

FINAL

# Planning Justification and Urban Design Report

## 134 and 152 Shanley Street, Kitchener

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PREPARED FOR SHANNONDALE DEVELOPMENTS

by IBI Group  
March 22, 2021

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# 1 Introduction

On behalf of our client, Shannondale Developments, we are pleased to submit this Planning Justification and Urban Design Report in support of the Official Plan Amendment and Zoning By-Law Amendment applications proposed for our client's property, which is municipally known as 134 and 152 Shanley Street in the City of Kitchener. Our client is proposing these planning applications to permit the development of an eight (8) storey apartment building, as shown in the Site Plan found in **Appendix A** of this Report.

This Planning Justification and Urban Design Report provides an overview of our client's lands, the surrounding area, the currently applicable planning controls, and the proposed Official Plan Amendment and Zoning By-Law Amendment applications. Land use planning rationale/justification and recommendations regarding the aforementioned applications are provided, which consider the merits of the applications within the context of the site, its history and the Provincial, Regional and municipal planning framework applicable to it. This Report also discusses the City of Kitchener's Urban Design Framework and provides an analysis of how the development adheres to it.

Based on our review of the applicable land use policies and regulations, it is our opinion that the proposed Official Plan Amendment and Zoning By-Law Amendment have regard to the "Matters of Provincial Interest" as set out by the Planning Act, are consistent with the Provincial Policy Statement, and are in conformity with the Growth Plan for the Greater Golden Horseshoe and the Region of Waterloo Official Plan and the general intent of the City of Kitchener's Official Plan. It is further our opinion that the proposed planning applications respond to the public interest, represent good land use planning, and exude a high standard of urban design.

## 2 Background

This section of the Report provides background on the subject lands and surrounding context.

### 2.1 Description of the Subject Lands

The subject lands are municipally known as 134 and 152 Shanley Street in the City of Kitchener, which are delineated legally as follows:

- Lt 447-448 PI 376 Kitchener; Pt Lt 446 PI 376 Kitchener Pt 1 Wdr150; Kitchener; and,
- Pt Lt 446 PI 376 Kitchener as in 882034; Kitchener.

The subject lands are located at the corner of Duke Street and Shanley Street and has an area of approximately 4,252.0 square metres with 79.5 metres of frontage along Shanley Street and 54.2 metres of frontage along Duke Street West. The subject lands are located in the area colloquially known as "Midtown Kitchener", east of the intersection of Wilhelm Street and Weber Street West. A location plan for the subject lands can be viewed in **Figure 1**.

As displayed in **Figure 2**, the 152 Shanley Street portion of the subject lands are currently vacant, whereas the 134 Shanley Street portion of the site contains a single detached residence. The 152 Shanley Street portion of the subject lands was formerly occupied by the four (4) storey Electrohome facility, which was recently demolished in 2020 due to health and safety concerns. The subject lands are surrounded by an area primarily characterized by low density housing to the north, east, south, and west.



**Figure 1:** Location Plan (Source: GeoWarehouse)



**Figure 2:** Site Conditions (Source: GeoWarehouse)

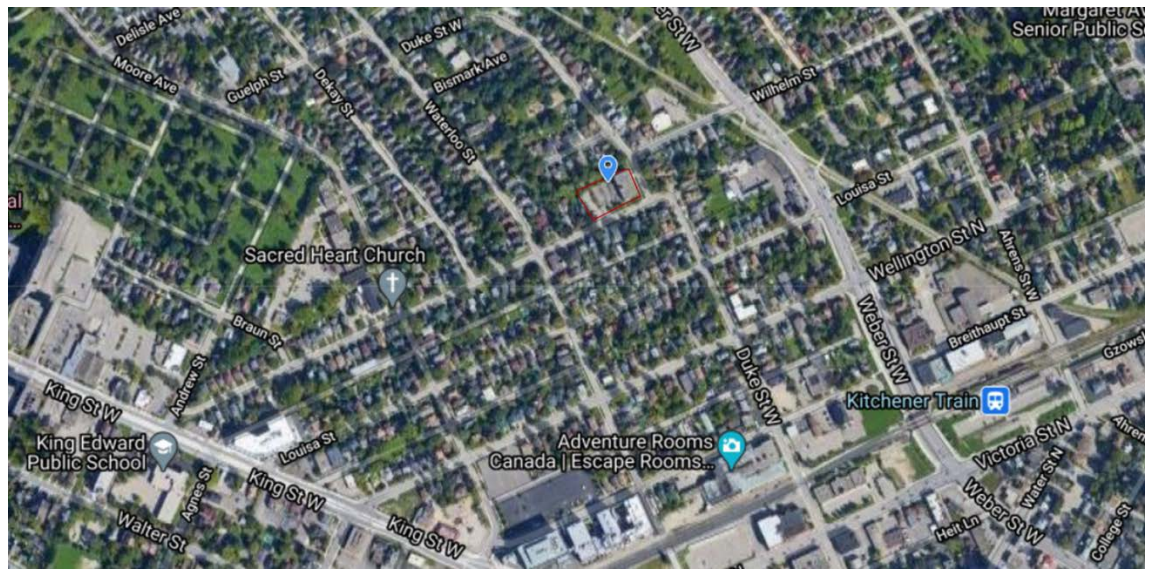
## 2.2 Neighbourhood Context

The subject lands are located within the midtown area of the City of Kitchener, which is an area comprised mainly of low and medium density residential development. Prominent features of this neighbourhood include Sacred Heart Church and Mount Hope Park Cemetery.

The site is located within close proximity to Downtown Kitchener and the King Street corridor, which are a regional focus of commercial activity. A concentration of institutional and commercial uses exists along King Street West, Weber Street West, and Victoria Street, all of which are located within a short walking distance. The ION Light Rail Transit (LRT) travels down this

portion of King Street West, with a major transit station stop being located at the intersection of King and Victoria Street where a major transit hub has been planned. Grand River Hospital is located to the northwest of Midtown Kitchener. **Figure 3** displays the neighbourhood context and highlights key land uses.

The subject lands are located within a five (5) minute walk to the Weber/Wilhelm Grand River Transit (GRT) bus stops, which service Route 8 (Weber). It is also location within walking distance to the GRT bus and LRT stops located along King Street West.



**Figure 3:** Neighbourhood Context (Source: GeoWarehouse)

### 3 Proposed Development Concept

Our client is proposing to develop an eight (8) storey apartment building containing a total of 172 dwelling units. As shown in the Site Plan in **Appendix A**, the proposed development is 'L'-shaped and oriented along both Shanley Street and Duke Street West, with the majority of massing located along Shanley Street. As shown in the renderings and elevations in **Appendix B**, the principal entrance to the lobby is proposed on the eastern side of the building oriented toward Duke Street West. The apartment units on the ground floor of the proposed development will be townhouse-style. Patio areas are proposed for these townhouse-style units oriented toward Shanley Street and Duke Street West, promoting street activation and 'eyes on the street'. Private terraces/balconies will be provided on each façade.

An indoor amenity area will be provided on the ground floor of the proposed development. A green roof and outdoor amenity area is proposed on the eighth floor. An additional green roof, along with outdoor amenity area, is also proposed over the eighth floor. A sheltered bicycle parking facility will be located along the northern property line. Other proposed shared amenity features include a mail room, a garbage room, and a dog wash.

Access to the proposed development will be provided in the southwest corner of the property from Shanley Street. Access to the proposed underground parking level will be provided on the western side of the building, near this access. Sixteen (16) surface parking spaces are proposed in the northwestern portion of the subject lands, including six (6) barrier-free parking spaces (three (3) Type 'A' and one (3) Type 'B') near the residential entry on this side of the building. A

loading space is proposed near the surface parking spaces adjacent to the building, which will also be used for waste and recycling collection.

### 3.1 Implementing the Vision Statement

Recognizing the prominence of the Electrohome site within the context of the broader neighbourhood and its historic role as a focal point within the area, the City of Kitchener held a design charrette to establish design direction for the future redevelopment of the subject lands on April 28, 2018. Based the input received at this charrette, City Staff developed a Draft Vision Statement. This Draft Vision Statement was approved by the Planning and Strategic Initiatives Committee on November 5, 2018.

The following table outlines key components of this Vision Statement and describes how the proposed development addresses these components.

Vision Statement Component	Discussion of Compliance
The redevelopment should be designed to reflect a high level of urban design.	The proposed development has been designed by Süperkul to incorporate high quality architectural and urban design. The proposed development largely aligns with the historic location of the Electrohome building to foster an interactive and engaging pedestrian realm. The development is proposed to be well articulated to provide appropriate transitions to neighbouring lands while providing for intensification on the property.
The new building will be residential with ground floor retail, service, and community uses.	Amenity space is proposed on the ground floor of the proposed development, along with townhouse-style apartment units. No retail or commercial units have been proposed, however taller ground floors (4.5 metres) have been provided to future proof the development and accommodate commercial uses in the future.
The new building will have a maximum of six (6) storeys. The building should orient and locate the majority of its massing (floor space) along Shanley Street to mitigate shadow impacts on the rear yards of neighbouring properties.	The proposed development is eight (8) storeys in height at its tallest point, but will step down along its northern and western facades. Stepbacks have been incorporated to provide good transitions between adjacent land uses. The majority of the proposed development's floor space is oriented and located along Shanley Street.  Notwithstanding the additional storeys proposed, it is noted that the proposed development is largely aligned with the overall height of the building contemplated by the Vision Statement.

	<p>The original Electrohome building contained taller floor heights (as required for the commercial/industrial uses originally contained therein). The Vision Statement contemplated two (2) additional levels atop the original building, which would have had a similar height and massing to what is now proposed.</p>
<p>The new building depth should align with those of the adjacent houses on both Duke Street West and Shanley Street, to prevent overlook into adjacent backyards and promote compatibility.</p>	<p>The proposed development is 'L'-shaped in nature and has been brought within close proximity of the street lines to mirror the historic location of the Electrohome building to maintain the historic streetscape, while providing opportunities for front yard landscaping and private outdoor patio areas for ground floor units.</p>
<p>Elevations along the property lines will be encouraged to minimize window openings and focus views away from neighbouring backyards to avoid overlook. Existing trees, if retained, may assist with screening.</p>	<p>The proposed development is oriented along Shanley Street and Duke Street West, allowing for increased privacy for neighbouring backyards. The incorporation of stepbacks further reduces overlook.</p> <p>To assist in screening from neighbouring backyards, existing trees will be retained where possible as per the Vegetation Management Plan prepared by GSP Group. A Preliminary Landscape Plan has been prepared by GSP showing where additional plantings are proposed.</p>
<p>Parking will be placed underground and/or to the rear of the building.</p>	<p>The parking will be accommodated a level of underground parking and surface parking to the rear of the building, outside of the public realm</p>
<p>The site will have two (2) vehicular access points.</p>	<p>Due to the 'L'-shaped configuration of the proposed development, the subject lands will have one (1) vehicular access point off of Shanley Street.</p>
<p>An enhanced public realm and streetscape will be required.</p>	<p>The proposed development will provide high quality architectural design developed by Süperkul. To promote an active and visually appealing streetscape, the proposed development is 'L'-shaped and oriented along the Duke Street West and Shanley Street lot lines. The ground floor townhouse-style apartment units will feature patios to promote street activation. The development also contemplates terraces, balconies, and green roofs to</p>

	provide building amenities and foster an attractive streetscape.
The site's heritage value will be respected.	<p>The existing Electrohome building was previously demolished in response to matters of public health and safety.</p> <p>The authentic and contemporary design of the proposed development will create visual interest in the neighbourhood and accentuate the character of the surrounding neighbourhood. The applicant is proposing to re-use salvaged materials from the demolished building where appropriate, and is proposing punch windows reminiscent of the original building.</p>
Outdoor amenity space will be provided. All public spaces should be designed using Crime Prevention Through Environmental Design (CPTED) Principles.	Outdoor amenity is provided above the ground level on proposed terraces/balconies, a rooftop patio area on the eighth level, and green roofs proposed on the eighth and rooftop levels. These spaces feature a high level of visibility, incorporating CPTED principles.

## 4 Existing Planning Controls

This section of the Planning Justification Report provides an overview of the land use planning framework applicable to the subject lands, include the Planning Act, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Waterloo Official Plan, the City of Kitchener Official Plan, and the City of Kitchener Zoning By-Law.

### 4.1 Planning Act

The Planning Act, R.S.O. 1990 establishes the legislative framework for land use planning in Ontario and provides the authority for the Minister of Municipal Affairs and Housing to issue policy statements and plans to guide development in the Province. The Act also sets out the legislative framework for local land use planning tools and plans, including Official Plan Amendments and Zoning By-Law Amendments.

#### 4.1.1 Matters of Provincial Interest

Section 2 of the Planning Act sets out various "Matters of Provincial interest" which decision-makers must have regard to in carrying out their duties under the Act. These Matters are summarized and addressed in the following table.

Provincial Interest	Demonstration of Regard
a) The protection of ecological systems, including natural areas, features and functions;	Significant natural areas/features are not located on the subject lands. The vegetation

Provincial Interest	Demonstration of Regard
	on the subject lands will be retained where possible.
b) The protection of agricultural resources of the Province;	Not applicable.
c) The conservation and management of natural resources and the mineral resource base;	Not applicable.
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	No features of significant architectural, cultural, historical, archaeological, or scientific interest will be impacted by the proposed development. The Electrohome building, which had historic significance (though never designated under Section IV of the Heritage Act), has been previously demolished in response to public health and safety matters.
e) The supply, efficient use, and conservation of energy and water;	The proposed development represents an efficient use of the existing supply of energy and water to the subject lands and surrounding community. See the Functional Servicing and Stormwater Management Report for further details. The applicant is contemplating the use of geothermal heating which is subject to future discussions with the Region.
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	Existing communication, transportation, sewage, and water servicing infrastructure will be relied upon for the proposed development. See the Functional Servicing and Stormwater Management Report for servicing details.  Private garbage collection is proposed for the development.
g) The minimization of waste;	The proposed development supports context appropriate intensification which helps to support waste minimization across the community.
h) The orderly development of safe and healthy communities;	The proposed development represents orderly development as it is located on underutilized land within the City's Built-Up Area.  This residential development will be located in walking/cycling distance to institutional uses, commercial uses, greenspaces, and GRT services.

Provincial Interest	Demonstration of Regard
h.1) The accessibility for persons with disabilities to all facilities, services, and matters to which this Act applies;	<p>The proposed development will conform to the standards and regulations of the Accessibility for Ontarians with Disabilities Act (AODA) and the Ontario Building Code.</p> <p>Three (3) Type “A” barrier-free parking spaces and three (3) Type “B” barrier-free parking space will be provided, which meets the requirements of the AODA. These parking spaces will be located near the rear entrance to the building for ease of access.</p>
i) The adequate provision and distribution of educational, health, social, cultural, and recreational facilities;	Not applicable.
j) The adequate provision of a full range of housing, including affordable housing;	The proposed development will add 172 apartment dwelling units to the City’s housing stock in an area primarily occupied by single detached dwellings, adding to the mix and range of housing types and tenures available in this neighbourhood. These units are currently proposed as rental housing units, which will add to the City’s/Regional rental housing stock.
k) The adequate provision of employment opportunities;	Not applicable.
l) The protection of the financial and economic well-being of the Province and its municipalities;	Not applicable.
m) The co-ordination of planning activities of public bodies;	Not applicable.
n) The resolution of planning conflicts involving public and private interests;	Not applicable.
o) The protection of public health and safety;	<p>The proposed development will conform to the standards and regulations of the AODA and the Ontario Building Code.</p> <p>Three (3) Type “A” barrier-free parking spaces and three (3) Type “B” barrier-free parking space will be provided, which meets the requirements of the AODA.</p>
p) The appropriate location of growth and development;	The proposed development facilitates intensification within the Built-Up Area of the City of Kitchener on a longstanding underutilized property. The proposed development generally aligns with the Vision Statement prepared for the site by the City of Kitchener in consultation with the community.

Provincial Interest	Demonstration of Regard
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	<p>The proposed development will be located within walking/cycling distance to institutional uses, commercial uses, and greenspaces.</p> <p>The proposed development will also be located within an approximate ten (10) minute walk to GRT bus stops and an LRT stop.</p> <p>The development also contemplates the inclusion of green roofs to support overall project sustainability.</p>
r) The promotion of built form that, i) is well-designed, ii) encourages a sense of place, and iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.	<p>The design of the proposed development will complement and respect the character of the surrounding neighbourhood, thereby encouraging sense of place within this context.</p> <p>The proposed development also supports the vibrancy of nearby greenspaces by providing residential development in proximity.</p> <p>Additional analysis regarding urban design can be found in Section 8 of this Report.</p>
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.	<p>The proposed development will support active modes of transportation by providing extensive secured bicycle parking and by incorporating a reduced parking standard, thereby reducing auto dependency. The development will also include green roofs supporting overall building sustainability. The applicant is also contemplating the inclusion of geothermal heating, which is subject to future discussions and approvals by the Region.</p>

It is our opinion that the proposed development has regard for the “Matters of Provincial Interest” as required by the Planning Act.

#### 4.1.2 Official Plan Amendment

The proposed Official Plan Amendment is being requested pursuant to Section 21 of the Planning Act, which establishes the legislative basis for Official Plan Amendments. Related details of the requested Amendment will be discussed further in this Report.

#### 4.1.3 Zoning By-Law Amendments

The proposed site specific Zoning By-Law Amendment is being requested pursuant to Section 34 of the Planning Act, which establishes the legislative basis for Zoning By-Law Amendments. Related details of the requested Amendment will be discussed further in this Report.

## 4.2 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It replaced the previous version of the PPS, issued in 2014. Approval authorities, in carrying out their responsibilities under the Planning Act, are to ensure that their decisions “are consistent with” the PPS.

The PPS builds upon the “Matters of Provincial Interest” set out in the Planning Act to support the Provincial goal of enhancing the quality of life for all citizens of Ontario. The focus of the PPS is building strong communities, a clean and healthy environment, and supporting sustainable economic growth by directing development to existing settlement areas, encouraging efficient and cost-effective land use development patterns, and protecting natural resources for the long term.

The following table provides a summary of the particularly relevant policies of the PPS and describes how the proposed planning applications are consistent with this direction.

Policy No.	Policy	Discussion of Consistency
<b>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</b>		
<b>1.1.1</b>	<p>Healthy, livable and safe communities are sustained by:</p> <ul style="list-style-type: none"> <li>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</li> <li>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</li> <li>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</li> <li>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas</li> </ul>	<ul style="list-style-type: none"> <li>a) The proposed development promotes efficient development and land use patterns by developing on an underutilized property within the City’s Built-Up Area.</li> <li>b) The proposed apartment building will be located within an area comprised primarily of single detached dwellings, adding to the range and mix of housing in this neighbourhood. The development itself is unique as it contemplates both apartment and ground-oriented townhouse units within the building. The development is also contemplated as a rental building to contribute to the municipal rental housing supply. The subject lands are located in proximity to institutional uses, commercial uses, and greenspaces.</li> <li>c) No adverse environmental/public health and safety concerns are expected as a result of the proposed development. The</li> </ul>

Policy No.	Policy	Discussion of Consistency
	<p>in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate.</p>	<p>proposed development will be built in accordance with the AODA and the Ontario Building Code. The site is also subject to ongoing environmental remediation which will improve the environmental conditions of the site.</p> <p>d) Not applicable as the subject lands are not located along the perimeter of the municipal boundary.</p> <p>e) The proposed development will facilitate intensification on a currently vacant property within the City's Built-Up Area. The proposed development will rely upon existing services, promoting the efficient use of infrastructure. See the Functional Servicing and Stormwater Management Report for servicing details. The subject lands are also located within walking/cycling distance to GRT services.</p> <p>f) The proposed development will conform to the requirements of the AODA to promote accessibility for persons with disabilities and older adults.</p> <p>g) See the Functional Servicing and Stormwater Management Report for information regarding the servicing of the proposed development. All required public service facilities are available to this plan.</p> <p>h) The proposed development facilitates intensification of a vacant/underutilized parcel which promotes the minimization of land</p>

Policy No.	Policy	Discussion of Consistency
		<p>consumption. It is not anticipated that the proposed development will significantly impact biodiversity in the surrounding area. See the Vegetation Management Plan prepared by GSP Group for further detail.</p> <p>i) The proposed development will support active modes of transportation by providing extensive secured bicycle parking and by incorporating a reduced parking standard, thereby reducing auto dependency. The development will also include green roofs to support overall building sustainability.</p>
<b>Settlement Areas</b>		
1.1.3.1	Settlement areas shall be the focus of growth and development.	The subject lands are located within the Region of Waterloo's Urban Boundary and within the City of Kitchener's Built-Up Area. The site is also located within close proximity to ION LRT station stops.
1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p>	<p>a) The proposed development will introduce residential uses to currently underdeveloped land within the City's Urban Area Boundary, promoting the efficient use of land and resources.</p> <p>b) The proposed development will rely upon existing municipal infrastructure and services. See the Functional Servicing and Stormwater</p>

Policy No.	Policy	Discussion of Consistency
		Management Report for further detail.
	c) minimize negative impacts to air quality and climate change, and promote energy efficiency;	c) The proposed development contemplates the inclusion of green roofs to support improved air quality and to support the City's sustainability objectives.
	d) prepare for the impacts of a changing climate;	d) A site specific parking ratio and extensive bicycle parking are proposed which will reduce auto dependence and minimize the cumulative impacts of the development from a climate perspective.
	e) support active transportation;	e) The proposed development will be supportive of active transportation as the subject lands are located in walking/cycling distance to various institutional, commercial uses, and greenspaces. The subject lands are also located in proximity to the Spur Line Trail, a multi-use trail to the east.
	f) are transit-supportive, where transit is planned, exists or may be developed;	f) The proposed development supports public transit by providing residential dwellings located in proximity to GRT bus stops for Route 8 and ION LRT stops.
	g) are freight-supportive.	g) Not applicable.

<b>Housing</b>		
<b>1.4.1</b>	<p>To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <ul style="list-style-type: none"> <li>a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and,</li> <li>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</li> </ul>	<p>The proposed development provides apartment dwellings to assist in meeting the needs of current and future residents of the Region of Waterloo's market area.</p> <p>This proposed development will contribute to the required minimum ten (10) year residential growth.</p> <p>The development is also contemplated as a rental housing development which will help add to the municipal rental housing supply.</p>
<b>Sewage, Water and Stormwater</b>		
<b>1.6.6.2</b>	<p>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.</p>	<p>The proposed development facilitates intensification in support of this policy.</p>
<b>1.6.6.7</b>	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> <li>a) minimize, or, where possible, prevent increases in contaminant loads;</li> <li>b) minimize changes in water balance and erosion;</li> <li>c) not increase risks to human health and safety and property damage;</li> <li>d) maximize the extent and function of vegetative and pervious surfaces; and</li> <li>e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.</li> </ul>	<p>The Functional Servicing and Stormwater Management Report in support of the proposed development addresses these requirements.</p>

Based on the above analysis, it is our opinion that the proposed development is consistent with the PPS.

### 4.3 Growth Plan for the Greater Golden Horseshoe

As the subject lands are located within the Growth Plan for the Greater Golden Horseshoe Area, any related planning decisions must conform to the applicable provisions of this Plan. The Growth Plan sets out a long-term plan for growth and development within the Greater Golden Horseshoe Area of Ontario. The current Growth Plan came into effect on August 28, 2020.

The Growth Plan contemplates a policy framework which will be implemented in the Region of Waterloo by the next Municipal Comprehensive Review (Official Plan Review). Until this Review is undertaken, planning applications within the Region will be considered in accordance with the current Regional Official Plan. Section 1.2.1 of the Growth Plan sets out its guiding principles, which include:

- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- Building more compact greenfield communities which reduces the rates at which land is consumed;
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government;
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households;
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH;
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions;
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities; and
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

In our opinion, the proposed development conforms to the guiding principles noted above for the following reasons:

- The proposed development will provide residential development within walking/cycling distance to institutional uses, commercial uses, and greenspaces.
- The location of the proposed development is situated on predominantly vacant/underutilized parcels within the Built-Up Area of the City of Kitchener, increasing the efficiency of existing infrastructure and supporting transit viability.
- The proposed development provides rental apartment units, which add to the range and mix of housing options within the City of Kitchener.
- It is not anticipated that any natural heritage, hydrologic, nor landform systems, features, and functions will be impacted by the proposed development.
- It is not anticipated that any cultural heritage resources will be impacted by the proposed development.

## 4.4 Region of Waterloo Official Plan

The Regional Official Plan (ROP) sets out the policy direction of land use planning in the Region over a 20-year planning horizon. The Ministry of Municipal Affairs and Housing approved a new Regional Official Plan (ROP) in the Region of Waterloo in 2010. The ROP was subsequently appealed to the Ontario Municipal Board (OMB). The OMB issued a decision with regard to the ROP in June 2015, allowing the ROP to come into full force and effect. All planning decisions within the Region of Waterloo must conform to the ROP, including the subject Zoning By-Law Amendment application.

The ROP determines areas for growth and development, sets out population and employment forecasts and density targets, establishes an Urban Boundary, promotes multi-modal transportation options, and sets out policies to protect the Region's valuable environmental and agricultural resources.

### 4.4.1 Urban Boundary and Built-Up Area

The ROP identifies the subject lands as being located within the Built-Up Area of the City of Kitchener, as displayed in **Figure 4**. The Built-Up Area includes all lands within the built boundary of the Region's Urban Area and Township Areas as of June 16, 2006.

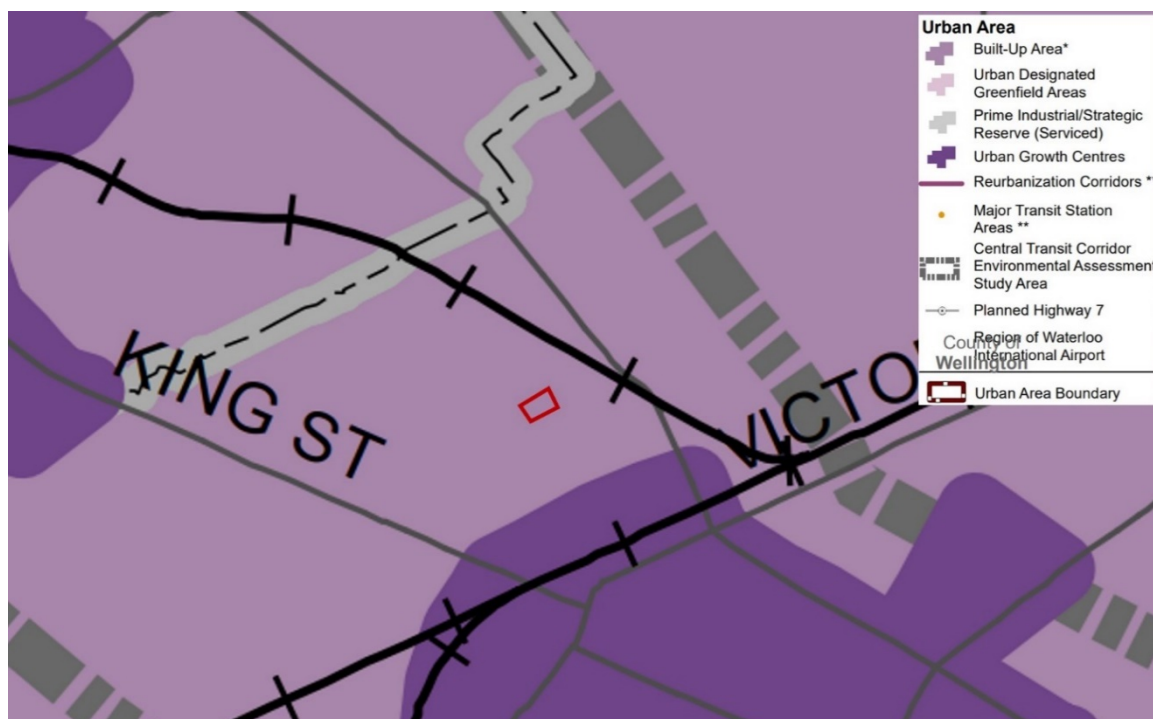
Policy 2.C.2 of the ROP directs that forty-five (45) per cent of new residential development should be directed to the Built-Up Area by the area municipalities in order to support the efficient use of land, and physical and community infrastructure/services. It is further stated that the Built-Up Area is mainly comprised of established residential neighbourhoods which are not expected to experience a significant amount of change within the horizon of the ROP.

The proposed development conforms to the general policies of the ROP due to its location in the Built-Up Area, which optimizes the use of municipal services, contributes to the creation of complete communities, and respects the scale, character, and context of the surrounding established neighbourhood.

Development within the Built-Up Area is subject to Policy 2.D.1 of the ROP, as discussed in the following table.

Policy	Discussion of Conformity
<b>In preparing or reviewing planning studies, or in reviewing development applications or site plans, the Region and/or Area Municipalities will ensure that development occurring within the Urban Area is planned and developed in a manner that:</b>	
a) supports the Planned Community Structure described in this Plan;	The proposed development supports the planned function of the Urban Area and Built-Up Area of the ROP, as the focus of growth and development in the Region.
b) is serviced by a municipal drinking-water supply system and a municipal wastewater system;	The proposed development will be serviced by existing infrastructure. See the Functional Servicing and Stormwater Management Report for servicing details.
c) contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit;	The proposed development will provide apartment dwelling units within walking/cycling distance to commercial uses, institutional uses, and greenspaces. GRT bus stops and LRT stops are also located nearby.

d) protects the natural environment, and surface water and groundwater resources;	It is not anticipated that any natural environment or surface water and groundwater resources will be impacted by the proposed development.
e) conserves cultural heritage resources and supports the adaptive reuse of historic buildings;	No cultural heritage resources or historic buildings are located on the subject lands or on adjacent properties. The site previously contained an Electrohome facility which was an identified heritage building (but never designated under the Heritage Act), however, due to public health and safety matters, this building was demolished in 2020. Some materials salvaged during the demolition process will be incorporated into new building as appropriate.
f) respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;	The proposed development will be unique within the context of the immediate surroundings but will be similar in form/massing as the previous Electrohome building which was a similar focal point in the area. The development has been designed to respect and complement the character of the surrounding neighbourhood. The stepbacks incorporated into the design of the apartment building will promote appropriate transition from nearby single detached dwellings and will help minimize shadowing and overlook. See the Urban Design Review summarized in 9 of this Report for design details.
g) facilitates residents' access to locally grown and other healthy foods in neighbourhoods; and	The subject lands are located nearby several grocery stores and food stores, including the Central Fresh Market which is in short walking/cycling distance of the property.
h) promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.	The proposed development contemplates the inclusion of green roofs to support the Regional and City sustainability objectives.



**Figure 4:** Excerpt from the Region of Waterloo, Map 3a – Urban Area

#### 4.4.2 Wellhead Protection Sensitivity Area

The ROP does not identify the subject lands as being located within a Wellhead Protection Area, as shown in **Figure 5**.



**Figure 5:** Region of Waterloo Official Plan, Map 6a - Urban Area Source Water Protection Areas

## 4.5 City of Kitchener Official Plan

The City of Kitchener Official Plan sets out policies and land use designations to support the long-term growth and development of the community. This Official Plan was approved on November 19, 2014 and is in full force and effect.

### 4.5.1 Built-Up Area

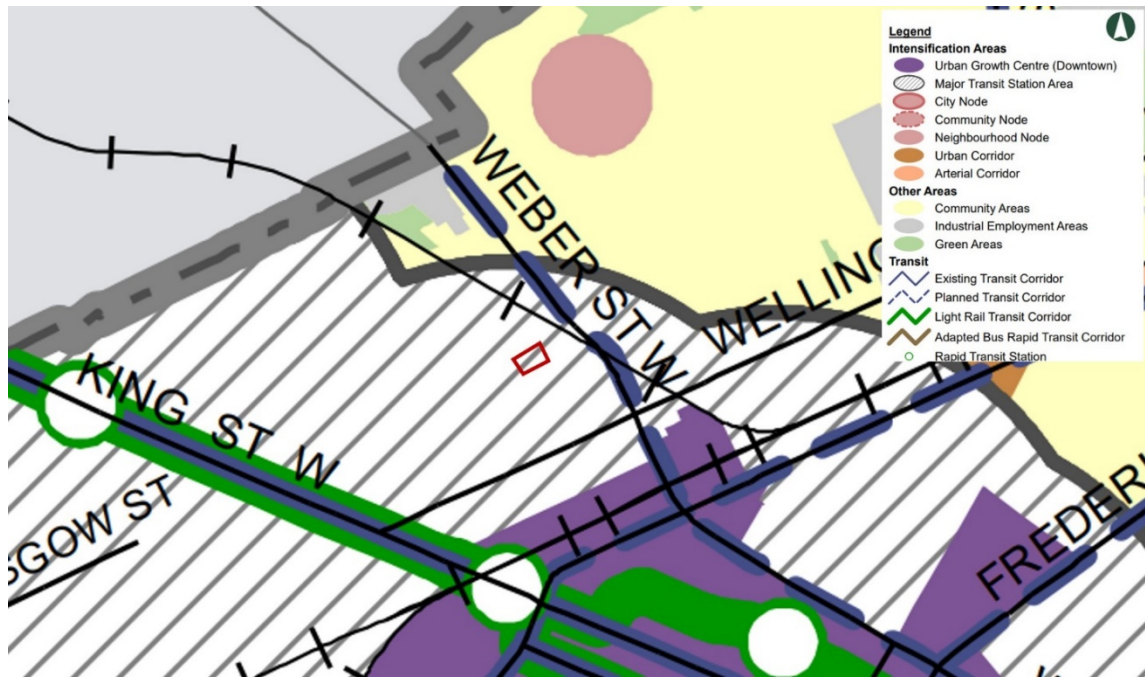
The subject lands are located within the City of Kitchener's Built-Up Area, as shown in **Figure 6**, which corresponds to the land use designation set out by the ROP. The Official Plan states that directing growth to the Built-Up Area will promote the efficient use of land, physical infrastructure, transit, and community infrastructure. As such, growth will be directed to the established residential neighbourhoods in this area. Development within or adjacent to the Built-Up Area will be compatible with and respectful of the existing built form and character. Furthermore, residential development within the Built-Up Area will be counted toward the Regional minimum annual residential intensification target of 45 percent.



**Figure 6:** Excerpt from the City of Kitchener, Map 1 - Urban Area and Countryside

### 4.5.2 Major Transit Station Area

The subject lands are designated Major Transit Station Area by the Official Plan, as displayed in **Figure 7**. The planned function of these areas is to provide for residential uses and non-residential supporting uses. Limited intensification may be permitted within this designation in accordance with the City's applicable land use designations and urban design policies to ensure sensitivity and compatibility with the character, form, and planned function of the surrounding context. This Report includes an Urban Design Review which analyzes the proposed development's conformity to the urban design policies in the Official Plan.



**Figure 7:** Excerpt from the City of Kitchener Official Plan, Map 2 - Urban Structure

#### 4.5.3 Low Rise Residential

Map 3 of the Official Plan designated the entirety of the subject lands Low Rise Residential, as displayed in **Figure 6**. This designation accommodates a range of low density housing types, including single detached dwellings, attached dwelling units, semi-detached dwellings, street townhouse dwellings, townhouse dwellings in a cluster development, low-rise multiple dwellings, special needs housing, and other forms of low rise housing. Policy 15.D.3.9 states: “The City will encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a low-rise built form.”

The maximum net residential permitted within this designation is 30 units per hectare. As the subject lands are approximately 0.4252 hectares in area, approximately twelve (12) units are permitted as-of-right. The maximum Floor Space Ratio (FSR) within this designation is 0.6, while site-specific increases permit an increase up to 0.75 where it can be demonstrated that the general intent of the Official Plan can be met.

It is noted that the existing Low Rise Residential land use designation is not reflective of either the historic use of the site (i.e., industrial/manufacturing), the proposed vision for the property as set out in the City-prepared Vision Statement, nor the development now contemplated by the applicant for an eight (8) storey apartment building.

In order to implement the Vision Statement prepared by the City and the development concept now being advanced, an Official Plan Amendment is being proposed by the applicant to re-designate the subject lands to Medium Rise Residential.

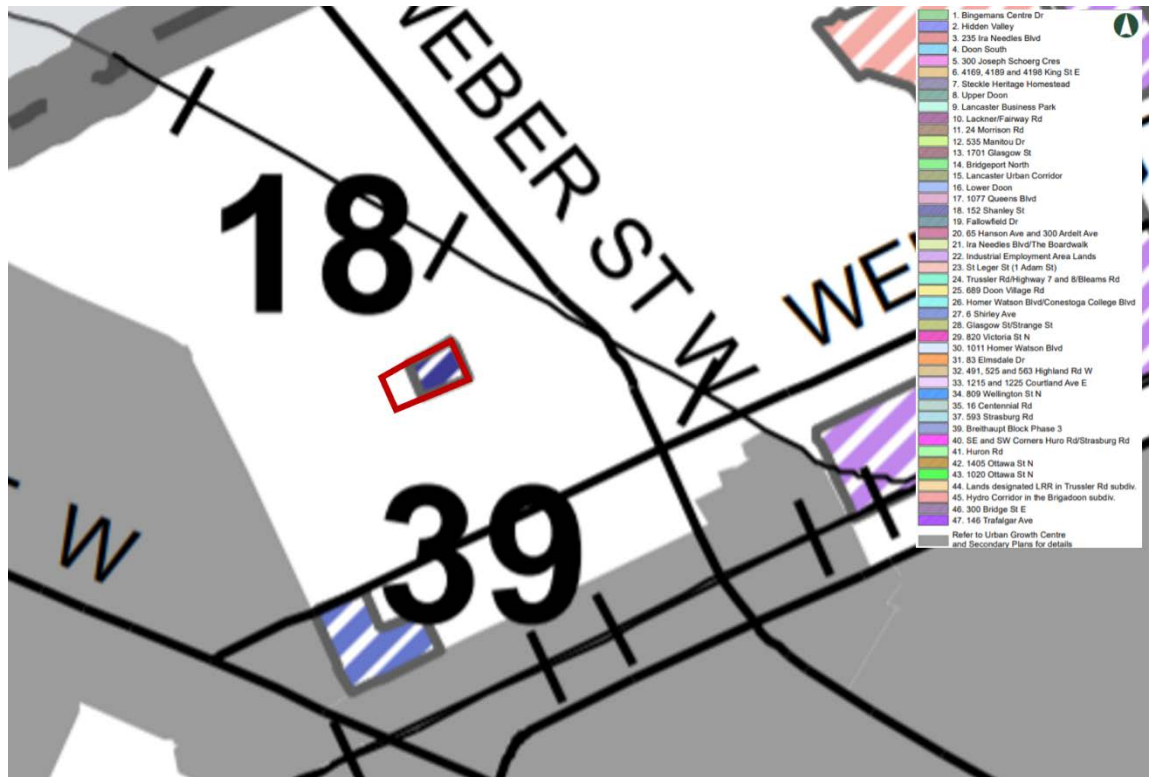


**Figure 8:** Excerpt from the City of Kitchener Official Plan, Map 3 - Land Use

#### 4.5.4 Site Specific Policy Area 18 – 152 Shanley Street

As shown in **Figure 8**, the subject lands are subject to Special Policy Area 18, which applies specifically to the 152 Shanley Street portion of the property. This designation restricts the FSR of multiple residential dwellings on 152 Shanley Street to 2.0. The height of proposed developments is also restricted to four (4) storeys or 14.0 metres, at the highest grade elevation, whichever is the lesser.

Through the proposed Official Plan Amendment described later in this report, the applicant is proposing that this site specific policy be repealed and replaced with a new site specific policy to permit the proposed eight (8) storey development and allow for a maximum FSR of 3.0. The site specific policy would also include the 134 Shanley Street portion of the site, which is not currently subject to any site specific policy area or direction.



**Figure 9:** Excerpt from the City of Kitchener Official Plan, Map 5 - Special Policy Areas

## 4.6 City of Kitchener Zoning By-Law 85-1

The City of Kitchener Zoning By-Law implements the policy direction of the Official Plan by regulating development within the City through standards including (but not limited to) permitted land uses, minimum lot sizes, minimum height and setbacks of structures, and parking requirements. While Zoning By-Law 85-1 is currently in effect, the City of Kitchener is currently in the process of conducting a comprehensive review of its Zoning By-law.

The 152 Shanley Street portion of the subject lands are zoned Residential Six (R-6) and Special Regulation Provision for Specific Lands 128 (128R) Schedule 83 of the Zoning By-law, as shown in **Figure 9**. The 134 Shanley Street portion of the site is zoned Residential Five (R-5).

### 4.6.1 Residential Six (R-6) Zone

Within the R6 Zone subject to the 152 Shanley Street portion of the site, a range of residential uses are permitted, including multiple dwellings. The following table summarizes the regulations applicable to multiple dwellings within this zoning.

Regulation	Required
Minimum Lot Frontage	15.0 metres
Minimum Front Yard	See Special Regulation Provision for Specific Lands 128R
Minimum Rear Yard	7.5 metres
Minimum Interior Side Yard	2.5 metres
Minimum Exterior Side Yard	4.5 metres

Maximum Height	10.5 metres
Minimum Landscaped Area	20% of the lot area
Minimum Private Patio Area	One (1) exclusive use patio area adjacent to the unit with direct access to such unit is required for each dwelling unit located at ground floor level
Off-Street Parking	1.25 spaces per unit, inclusive of visitor parking.

#### 4.6.2 Special Regulation Provision for Specific Lands 128 (128R)

The 152 Shanley Street portion of the subject lands are also subject to Special Regulation Provision for Specific Lands 128 (128R). The following table summarizes the regulations applicable within this zoning designation.

Regulation	Required
Minimum Front Yard	3.5 m
Maximum Floor Space Ratio	1.0

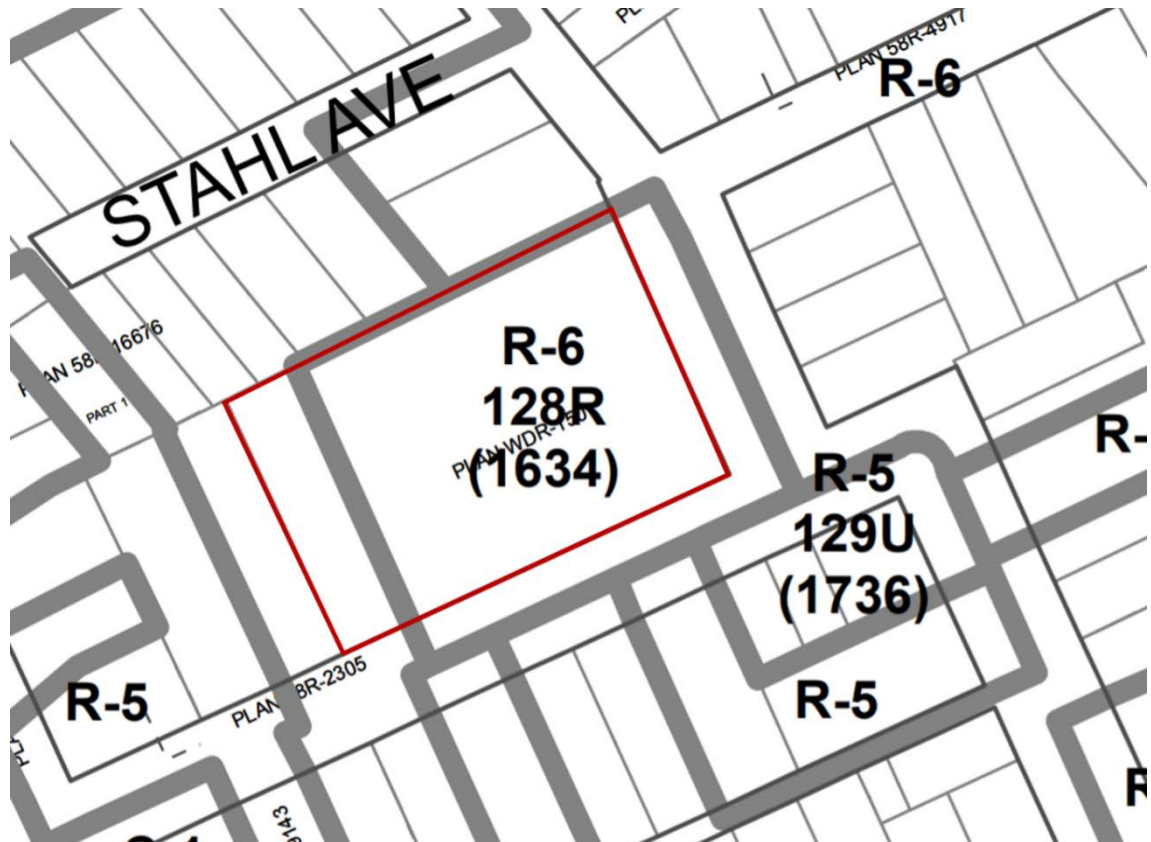
It is also required that the required off-street parking shall be permitted to be located between the front façade the street, within 2.6 metres of the street line of Shanley Street.

#### 4.6.3 Residential Five (R5) Zone

The 134 Shanley Street portion of the site is currently zoned R5 which permits a range of residential uses including multiple dwellings, single detached dwellings, semi-detached dwellings and duplexes. The following table summarizes the regulations applicable to multiple dwellings in this zone.

Regulation	Required
Minimum Lot Frontage	15.0 metres
Minimum Front Yard	4.5 m
Minimum Rear Yard	7.5 metres
Minimum Interior Side Yard	0 metres to a maximum of 0.2 metres on one side and a minimum of 2.5 metres on the other side for a Dwelling with a Building Height exceeding 9.0 metres.  3.0 metres on one side where a driveway leading to a required parking space is situated between the dwelling and the side lot line.
Minimum Exterior Side Yard	NA
Maximum Height	10.5 metres
Maximum number of units	Three dwellings units
Minimum Landscaped Area	20% of the lot area

While the R6 and R5 zoning described in this section permit multiple dwellings, it is noted that the quantum of residential use and the height and density of the proposed apartment building exceeds the current permission. Likewise, the proposed parking rate is less than required by the City's Zoning By-Law. As described in Section 5 of this Report, a Zoning By-Law Amendment application is being proposed to re-zone the entirety of the property 'Residential Eight (R8)' and to establish site-specific zoning regulations.



**Figure 10:** Excerpt from the City of Kitchener Zoning By-law 85-1, Schedule 83

## 5 Proposed Planning Applications

The following section provides details related to the proposed planning applications necessary to permit the proposed development.

### 5.1 Proposed Official Plan Amendment

An Official Plan Amendment is proposed to re-designate the entirety of the subject lands from 'Low Rise Residential' to 'Medium Rise Residential' to permit the proposed development. A site-specific policy is also proposed to allow for a maximum height of 27.5 m and an FSR of 3.0.

### 5.2 Proposed Zoning By-law Amendment

A supplementary Zoning By-Law Amendment application has been proposed to re-zone the entirety of the subject lands Residential Eight (R-8) with site-specific regulations. Uses permitted in this zone include: coach house dwelling units, day care facilities, duplex dwellings, home

businesses, lodging houses, multiple dwellings, private home day cares, residential care facilities, and street townhouse dwellings.

The following table summarizes regulations applicable to lands zoned R-8 and identifies where site specific relief is required from R8 standards (fields denoted with “\*”). These site-specific regulations will relate to the maximum FSR, minimum front yard, maximum height, and minimum parking space requirements.

Regulation	Required	Provided
Minimum Lot Width	15.0 m	54.1 metres on Duke Street 79.4 metres on Shanley Street
Minimum Floor Space Ratio	0.6	3.0
Maximum Floor Space Ratio	2.0	3.0*
Minimum Front Yard	4.5 metres for that portion of a dwelling with a building height not exceeding 10.5 metres and an additional setback of 1.5 metres shall be required for every additional portion of 3.0 metres of building height thereafter	3.1 metres on Duke Street 5.8 metres on Shanley Street*
Minimum Side Yard	6.0 metres for a building exceeding 10.5 metres in height	3.0 metres on Duke Street* 9.16 metres on Shanley Street
Minimum Rear Yard	7.5 metres	Not applicable
Maximum Height	24.0 metres	27.75 metres*
Minimum Landscaped Area	20% of the lot area	59% (includes at grade and rooftop landscaped areas)
Minimum Private Patio Area	One (1) exclusive use patio area adjacent to the unit with direct access to such unit is required for each dwelling unit located at ground floor level	One (1) exclusive use patio for each ground floor unit
Off-Street Parking	<p><u>Total Parking:</u> 1.25 spaces per unit that exceed 51.0 square metres and 0.165 spaces per unit for units lesser than 51.0 square metres</p> <p><i>30 units less than 51.0 square metres x 0.165 = 5 spaces</i></p> <p><i>142 units less than 51.0 square metres x 1.25 = 178 spaces</i></p> <p><i>Total required spaces for 172 units = 183 spaces</i></p>	<p><u>Total Parking (including resident and visitor parking):</u> 0.74 spaces per unit (128 spaces)*</p> <p><u>Resident Parking:</u> 111</p> <p><u>Visitor Parking:</u> 17</p> <p><u>Barrier Free Parking:</u> 6 spaces</p>

	<p><u>Visitor Parking:</u> 20% of the required parking</p> <p>183 required spaces * 0.2 = 37 visitor spaces</p> <p><u>Barrier Free Parking:</u> One (1) plus 3% of the total required parking</p>	
Bike Parking	<p>50% of required parking spaces</p> <p><i>Bicycle parking = 172 x 0.5 = 92</i></p>	96 spaces (90 long-term and 6 short term)

Based on the table above, in addition to the request to rezone the entirety of the site R8, the following site-specific regulations are also proposed:

- A maximum FSR of 3.0;
- A minimum Front Yard Setback of 3.1 metres on Duke Street and 5.8 metres on Shanley Street;
- A minimum North Side Yard Setback of 3 metres;
- A maximum Building Height of 27.5 metres; and,
- A site-specific parking ratio of 0.74 parking spaces per unit, including visitor parking.

## 6 Supporting Studies

The following section provides an overview of the studies undertaken and professional opinions obtained in support of this Official Plan Amendment and Zoning By-Law Amendment application. For specific detail, the enclosed studies should be considered.

### 6.1 Vegetation Management Plan

A Vegetation Management Plan dated January 25, 2021 was prepared by GSP Group to identify required tree removals in order to accommodate the proposed development and identify opportunities for tree protection and retention through the redevelopment of the property.

### 6.2 Preliminary Sustainability Statement

A preliminary Sustainability Statement has been prepared by IBI Group summarizing sustainability elements of the proposed development. It is expected that a further review will be undertaken through the site plan process to confirm sustainable design elements of the project.

### 6.3 Functional Servicing and Stormwater Management Report Water Distribution Report

A Functional Servicing and Stormwater Management Report dated March 2021 was prepared by WalterFedy in support of the proposed development. Based on the analysis described in this report, the following conclusions were provided:

- The sanitary sewer on Shanley Street has sufficient capacity to accommodate sanitary drainage from the subject lands.
- A water service connection can be provided to either Shanley Street or Duke Street West.
- The municipal system is considered sufficient to service the subject lands.
- Stormwater quantity control is not required as the proposed development would provide less impervious conditions.
- Runoff across the subject lands will be collected via a cistern in the building which will be used for irrigation.
- A Stormceptor will provide quality control from the parking and loading areas prior to discharge from the subject lands.
- Perimeter silt fencing, silt fencing at the base of all stockpiles, silt sacs in storm structures, and construction entrance mud mats will be used for erosion and sediment control, which will be designed during detailed design.

### 6.4 Scoped Transportation Impact Study and Parking Justification Study

A scoped Transportation Impact and Parking Justification Study dated March 2021 was prepared by Salvini Consulting in support of the proposed development. This objective of this study was to evaluate the impact of the proposed development on the transportation network in the area. Potential improvements to the proposal were also identified. Conclusions and recommendations of this study included:

- The proposed development is estimated to generate 62 and 76 vehicle trips in the weekday morning and afternoon peak hours, respectively.
- The total projected daily traffic volume is within the range of User Volume for Local Street in the City of Kitchener Street Network Classification System. As a result, the additional site traffic generated by the proposed development is not anticipated to alter neighbourhood character.
- Turn lanes from Shanley Street will not be required or warranted at the site driveway, which is anticipated to operate at acceptable levels of surface under future total traffic conditions in both weekday peak hours.
- The subject property is well located for active and public transportation. The proposed transportation demand management (TDM) will encourage travel options by transit, walking, and cycling.
- The proposed development has been designed with appropriate pedestrian connections to the adjacent network.
- On-site bicycle parking will exceed zoning requirements.
- The location and TDM measures of the proposed development are appropriate to justify a site parking rate of 0.8 spaces per unit (inclusive of visitor parking). Salvini Consulting recommended additional TDM measures which would support the proposed parking ratio of 0.74 spaces per unit (inclusive of visitor parking).

## 6.5 Stationary Noise Study

JJ Acoustic Engineering Ltd. (JJAEC) was retained to complete a Stationary Noise Impact Study (Study) for the proposed development located. The Study was prepared consistent with Ontario Ministry of the Environment, Conservation and Parks (MOECP) NPC 300, "Environmental Noise Guideline, Stationary and Transportation Sources—Approval and Planning" dated August 2013.

The Study recommended noise mitigation for the development which is to include a rooftop acoustic barrier surrounding mechanical equipment and a noise silencer for the proposed parking garage exhaust fan.

## 6.6 Record of Site Condition

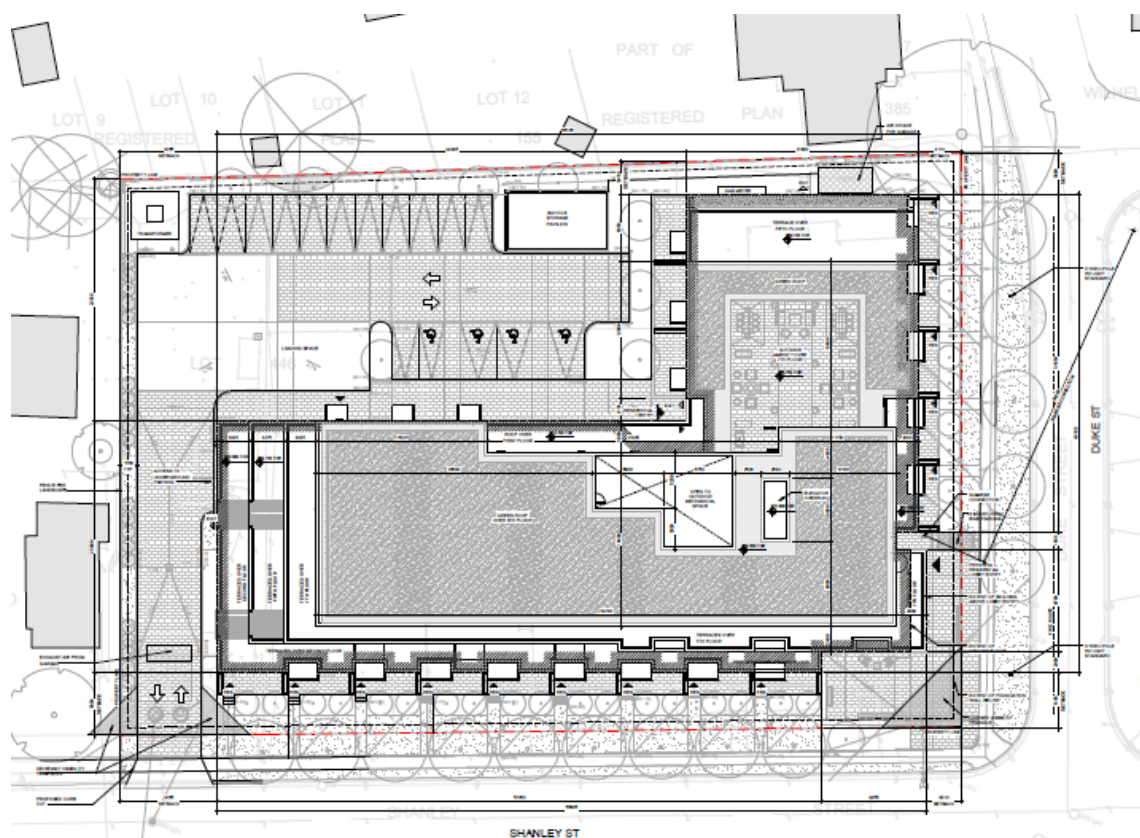
The subject lands are currently undergoing environmental remediation. Prior to the development of the subject lands, a Record of Site Condition will be filed with the MOECP. It is understood that the Region of Waterloo may request a Holding ('H') provision be applied to the site to ensure completion of the RSC prior to development. Depending on the timing of the filing of the RSC, it is agreed that this is a suitable mechanism.

## 7 Urban Design Review

The proposed development has been designed to reflect the City of Kitchener's urban design objectives defined by its Official Plan, Zoning By-law, and Urban Design Manual. This section of the Planning Justification Report and Urban Design Report discusses the design of the proposed development and how it considers the City's urban design objectives.

### 7.1 Proposed Development Concept

As previously described, our client is proposing to develop an eight (8) storey apartment building containing a total of 172 dwelling units. The proposed development contemplated an 'L'-shaped building oriented along both Shanley Street and Duke Street West, with the majority of massing located along Shanley Street, as shown on the site plan below.



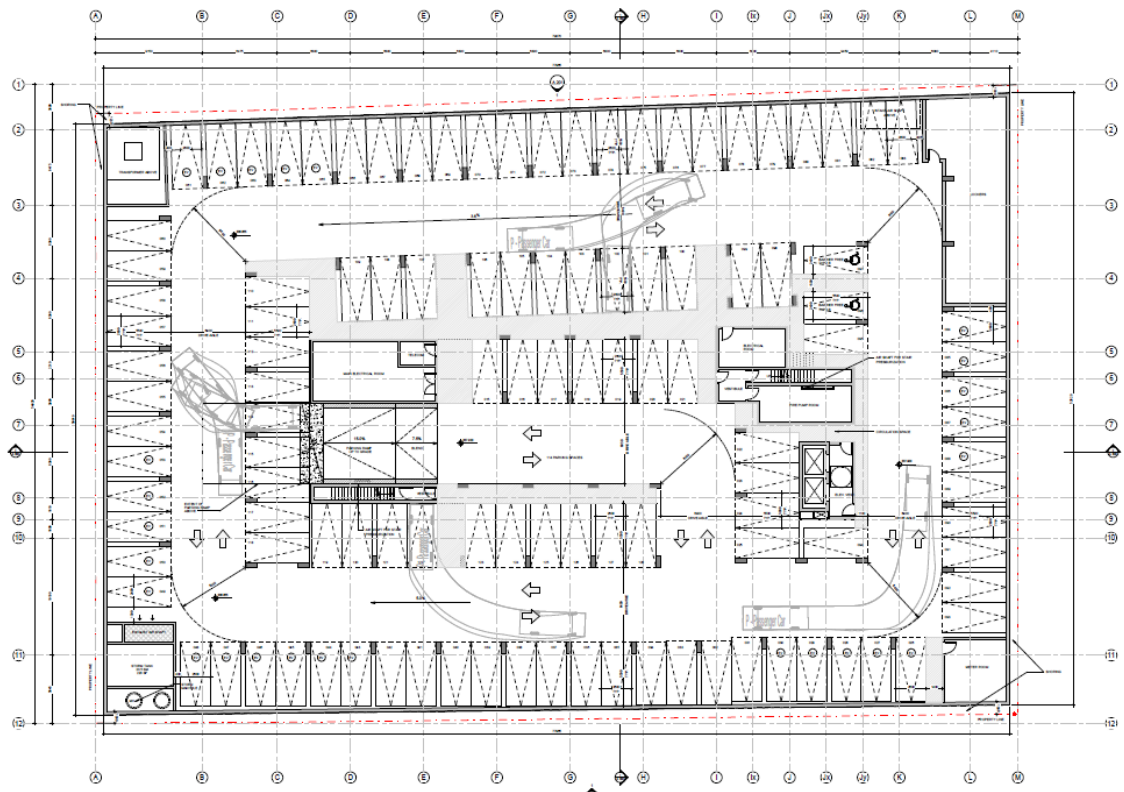
**Figure 11:** Proposed Site Plan, Superkul Architects

The principal entrance to the building is proposed in the southeast corner of the building oriented toward Duke Street West. The apartment units on the ground floor of the proposed development will be townhouse-style. Patio areas are proposed for these townhouse-style units oriented toward Shanley Street and Duke Street West, promoting street activation and 'eyes on the street'. Private terraces/balconies will be provided on each façade.

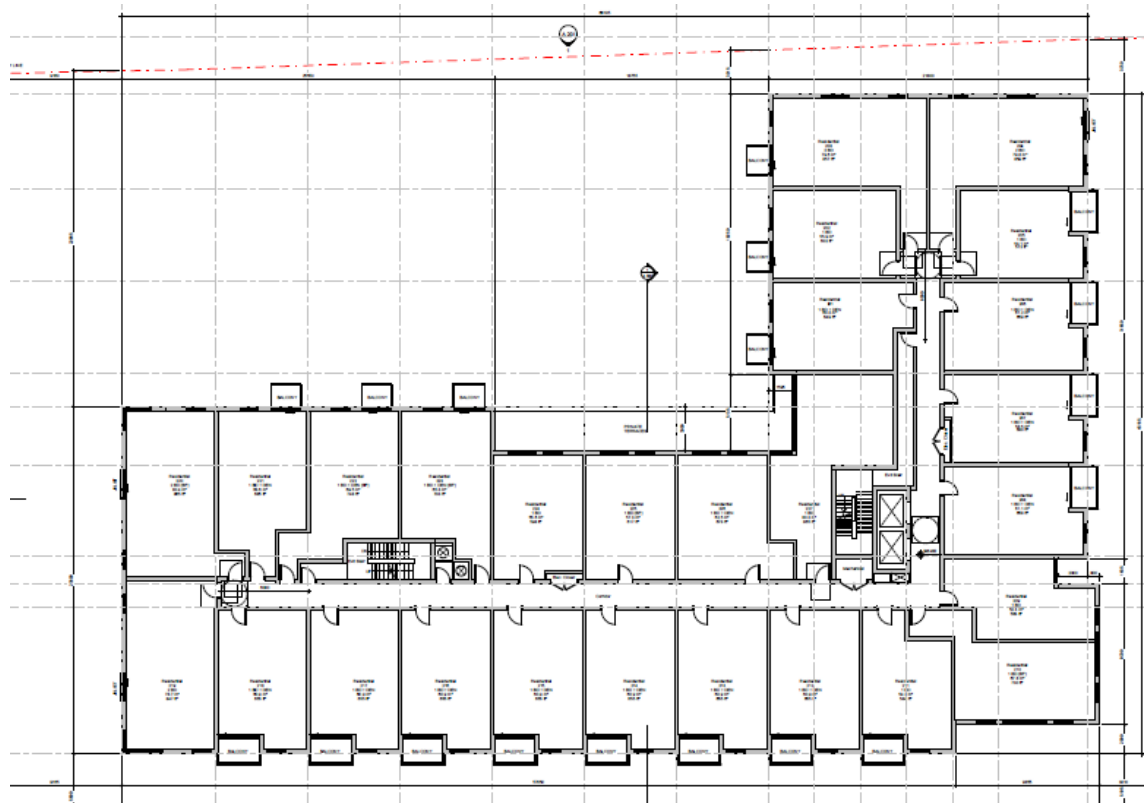
An indoor amenity area will be provided on the ground floor of the proposed development. A green roof is proposed over the eighth floor/rooftop. An additional green roof, along with outdoor amenity area, is also proposed on the eighth floor. A secured sheltered bicycle parking facility will be located along the northern property line. Other proposed shared amenity features include a mail room, a garbage room, and a dog wash.

Access to the proposed development will be provided in the southwest corner of the property from Shanley Street. Access to the underground parking level will be provided on the western side of the building, near this access. Sixteen (16) surface parking spaces are proposed in the northwestern portion of the subject lands, including four (4) barrier-free parking spaces (three (3) Type 'A' and three (3) Type 'B') near the residential entry on this side of the building. A loading space is proposed near the surface parking spaces adjacent to the building, which will also be used for waste and recycling collection.

Figures 12 to 16 show the proposed floor plans the building, which are also included within the Architectural Drawings prepared by Superkul Architects.

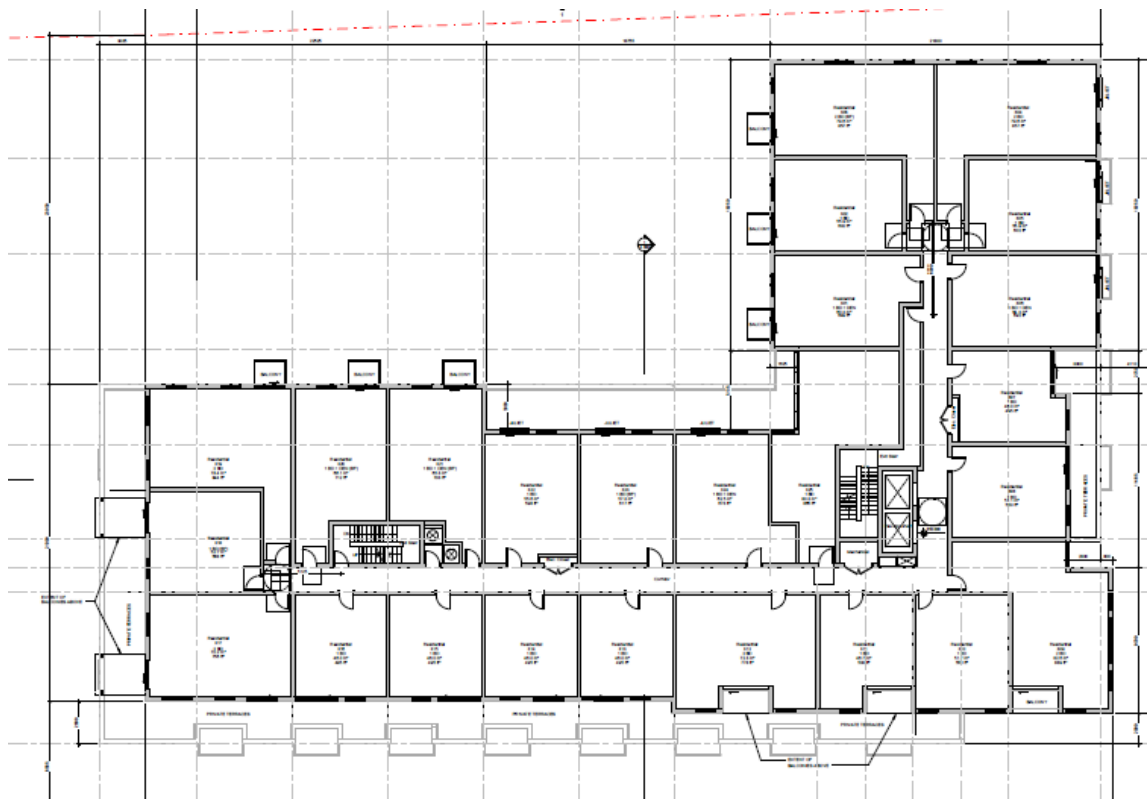


**Figure 12: P1 Underground Parking Layout, Superkul Architects**



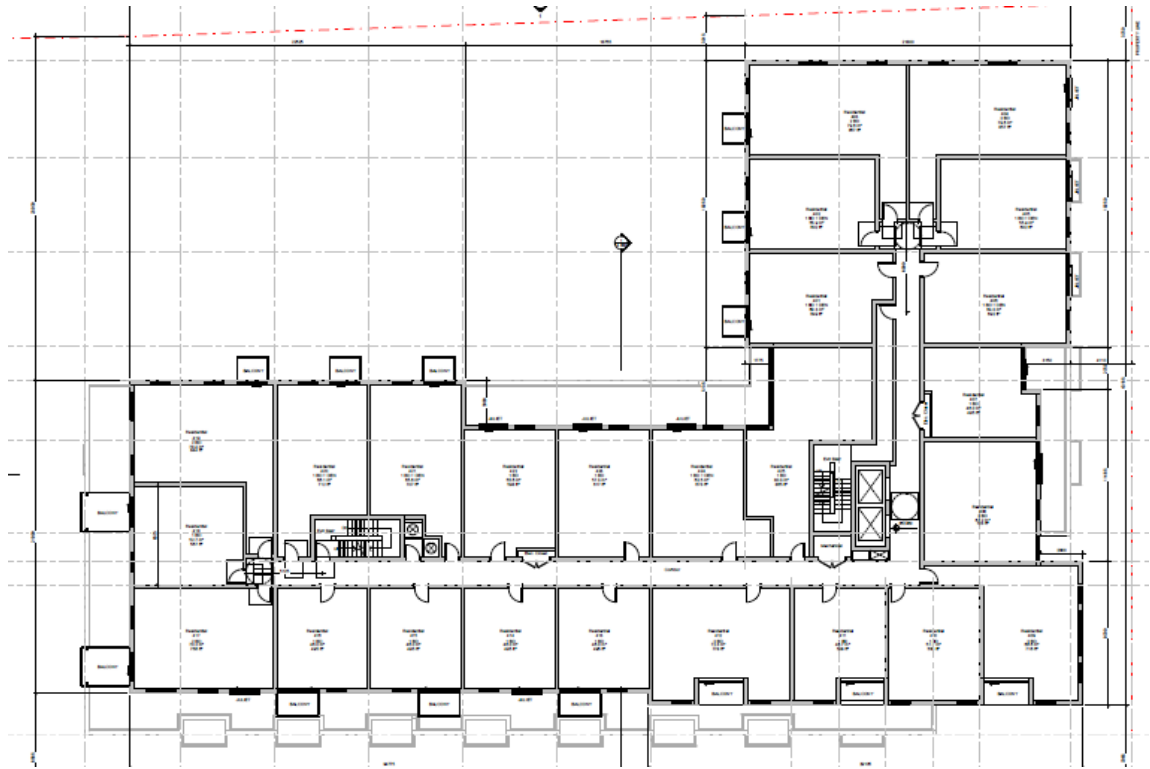
**Figure 13:** Second Floor Layout, Superkul Architects

The Second Floor has the same floor plate as the ground level and forms part of the townhouse aesthetic. Balconies are proposed along each building face except for the northerly and westerly faces to minimize overlook onto adjacent properties.



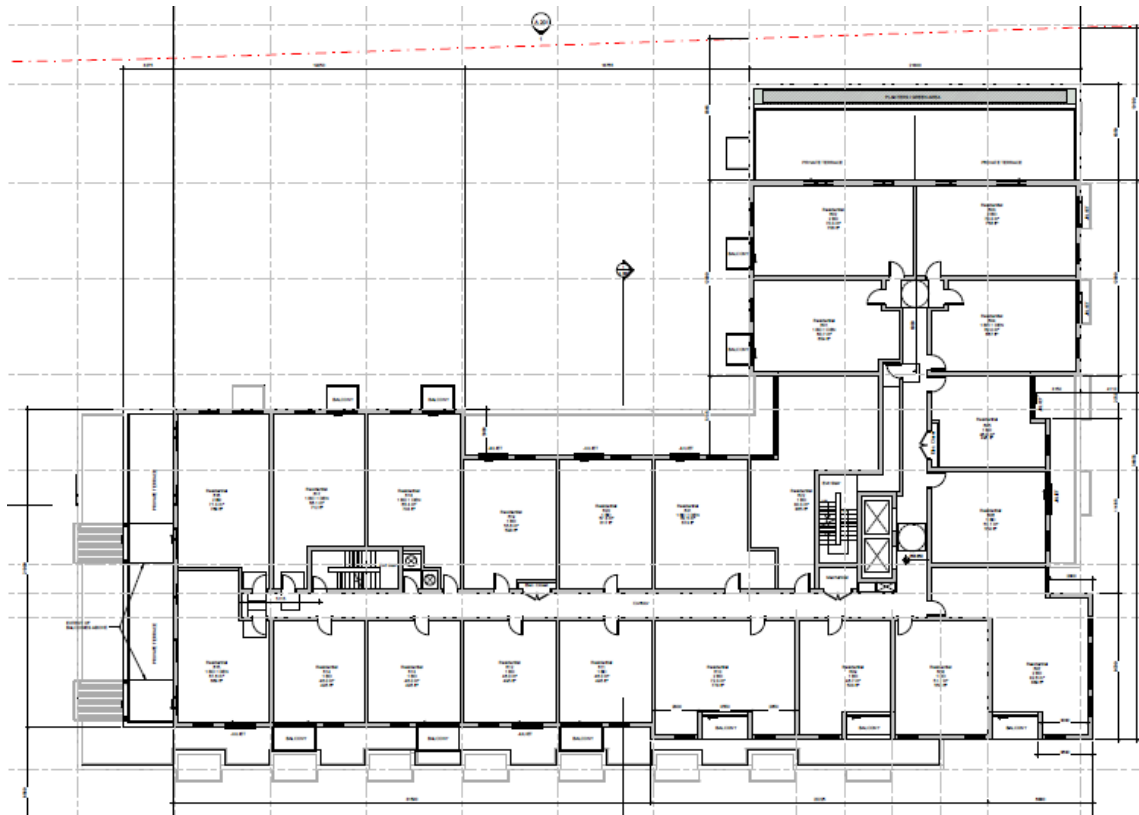
**Figure 14:** Third Floor Layout, Superkul Architects

The third floor introduces building stepbacks along the western, southern and eastern facades. Of note, a 3.25 metre stepback is provided along the western façade. Terraces have been provided above the second floor below, with additional balconies provide towards the rear courtyard.



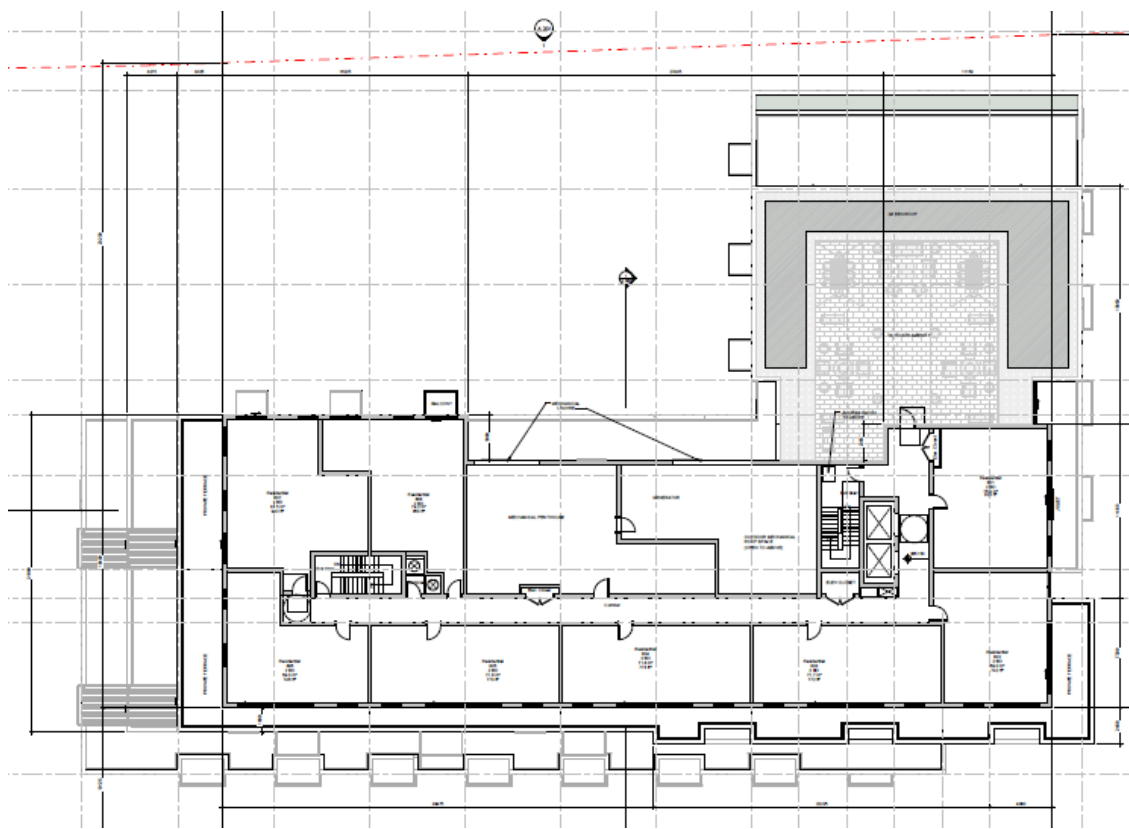
**figure 14:** Fourth and Fifth Floor Layouts, Superkul Architects

The fourth and fifth levels follow have a similar floor plate as the third floor. Rather than terraces, balconies are proposed on the fourth and fifth levels, some of which are inset into the building line.



**Figure 15:** Sixth and Seventh Floor Layouts, Superkul Architects

The Sixth Floor introduces additional setbacks along the northern and western building facades, where private terraces to adjoining units are proposed.



**Figure 16:** Eighth Floor Layout, Superkul Architects

The Eighth Floor introduces additional setbacks on the western façade where terraces for adjoin units are proposed. A rooftop patio is proposed on this level towards the north end of the building to be used/programmed as a common outdoor amenity and which contemplates the inclusion of an expansive green roof.

## 7.2 City of Kitchener Official Plan – Urban Design Policies

Section 11 of the City of Kitchener's Official Plan sets out policies and objectives to inform Urban Design in the community. The Official Plan provides that:

*"Kitchener will be a city designed for people. The City is committed to achieving a high standard of urban design, architecture and place-making to positively contribute to quality of life, environmental viability and economic vitality. Urban design is a vital component of city planning and goes beyond the visual and aesthetic character of individual buildings and considers the functionality and compatibility of development as a means of strengthening complete communities."*

*The emphasis on urban design in our community is consistent with and supports both the City's Strategic Plan and the Kitchener's Growth Management Program. It is intended that the Urban Design Policies for communities, neighbourhoods, sites and buildings will provide guidance and direction to our city and its residents as our city grows, develops and evolves."*

Section 11.C of the Official Plan builds upon this objective statement and sets out policy direction with regard to urban design. Applicable policies are discussed in the following table.

Policy No.	Policy	Analysis
<b>General Policies</b>		
11.C.1.1	The City will require high quality urban design in the review of all development applications through the implementation of the policies of this Plan and the City's Urban Design Manual.	The proposed development has been designed to adhere to the City's Urban Design Manual.
11.C.1.2	The City will exemplify high quality urban design in City infrastructure projects through the implementation of the policies of this Plan and the Urban Design Manual.	Not applicable - not a City-initiated infrastructure project.
11.C.1.6	A site specific urban design brief and/or urban design report may be required of an owner/applicant in support of a development application in accordance with Section 17.E.10.	This Urban Design Review is being submitted as part of the complete Official Plan Amendment Zoning By-law Amendment application for the proposed development. The requirement for this study was set out at the Pre-Submission Consultation Meeting for this application.
<b>Streetscape</b>		
11.C.1.11	The City will support the character of streets through the coordination of site, building and landscape design on and between individual sites with the design of the street.	The proposed development will provide active facades oriented along Shanley Street and Duke Street West West to support a dynamic and visually attractive streetscape. Landscaping will be used to enhance the aesthetic appeal of the site and buffer the proposed development from neighbouring land uses.
<b>Skyline</b>		
11.C.1.12	The City will have regard for the city's skyline when considering development applications and infrastructure projects and in the formulation of urban design guidelines and/or urban design briefs.	The proposed development is eight (8) storeys in height and is therefore not anticipated to impact the City's skyline. Steppbacks are incorporated into the proposed design to minimize overlook and shadow impacts.
<b>Safety</b>		
11.C.1.13	The City will apply Crime Prevention through Environmental Design principles in the review of new developments, redevelopments and infrastructure projects to implement crime prevention strategies that will	The development supports and implements many of the principles of CPTED, and will generate 'eyes on the street', encourage pedestrian movement and discourage potential

Policy No.	Policy	Analysis
	enhance the effective use of the space.	entrapment areas. Public and private spaces will be well defined.
<b>11.C.1.14, 11.C.1.15</b>	<p>Where feasible and in compliance with the other policies of this Plan, the City will ensure that the efficiency of emergency medical, fire, and police services be considered in the design of communities, neighbourhoods and individual sites.</p> <p>Development applications will be reviewed to ensure that they are designed to accommodate fire prevention and timely emergency response.</p>	Fire and emergency services will access the site via the site's Duke Street access.
<b>Universal Design</b>		
<b>11.C.1.16</b>	The City will encourage new sites to be designed, existing sites to be redeveloped, the public realm and community infrastructure to be planned to be barrier-free and universal accessibility by all citizens. In this regard, the City will enforce the Ontario Building Code and other accessibility related legislation and regulations.	The building has been designed to comply with the Accessibility for Ontarians with Disabilities Act (AODA) as well as City of Kitchener standards. The building will feature barrier free accesses to the main lobby, amenity areas, and barrier free parking stalls and units. 15% of the units are proposed as barrier-free.
<b>Priority Locations</b>		
<b>11.C.1.21</b>	The City will promote the utmost standard of urban design for sites located at strategic or prominent locations in the City, such as at priority locations in the Urban Growth Centre (Downtown), along major arterial streets, at street intersections and at entrance points into the City, communities, neighbourhoods or design districts.	The proposed development design is intended to complement and enhance the existing character of the surrounding neighbourhood. Consistent with the direction of the Vision Statement and Urban Design Guidelines, the design of the building will be contemporary in nature, and will feature materials and massing reflective of the historic use of the area and sympathetic to its surroundings.
<b>Shade</b>		

Policy No.	Policy	Analysis
11.C.1.22	The City will require the provision of shade, either natural or constructed, to provide protection from sun exposure, mitigate the urban heat island, and reduce energy demands provided it does not generate unacceptable adverse impacts.	The proposed development has been designed provide shade to residents and visitors entering the building or using private amenity spaces on the ground floor where possible.
<b>Site Design</b>		
11.C.29	The City will ensure that new sites are designed, existing sites are redeveloped, and community infrastructure is planned to enhance the site, buildings, open spaces and the streetscape.	The proposed development will facilitate development on a currently vacant site within an established residential neighbourhood. The addition of this building has been designed to complement and enhance the surrounding character. This objective has been achieved through high quality architectural design, the use of materials which complement surrounding buildings, and landscape design which highlights the proposed development and accentuates the site.
11.C.1.30	<p>The City will, through the Site Plan Control process:</p> <ul style="list-style-type: none"> <li>a) consider individual site elements to improve the aesthetic quality of the development from the public realm, adjacent properties and on-site;</li> <li>b) ensure safe, comfortable and functional on and off site circulation for all modes of transportation;</li> <li>c) ensure that site servicing components are functional, attractive and appropriately screened from view from the public realm;</li> <li>d) provide landscaping which enhances each building or project as well as the streetscape;</li> <li>e) ensure that exterior site signage integrates into the design style of the</li> </ul>	<p>The criteria in this policy were considered in the proposed development design as follows:</p> <ul style="list-style-type: none"> <li>a) The proposed development has been designed to feature high quality architectural design from all perspectives. It is our opinion that the proposed development will enhance the existing public realm in the surrounding neighbourhood.</li> <li>b) The development will contain direct accesses to ground floor units as well as entrances at the front and rear of the building. Vehicular and bike access to the site has been consolidated into one driveway.</li> <li>c) Garbage will be collected and managed within a central garbage room and collected towards the rear of the building. The required</li> </ul>

Policy No.	Policy	Analysis
	<p>development and the streetscape and does not dominate or clutter the streetscape;</p> <p>f) provide clarity of night-time visibility for pedestrians and motorists;</p> <p>g) minimize adverse impacts on-site, onto adjacent properties (particularly where sites are adjacent to sensitive land uses) and to the public realm through mitigating techniques; and,</p> <p>h) arrange building clusters to create safe, secure and usable internal spaces.</p>	<p>transformer is located behind the building towards the rear of the site, outside of public view.</p> <p>d) The proposed landscaping design will accentuate the proposed development and will add to the visual appeal of the subject lands, as per the Landscaping Plan prepared by GSP Group.</p> <p>e) Proposed signage will be well-designed and installed only as needed. This will be confirmed through the site plan process.</p> <p>f) Lighting design for the site will be confirmed through the site plan process.</p> <p>g) The proposed development is designed to enhance the public realm from street view of Shanley Street and Duke Street West West. Adverse impacts to privacy on neighbouring residential land uses will be mitigated by landscaping along the northern and western property lines.</p> <p>h) The proposed development includes only one (1) building, therefore this guideline is not applicable.</p>
<b>Building Design, Massing and Scale Design</b>		
<b>11.C.1.31</b>	The City will ensure new buildings are designed, existing buildings are redeveloped, expanded, converted or renovated to enhance pedestrian usability, respects and reinforce human scale, create attractive streetscapes and contribute to rich and vibrant urban places.	In our opinion, the proposed development will enhance the public realm of the area. The siting of the building in close proximity to Shanley Street and Duke Street West West will support a pleasing pedestrian environment and reinforce human scale.
<b>11.C.1.32</b>	The City will require special design consideration for buildings located at priority locations.	The subject lands are not located at a priority location, however given its location at an intersection particular consideration has been given to the

Policy No.	Policy	Analysis
		corner design of the building including the location of the main entry
<b>11.C.1.33</b>	<p>The City will encourage the following:</p> <ul style="list-style-type: none"> <li>a) provision of attractive building forms, façades and roof designs which are compatible with surrounding buildings; infill development to complement existing buildings and contribute to neighbourhood character, particularly if located within close proximity of a recognized cultural heritage resource or Heritage Conservation District;</li> <li>b) minimization of adverse impacts on-site, onto adjacent properties (particularly where sites are adjacent to sensitive land uses) and into the public realm through building design;</li> <li>c) individual architectural innovation and expression that reinforces and positively contributes to achieving the City's urban design goals and objectives; and,</li> <li>d) The highest standard of building design for buildings located at priority locations, with particular emphasis on architectural detailing for all façades addressing the public realm.</li> </ul>	<p>The form and façade of the proposed development features modern characteristics. It is our opinion that the proposed development form is visually attractive and complements and enhances the surrounding context.</p> <p>Adverse impacts on privacy to neighbouring properties will be mitigated through landscape design. In particular, the proposed Landscape Plan provides a landscaped buffer along the northern and western property lines to screen the adjacent single detached dwellings from view.</p> <p>The visual impacts of parking and on-site servicing will be screened from street view the proposed development. Landscaping will be used to further screen these site elements from street view.</p>

## 7.3 Urban Design Guidelines

To guide the design of public and private spaces, the City of Kitchener has developed an Urban Design Manual, which sets out the City's urban design framework. This Manual includes a series of design briefs focused on certain areas and/or types of development. The following tables identify applicable urban design guidelines and provide analysis on the design of the proposed development.

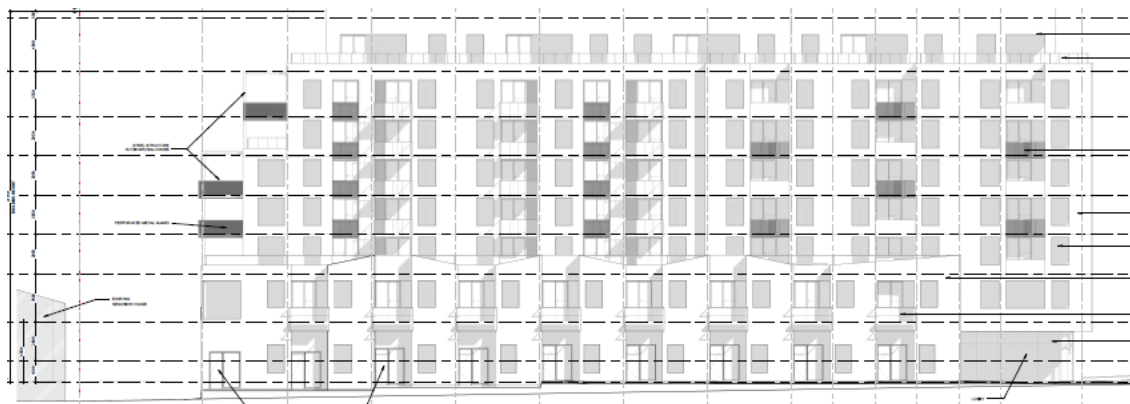
### 7.3.1 Mid-Rise Buildings

The proposed development fits the City's definition for mid-rise buildings, which is defined in the Zoning By-Law as any building that is before four (4) and eight (8) storeys. As such, the

guidelines related to mid-rise buildings are focused on for the purpose of this Urban Design Review.

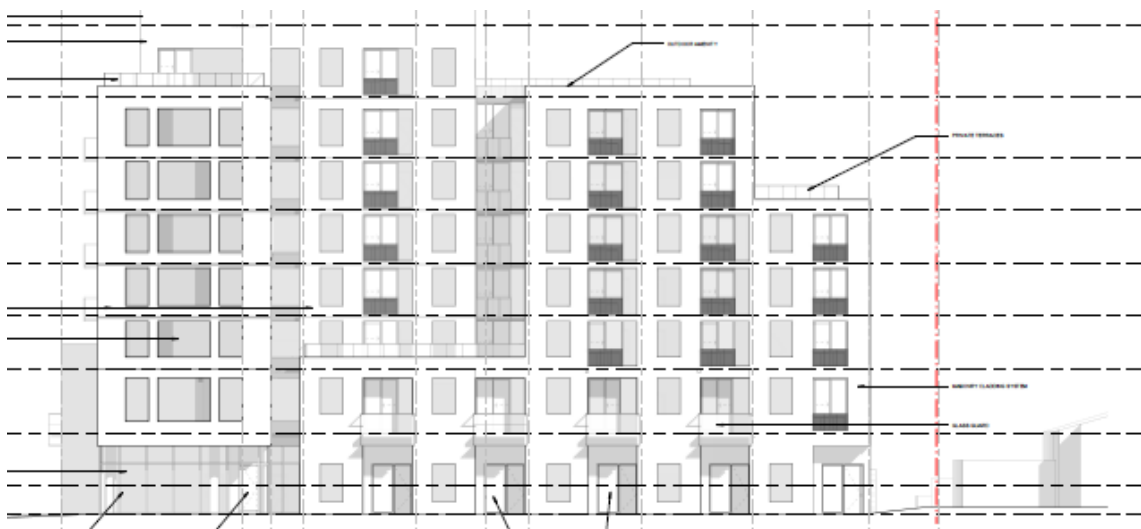
**7.3.1.1 Built Form: Compatibility**

Section 7.3.1.1 of the Design Guidelines is focused on ensuring development is compatible with its neighbouring context in terms of scale and transition. As part of the complete application for the proposed planning applications, Superkul Architects have prepared a preliminary set of Building Elevations which are shown and described below.



**Figure 17:** Southern (Shanley Street) Building Elevation

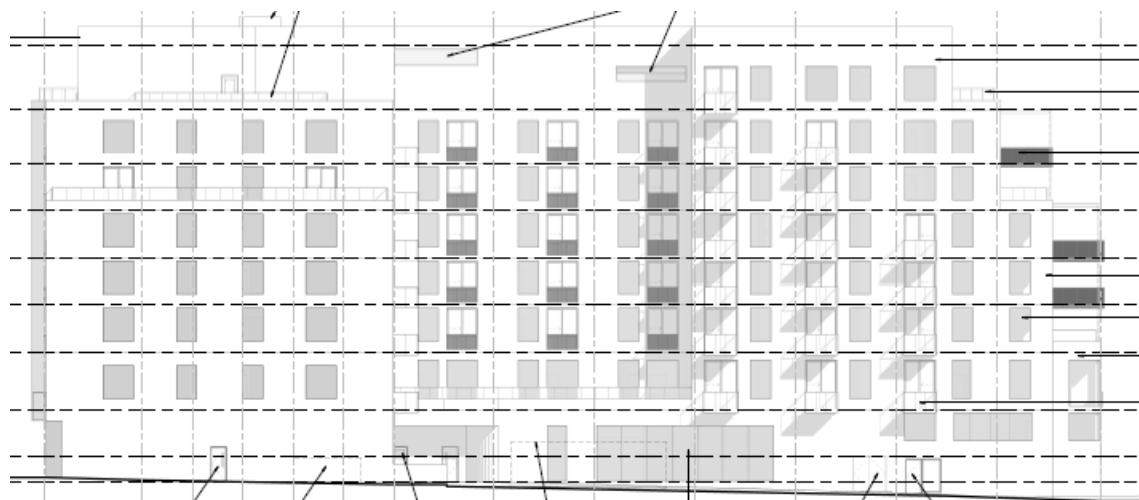
The southern elevation will be the primary interface with the public realm, representing the longest wing of the 'L-shaped' building. As shown on the elevation the first two levels of the building have been designed to resemble townhouses to complement the surrounding low density housing of the area. A series of building setbacks are provided along the western façade to provide a harmonious transition to the adjacent property. These setbacks are provided above the second, fifth and seventh level of the building. This elevation includes a variety of terraces, overhanging balconies and inset balconies which together will provide an interesting and dynamic façade. This elevation also shows the proposed punched windows which will reflect the heritage vernacular of the original building.



**Figure 17:** Eastern (Duke Street) Building Elevation

The Eastern Elevation has been treated in a similar manner to transition to lands to the north of the site, with building setbacks being provided above the fifth and seventh levels. The bottom two levels of this elevation have also been designed to resemble townhouse style units with

private accesses provide to each ground level unit. This elevation also includes the main entry to the building in the south-east corner of the building.



**Figure 18:** Northern Building Elevation

Although the north elevation will be the least visible from the public realm (as it is the rear of the site) a similar level of care has been given to its proposed architectural design. Stepbacks along the eastern and western building facades will be highly visible from this perspective. Balconies along the north western façade have been designed to mirror the stepping to the west, creating an interesting façade.

The following table assesses the design direction set out in Section 7.3.1.1 of the City's Design Guidelines and provides further analysis regarding the proposed massing, transition and overall compatibility of the proposed design.

Guideline	Analysis
<b>Massing and Placement</b>	
Place, mass and orient buildings to address streets, intersections and public realm elements, such as parks, open spaces, trails, and multi-use paths.	The proposed development has been situated in close proximity to both the Shanley and Duke Street lines, while allowing for adequate space for front porches and outdoor areas for at grade units.
Provide massing that responds to the existing and planned context of the area, including concentrating height and mass toward more intensive adjacent areas, and responding the character and rhythms of low rise adjacent areas.	<p>As previously mentioned, the proposed development is situated on a site previously containing a four storey manufacturing building. This building was unique in the context of the broader which is predominantly low rise residential in nature. The massing of the building responds to the historical citing of the Electrohome building as being a prominent building in close proximity to both street lines.</p> <p>The development contemplates ground-oriented townhouse style units which are reminiscent of a low density area. In terms of massing, the building transitions down in height towards the north to provide a more gradual transition in built form.</p>

<b>Scale and Transition</b>	
Complement adjacent built form through compatible height, scale, building length, massing, and materials.	<p>While the proposed development is taller than the neighbouring low density neighbourhood, it is in keeping with the history of the site which until recently contained a four (4) storey building.</p> <p>Preliminary building materials have been identified on the proposed development elevations, which will be refined through the site plan process. Currently, materials proposed include masonry cladding, panelized cladding, glass and perforated metal.</p>
Sensitively transition to surrounding urban contexts, accounting for both the existing context and the planned vision for an area. Implement design cues (materials, architectural features, colours, rhythms) from good surrounding built form.	<p>The proposed development will have stepping/stepbacks on both the western and northern sides of the building beginning on the third floor to transition into the lower density areas adjacent to the site.</p> <p>The development contemplates a façade which resembles two storey townhouse units at the base of the development, reminiscent of a lower density housing following existing pattern of two storey facades at grade along the street. From the pedestrian perspective (because of step backs) this would read consistently. These units will have direct accesses to the municipal sidewalk.</p>
Implement setbacks (from property lines) and stepbacks (from the edge of the base to upper-level storeys) to help achieve good transitions.	The building contemplates stepbacks on both the western and northern wings of the building to provide transitions in massing to adjacent lands.
Mid-rise buildings are to be contemporary and not replicate existing or historical architectural styles.	While the massing of the proposed development is similar to the historical location of the Electrohome building, the proposed development is designed to be modern/contemporary in nature.
Mid-rise buildings are to have a human-scaled relationship to the public realm.	The proposed at grade entrances to the 'townhouse' units will support the achievement of a pedestrian friendly environment.

### 7.3.1.2 Built Form: Building Components

<b>Guideline</b>	<b>Analysis</b>
<b>Ground Floor Design</b>	
For mid-rise buildings with retail or other active uses at grade, provide a minimum ground floor height of 4.5 m to permit a variety of retail types and activities.	The proposed development contemplates a 4.5 metres tall ground floor which could allow for flexible use of the building in the future. At this time, no non-residential uses are contemplated.

Design the ground floor to be comprehensively integrated with the surrounding streetscape and landscape to achieve a high quality pedestrian environment.	All ground floor units will have private at-grade entrances and paths to the municipal sidewalk and outdoor patio areas which will support a high quality pedestrian environment.
The first 4.5 m of a building forms the most immediate relationship between built form and the public realm. It is to be designed in all cases with well articulated materials, engaging architecture and human scaled massing.	The base of the building has been designed to resemble townhouses and varies in its materials versus the upper levels of the building. Upper levels of the building will be stepped back from the bottom two levels to differentiate between the base and upper levels of the building.
<b>Base Design</b>	
Prioritize pedestrian utility, comfort and safety and fully integrate the base into the public realm.	The proposed ground floor entries will support ease of pedestrian access to ground floor units. Extensive secured covered bike parking will be provided at grade to support active modes of transportation to and from the site.
Design bases with a high degree of permeability. Maximize connectivity at ground level, creating and reinforcing pedestrian and cycling connections.	The ground floor units will contain extensive windows and glazing overlooking the public realm, providing 'eyes on the street'.
Bases should not exceed 70 m in overall building length. Buildings longer than 70 m must demonstrate enhanced streetscaping, materials and building articulation.	Neither the southern or eastern wings of the building will exceed 70 metres in length.
Provide visual variety through well-articulated massing and carefully detailed materials.	The façade of the proposed development contains extensive variety in terms of massing and materialization. This includes: <ul style="list-style-type: none"> <li>▪ Distinct treatment of ground and second floor as 'townhouse' styled units.</li> <li>▪ Inset and overhanging balconies.</li> <li>▪ Stepbacks on both the northern and western sides of the building.</li> <li>▪ A range of materials including brick and metal cladding, paneling and glazing.</li> <li>▪ Diversity and orientation of balconies and terraces which articulates the façade of the building.</li> </ul>
Mid-rise buildings are to maintain a consistent scale of materials, projections and rhythms with neighbouring buildings regardless of site size or overall building footprint.	The proposed development is responding to the historical placement of the Electrohome building which was distinct within the area.
Provide protection from harsh weather where appropriate.	Terraces are provided over principal building entrances at the front and the rear of the building which will provide protection from harsh weather.
Provide balconies for residential units along streetline facades. Consider outdoor amenity spaces for other uses along street facing elevations.	All residential units will have balconies, terraces or patio areas. A green roof is contemplated over much of the roof.

	A common outdoor amenity areas/rooftop patio area is proposed on the eighth floor which will also have a green roof component.
Integrate above ground structured parking into the base design and place it behind active uses along street edges.	Not applicable. No above ground structured parking is proposed.
Where it is not feasible to integrate service/utility/parking activities underground or within the building mass, use high-quality architectural elements and landscape design to screen these activities from public view and limit unwanted activity.	The proposed transformer has been located towards the northwest of the site, behind the building line. Garbage will be collected from an internal garbage room from the rear of the site. Mechanical equipment has been located on the eighth floor will be screened from public view (no rooftop mechanical penthouse proposed).
Maintain established or planned setbacks to create continuous street walls	A continuous streetwall is proposed along both Shanley and Duke Street.
<b>Building Design</b>	
Mitigate the actual and perceived massing impacts of a mid-rise building by breaking up the mass horizontally and vertically, through the creative incorporation of changes in materials, balcony and floor plate design, architectural features and unit/amenity locations.	The proposed development will have an articulated and diverse façade containing stepbacks, a mixture of terraces and balconies and a range of building materials to breakup the massing of the proposed development. The mix/diversity of terraces and balconies will also help mitigate massing impacts.
Provide stepbacks for upper storeys where a mid-rise building is taller than the existing or planned streetline height for that area. Provide rear and side stepbacks for upper storeys to provide contextually appropriate transitions from mid-rise buildings to lower-rise surrounding neighbourhoods. Provide side stepbacks for upper storeys where appropriate to create space between neighbouring mid-rise buildings, increasing skyview and sunlight access	The proposed development terraces towards both the northern and western property lines to provide a transition in massing to adjacent properties. These stepbacks will also help mitigate shadow and overlook onto adjacent lands.
Integrate mechanical penthouses with the overall architectural expression of the building. Where visible, screen with high-quality materials and consider surrounding with a green roof and/or rooftop amenity space.	The mechanical penthouse has been integrated within the eight (8) storeys of the building and will be screened from view. The eighth floor and rooftop will also contain green roofs.
Avoid placing telecommunication equipment on mid-rise buildings.	Not applicable.
<b>Materials and Details</b>	
Build mid-rise buildings with high-quality, resilient and sustainable materials. A building's material palette is to contain a variety of complementary materials, carefully detailed and articulated for proportional and visual harmony while being consistent in their architectural intent. Avoid materials which appear monolithic, flat, or unresolved. Where a palette contains	At this time preliminary building materials have been identified, which include brick cladding, metal cladding and glass. Colours and specific materials will be refined through the site plan approvals process.

such materials, it is expected that options for colour, texture, patterns, finish and details (including reveals, how the material frames openings, etc.) will be explored through a collaborative design process.

### 7.3.1.3 Built Form: Site Design

Guideline	Analysis
<b>Inclusive Design</b>	
Provide Natural Surveillance with high percentages of glazing, active uses at ground level, and windows and balconies with views onto the public realm and private shared spaces.	Natural Surveillance will be promoted on the subject lands through the incorporation of patios, balconies/terraces, and glazing on all facades of the proposed development.
Avoid physical/visual barriers and potential entrapment areas (dead-ends, hidden and/or fenced in areas without multiple means of egress).	Pedestrians will be able to travel throughout the proposed design of the subject lands without entrapment areas. Natural Surveillance will provide protection for areas screened from street view.
Provide evenly-lit, human scaled lighting for shared spaces and service areas.	The proposed lighting will provide safety within proposed shared spaces and service areas.
Provide landscaping which maximizes both real and perceived safety and comfort for users.	As shown in the Landscaping Plan prepared by GSP Group, the proposed landscaping of the subject lands will delineate between public and private areas, therefore reinforcing common ownership in shared spaces.
Promote accessibility and visitability through enhanced barrier-free access to on site pedestrian circulation paths and shared spaces, common elements, amenities and units where possible.	The proposed development has been designed in accordance to the AODA. Three (3) Type 'A' and three (3) Type 'B' barrier-free parking spaces will be provided in the surface parking area.
Provide an appropriate mix of units that includes options for growing families and downsizing older persons. This includes unit sizes, types and tenures as well as options for storage, parking, bicycle parking and shared spaces which cater to a broad and inclusive set of users.	The proposed development will provide a mixture of one (1) bedroom and two (2) bedroom apartment units of various sizes. Sheltered bicycle parking spaces and underground parking facilities are also proposed to provide safe and secure access to parking.
<b>Design for Sustainability</b>	
Provide the greatest possible connectivity from and through the site to the open space network. Mid-rise building occupants should have direct,	The proposed development will have direct pedestrian access to Shanley Street and Duke Street West. The subject lands are not adjacent to any parks, open

Guideline	Analysis
continuous access to pedestrian friendly streets, parks, open spaces and trails.	spaces or trails, however, the Spur Line Trail is located nearby.
Design for flexibility in anticipation of future change through unit type variety, size and adaptability to new uses. Employ high quality design, materials and construction practices that can withstand changing climate conditions and which encourage building longevity.	The proposed development will incorporate high quality design and construction materials, which will be confirmed through the site plan process.
Provide low impact stormwater management techniques where possible, including porous paving materials, landscaped areas, and vegetative swales.  Provide water efficient and drought resistant landscaping by using native planting materials and low impact development practices. Explore opportunities for water collection and reuse.	The proposed civil and landscape designs (inclusive of the proposed green roofs) will promote low impact stormwater management on the subject lands by managing a significant amount of stormwater on the site. The Landscape Plan prepared by GSP Group identifies the proposed planting materials and the Stormwater Management Brief prepared by WalterFedy outlines the proposed stormwater management regime.
Provide on-site facilities for handling, storing and separating recyclable and solid waste. Consider facilities for the separation and collection of organic waste. Consider providing ongoing waste monitoring and auditing to maintain high standards for waste diversion.	An indoor garbage room on the ground floor will store garbage from the occupants of the proposed development. This has been situated towards the rear of the building to allow for garbage collection outside of public view.
<b>Microclimates</b>	
Provide both a sun/shadow analysis and a wind study to demonstrate how a proposed development is designed to mitigate unwanted microclimatic impacts.	A sun/shadow analysis was prepared by Süperkul to determine the microclimatic impacts of the proposed development, which has been included as part of the complete application.
<b>Shared Spaces</b>	
Mid-rise buildings are to provide a mixture of both private and public shared spaces. The location, type, size and intended use of shared spaces should vary to address and accommodate community needs, building uses and site characteristics.  Include amenity spaces for occupants. These are communal spaces for activity such as Include rooftop terraces, courtyards, or urban greenspaces.	Shared amenity areas are proposed indoor and outdoor to provide ample recreation areas for residents. This will include the amenity space on the ground floor, and the green roof and amenity space on the eighth floor.  Private amenity areas will include balconies/terraces.
Where non-commercial ground floor uses are present, locate indoor amenity spaces such as lobbies, party rooms, gyms, etc. at ground level and oriented toward the street, to provide active	Amenity area will be located on the ground floor of the proposed development and oriented to the north. Townhouse-style apartment units will be located along

Guideline	Analysis
uses and natural surveillance onto the public realm.	the east and south facades to provide street activation and natural surveillance.
Where residential ground floor units are present, define the threshold between private residential uses at grade and the public realm through measures such as streetscaping, landscaping and elevation changes.	For the proposed townhouse-style apartment units on the ground floor, the threshold between private and public realm has been defined through landscaping and patio areas.
<b>Landscaping</b>	
All sites are to be comprehensively landscaped including substantial tree planting, generous landscape buffers, and planting beds which provide screening between pedestrian pathways and drive aisles, parking areas and site function and servicing elements. Use landscaping to accentuate, unify and complement different areas of the site.	In keeping with this guideline, a Landscaping Plan has been prepared by GSP Group to promote site function and design. Landscaping will also used to enhance the aesthetic appeal and functionality of the subject lands following the addition of the proposed development.
<b>Pedestrians and Cyclists</b>	
Mid-rise buildings are to be designed comprehensively to meet the safety, comfort and convenience needs of pedestrians, cyclists and transit users first and foremost. While vehicular parking, servicing and loading are an important part of site functionality, those functions are not to impact the quality, usability or generosity of pedestrian spaces.	The safety and comfort of pedestrians has been prioritized into the design of the proposed development.
<b>Lighting</b>	
Consider a variety of human scaled lighting options, including bollard lighting, accent lighting around important features (seating areas, walkways, etc.), embedded lighting in seat walls, retaining walls, site surface materials and others. Consider using coloured lighting, programmable lighting and other emerging lighting technologies to enhance and reinforce the quality of the urban environment.	Human scaled lighting and accent lighting will be incorporated into the proposed design.
<b>Cultural and Natural Heritage</b>	
Many of Kitchener's most highly valued cultural heritage resources are mid-rise in form. Many others are low-rise, but feature additions which create new hybrid mid-rise forms. New mid-rise buildings and additions to existing heritage resources are to be respectful and complementary to Kitchener's established cultural heritage assets and landscapes. This consideration should extend to existing buildings without cultural heritage designations that may	The subject lands are not located within a cultural heritage landscape or contains cultural heritage resources. It is our opinion that the contemporary and visually attractive design of the proposed development will highlight the non-designated cultural heritage value within the surrounding neighbourhood.

Guideline	Analysis
nevertheless have architectural or historical value, including the appropriate conservation of styles and eras that may not currently be in favour (such as brutalist, mid-century or late modernist, international-style, post-modernist, etc.)	
<b>Site Function</b>	
Locate parking at the rear of buildings or underground, wherever possible. Some surface parking may be provided to the side of buildings where necessary to meet minimum parking requirements, but that parking must be set back further than the related buildings, be visually screened from the public realm and shared spaces, and not cause conflicts of any kind with pedestrian or cyclist movement.	The proposed surface parking will be located in the northwestern portion of the subject lands and will be screened from the public realm by the proposed development. This surface parking is not anticipated to create conflict with on-site vehicle circulation to the proposed structured parking or pedestrian/cycling circulation.
Locate structured parking entrances to the rear or side of buildings. Where garage access is provided along a street frontage, ensure that it does not pose a pedestrian safety risk and that it is attractively and positively integrated into the architectural design of the building.	The entrance to the underground parking will be integrated into the western façade of the proposed development, where it will be screened from street view. Pedestrian circulation along this portion of the building is anticipated to be minimal.
Screen parking areas from the public realm and shared spaces with landscaping, low screening walls, berms, and other well-designed site features.	The proposed surface parking spaces will be screened from view by the proposed development.
Provide secure, indoor bicycle parking, located for the convenience and safety of cyclists.	A sheltered outdoor bicycle parking rack is proposed along the northern property line of the subject lands.
Design all site circulation for cyclists and pedestrians as well as motorists, including alternate materials and colours for pedestrian crossings and sharrow markings where cyclists need to use drive aisles to property access and move through a site. Cyclist and motorist circulation routes should be separated wherever possible, favouring the safety and convenience of cyclists.	Vehicles will access the site from Shanley Street and travel to either the underground parking or the surface parking spaces. Pedestrian and bicycle circulation will be clearly delineated on walkways to ensure safety and convenience.
Sites should be limited to one vehicular access driveway wherever possible.	One (1) vehicular access to Shanley Street will be maintained to support the proposed development and existing on-site uses.
Incorporate all private, on-site servicing, meters and utility elements into the design of the building and show on building elevation drawings as part of the site plan approvals process. Where possible, locate these elements away from public	The proposed and existing parking, garbage, and the transformer from street view will be screened from street view using landscaping and proposed and

Guideline	Analysis
<p>view. Otherwise, screen these elements visually with landscaping and architectural features that are integrated into the building design as a whole.</p>	<p>existing buildings. These elements are displayed on the proposed Site Plan.</p>
<p>Provide adequate space for waste vehicles and containers. Locations of waste containers should not block fire routes, parking or sidewalks.</p> <p>Waste and recycling storage areas are to be fully enclosed and placed where they are not visible from the public realm.</p> <p>Where facilities are located outside, provide safe, continuous pedestrian access such that the use of these is not frustrated by motorists (parking or driving) or snow storage locations, and that they can be accessed without requiring passage through shared amenity spaces.</p>	<p>The waste and recycling storage areas will be located inside the proposed development. This location is anticipated to be safely accessed by pedestrians and create minimal conflicts with motorists.</p>

## 8 Conclusions and Recommendations

This Planning Justification and Urban Design Report provides an overview of the proposed development of the subject lands known municipally as 134 and 152 Shanley Street, Kitchener including its surrounding context and the applicable land use planning framework. It also describes the development proposed by our client, and the required planning applications needed to expand the existing use on the subject lands.

Based on the justification described in this Report, it is our opinion that the proposed Official Plan Amendment and Zoning By-Law Amendment applications are justified, has regard to the "Matters of Provincial Interest" set out in the Planning Act, is consistent with the Provincial Policy Statement, and conforms to the general intent of the Growth Plan for the Greater Golden Horseshoe, the Region of Waterloo Official Plan and the City of Kitchener Official Plan. Furthermore, this application serves the public interest and represents good planning.

It is, therefore, our recommendation that the municipality:

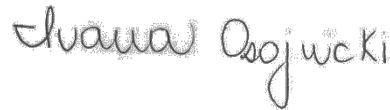
- Together with the completed municipal applications forms and fees deem the Official Plan Amendment and Zoning By-Law Amendment applications as complete and process the application in accordance with the municipal process;
- Schedule a Public Meeting to obtain comments from the neighbourhood; and
- Provide the opportunity for review of the Planning Justification and Urban Design Report and supporting materials to the City of Kitchener Council, technical review agencies and the community.

Sincerely,

**IBI GROUP**



David Galbraith  
Associate – Manager, Planning



Ivana Osojnicki  
Planner

# Appendix A – Site Plan

# APPENDIX B – RENDERING AND ELEVATIONS