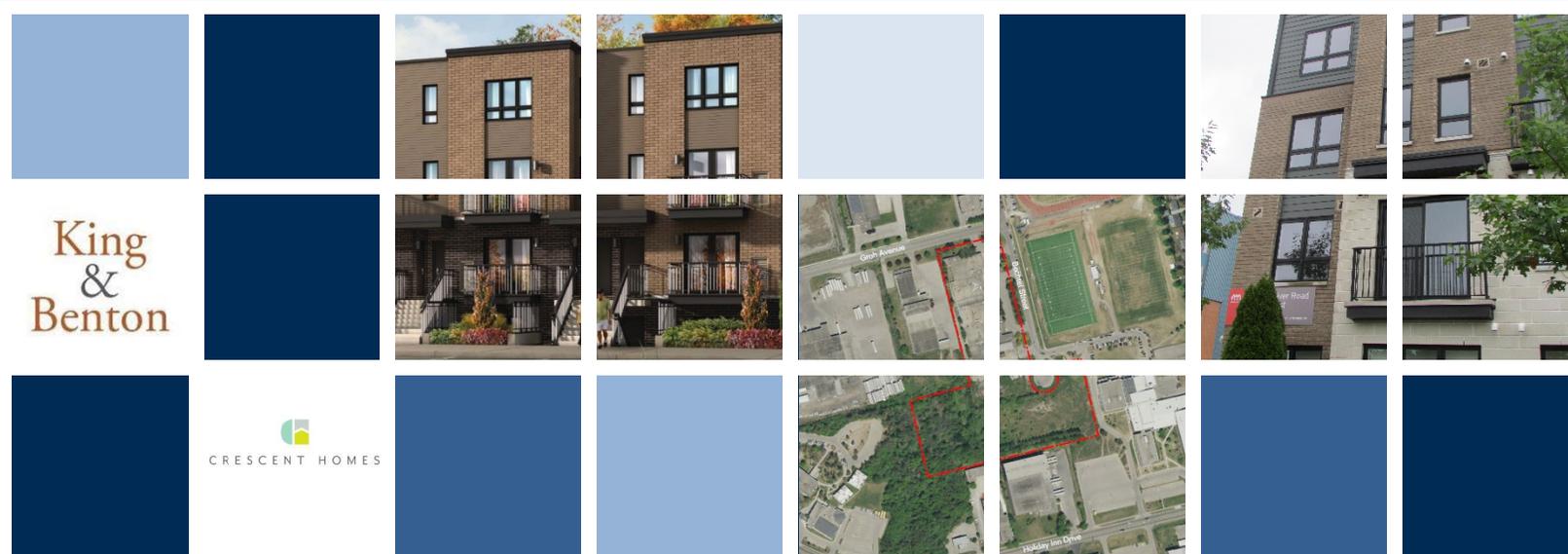


URBAN DESIGN BRIEF

180 Groh Avenue, City of Cambridge



Date:

December 2021

OUR FILE 131051

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

540 Bingemans Centre Drive, Suite 200

Kitchener, ON N2B 3X9

T: 519-576-3650

F: 519-576-0121



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PART A VISION & DESIGN GOALS

1.0 INTRODUCTION

MHBC Planning has been retained by 180 Groh Cambridge Limited to prepare an Urban Design Brief for the proposed development at the southwest corner of Groh Avenue and Bechtel Street in the City of Cambridge, Ontario. The property is municipally known as 180 Groh Avenue. The purpose of this document is to summarize the design intent and provide a design analysis and response to existing design policies contained in the City of Cambridge Official Plan.

The subject property used to contain a vacant industrial building that had not been in use since 2010. This building was demolished in early 2016. The proposal consists of the development of twelve 3.5 storey stacked townhouse buildings, to be developed in three phases. The phasing of the development would see the proposed buildings on the southern portion of the site (further away from the existing industrial operations) constructed first, in order to allow the existing adjacent industrial use (Canada Tool Company) with time to relocate and appropriately transition the proposed residential development into the existing area. The remainder of the site is proposed to be developed with surface parking areas. The development has been designed to address Groh Avenue and the Queen Street, Goebel Avenue and Holiday Inn Drive Community Node and is of a density and scale that is compatible with the City of Cambridge's vision for the proposed Low/Medium Density Residential land use designation.

This Urban Design Brief has been prepared in support of the application for an Official Plan Amendment and a Zoning By-law Amendment to redesignate the subject lands and bring them into the appropriate residential land use designation/zone. A future site plan application will also be required.



PART A VISION & DESIGN GOALS

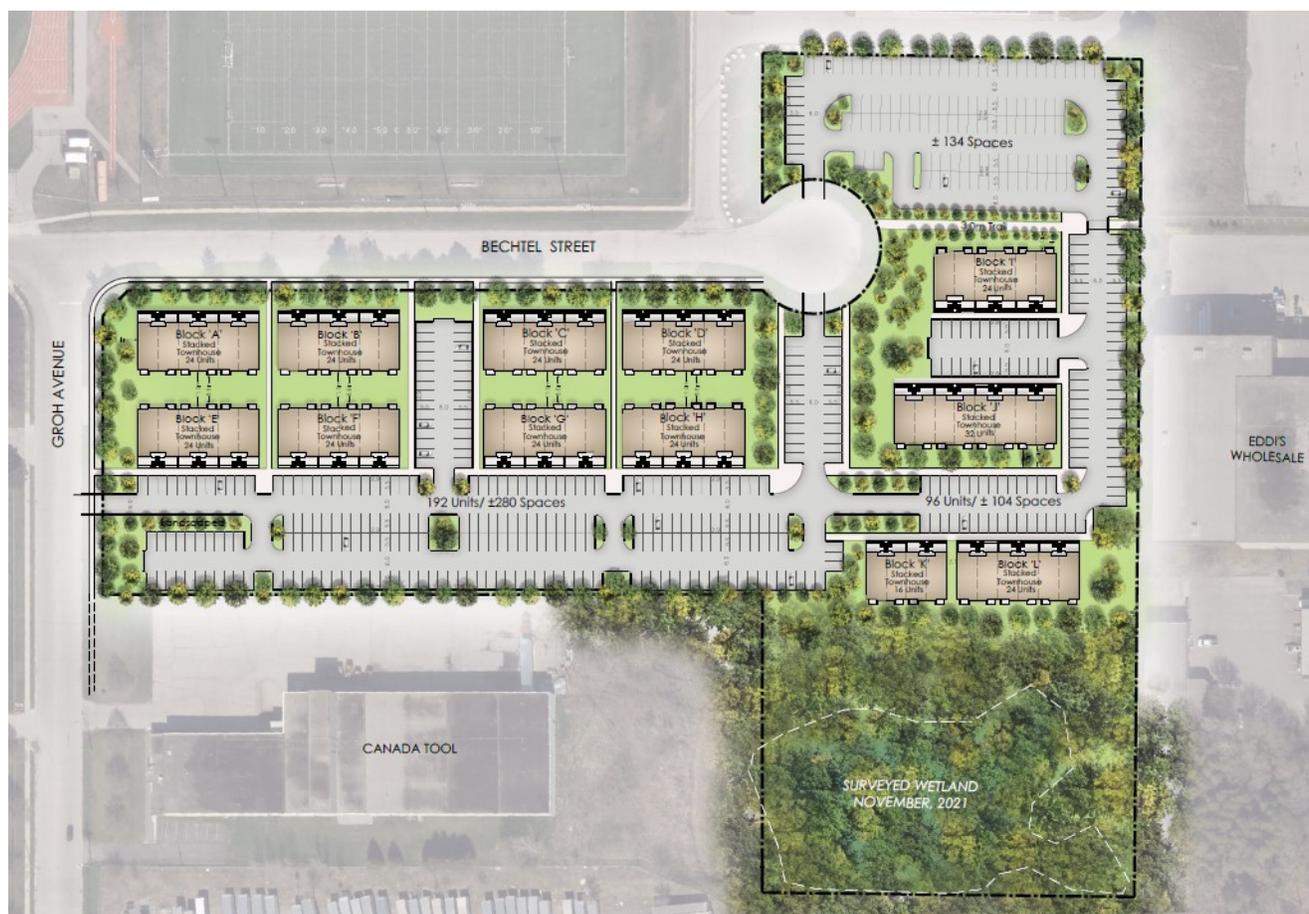
2.0 DESIGN GOALS & PRINCIPLES

The intent of the proposed development is to provide for a vibrant residential development that will contribute to the regeneration of the surrounding area and take advantage of the setting in proximity to community and commercial uses.

The following principles guide the proposed development:

- 1) Transition to the surrounding properties and integration with the natural area;
- 2) Modern architecture with landscaping and amenity areas;
- 3) Design integration with units along Bechtel Street and protection of natural area;

Ultimately, it is intended that the development of this site support the future development of current the area for regeneration, such that this area can over time develop into a vibrant community, that will support the Queen Street, Goebel Avenue, and Holiday Inn Drive Community Node.



PART A VISION & DESIGN GOALS

3.0 PROPOSED DEVELOPMENT CONCEPT

The intent of the proposed development is to provide for a vibrant residential development that will contribute to the regeneration of the surrounding area and take advantage of the setting in proximity to community and commercial uses.

Residential Development

The proposed development includes 288 residential units in 3.5 storey stacked townhouse blocks. The proposed development will result in an improved streetscape condition for Bechtel Street and Groh Avenue as the proposed townhouse blocks are sited to face Bechtel Street, with other blocks located on the southern portion of the property. The proposed development will be an improvement over the remains of the former industrial building on site.

Access and Parking

The main vehicular access points for the site are from Groh Avenue, as well as the cul-de-sac on Bechtel Street. The proposed development will accommodate all required parking in the form of surface parking located throughout the site. The parking is located internal to the site and is proposed to be screened from views from Groh Avenue and Bechtel Street by the proposed stacked townhouse buildings and through landscaping treatments, to be determined during the site plan stage.

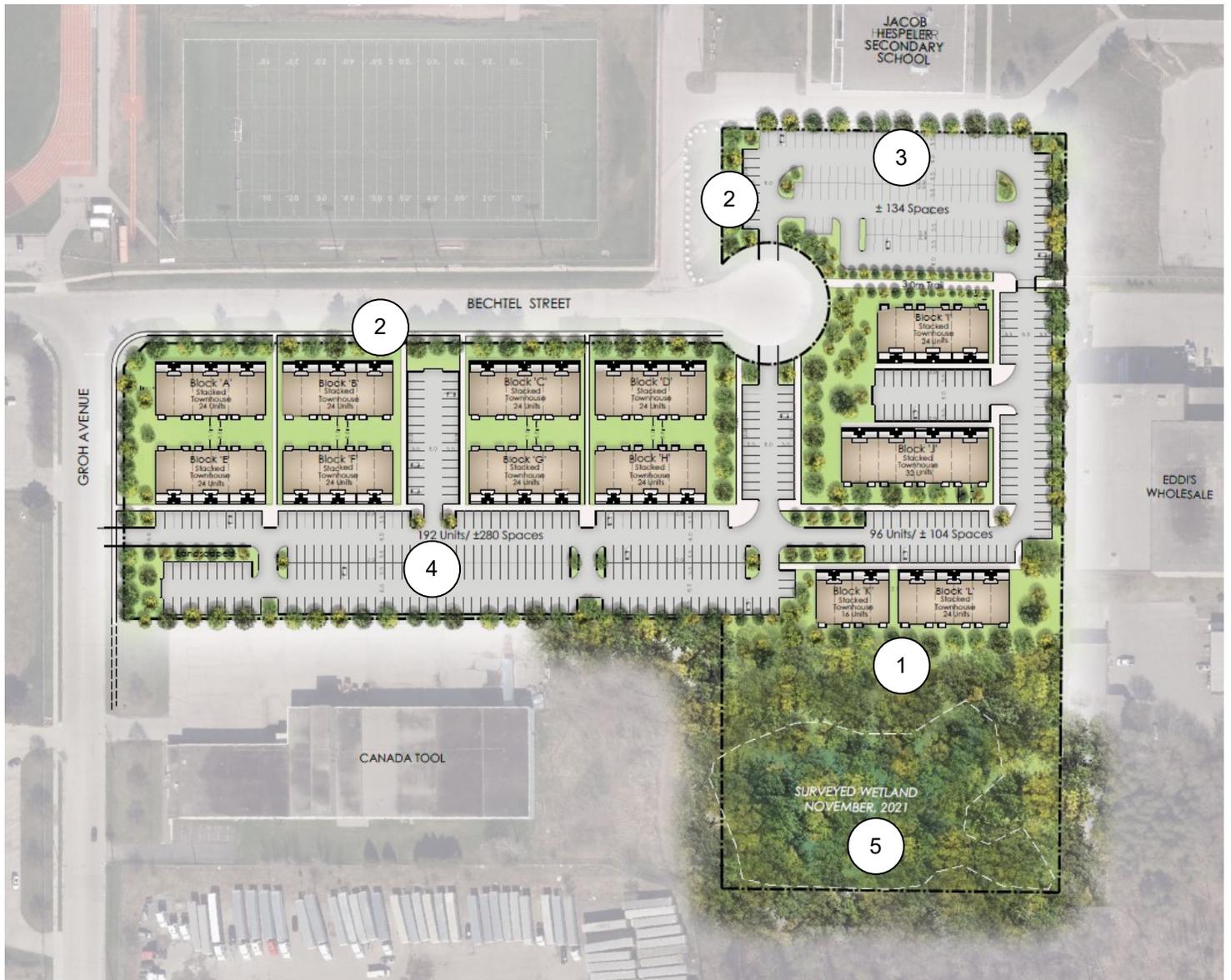
Shared Parking Lot

The proposed parking lot on the southeast portion of the site is proposed to be utilized as shared parking between the proposed townhouse buildings and the existing major sports field for Jacob Hespeler Secondary School to the east. The shared nature of this proposed parking lot will help manage the parking demand of Jacob Hespeler Secondary School during sports events. The parking lot is strategically designed to be separate from the wholly residential parking area.

Amenity and Open Space

Although the details have not yet been determined at this time, the proposed development will provide for outdoor amenity areas around the buildings, and in the southwest corner of the site surrounding the existing natural feature/wetland. Landscaped areas will be provided on site, and have been located in an effort to retain existing trees and soften the street edge.

DESIGN CONCEPT



- 1 The proposed development will provide a landscaped buffer between the townhouse blocks and the natural wetland feature.
- 2 The landscaped area between the proposed buildings and the lot line is desirable to provide an appropriate setback and a softer street edge.
- 3 A large parking area is planned in the southeast corner of the property, with access from the Bechtel Street cul-de-sac to accommodate parking and a transition from the school building.

- 4 The proposed residential parking lot on the north portion of the site provides a “buffer” between the proposed development and the existing industrial operation to the west. These lands have been purchased by King and Benton, and it is expected that the company will cease operations and relocate in the near future.
- 5 The subject lands contain a natural feature wetland, that has been delineated by Roots Environmental. This proposed natural area is intended to be maintained and incorporated into the development to serve as a natural amenity area to be enjoyed by future residents.

PART B CONTEXT ANALYSIS

1.0 DESCRIPTION & ANALYSIS OF SITE CONTEXT

The subject property is located in Cambridge, close to Hespeler Village. It is located on the south side of Groh Avenue, immediately west of Bechtel Street, with frontage on both roads.

The subject property measures approximately 4.5 hectares in size and has approximately 85 metres of frontage on Groh Avenue and 190 metres of frontage on Bechtel Street. The site currently contains the concrete foundation remaining from the original vacant industrial building, and a wooded area on the southwestern portion of the lot.

Surrounding land uses include the following:

- North:** Manufacturing (Bothwell Steel) and office uses, and a large vacant former industrial property, currently designated for commercial uses.
- East:** Jacob Hespeler Secondary School. The school building, parking lot and football field are located adjacent to the property. Centennial Public School is also located further east.
- South:** Largely employment buildings are located to the south of the lands including an industrial mall and small office building. A wooded area is also located on the southwest portion of the site.
- West:** Canada Tool Co (Galt) Ltd. and Heritage College and Seminary abut the site to the west. A large commercial complex is located along Holiday Inn Drive further west.

The subject property is located within walking distance of the 51A bus route and 200 and 203 iXpress routes, and will be within one kilometre of the proposed LRT station at Hespeler Road and Pinebush Road. The site is an ideal location to begin allocating for higher density, transit supportive, residential development.



The recreational fields to the east of the subject lands belong to Jacob Hespeler Secondary School, which abuts the subject lands.



View of the southern portion of the subject lands from the cul-de-sac at Bechtel Street.



View of the subject lands from Groh Avenue (Rauscher Plating Limited). The building seen in the image above has since been demolished and only a concrete foundation remains.

PART B CONTEXT ANALYSIS

2.0 INTEGRATION WITH SURROUNDING CONTEXT

The proposed development provides for 3.5 storey stacked townhouse buildings, to be developed in three phases. The phasing of the development would see the proposed buildings on the southern portion of the site (further away from the existing industrial operations) constructed first, in order to allow the existing adjacent industrial use (Canada Tool Company) with time to relocate and appropriately transition the proposed residential development into the existing area. The remainder of the site is proposed to be developed with surface parking areas with a total of 518 parking spaces.

The proposed buildings are planned to be constructed on the southern portion of the property, and to front on Bechtel Street, which will provide an enjoyable pedestrian experience at the street level. The location and scale of the proposed residential buildings and the phasing of development is appropriate as it will allow for an appropriate transition from the low rise residential to the east and the commercial and employment uses to the west, resulting in a more compatible development. The proposed development will help support existing transit in the area, and the nearby Community Node (Queen Street, Goebel Avenue, and Holiday Inn Drive).

The subject lands directly abut industrial and institutional uses. Given that the proposed development is situated in close proximity to a Community Node with generous setbacks to the surrounding residential neighbourhood, the proposed development is appropriate for the surrounding context and will not result in any negative impacts on the surrounding properties with respect to shadowing or overlook.

The proposed development will include landscaped amenity areas and landscape buffers from surrounding uses. It is anticipated that additional tree planting will occur on-site. This will be further addressed through the site plan process.

The surrounding neighbourhood has been identified as an area in transition through its designation as a Regeneration Area in the Official Plan, which will affect the viability of employment uses on the subject lands over time. An alternative land use is required to optimize redevelopment and utilization of the subject lands. Employment uses such as manufacturing or warehousing are no longer a viable use for the subject lands.

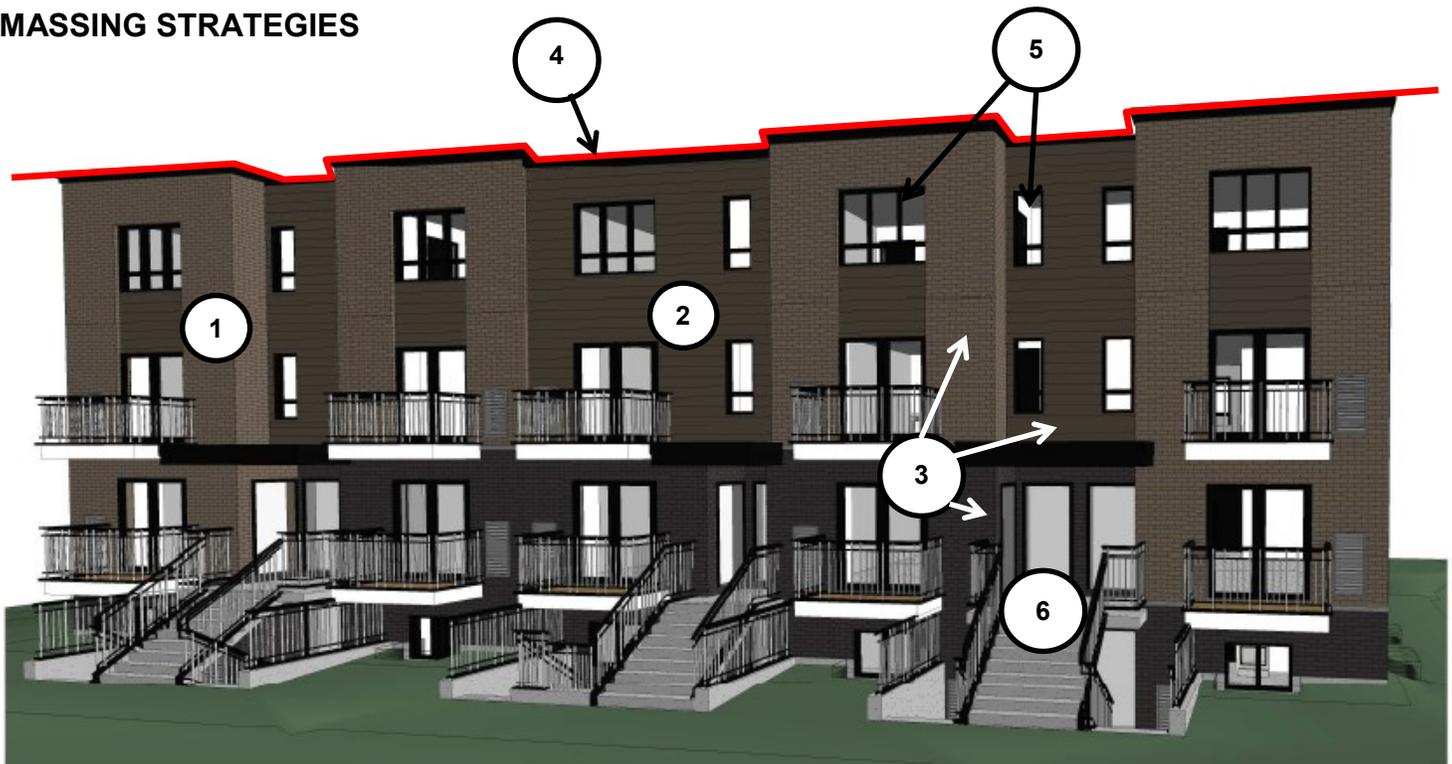
PART B CONTEXT ANALYSIS

3.0 BUILT FORM AND ARCHITECTURAL DESIGN

Building Height and Massing

The massing of the proposed building is broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window sizes. The height and scale of the development is compatible with surrounding uses. The buildings have been located in a manner which provides a generous setback from the surrounding uses and other existing buildings. The massing of the buildings have been designed to create a comfortable and engaging pedestrian environment, which will be further enhanced through the provision of landscape and streetscape improvements.

MASSING STRATEGIES



PRECEDENT IMAGE TO PROVIDE GENERAL IDEA OF INTENDED BUILT FORM

- | | |
|--|------------------------------|
| 1. Projection | 4. Roofline variation |
| 2. Recession | 5. Variation in window sizes |
| 3. Changes in building materials/colours | 6. Street fronting entrances |

PART B CONTEXT ANALYSIS

Character and Architectural Treatment

The proposed development will assist in the continued support of transit through the addition of multiple residential buildings in an area that is planned to undergo a transition in use from the existing industrial uses to more residential/commercial uses. The building design demonstrates a contemporary architectural expression and will be constructed of high quality materials.



Potential material and colour mixes are illustrated in the adjacent photographs—including masonry finishing.

The design mixes traditional architectural elements with contemporary materials. This contemporary aesthetic will add to the visual interest of the development and will result in an improved streetscape in this location. Building entrances are well defined and will be highly visible from the pedestrian sidewalk system and the public realm. High quality materials including a large number of windows will be incorporated into the facades. Repetition of lines and windows through both vertical and horizontal articulations and setbacks will be used to break up building mass.



Final material and colour selections will be made through a future site plan process.

Transit Supportive Design

The proposed development provides for housing within close proximity to an existing transit corridor (Hespeler Road) and close to an existing commercial/retail centre (Queen Street, Goebel Avenue and Holiday Inn Drive Community Node). The subject lands are well connected to the City and Region's arterial road network. A number of existing bus routes, operated by Grand River Transit, are located in proximity to the subject lands.

The subject property is located within walking distance of the 51A bus route and 200 and 203 iXpress routes, and will be within one kilometre of the proposed LRT station at Hespeler Road and Pinebush Road. The site is an ideal location to begin allocating for higher density, transit supportive, residential development. The development has been designed to encourage active transit through safe and comfortable pedestrian connections through the site. Bicycle parking will also be provided on site.

PART B CONTEXT ANALYSIS

PART B CONTEXT ANALYSIS

4.0 DESIGN CONSTRAINTS & OPPORTUNITIES

The property has a few design constraints due to its location in a former industrial business park and the presence of a natural feature on the southwestern rear portion of the lot. The subject property is well located with frontage on two public roads. The site is a 'T' shape and has a fairly flat topography on the north portion, and slopes down on the southern portion. The following is a brief summary of the design opportunities and constraints for the subject property:

- The proposed development implements the various growth policies in Provincial and local policy documents by promoting the efficient use of municipal water, sanitary sewer and stormwater services.
- The proposed development will assist the City in achieving intensification and growth policies in the provincial, regional and municipal planning policy framework.
- The proposed development has been designed with densities that will support the proposed future transit routes.
- The subject property is currently vacant and underutilized, and is well-located for the development of residential uses.
- The subject property is located within close proximity to several outdoor recreation areas which will provide opportunities for passive recreational uses for occupants of the development.
- The subject lands are well located in terms of community, employment, commercial and recreation uses.
- The proposed densities will ensure efficient use of the subject lands.

PART C POLICY ANALYSIS

1.0 DESIGN RESPONSE TO CITY OF CAMBRIDGE DESIGN POLICIES

The City of Cambridge is committed to a high standard of urban design. All development within the City is expected to demonstrate a high standard of urban design to the satisfaction of the City. Urban Design policies are included under Chapter 5 of the City's Official Plan. These policies apply to all development within the city.

The table on the following pages summarizes applicable urban design policies and how these policies have been considered in the design of the proposed development.

CITY OF CAMBRIDGE OFFICIAL PLAN

Section	Policy	Response
5.1	Objectives	
	a) create an attractive, accessible, safe and healthy built environment;	The proposed development achieves this objective as it will result in a high quality, well designed residential development. The site has been designed with CPTED considerations in mind to ensure a safe and accessible development.
	b) enhance connectivity to allow for ease of travel throughout the city by multiple modes of transportation;	The proposed development is located adjacent to Jacob Hespeler Secondary School, and has frontage on both Bechtel Street and Groh Avenue. The subject lands are also within close proximity to several bus routes and a Highway 401 interchange, providing vehicular access to various areas of Cambridge and the Region of Waterloo.
	c) protect and enhance public views and vistas of natural and built features;	There are no significant views from the subject lands.
	d) achieve high quality design for the public and private realm;	The proposed development will result in the improved development of an existing underutilized and vacant lot. The proposed stacked townhouse buildings will be oriented to face Bechtel Street to improve the pedestrian streetscape, as well as buffer the internal parking areas so as to not significantly impact the surrounding low density residential neighbourhood.
	e) ensure compatibility in scale, form, massing and height transition between new development and existing buildings and adjacent neighbourhoods while being sensitive to the context;	The proposed development is twelve 3-storeys stacked townhouse buildings, with a total of 288 residential units. Surrounding land uses include a secondary school to the east, office uses to the south, industrial uses to the west, and single-detached residential homes to the northeast. The proposed use is compatible with other uses in the area. The buildings have been sited to allow for generous setbacks from the adjacent developments.
	f) encourage the incorporation of sustainable design features into the built environment;	Sustainable design features will be incorporated into the site where feasible. This will include low maintenance, drought tolerant plantings, and a building design that will meet and/or exceed building code requirements. The form of development is an efficient use of the land.
	g) promote a high standard of urban design as a key factor in establishing attractive and well integrated development throughout the community;	A high standard of urban design is intended for the proposed development. The proposed buildings will be a strong presence in this area, and will be designed to positively contribute to the design of the neighbourhood/area.

CITY OF CAMBRIDGE OFFICIAL PLAN

Section	Policy	Response
	i) ensure that development is sensitive to and respectful of the physical and functional identity and the heritage attributes of Cambridge;	The development is appropriate and sensitive to the surrounding built context. No heritage features have been identified on or surrounding the subject lands. The former industrial building was neither listed nor designated under the Ontario Heritage Act.
	j) allow for creativity in design expression while ensuring compatibility and quality of development;	The proposed development will incorporate traditional architectural elements found in the surrounding communities, along with more contemporary design elements.
	k) design our community at the pedestrian scale in support of fostering social interaction, active streetscapes and walkable neighbourhoods; and	The proposed development is designed with the pedestrian scale in mind as it will provide for an internal sidewalk system, which is proposed to connect to the existing sidewalk system.
5.2	Healthy and Liveable Communities	
5.2.1	<p>The design of our built environment will promote sustainable, healthy, active living through:</p> <ul style="list-style-type: none"> a) well-connected and maintained streets, paths and trails that are able to safely accommodate different modes of transportation; b) safe, accessible, aesthetically pleasing, well-serviced and inclusive developments; c) resilient natural environments that support wildlife and their habitat and are better connected to residential areas; and d) walkable neighbourhoods that offer a mix of uses and range and variety of housing types with convenient access to public transit. 	<p>The proposed development is well-connected as it is located within close proximity to local bus routes and Highway 401, providing vehicular access across the Region of Waterloo. Furthermore, the development is located in proximity to the Community Node, which provides a wide range of commercial and employment uses.</p>
5.2.2	The City will support the integration of pedestrian and cycling facilities into existing and new development areas.	The proposed development is located within close proximity to a Community Node, and will be integrated with the existing sidewalk system on the north side of Groh Avenue.
5.3	Transit Oriented Development	
5.3.1	<p>Development located within a Major Transit Station Area or within walking distance of one or more higher frequency transit stops will be planned and designed based on the principles of transit oriented development and will address the following:</p> <ul style="list-style-type: none"> a) compact urban form and a mix of medium and high density uses are encouraged along arterial roads, transit routes and within walking distance of 	<p>The subject lands are not located within a Major Transit Station Area. The closest proposed higher order transit stop will be located at Hespeler Road and Pinebush Road once Stage 2 of the Region of Waterloo LRT is in operation.</p> <p>Notwithstanding, the proposed development is transit supportive and is located within close proximity to existing transit routes. The proposed development has a compact urban</p>

CITY OF CAMBRIDGE OFFICIAL PLAN

Section	Policy	Response
	<p>transit station areas to encourage transit use and reduce travelling distances;</p> <p>b) provision of a safe environment for pedestrians and encouragement of pedestrian activity through:</p> <ul style="list-style-type: none"> i. a mix of land uses; ii. development that includes a variety of services and amenities provided at grade and oriented to the municipal sidewalk; and iii. continuous sidewalks along both sides of the street; and <p>c) a high quality public realm promoted to enhance the identity of the area and create gathering points fostering a positive pedestrian experience; and</p> <p>d) access to the transit station provided from various modes of transportation including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.</p>	<p>form and proposes medium density residential uses within close proximity to existing transit and proposed higher order transit. Pedestrian connections are proposed which will connect the proposed buildings to the public sidewalk network north of Groh Avenue.</p>
5.4	Views and Vistas	
5.4.1	Preserving and enhancing views of church spires, landmark buildings and structures and natural features from strategically located viewpoints will be required where feasible.	There are no significant views from the subject lands that need to be preserved.
5.4.2	Prominent sites with high visibility and those sites that terminate a view will be required to meet a higher standard of architectural quality and urban design.	The subject lands are located within close proximity to a Community Node, and will be highly visible from Groh Avenue and Bechtel Street. As such, the proposed buildings will be designed and oriented to demonstrate a high quality of architecture and urban design at points of high visibility (e.g. along Bechtel Street).
5.4.4	Views to natural or cultural heritage elements within the vicinity of the Speed and Grand Rivers and within the Community Core Areas will be protected from negative impacts. Development proposals that are considered by the City to be located within the views of natural or cultural heritage elements will be required to submit a views analysis to the satisfaction of the City. Alterations to the development proposal shall be required where feasible to protect or enhance the view to existing natural or cultural heritage elements.	The site does not contain views to the Speed and Grand Rivers and is not located within the Community Core Areas.

CITY OF CAMBRIDGE OFFICIAL PLAN

Section	Policy	Response
5.6	Gateways	
5.6.1	Key intersections within the city may be identified as gateways into the city or into specific areas of the city. Entrances to the community core areas will be treated as gateways.	The subject lands are not located adjacent to or within close proximity to any gateways into the City.
5.6.2	Distinctive design forms including prominent building form and landscaping will be required at identified gateways. Design requirements for gateways will be identified through the development review process, and may be detailed in urban design guidelines.	The subject lands are not located adjacent to or within close proximity to any gateways into the City.
5.7	Site Development and Buildings	
5.7.1	Development will be: a) compatible in terms of massing and scale with the existing and planned streetscape; b) integrated into the existing streetscape; and c) provide appropriate transitions in height to adjacent buildings.	With the location and orientation of the proposed stacked townhouse buildings along the Bechtel Street frontage and on the southern portion of the site, the proposed development is compatible with the surrounding uses. The location of the proposed buildings provides sufficient buffering from existing industrial uses, and the proposed building form provides an appropriate transition in height and massing.
5.7.2	Buildings will be situated at or near the street edge to frame the street and will have consistent front yard setbacks with adjacent buildings.	The buildings in Phase 2 of the proposed development (Blocks A through D on the concept plan), are located along the Bechtel Street frontage in an effort to frame the street and provide an attractive streetscape. The location of these buildings also has the added benefit of providing an appropriate transition/massing for the adjacent land uses. The height of the proposed buildings will not result in a significant impact to the surrounding properties.
5.7.3	Blank building walls are discouraged along street frontages. Active facades will be required in the design and treatment of buildings at street edges and intersections and should include features such as transparent windows and public entrances facing the street unless there is no other feasible alternative.	No blank building walls are proposed along street frontages. The building façades will largely consist of windows, and vertical and horizontal elements and changes in building materials to break up the massing of the façade and to increase visual interest.
5.7.5	Site layout shall incorporate pedestrian walkways and connections to encourage and enhance walkability and access. Pedestrian connections on site will connect directly with public sidewalks and transit stops unless there is no other feasible alternative.	The site layout incorporates a pedestrian sidewalk that provides access from the building entrances to the existing sidewalk network on the north side of Groh Avenue and to the parking areas.

CITY OF CAMBRIDGE OFFICIAL PLAN

Section	Policy	Response
5.7.6	Placement of outdoor lighting will complement the building design and prevent or minimize impacts on the night sky and adjacent properties. The impact of lighting will be reviewed through the site plan approval process.	Outdoor lighting design will be considered during the site plan approval process.
5.7.7	Pedestrian scale lighting shall be provided to accent walkways, steps, ramps, building entrances, building parking facilities and transit stops.	Pedestrian lighting will be considered during the site plan approval process.
5.7.8	Servicing, loading, waste storage areas and building utilities/mechanical equipment will be located internal to the building or to the rear of the building where possible and will be screened from view from adjacent streets.	Servicing, loading, waste storage areas and building utilities will be determined during the site plan approval process.
5.8	Sustainable Design	
5.8.1	Energy efficiency and sustainability is encouraged in neighbourhood, site, building and roof design through the use of conservation and renewable energy systems and practices and low impact development stormwater management.	Sustainable design measures will be incorporated where appropriate; including sustainable building and landscape materials.
5.9	Accessibility/Universal Design	
5.9.1	Development will be consistent with the standards and regulations of the Accessibility for Ontarians with Disabilities Act, 2005 and the Ontario Building Code.	The proposed development will be consistent with the standards and regulations of the AODA and the OBC.
5.9.2	Accessible features will be well-integrated within the function and design of sites and continuous barrier-free access will be provided to buildings and features from public sidewalks and parking areas.	Barrier free parking spaces will be provided with access to the internal pedestrian sidewalk and the Groh Avenue sidewalk.
5.10	Safety	
	Site development and public realm projects will incorporate crime prevention design standards such as the principles of Crime Prevention Through Environmental Design (CPTED) to ensure that new developments are designed to address safe living and working environments and reduce potential hazardous situations through the: a) consideration of natural surveillance of outdoor spaces; b) avoidance of the creation of secluded areas;	The proposed concept plan was designed with CPTED principles in mind. The proposed buildings will contain balconies on both the east and west facades, providing increased natural surveillance of the internal parking areas and the outdoor amenity areas. Pedestrian lighting will be located along the provided internal sidewalks to ensure greater visibility.

CITY OF CAMBRIDGE OFFICIAL PLAN

Section	Policy	Response
	<ul style="list-style-type: none"> c) clear demarcation of access and egress areas; and d) appropriate placement and use of lighting. 	
5.11	Parking	
5.11.2	<p>The design and layout of surface parking will consider the following:</p> <ul style="list-style-type: none"> a) location to the rear or side of the building; b) screening and buffering from public streets; c) landscape and pavement treatments to break up large parking areas; d) safe pedestrian movement; e) pedestrian oriented lighting; f) sustainable design; and g) bicycle parking and movement. 	<p>The internal parking areas will be buffered from the pedestrian streetscape through the strategic placement of the proposed buildings along the Bechtel Street frontage. The other major parking area in the south east corner of the site (adjacent to Jacob Hespeler Secondary School) containing 134 parking spaces is intended to serve as overflow parking for the school, in addition to visitor parking for the proposed development.</p> <p>Appropriate landscape and pavement treatments will be applied to the parking area and the internal pedestrian sidewalk will have sufficient lighting to ensure safe pedestrian movement.</p>
5.11.5	Bicycle parking should be provided in close proximity to building entrances.	The location of bicycle parking will be determined during the site plan process.
5.12	Signage	
5.12.2	<p>Signs will be incorporated into the architectural design of the building. Placement of signage will be assessed as part of the design of the building and considered as part of a landscaping plan through site plan approval.</p>	Signage will be determined during the site plan process.

RECOMMENDATIONS

RECOMMENDATIONS

The proposed development consists of twelve 3.5 storey stacked townhouse buildings, for a total of 288 residential units. To ensure a high quality, well designed development, the following design recommendations should be considered at the site plan stage:

Architectural Style

- Townhouse blocks are to be designed with a high degree of architectural quality with emphasis given to building facades which face the public realm.
- For reasons of public safety and convenience, primary building entrances to principle buildings shall be clearly visible.
- A contemporary design style is encouraged for all buildings.
- A variety of techniques should be employed to break up building massing. This could include changes in building materials/colours; projections; recessions; a variety of window sizes and horizontal/vertical building elements.

Façade Variation

- Variations in building materials for blocks of townhouses is encouraged.
- Blank walls are discouraged for any visible elevations.
- End multiple residential units should have an enhanced side facade where adjacent to a public street.
- Streetscape facades should be designed in consideration of orientation and landscaping to enhance Bechtel Street.

Landscape/Amenities

- Future landscape plans should provide for an attractive landscaped edge along Bechtel Street and Groh Avenue.
- Future landscape plans shall consider a variety of tree and shrub plantings to ensure that landscaping is attractive year round and provides adequate privacy/screening.
- Private amenity areas in the form of balconies are encouraged.

In our opinion, the proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of this neighbourhood.