

April 2022

Urban Design Brief

For: **AGRAWAL REAL ESTATE INVESTMENT TRUST
& DOTSENKO**



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**1257-1265 Ottawa Street South
Kitchener**

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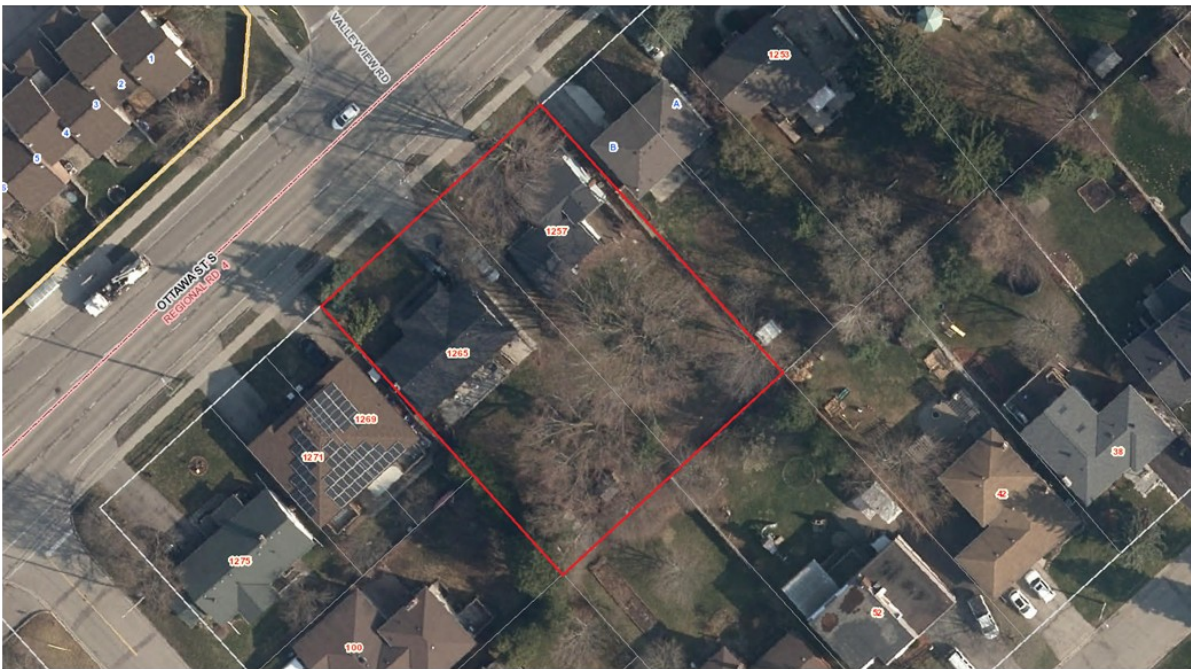
1.0 Introduction

This Urban Design Brief has been prepared by Patterson Planning Consultants Inc. on behalf of Agrawal Real Estate Investment Trust & Dotsenko. The Urban Design Brief has been prepared in support of the Zoning By-law Amendment Application for the redevelopment of the lands at 1257-1265 Ottawa Street South in the City of Kitchener. The lands have frontage onto Ottawa Street South. A 20 unit low rise residential multiple dwelling is proposed with associated parking, amenity and landscaped areas.

2.0 Area Description

2.1 Subject Lands

The subject lands are located at 1257-1265 Ottawa Street South in the City of Kitchener. The lands currently contain two single detached dwellings, landscaped areas with two driveways. These features are to all be removed to support the development occurring. The subject lands have a total lot area of 2018.7m² (0.201ha).



2021 Air Photo (City of Kitchener GIS)

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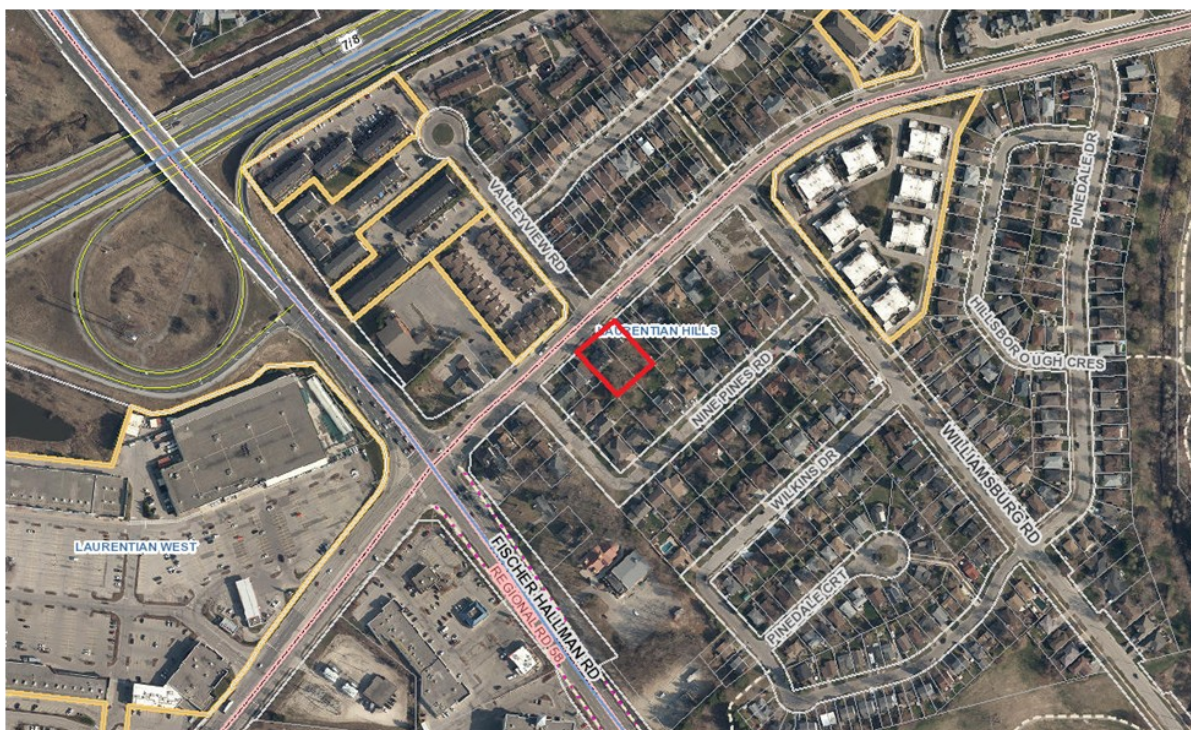
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Photos: (1) 1257-1265 Ottawa Street South (2) Lands to the east at 1255 Ottawa Street South (3) Lands to the west of 1269-1271 Ottawa Street South (Google Maps)

2.2 Surrounding Area

The subject lands are located in a built-up area of the City of Kitchener. The following images depict the surrounding lands uses.



Photos from top: Surrounding area (City of Kitchener GIS), Valleyview Road—Directly to the north of the property (Google)



Photos from top: Looking West on Ottawa Street South, Looking East on Ottawa Street South (Google)

3.0 Design Vision and Objectives

The proponent, in collaboration with the project's consultants, has created a development that is accessible, sustainable, and will have a high standard of urban design in keeping with the City of Kitchener Urban Design Manual and Official Plan policies.

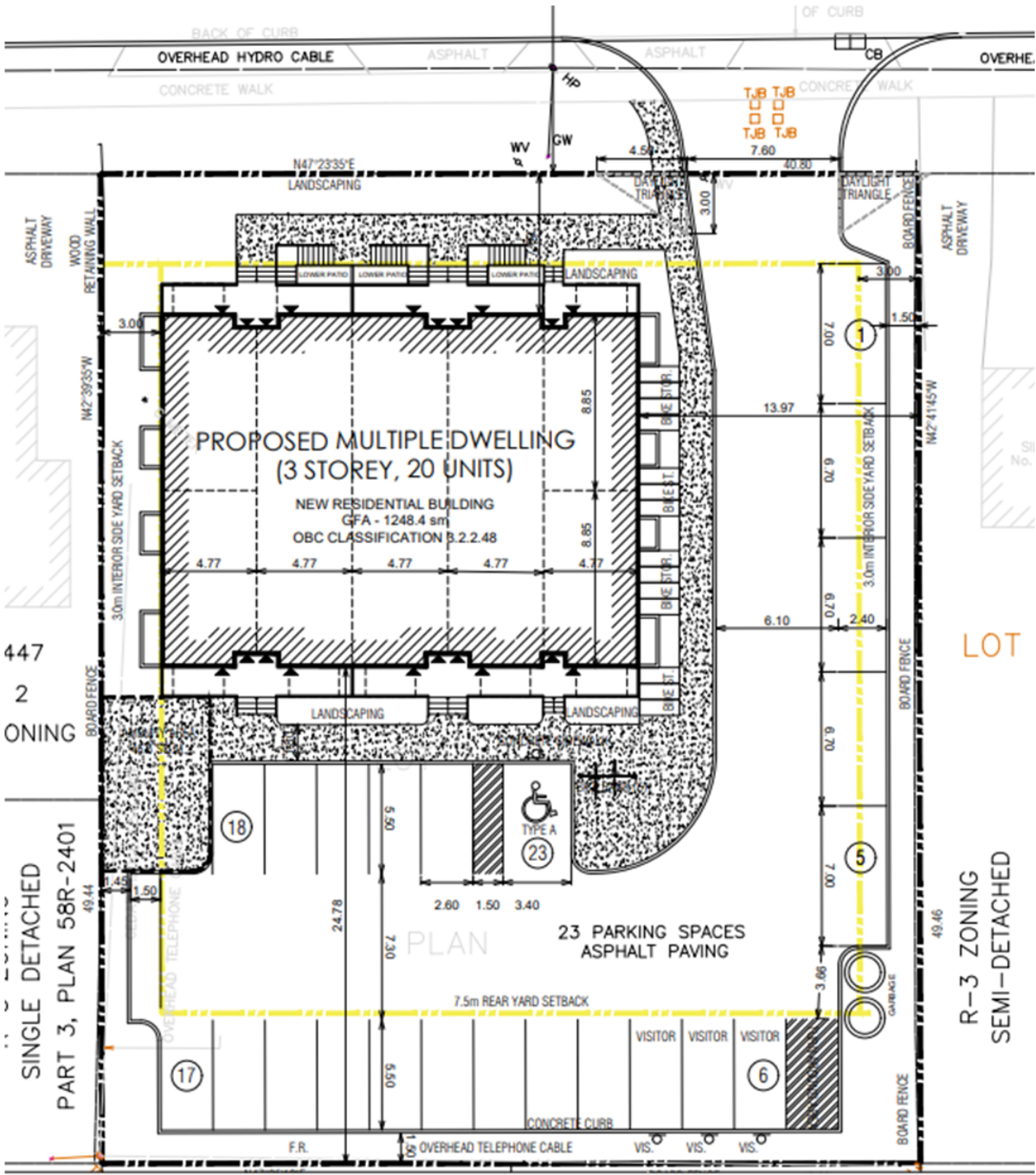
The project will provide a quality building to the City of Kitchener urban fabric and will complement the Laurentian Hills Community Area .

The proposed building will front onto Ottawa Street South and the primary vehicular entrance will be from Ottawa Street with clear indication of the property address. The building will be orientated in a manner with direct connections (front doors) focused towards the street.

The landowner wishes to redevelop the property for a 3 storey, 20 unit low rise multiple residential building with 23 parking spaces. One and two bedroom units will be provided. The proponent intends to create a visually appealing, quality development that will benefit this area of the City of Kitchener. Details of the proposal are outlined in the supporting materials that accompany the Zoning By-law Amendment application submission. An on site amenity area, secure as well as public bicycle facilities, on site garbage facilities and a truck turn around area are all proposed.

Function

- The site is designed to include barrier free access, whether it be pedestrian-oriented or vehicle-oriented
- The proposed development conforms to the proposed RES-5 zoning that is being sought by way of amendment.
- Surface parking is proposed.



Proposed Site Plan (Reinders + Law)

Order

- The site is clearly designed to differentiate the pedestrian realm from the vehicular realm on site. Pedestrian movement will be directed to the main entrances facing both Ottawa Street South and to the internal parking lot. Vehicular traffic will utilize the singular access to the surface parking as well as access to the on-site loading/ turn-around area. This loading area will function for garbage and recycling removal as well as for move in / move out for building residents.
- Surface parking opportunities are proposed for barrier free parking. One space is proposed and is provided at a prominent location with ease of access to on-site sidewalks.
- An outdoor amenity area is provided on the southern area of the building.

Identity

- As per the submitted elevations and renderings the landowner wishes to create a quality building that will be a welcome addition to the Laurentian Hills community area of the City of Kitchener. Prominent building addressing is proposed facing Ottawa Street South.
- The use of quality materials will make the building easily identifiable.
- The incorporation of a mansard roof line will match other roof lines in the area.

Appeal

- It is envisioned that this development will become a desirous location in which to live given the location, access to daily needs and proximity to amenities etc.
- Private balconies are proposed for the units to allow exposure to the outdoors.
- All of which will contribute to this being a desirous place to live.

Built Form

- The landowner is proposing a high level of urban design for the project.
- Quality materials will be utilized
- The building will be prominently situated facing Ottawa Street with access to some units provided directly from the street.
- For the most part, parking will be provided behind the building and will be screened from view.
- The use of landscaping elements to further screen parking and soften the overall appearance of the development will occur.

4.0 Policy and Design Framework

4.1 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement came into full force and effect on May 1, 2020. All decisions issued after May 1, 2020 shall be consistent with this policy. This document promotes building healthy, livable and safe communities, providing an appropriate mix of different land use types within the community, efficiently using services and facilities, maximizing opportunities for public transit use, and promoting intensification. Therefore, the proposed development is consistent with the 2020 Provincial Policy Statement.

4.2 Places to Grow—Growth Plan for the Greater Golden Horseshoe, 2020

The proposed development conforms with the Places to Grow—Growth Plan for the Greater Golden Horseshoe (Growth Plan). Amendment 1 to the Growth Plan came into effect on August 28, 2020. This document endorses intensification and redevelopment of a property for the creation of new units, site or area at a higher density than currently exists; residential densities to support frequent and accessible transit service; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings. The proposal conforms to the Growth Plan 2020.

4.3 Regional Official Plan, 2010

The Region of Waterloo Official Plan was approved by the Ministry of Municipal Affairs and Housing on December 22, 2010 and appealed to the OLT (OMB at the time). The Region of Waterloo Official Plan came into effect on June 18, 2015. The subject lands are located in the “Built Up Area”. Lands within this designation have the capacity to accommodate growth and serve as the primary focus for employment, housing, cultural, and recreation opportunities in the Region. The proposed development conforms to the Region of Waterloo Official Plan.

4.4 City of Kitchener Official Plan

The subject property is designated “Low Rise Residential”, which allows for residential intensification. Low rise multiple dwellings are a contemplated land use in this land use designation and a variety of housing types are considered appropriate to create a complete community. Development is to be compatible with and respect the massing, design and physical character of an established neighborhood. The City will support and encourage the mixing and integrating of innovative and different forms of housing to achieve and maintain a low-rise built form. An Official Plan Amendment is not required and the proposed development will conform to the City of Kitchener Official Plan.

4.5 City of Kitchener Zoning By-law

The City of Kitchener Zoning By-law 85-1 zones the subject lands as “Residential Three Zone (R-3)”. Residential zones of the City’s new zoning by-law 2019-051 are now approved. Any zoning by-law amendment in /to a residential zone shall be for the new zoning-by-law. On March 21, 2022, City of Kitchener Council approved the geographic implementation of the new residential zones throughout the City. The subject property is proposed to be rezoned to “RES-2” through this process. The lapsing date for the appeal period is April 25, 2022. The “RES-2” zoning does not permit residential multiple dwellings.

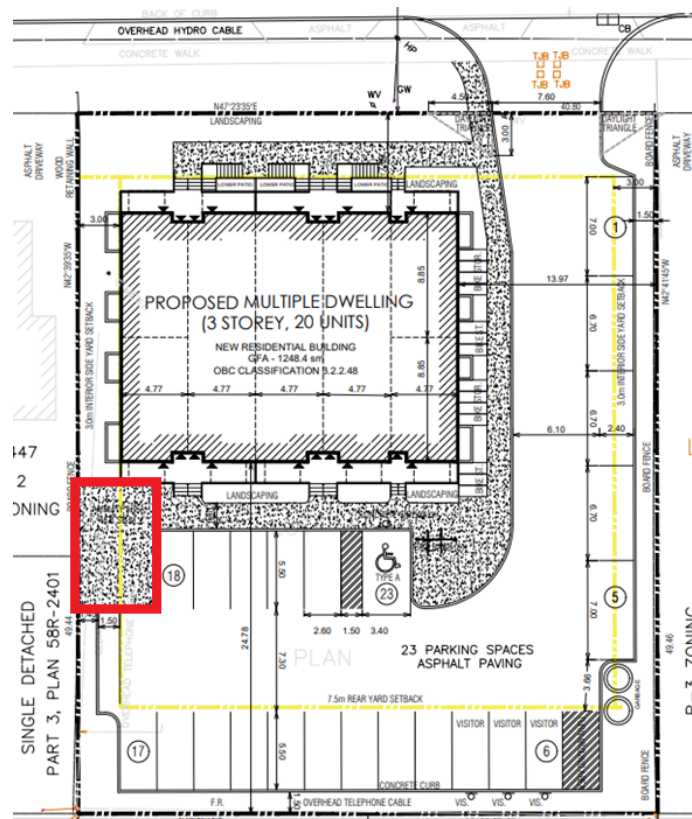
The “RES-5” zone is the appropriate zone to reflect the proposed form of development and is what is being sought for the proposal.

Conformity with all of the RES-5 zoning regulations is proposed as well as meeting all parking standards and providing all barrier free and bicycle parking requirements. A modest increase to the Floor Space Ratio from 0.6 to 0.63 is proposed. This is contemplated in the Official Plan under the direction that compatibility must be demonstrated. The introduction of a low rise residential multiple dwelling on a suitably sized property in conformity to regulations that have been established to reflect the public interest can and should be deemed compatible.

The proposed development represents good planning and support for the zoning amendment to the “RES-5” zone to facilitate the project should be provided.

5.0 Amenity Area

The project will contain an outdoor amenity area at grade that will be programmed through the Site Plan Approval process. As well, private balconies are being provided for the proposed units.



6.0 City of Kitchener Official Plan Policies

6.1 Part C Section 4—Housing

4.1.1	To provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life.	The form of development is for the creation of residential units in a low rise multiple dwelling. As the lands are within the built-up area this is an appropriate form of development.
4.1.3	To ensure that new residential areas and the redevelopment of lands for residential uses and residential infill projects reflect a high standard of urban design.	As evident through the architectural materials that have been submitted, a high level of urban design is proposed.
4.1.4	To locate and integrate housing opportunities with local stores and services that are accessible by active transportation and public transit.	The intensification of this property for this development will benefit local stores and services by increasing the available market.
4.1.6	To encourage and support live/work units and home occupations at appropriate locations throughout the city.	Specific live/work units are not proposed however the ability for a resident to work from home will be possible.

4.C.1.8	Where a special zoning regulation(s) or minor variance(s) is/are requested, proposed or required to facilitate residential intensification or a redevelopment of lands, the overall impact of the special zoning regulation(s) or minor variance(s) will be reviewed, but not limited to the following to ensure, that:	A site specific increase in Floor Space Ratio is proposed from 0.6 to 0.63. This is a modest increase considering the Official Plan contemplates for a potential increase to 0.75. Compatibility has been demonstrated as all other zoning requirements are being met.
a.	Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood.	The low rise multiple dwelling proposed has a mansard roof style and will be constructed out of quality materials. The building will be positioned to meet Council approved zoning regulations for setbacks, parking etc. It is compatible with the existing community character.
d.	New buildings, additions, modifications and conversions are sensitive to the exterior areas of adjacent properties and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy.	The proposed building is mindful of the existing buildings in the surrounding area. Through the Site Plan Approval process the details of the project can be finalized to ensure buffering and screening however all required setbacks are being met or exceeded.
e.	The lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.	No unacceptable impacts are anticipated from the development of this building on these lands. The project will meet required parking requirements established by the city as well as provide on-site amenity area for residents. Private balconies are also being included.
f.	The impact of each special zoning regulation or variance will be reviewed prior to formulating a recommendation to ensure that a deficiency in the one zoning requirement does not compromise the site in achieving objectives of compatible and appropriate site and neighbourhood design and does not create further zoning deficiencies.	The increase in FSR has been demonstrated to be appropriate as all other zoning regulations are being adhered to or exceeded. The increased FSR is the result of a properly designed site that achieves all other zoning regulations and is a prime example of why some flexibility was incorporated into the policy basis of the Official Plan.
4.C.1.9	Residential intensification and/or redevelopment within existing neighbourhoods will be designed to respect existing character. A high degree of sensitivity to surrounding context is important in considering compatibility.	The proposed development was designed being mindful of the established surrounding area and will not negatively impact the surrounding uses.
4.C.1.12	The City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods.	The proposed development provides additional housing stock to the city.

4.C.1.13 The City will work with the development industry and other community members to identify and encourage innovative housing types and designs in the city where such innovation would:

a.	be compatible with surrounding land uses;	As noted previously, the proposed development achieves this policy.
B.	support the development of complete communities	The proposed development will intensify this property with a compatible housing form.
C.	provide live/work and home occupation opportunities;	Working from home would be an option for residents in this building.
D.	incorporate energy conservation features and the use of alternative energy systems and/or renewable energy systems;	This will be fully examined through the detailed design of the building.
E.	reduce municipal expenditures;	The development will have minimal impact on municipal expenditures.
f.	protect natural heritage features;	To be reviewed and evaluated through the approvals process.
g.	provide accessible and affordable housing to residents;	The proposed development will be priced based on market trends.
h.	conserve and/or enhance our cultural heritage resources	The subject lands are not currently recognized as having heritage significance.
i.	celebrate the cultural diversity of the community;	Not applicable.
J.	be transit-supportive and/or transit-oriented; or,	Residents will have the option to use transit and alternative modes of transportation.
K.	reflect, add and/or enhance architectural interest and character.	The proposed building will be an easily identifiable project that will contribute the City of Kitchener.

Part C Section 7—Natural Heritage and Environmental Management

7.C.4	Sustainable Development Policies	
7.C.4.1	The City will ensure that development and redevelopment strives to be increasingly sustainable by encouraging, supporting and, where appropriate, requiring:	
A.	compact development and efficient built form;	The proposed development will intensify the use of this property in an appropriate manner with a compatible housing form.
B.	environmentally responsible design (from community design to building design) and construction practices;	The landowner will implement as many best practices as possible during the development and construction process.
C.	the integration, protection and enhancement of natural features and landscapes into building and site design;	Natural features will be reviewed in detail as part of the Site Plan process and addressed accordingly.
D.	the reduction of resource consumption associated with development; and,	The landowner proposes to utilize the subject lands and construct the development as efficiently as possible.
E.	transit-supportive development and redevelopment and the greater use of other active modes of transportation such as cycling and walking.	Residents will have the opportunity to utilize alternative modes of transportation. Bicycle parking is being incorporated as per City standards.
7.C.5	Water Conservation Policies	
7.C.5.1	The City will encourage the reduction of water consumption levels through the promotion of the efficient use of water and the implementation of water saving technologies and may specify appropriate water conservation measures within existing and new development.	The proposed development will implement efficiency measures in regards to water consumption through fixtures and energy efficient appliances.
7.C.6.1	The City will seek to minimize energy consumption by:	
A.	promoting a compact urban form;	The proposed development will intensify the property for development in a compact urban form compatible with the area.
B.	maximizing the use of existing infrastructure;	The proposed development will utilize existing municipal services and facilities.
E.	encouraging mixed use development and complete communities;	The proposed development is for a low rise multiple residential building which is appropriate given the property location and context.

- h. promoting walking, cycling and the use of public transit. The proposed development will allow for the consideration of alternative transportation modes.

Part C Section 11—Urban Design

11.C.1.11	Streetscape: 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 building will front onto Ottawa Street South, however all public facing facades of the building have received design attention to ensure the public realm is enhanced.
11.C.1.12	Skyline: 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 structure will have no impact on the City's skyline. At the pedestrian level the development will provide multiple building entrances facing the street and promote an active street frontage.
11.C.1.13	Safety: 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 enhance the effective use of the space.	The proposal incorporates various aspects of CPTED into the design through the use of various areas with activity along the streetscape and opportunities for eyes on the street. Access restrictions and the overall design of the building will ensure the long term effective use of the space.
11.C.1.14	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.	The ability of emergency services accessing the development has been contemplated and incorporated into the design of the site.
11.C.1.16	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 site is proposed to be fully accessible.
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 does not generate unacceptable adverse impacts.	Landscaping details will be finalized during the Site Plan Approval process and will meet or exceed City standards.
11.C.1.29	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 efficiently utilizes the subject lands, and is designed to ensure compatibility.

<p>11.C.1.31 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.</p>	<p>A three storey building at this location is appropriate and will benefit the public realm. Pedestrian usability is achieved by having multiple front doors, windows and balconies focused to the street edge. Units are also oriented internally. As such the overall density of the project does not overwhelm the pedestrian environment.</p>
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Neighborhood Design	
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<p>11.C.1.26 The City will ensure that the design of new neighbourhoods, development and/or redevelopment within existing neighbourhoods and the planning and designing of community infrastructure adheres to a high standard of neighbourhood design in accordance with the City's Urban Design Manual.</p>	<p>The intensification of the lands for this project is a compatible form of housing from a context and massing perspective. As the project will be developed in accordance with an appropriate zoning classification we do not anticipate any impacts to the neighborhood.</p>
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<p>11.C.1.27 The City will, through Neighbourhood Design, aim to achieve walkability, variety, place making, conservation, connectivity, transit-supportive and safety of all neighbourhoods.</p>	<p>The proposed development provides opportunities for residents to make alternative choices for transportation.</p>
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11.C.1.28 Neighbourhoods in the City can be characterized as either suburban or central neighbourhoods. The Urban Design Manual provides design direction with respect to character, built form and amenities in both typologies of neighbourhoods.

<p>A) In the Central Neighbourhoods the City's primary focus will be to ensure that new infill development is compatible with the existing neighbourhood.</p>	<p>Not Applicable.</p>
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<p>B) In Suburban Neighbourhoods, the City's primary focus will be to create diverse, attractive, walkable neighbourhoods that contribute to complete and healthy communities</p>	<p>A development in accordance with an established zoning standard will contribute to a complete community and ensure compatibility with an attractive development project.</p>
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6.2 City of Kitchener Urban Design Manual—Part A Section 11

Low-rise multi-residential buildings and townhouses provide important housing options for Kitchener residents. Well designed low-rise multi-residential buildings help add density to new and established neighbourhoods at a compatible, complementary scale. They help diversify communities, improve housing variety and increase affordability.

It is important that townhouses and low-rise multi-residential buildings integrate into their neighbourhoods and that the people who live there are made to feel like they belong. This includes having an active and direct relationship with the public realm, sidewalks, trails and open spaces. It means designing low-rise multi-residential buildings for urban life and a human experience; to be designed for pedestrians, cyclists and transit users

Stacked Back-to-Back Townhouses

Stacked and back-to-back townhouses are typically 3 to 4 storeys in height. They share a rear and side wall and have units stacked vertically. There are a variety of ways in which units are organized. Each unit has its own entrance at grade.

Townhouses and Low-rise multi-residential buildings are important as they help create a transition between mid-and-high-rise buildings and lower density neighbourhoods. They can bring activity and continuity to the streetscape when designed as an integrated, unified part of their neighbourhood. Low-rise multi-residential buildings are also a valuable alternative to taller forms when seeking to achieve greater densities in established or new low-rise neighbourhoods.

Low-rise multi-residential buildings are to be designed with a rational and specific architectural intent. This means that whatever their visual style, buildings are to be massed, clad, articulated and detailed authentically, such that they reflect the needs, behaviours and tendencies of both occupants and community members. Architectural elements are to be integrated rather than decorative. They are to be complementary of neighbourhood character but not direct replications of existing features, particularly where a change in typology (such as taking a characteristic from a single detached house and applying it to an apartment building) would render those features out of scale, awkward or inappropriate.

The introduction of a new low rise multiple dwelling into this area is appropriate and adds appropriate density through the implementation of an appropriate zoning category.

The proposed building form would meet this definition.

This development is not proposed as a transition but rather as a stand alone, appropriate development that adds density to an existing area in a suitable manner. 20 units in a well designed, well featured building that has suitable parking and amenity areas and meets all setback requirements is appropriate.

The building has been designed in the context of the surrounding neighborhood.

6.2 City of Kitchener Urban Design Manual—Part A Section 11

<p>All built-form elements visible from the public realm or shared spaces are to be designed to a high level of quality that is consistent with the architectural expression of the project as a whole.</p> <p>Minimize the visual impact of parking through the thoughtful placement, orientation and articulation of built form as well as garage, parking structure and surface parking design</p>	<p>The building has been designed with a high level of quality and would be a welcome compatible addition to this neighborhood.</p> <p>Where possible, parking has been placed behind the proposed building. A limited amount of parking will be visible from the street and can be screened through landscaping.</p>
<p>Provide appropriate visual variety in massing, materials, colours and articulation both within the elements of an individual unit and between units. Avoid repetition that hinders wayfinding or creates a homogeneous built form, while also avoiding visual clutter.</p>	<p>The building has an articulated façade and varied use of materials.</p>
<p>For stacked townhouses, apartment buildings and hybrid buildings, a contemporary architectural style is generally preferred.</p>	<p>The building has been designed in the context of the surrounding neighborhood.</p>
<p>Design unit accesses to be clearly defined, consistent, easy to identify and without adding unnecessary visual clutter to a building's elevations.</p>	<p>Accesses to each unit will be clearly identified.</p>
<p>Site buildings to face and activate the public realm. Buildings should occupy a minimum of 75% of a site's street frontage. Front doors should directly address the street and public realm.</p>	<p>The building has been sited to face the public realm. As much of the street façade as possible has been designed to be occupied by building.</p>
<p>Provide direct building access from a public sidewalk to maintain visibility and connectivity</p>	<p>Direct access to the unit entrances is provided under the design scenario proposed.</p>
<p>Limit townhouse block length and provide greater articulation for longer blocks</p>	<p>Given the property dimensions this is an appropriate massing for this site.</p>

6.2 City of Kitchener Urban Design Manual—Part A Section 11

<p>Design all building elevations facing any streets, parks, trails and open spaces to appear and function as fronts, including features such as porches, front doors and large windows.</p>	<p>The building has been designed accordingly to address the public realm.</p>
<p>New buildings should be consistent with the existing neighbourhood setback pattern.</p>	<p>This is not possible in the context of new zoning regulations and would appear to be at odds with the setback requirements permitted in the relevant zoning.</p>
<p>Site buildings such that units in opposing blocks are consistently facing front-to-front and/or back-to-back. Avoid back-to-front facing relationships.</p>	<p>The units are structured that they are back to back with frontages facing the public realm or internal to the site as well as units that go from front to the back of the building.</p>
<p>Provide a minimum facing separation distance between buildings or blocks of units of 12m for 2 storey buildings and 15m for 3 or 4-storey buildings.</p>	<p>Only 1 building is proposed as part of this project.</p>
<p>All available space between the street and the building is to be landscaped, including street trees and entry features</p>	<p>A detailed landscape plan will be provided through the site plan approval process in accordance with City of Kitchener design standards.</p>
<p>Avoid any situation in which a back yard fronts onto a public street.</p>	<p>This situation does not exist under this development scenario.</p>
<p>Where a functional 'back yard' is provided in an interior yard, a minimum 7.5m interior yard setback should be provided. Additionally, a landscaped setback between the property line and the back yard should be provided to allow for privacy screening.</p>	<p>Not Applicable</p>
<p>Do not allow driveways to be a dominant front-yard feature. Place to the rear of buildings wherever possible. Otherwise, minimize their impact through site layout and landscape design.</p>	<p>A driveway to the street is inevitable to allow access to the site and for parking. For this proposal the driveway has been placed in an appropriate location to facilitate movement to the site and its prominence to the public realm has been reduced to the extent possible.</p>

6.2 City of Kitchener Urban Design Manual—Part A Section 11

<p>Provide articulated vertical and horizontal massing elements which give a building or block of buildings visual and spatial depth and variety while maintaining a human-scaled experience.</p>	<p>Please see the building elevations submitted to review the design elements proposed.</p>
<p>For stacked townhouse blocks, apartment or hybrid buildings longer than 35m, provide stepbacks for upper storeys where appropriate, to add diversity and amenity to the urban fabric. Consider stepbacks for buildings of 3-4 storeys adjacent to 1-2 storey buildings.</p>	<p>The proposed building is 23.85m long and has incorporated articulation as well as the use of balconies etc.</p>
<p>For sites adjacent to commercial and/or employment uses, use additional transition measures F such as increased setbacks, enhanced landscape screening and building organization and orientation that is designed intentionally to provide enhanced compatibility.</p>	<p>Not Applicable</p>
<p>Consider the massing, height, length, depth, roof design, materials and rhythms of neighbouring buildings when designing for compatibility. Avoid direct replication of elements, particularly of historical building styles that cannot be replicated authentically with contemporary materials and construction practices.</p>	<p>The building has been designed as a stand alone project while being mindful of the overall area. Incorporating a pitched roof into the project via a mansard style is part of the design aspect to reflect the neighborhood character.</p>
<p>Roof elements should not visually dominate the building.</p>	<p>The inclusion of the mansard roof typology does not dominate the building, the site, or the streetscape.</p>
<p>Place high-activity living spaces (kitchens, living rooms, etc.) such that they have generous views onto the public realm and shared spaces.</p>	<p>Unit interiors will be designed to maximize natural light and views to the public realm and on site areas.</p>
<p>Strategically employ building materials, colours, and other architectural interventions to avoid excessive repetition and long, unarticulated building facades.</p>	<p>See building proposals</p>
<p>Avoid blank walls that are visible from the street, on or off-site shared spaces or the public realm.</p>	<p>Not applicable.</p>

6.2 City of Kitchener Urban Design Manual—Part A Section 11

<p>All visible elements of a building, including utilities (meters, conduits), HVAC (a/c units, vents) and all loading/servicing areas are to be integrated into the design of the building and shown on elevation drawings as part of the building elevation approval process.</p>	<p>Utilities and mechanical equipment will be incorporated into the building design.</p>
<p>Use high-quality, resilient and sustainable materials and detail facades in an authentic manner which reflect contemporary construction methods and building technologies</p>	<p>Quality materials will be utilized as part of this project.</p>
<p>Materials which are visually flat or monolithic in their finish are suitable for accent areas only.</p>	<p>Not Applicable</p>
<p>Materials and architectural details are only appropriate for achieving a 'traditional' or historical architectural style if they are demonstrated to be a significant, existing part of the historical neighbourhood character.</p>	<p>Not Applicable.</p>
<p>Where appropriate, provide balconies on upper levels and porches/patios at grade to promote natural surveillance and animate street frontages, shared spaces and the public realm.</p>	<p>Balconies have been included in the building design.</p>
<p>Organize porches, balconies and patios to reduce overlook onto other private spaces.</p>	<p>The primary view from the units will be to the streetscape and to the interior of the site. Limited end windows towards existing residences are provided.</p>
<p>Design porches, balconies and patios with a scale and rhythm that suits the surrounding neighbourhood context but with materials and details that integrate seamlessly with the architectural expression of the building.</p>	<p>See building elevations for context.</p>
<p>Ensure that front entrances to units are clearly visible from the street and directly accessible from the sidewalk via a generous and barrier-free walkway, enhanced with landscaping.</p>	<p>Achieved through this design.</p>

6.2 City of Kitchener Urban Design Manual—Part A Section 11

<p>Use an apartment or hybrid type dwelling when another design would not provide clearly visible individual unit entrances from the street</p>	<p>Not Applicable.</p>
<p>Ensure that entrances are clearly defined and emphasized through architectural elements that are clean, recognizable and appropriately scaled and detailed to suit the building mass.</p>	<p>Entrances for residents and visitors will be clearly identified.</p>
<p>Incorporate windows, clerestory glass and sidelights into entrance designs to encourage natural surveillance and give permeability to the building facade. Avoid clustering opaque doors to units close together or without glazing between them providing natural surveillance.</p>	<p>See building elevations.</p>
<p>Maintain the existing grade at the property lines and avoid using artificially raised or lowered grades.</p>	<p>Acknowledged.</p>
<p>Limit the height of stairs to the first floor to 3 to 5 steps above grade</p>	<p>The project falls within this design criteria.</p>
<p>A Crime Prevention Through Environmental Design (CPTED) Report will be required of any proposals featuring 'cantilevered' building elements over drive aisles, parking areas, areas of pedestrian circulation and underground parking structures. Use human-scaled lighting and landscaping to maximize safety and comfort. Limit the height of trees and shrubs where they may impact pedestrian or motorist sight lines.</p>	<p>Not applicable.</p>
<p>Design not only to existing barrier-free requirements, but consider ways to provide increased visitability to all residential units</p>	<p>See plans for details</p>
<p>Areas with low-rise multi-residential buildings do not often incorporate arts and culture initiatives. Consider ways to incorporate public art into low-rise multi-residential buildings, and to empower other arts and culture programs and initiatives.</p>	<p>Not applicable.</p>

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<p>Use Low Impact Development (LID) standards where possible to manage snowmelt and rainwater on site through evaporation, infiltration and water re-use.</p> <p>Employ sustainable building features such as green roofs, extended eaves and photovoltaics. Roof structures should be designed to support these applications.</p> <p>Provide a 6m² area on-site for a common garden and composting area, where possible.</p> <p>Use locally sourced and manufactured materials where possible</p>	<p>All design elements will be formalized through the Site Plan Approval process.</p>
<p>Low rise buildings can still have shadow, wind and other microclimatic impacts on their surroundings. Consider these impacts and design to mitigate where possible.</p>	<p>The low rise building is not anticipated to have impacts on its surroundings.</p>
<p>Shared outdoor amenity space is to be provided at-grade, and in large, continuous areas where possible, to provide the most flexibility for the usage and programming of the space. Provide a flexible mix of seating options, access to sunlit and shaded areas, and user amenities such as barbecue facilities, dining areas, moveable furniture and options for recreation or leisure activities. Where indoor amenity space is provided, make it directly accessible to outdoor shared spaces wherever possible, to maximize programming opportunities.</p>	<p>Outdoor amenity area is provided. Indoor group amenity area is not proposed given the unit and building style.</p>
<p>Provide pedestrian paths between buildings or townhouse blocks that are a minimum 3m wide and are not intruded upon by building services, utility meters or HVAC equipment.</p>	<p>One building.</p>
<p>Mid-block pedestrian connections should be provided every 60 to 80m to ensure site permeability.</p>	<p>Not applicable.</p>
<p>Connect pedestrian mid-block connections to sidewalks, adjacent sites and destinations such as transit, parks, open space, retail, schools community facilities and natural areas.</p>	<p>Not applicable.</p>

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Site buildings to frame and enclose pedestrian pathways and position windows and openings to provide natural surveillance onto the walkway.	Not applicable.
Design pedestrian mid-block connections such that they best represent potential desire lines through the site to discourage the creation of improvised pathways through landscaped areas or across potentially dangerous vehicular areas.	Not applicable.
Respect and enhance the existing landscape design of streets and neighbouring properties.	To be addressed through the Site Plan Approval process.
Preserve and integrate existing trees, vegetation and natural landscape features into the landscape design of new development.	A tree management plan has been prepared and a detailed landscape plan would be forthcoming during Site Plan.
Minimize impervious surfaces by reducing driveway and surface parking areas and providing permeable or semi-permeable surface materials as alternatives to concrete or asphalt.	Parking has been provided as deemed appropriate by the City of Kitchener.
Preserve natural drainage flow and incorporate vegetated swales where appropriate	Site engineering will be designed to ensure site functionality.
Employ native, non-invasive vegetation and drought-tolerant species	A detailed landscape plan would be prepared through the Site Plan approval process.
Consider green roofs on buildings or structured parking.	Not applicable.

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<p>Provide soft landscape distributed throughout the site, including tree cover over parking areas, sidewalks, laneways, driveways and other hard surfaces</p>	<p>A detailed landscape plan will be provided through the Site Plan Approval process.</p>
<p>Incorporate public art where possible, particularly for larger sites such as apartment buildings or hybrid buildings. Integrate into the building and landscape design.</p>	<p>Not applicable.</p>
<p>All signage, including address signage, should be integrated into the design of the building, avoiding visual clutter and making buildings easy to identify without being too large or overwhelming.</p>	<p>Not Applicable</p>
<p>Locate parking at the rear of buildings or underground, where possible. Where parking is provided in front of a building, limit driveway widths and use shared driveways to minimize the frequency of curb cuts, increasing space for on-street parking and reducing pedestrian/vehicle conflicts.</p>	<p>Parking is proposed at the rear of the building to the greatest extent possible with a singular vehicular connection point to Ottawa Street.</p>
<p>Separate pedestrian, cyclist and motorist circulation where possible to maximize safety and comfort. Where routes are shared between modes, include alternate materials and colours for pedestrian crossings and sharrow markings for cyclists using drive aisles to navigate a site.</p>	<p>See concept site plan.</p>
<p>Minimize the visual impact of front garages by limiting their width to less than 50% of the Minimi facade, encouraging single-car garages in tandem parking with front yard landscaping.</p>	<p>Not applicable.</p>
<p>Limit driveway widths to provide greater area for landscaping, particularly to incorporate stormwater management and opportunities for low-impact development.</p>	<p>The site has been designed as per City of Kitchener typical design standards.</p>
<p>For townhouse units less than 6 metres wide, avoid individual front garages.</p>	<p>Garages are not proposed.</p>

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<p>Avoid the creation of basement garages that require sloped front driveways.</p>	<p>Not applicable.</p>
<p>Use landscaping, building placement, low screening walls and other site features to conceal views of parking areas from the street and neighbouring properties.</p>	<p>See proposed site plan.</p>
<p>Locate parking areas and their access points away from street corners.</p>	<p>Acknowledged and provided.</p>
<p>Garages should not project ahead of the front facade of the building</p>	<p>Not applicable.</p>
<p>Provide convenient and accessible bicycle parking. For apartments, provide secure, indoor bicycle parking. Ensure that sites and neighbourhoods are designed to accommodate cyclists</p>	<p>Bicycle parking is proposed in secured lockers as well as for visitors in accordance with City standards.</p>
<p>Integrate all private servicing , meters, HVAC equipment and utility elements into the design and minimize their visual impact, particularly from the public realm and on-site shared spaces.</p>	<p>Acknowledged.</p>
<p>Provide adequate space for waste vehicles and containers. Locations of waste containers should not block fire routes, parking or sidewalks and should be adequately separated from shared spaces such that their functionality does not impact shared spaces users or activities.</p> <p>Waste and recycling storage areas are to be fully enclosed and screened from public view, first through their location, placement and orientation, then through passive screening elements such as landscaping, and finally through enhanced enclosures where no other option exists.</p>	<p>A waste vehicle turn around facility is proposed as part of the development project. On site garbage and recycling storage is also proposed for the residents to utilize.</p>

7.0 Design Principles and Guidelines

7.1 Amenity Areas

As the project proposes a low rise multiple residential dwelling the provision of on-site amenity areas is a necessity. An outdoor amenity area is proposed.

7.1 Landscaping

The development will be landscaped in accordance with City of Kitchener standards.

7.3 Lighting

Finalization of a site lighting design has not yet been completed at this time. The lighting on site will be designed with attractive fixtures and to adequately light pedestrian and traffic areas. The light emitted from the fixtures will be contained to the site and will be designed so as not to affect the residential units on site nor the abutting properties.

7.4 Intensification

The intensification of the subject property to create this project is appropriate for the subject lands. The proposal is being developed in accordance with the "RES-5" zoning and will be in accordance with design parameters established through the zoning by-law.

8.0 Building Elevations.



9.0 Building Renderings



9.0 Building Renderings



9.0 Building Renderings



10.0 Conclusion

The proposed development of the project at 1257-1265 Ottawa Street South has been designed with a sensitivity to the City's vision as presented through the City's Urban Design Manual. The proposal efficiently utilizes the site and provides a modest intensification that is contextually appropriate and mindful of the surrounding area.

The design has considered the surrounding land uses and existing built form while recognizing the benefit for the lands to be intensified due to the proximity to public transit and nearby amenities and retail opportunities.

Through the approvals process for this project, the City of Kitchener should:

- Support policies and regulations that require the building to be focused towards the street.
- Require direct pedestrian connections from the public realm into the property.
- Require a building constructed of quality materials with articulation and ample glazing.
- Support the placement of required parking in the rear yard / interior side yard areas.
- Encourage safe and healthy connections and interactions between this project and the public realm through pedestrian friendly design that is supportive of active transportation uses.

The proposed development will contribute to range and mix of housing type in the area providing options for residents.

Upon review of all materials submitted in support of this project, we trust the City will recognize the potential for this project to add value to the City of Kitchener.