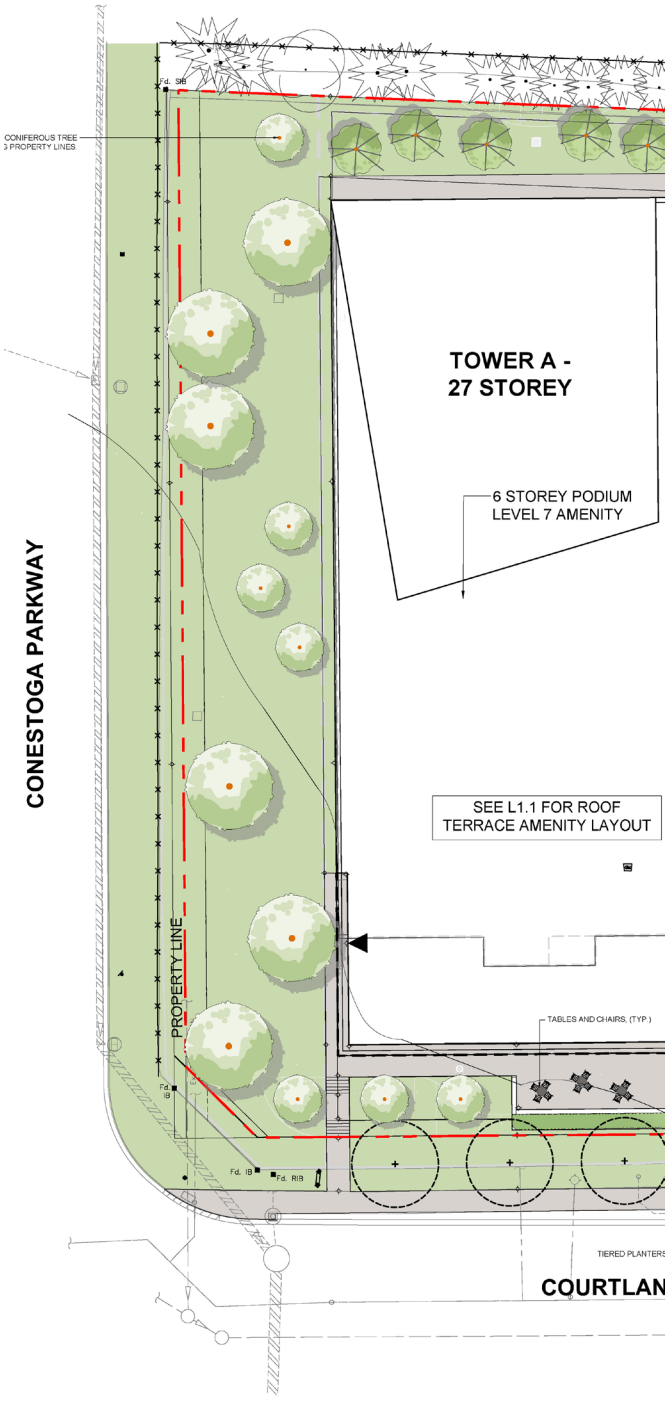


FIGURE: Landscape concept for MTO setback edge along the site's northern edge (GSP Group).

6.15 MICROCLIMATIC IMPACT ANALYSIS

Environment – Tall Buildings

6.15.1 SHADOW IMPACT

The Shadow Analysis by ABA Architects models bi-hourly times for the equinoxes and solstices. The proposed tower placement respects the sunlight considerations in the Tall Building Guidelines as:

- It maintains 5-plus hours of sunlight on the Courtland Avenue East sidewalks on the September 21 equinox (no shadowing essentially beginning 10am to sunset).
- It maintains 5-plus hours of sunlight on the Vanier Drive sidewalks on the September 21 equinox (proposed towers do not impact until 4pm and marginally at that).
- It maintains 5-plus hours of sunlight on play spaces and field at Rockway Public School and the play spaces associated with the Sunshine Montessori School, both along Vanier Drive, on the September 21 equinox (both unaffected until approximately 5pm).
- There does not appear to be any outdoor open spaces at 37 and 49 Vanier Drive to the rear that would be affected by shadows (shadows from proposed towers to do not extend past the property line in the morning hours).
- The podium terraces receive sufficient sunlight exposure at different times in the summer (southern terrace largely in full sun between 10am and 4pm; northern terrace largely in full sun between 2pm and 6pm and partial sun between 10am and 2pm).
- The podium terraces receive appropriate sunlight exposure in the winter, recognizing their limited use (southern terrace largely in full sun between 10am and 2pm; northern terrace largely in full sun between 2pm and 4pm and partial sun at other times).

FIGURE: June 21 Solstice Shadow Analysis (ABA Architects)

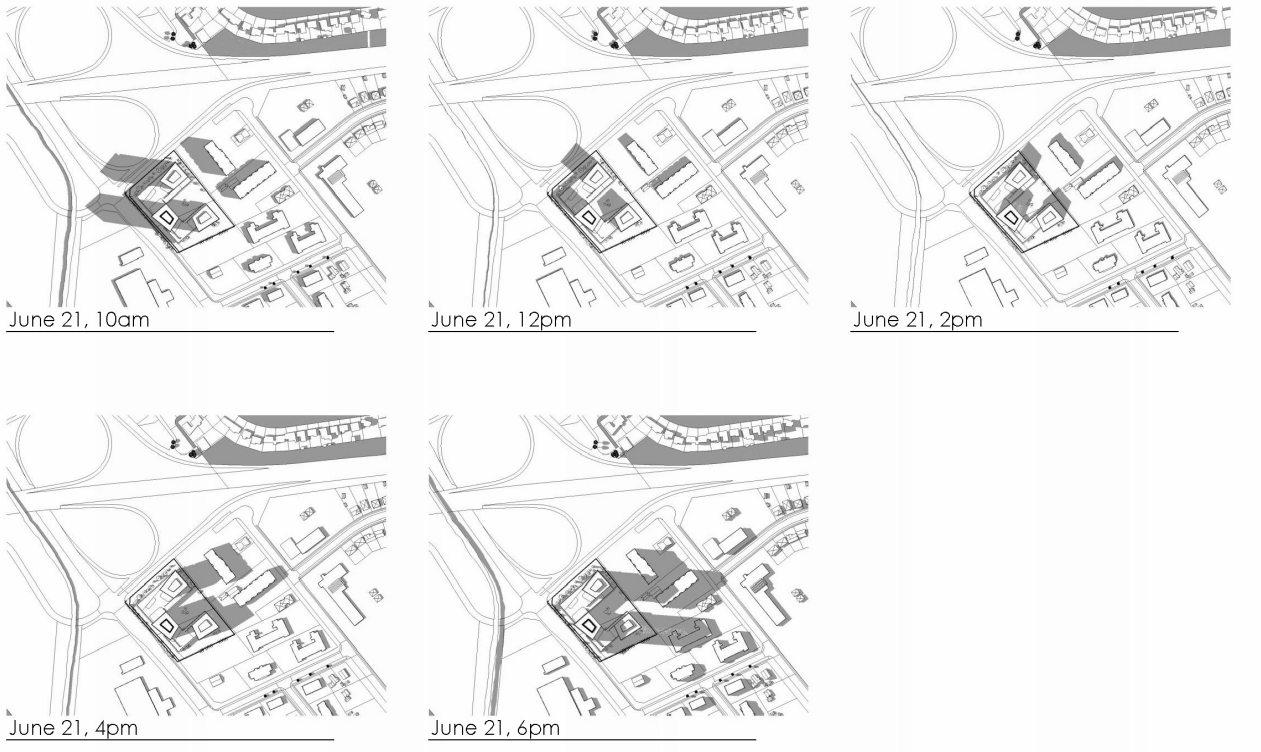
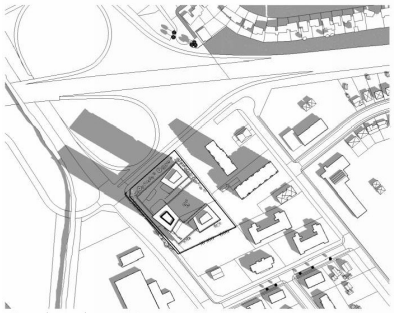


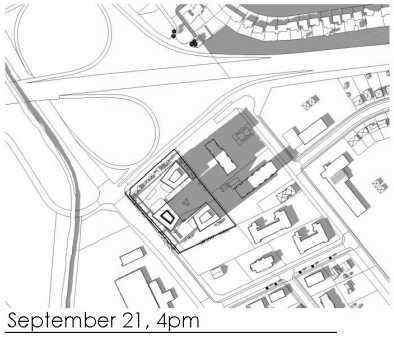
FIGURE: September 21 Equinox Shadow Analysis (ABA Architects)



September 21, 10am

September 21, 12pm

September 21, 2pm



September 21, 4pm

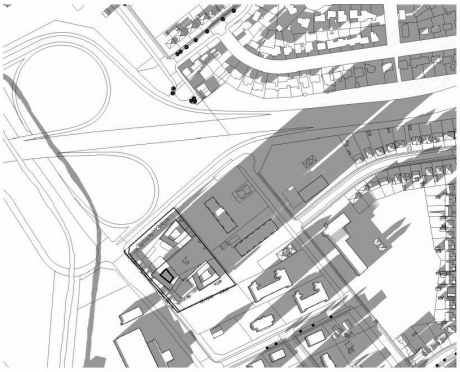
September 21, 6pm

FIGURE: December 21 Equinox Shadow Analysis (ABA Architects)

December 21, 10am

December 21, 12pm

December 21, 2pm



December 21, 4pm

December 21, 6pm

6.15.2 WIND IMPACT

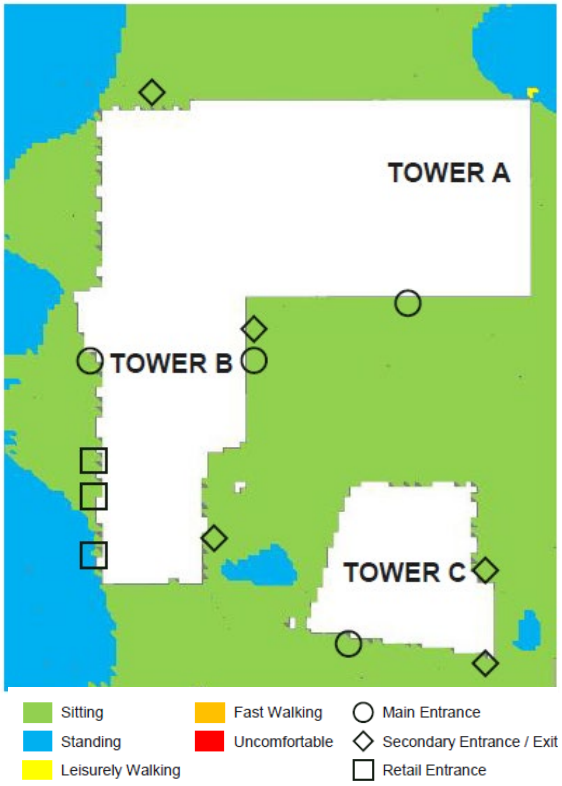
SLR Consulting prepared the Pedestrian Wind Study that assessed the expected wind comfort and safety conditions on and surrounding the Site. The Study was based on computer-based modelling of the proposed development under existing and proposed conditions.

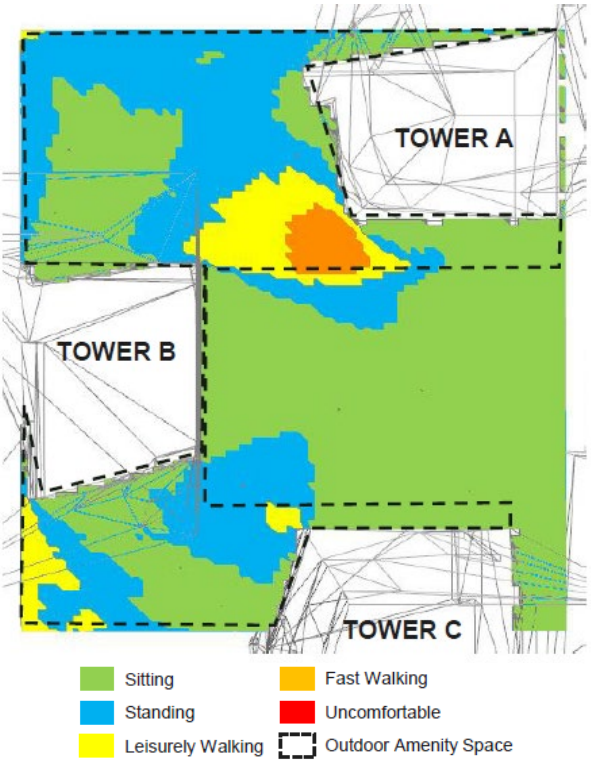
The Study predicts that the safety criterion will be met at the grade level but exceeded in locations on the Level 7 terraces on an annual basis. Wind control measures are recommended for the Level 7 terraces.

The Study predicts at-grade wind conditions (including main entrance, retail and secondary entrances and/or exits) will be suitable for the intended use year-round. The Study does recommend wind mitigation features for the southern commercial entrance. Further, it predicts wind conditions for the sidewalks and nearby bus stops will be suitable for the intended use year-round.

For the outdoor terrace comfort considerations, the Study predicts conditions will be generally windier than desired throughout the year. It recommends wind mitigation features for the outdoor terrace.

The necessary wind mitigation measures and features at-grade and on-terrace will be incorporated at the Site Plan Approval stage.





FIGURES: Predicted summer wind comfort conditions at-grade (above) and on the rooftop terrace level (below) (SLR Consulting).

7. SUMMARY

The proposed development at 808 and 836 Courtland Avenue East is a three-tower, mixed residential and commercial project within the Blockline ION Station area. This Urban Design Brief demonstrates that proposed development conforms to the design policy of the Official Plan and respects the design guidance of the Urban Design Manual, particularly the specific guidance of the Tall Building Guidelines. In summary, the proposed development's design:

- Provides a compact intensification that is well-served by higher order public transit, commercial uses, and community facilities;
- Accommodates virtually all parking within parking garage levels (underground and above-grade);
- Links entrances and functional areas through a safe and connected pedestrian circulation pattern;
- Provides a landscaped edge along Courtland that reinforces the public streetscape and at-grade active uses;
- Establishes a human-scaled base defined by an appropriate mid-rise height, an intimate street relationship, and an active and transparent ground floor facing Courtland;
- Respects the floorplate, separation, and overlook design guidance for the tower arrangement and massing;
- Provides distinct tower and base portions regarding massing and articulation;
- Provides a distinguished skyline addition through tower placement, different tower heights, angled floorplates, and alternative building elevations;
- Maintains appropriate sunshine levels on affected off-site public sidewalks and open spaces and on-site amenity spaces;
- Provides for satisfactory wind conditions at ground level and on the podium rooftop terraces with some mitigation measures required; and,
- Establishes a clean and contemporary aesthetic featuring predominately masonry and transparent glass with fenestration patterns in varied configurations.