

# URBAN DESIGN BRIEF

## **SUBJECT LANDS**

67 & 71 NELSON AVENUE  
KITCHENER, ON

## **PREPARED FOR**

2415274 ONTARIO INC.

## **PREPARED BY**

MHBC PLANNING LTD.

## **DATE**

APRIL, 2022

## **UPDATED**

JANUARY, 2023



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# PART ONE: SPATIAL AND CONTEXTUAL ANALYSIS

## INTRODUCTION

MacNaughton Hermson Britton Clarkson Planning Limited (“MHBC”) has been retained by 2415274 Ontario Inc. (“the owner”) to provide an Urban Design Brief supporting various applications at 67 & 71 Nelson Avenue in Kitchener, ON (“the subject lands” or “the lands”). These applications include a Vacant Land Condominium, Zoning Bylaw Amendment, and a Site Plan.

The applications are required to develop 67 & 71 Nelson Avenue as a Vacant Land Condominium consisting of 23 condominium units sized for single detached dwellings and common elements including a private condominium road and landscaped space. The proposed redevelopment also provides for a pedestrian trail opportunity within the Tagge Street right-of-way to increase access to Sylvia Park.

This Urban Design Brief has been prepared to provide a detailed explanation of how the proposed development will fit into the overall context of the community and how the community at large will benefit from the development.

## SITE DESCRIPTION AND CONTEXTUAL ANALYSIS

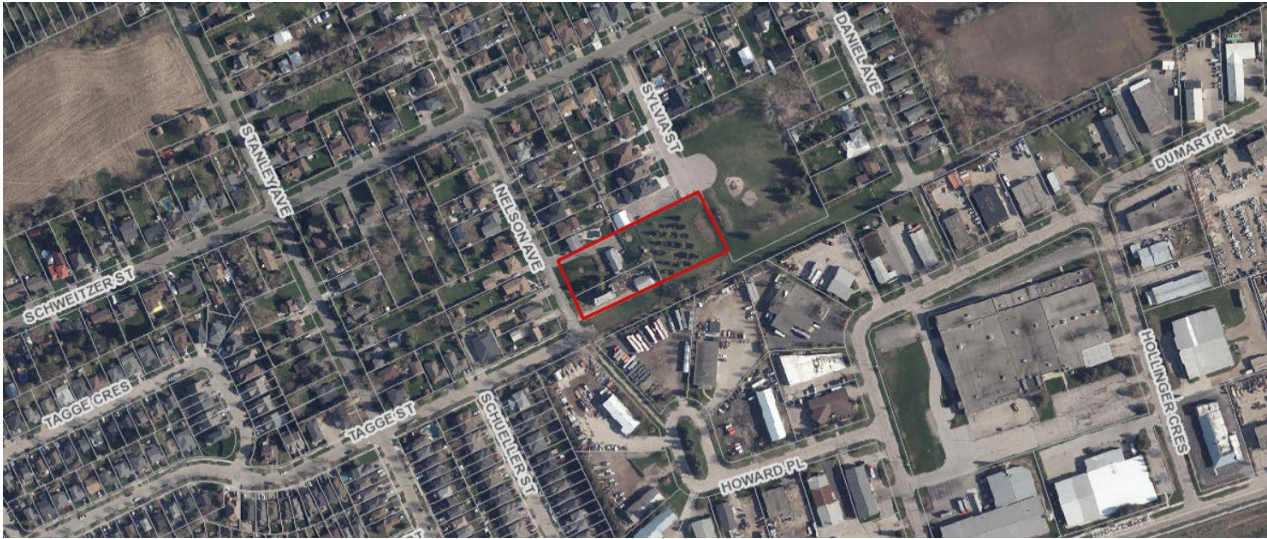
The subject lands are +/- 0.81 hectares (8,100.00 square metres) with +/- 52.7 metres of frontage on Nelson Avenue and +/- 20.1 metres of frontage on Sylvia Street. The lands are located within the Bridgeport East neighbourhood (**Figure 1**) as developed by the Bridgeport East Community Plan of 1981. This Plan provides for residential infilling and intensive development of several larger properties. Land uses surrounding the subject lands include:

**NORTH:** Immediately north of the subject lands are single detached dwellings with Schweitzer Street further north.

**EAST:** Sylvia Park is located directly east of the subject lands. Beyond the park are primarily single detached dwellings. The area has some newer, large dwellings.

**SOUTH:** To the south of the subject lands is an unused municipal road allowance extending from Tagge Street and a range of employment uses in the Bridgeport East Business Park.

**WEST:** Single detached dwellings including some larger infill dwellings can be found to the west. Further to the west there are smaller single detached dwellings on narrow lots.



**Figure 1:** Aerial context map of the Bridgeport East neighbourhood where the subject lands at 67-71 Nelson Avenue are outlined in red. (Source: Kitchener OnPoint)



**Figures 2 & 3:** (left) The subject lands looking northeast from the intersection of Tagge Street and Nelson Avenue (right). Semi-detached dwellings southwest of the subject property on Schueller Street (Source: Google Maps, 2019 Aerial Imagery).

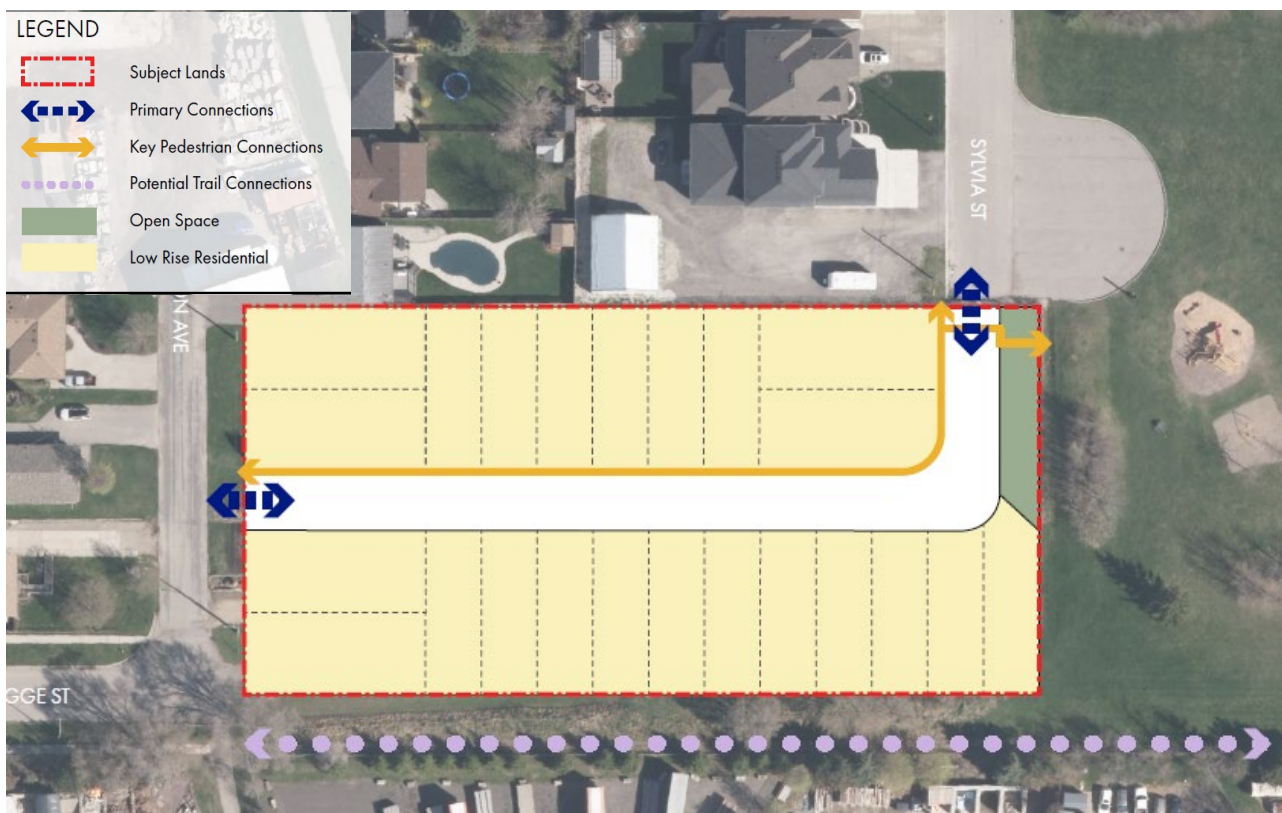


**Figures 4 & 5:** (left) Large, single detached dwellings on Sylvia Street, northeast of the subject lands and across from Sylvia Park (right). Single detached dwellings on Schweitzer Street, north of the subject lands (Source: Google Maps, 2019 Aerial Imagery).

## COMPATIBILITY and CONNECTIVITY

The proposed development is compatible with and complements the existing residential community by establishing single detached dwellings, which is the predominant built form in the community. The proposal of 23 condominium units sized for single detached dwellings has been designed to be compact and provide an appropriate transition between smaller lots to the west and southwest of the subject lands and to the larger lots existing north of the subject lands.

The condominium road has been designed to connect Nelson Avenue and Sylvia Street, as shown in **Figure 6** to provide improved vehicular circulation through the site. A sidewalk is proposed along the north side of the private condominium road to provide connections to the neighbourhood and adjacent park. The creation of a public trail along the old Tagge Street right-of-way will improve pedestrian connectivity in the neighbourhood.



**Figure 6:** Structure Plan – identifies the proposed land use, and vehicular and pedestrian connection.

# PART TWO: DESIGN PRINCIPLES & GUIDELINES

The following sub-sections provide a design response to the applicable urban design policies in the City of Kitchener's Official Plan, as well as a design response to relevant Design Guidelines contained within the City's Urban Design Manual.

## CITY OF KITCHENER OFFICIAL PLAN

The City of Kitchener Official Plan contains Urban Design Policies to help guide development within the City limits. Below is an analysis of how the relevant design objectives of the City's Official Plan have been considered during the design of the site plan.

**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.*

**Design Response:** The streetscaping of the private condominium road will be consistent with that of the existing community. Driveway widths and orientations reflect those of surrounding streets. A sidewalk will extend the length of the roadway connecting Nelson Avenue and Sylvia Street.

**11.C.1.13, 14 and 15 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 space. 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, neighbours and individual sites.*

**Design Response:** CPTED considerations have been included as part of this design. Buildings will be oriented so that "eyes" will be on the street in order to maintain surveillance of the private road, internal sidewalk, and Sylvia Park. Territorial reinforcement will be present in the form of a landscape barrier between the development and Sylvia Park in addition to fencing where landowners so desire. Additionally, the private condominium road will be fully accessible to all emergency vehicles via the surrounding road network and will provide access to all proposed lots.

**11.C.1.16 Universal Design** *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.*

**Design Response:** The development will be in conformity with the Ontario Building Code and necessary accessibility related legislation and regulations. For example, Tactile Walking Surface Indicators ("TWSI") will be placed on each sidewalk prior to the pedestrian crossing. Specific consideration to building accessibility will be given during the design of the dwellings

**11.C.1.23 Community Design:** *The City will ensure that the design of new community, development and/or redevelopment within existing communities and the planning and designing of community infrastructure, adheres to a high standard of community design in accordance with the City's Urban Design Manual.*

**Design Response:** The guidelines within the City's Urban Design Manual are discussed later in this brief.

**11.C.1.24 Community Design:** *The City will, through Community Design, aim to: a) promote a sense of place; b) have integrated street networks with transit-supporting development; c) integrate natural and cultural heritage resources; and d) include walkable neighbourhoods with interesting streetscapes, focal points, and destinations.*

**Design Response:** A sense of place will be continued from the existing community through maintaining similar residential uses, setbacks, and massing. The private condominium road connecting Nelson Avenue and Sylvia Street will enhance the existing integrated street network. Natural heritage resources will be maintained through the potential for an extension of the Tagge Street right-of-way which would, if implemented, provide an active transportation option for residents while connecting parks and trails throughout the community. The walkability of the neighbourhood will be maintained and improved by the addition of the sidewalk along the north side of the private condominium road.

**11.C.1.25 Community Design:** *Policy 11.C.1.25 includes a number of factors to be considered such as a mix of housing options, park spaces, community character, pedestrian friendly streets, views/vistas, heritage resources, accessibility/safety, transit, amenity space, and park/trail linkages.*

**Design Response:** As the proposed development would take place on two underutilized lots within an existing neighbourhood, many of these factors have already been integrated into the surrounding community. The proposed development will emphasize these elements. For example, increased accessibility to amenity/recreational spaces through the addition of sidewalks and crosswalks.

**11.C.1.27 Neighbourhood Design:** *The City will, through Neighbourhood Design, aim to achieve walkability, variety, place making, conservation, connectivity, transit-supportive and safety of all neighbourhoods.*

**Design Response:** The existing walkability and connectivity of the neighbourhood will be preserved and enhanced through the connection of Nelson Avenue and Sylvia Street as well as the potential connection of Tagge Street and Sylvia Park at a future date. Multiple bus stops for GRT Route 5 are within a five minute walking distance (400 metres) of the site.

**11.C.1.28 Neighbourhood Design:** *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. a) In the Central Neighbourhoods the City's primary focus will be to ensure that new infill development is compatible with the existing neighbourhood; and b) In Suburban Neighbourhoods, the City's primary focus will be to create diverse, attractive, walkable neighbourhoods that contribute to complete and healthy communities.*

**Design Response:** A discussion of the suburban neighbourhood guidelines within the City's Urban Design Manual can be found later in this brief.

**11.C.1.29 Site Design:** *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.*



**URBAN FABRIC**  
The pattern of lots and  
blocks in a place

**Design Response:** As 67 & 71 Nelson Avenue are currently underutilized, the proposed redevelopment will enhance the site. Buildings, open spaces (Sylvia Park), and the existing streetscape will be enhanced through the orientation of the proposed lots and the increased connectivity.

**11.C.1.30 Site Design:** *The City will, through the Site Plan Control Process: a) consider individual site elements to improve the aesthetic quality of the development from the public realm, adjacent properties and on site; b) ensure safe, comfortable, and functional on and off site circulation for all modes of transportation; c) ensure that site servicing components are functional, attractive, and appropriately screened from view of the public realm; d) provide landscaping which enhances each building or project as well as the streetscape; e) ensure that exterior site signage integrates into the design style of the development and the streetscape and does not dominate or clutter the streetscape; f) provide clarity of night-time visibility for pedestrians and motorists; 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 h) arrange building clusters to create safe, secure, and usable internal spaces.*

**Design Response:** The proposed redevelopment will use high quality materials that will improve the aesthetic quality of the development. Transportation circulation on and off site for pedestrians is facilitated by sidewalks and crosswalks to maintain safety. Site servicing will be continued from that existing in the neighbourhood and will be appropriately screened. Landscaping will define the project from Sylvia Park through a vegetative buffer to provide enhancement and signage will be appropriately placed. Adverse impacts will be mitigated through vegetative buffers and noise walls respectively.

**11.C.1.31 Building Design, Massing and Scale Design:** *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.*

**Design Response:** The integration of sidewalks and crosswalks enhances the pedestrian usability of the site as a whole. Maintaining a single detached dwelling use consistent with the surrounding community conserves the existing human scale of the neighbourhood.

**11.C.1.33 Building Design, Massing, and Scale Design:** *The City will encourage the following: a) provision of attractive building forms, façades and roof designs which are compatible with surrounding buildings; b) 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; c) 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; d) individual architectural innovation and expression that reinforces and positively contributes to achieving the City's urban design goals and objectives; and, e) the highest standard of building design for*



### **PEDESTRIAN-ORIENTED**

An environment designed to ensure pedestrian safety and comfort for all ages and abilities



### **MASSING**

The effect of modifying the height and bulk of the form of a building or group of buildings



*buildings located at priority locations, with particular emphasis on architectural detailing for all façades addressing the public realm.*

**Design Response:** While the development of the site as a whole has an increased density compared to the surrounding neighbourhood, the design, massing, and scale of development is consistent with the existing community. The use of acoustic and landscape barriers will minimize any potential for adverse impacts on surrounding uses, though none are particularly sensitive in comparison to the proposed development.

## CITY OF KITCHENER URBAN DESIGN MANUAL

Part A of The City's Urban Design Manual (the "Manual") contains detailed guidelines that apply to all development within the City. The Urban Design Guidelines (the "guidelines") contained within the Manual represent a framework for establishing Kitchener's future urban form. It sets out a number of positive design principles, which should be followed in the design of new communities, sites and buildings. These guidelines are to be reviewed and evaluated with all planning processes and approvals. The purpose of the guidelines is to ensure that new development is consistent with the City's Vision for urban design. Below is an analysis of how the proposed development considers applicable guidelines within Part A of the Manual.

Part A, Section 4.0, of the Urban Design Manual provides policies for New Neighbourhoods which direct development to create diverse, attractive, walkable neighbourhoods that contribute to complete communities. The proposed development has considered the following objectives for the design of the site within the suburban neighbourhood:

***Creating Walkable Neighbourhoods – Design for Active Transportation:*** *Design sites to have convenient, accessible and direct pedestrian and cycling access to surrounding neighbourhoods, parks, shopping areas, schools, places of employment and worship, transit routes and neighbourhood focal points; Design neighbourhoods based on a 5-minute walking distance (400 m radius) between major pedestrian destinations such as transit stops, schools, neighbourhood parks and commercial spaces. Longer walking distances may be considered for additional larger scale park spaces and commercial areas*

**Design Response:** Within 400 metres of the proposed private condominium road there are multiple transit stops (GRT Route 5) in addition to various sidewalk connections and a multi-use trail system reaching Sylvia Park, the Croatian Parish Holy Family Catholic Church, and the Bridgeport Business Park. Within 700 metres of the subject property, additional larger scale park spaces can be found including the Bridgeport East Sports Field, Schaefer Park, and the Bridgeport Trail Natural Area.

***Street Typologies – Local Streets:*** *Block length should not exceed 200-250m in length unless site features or other special circumstances dictate otherwise; Design street alignments to emphasize slow/safe vehicular traffic speeds and to respond to existing site features.*

**Design Response:** The private condominium street extending Nelson Avenue, curving north, and connecting to Sylvia Street has been designed to further develop the grid network in the area, and will be designed to minimize vehicle speed.

**Parks Hierarchy – Parks & Open Spaces:** Establish an interconnected open space system through an appropriate distribution of park spaces that include: large neighbourhood parks, smaller parkettes, strategically located green connections, plazas and greenways. Integrate these with existing area features and assets.

**Design Response:** As the proposed development is located within an existing, established neighbourhood, many parks and open spaces have already been integrated into the community. As such, the proposed condominium would provide access to Sylvia Park to the northeast of the subject lands. There is potential to develop a portion of the Tagge Street right-of-way as a multi-use trail system to further connect the neighbourhood’s greenspace at a future date.

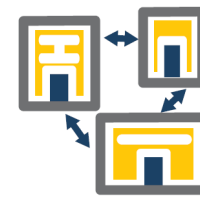
**Lotting Patterns – Lot Design:** Orient and locate higher density blocks in close proximity to transit routes and stops, arterial and collector streets, planned commercial areas or other appropriate locations; Consider small lot frontages in close proximity to neighbourhood park spaces and within walking distance to planned commercial areas; Design lotting patterns to conserve and respect existing natural and environmental resources; On corner lots, building design is to address both street frontages; Ensure all rear yards have sufficient, liveable and useable space.

**Design Response:** Smaller unit frontages are proposed, resulting in a more compact built form. The number of units will positively contribute to the use of transit, and public spaces, including parks. Rear yards will have sufficient, liveable and useable space. Corner units will be designed to address both street frontages at the time of their construction.

**Inclusive Design – Safety:** Enhance safety at the community design stage by fronting parks, open spaces and amenity areas onto streets, providing natural surveillance on sidewalks, trails, cycling pathways and multi-use pathways, and by fronting housing onto streets and open spaces; Provide clear, continuous and highly visible pedestrian circulation that connects building entrances, parking areas, and shared spaces to the sidewalk and street; Design all shared and public spaces to increase the presence of people, and design all sites and buildings to maximize the ability of occupants to provide natural surveillance into these areas; Prioritize user and pedestrian safety when designing lighting, landscaping and functional elements such as parking, access and servicing areas.

**Design Response:** No new parks are proposed as part of this development. The potential multi-use trail system along the Tagge Street right of way would provide enhanced safety and surveillance for the neighbourhood at a future date. The trail will also connect public realms—Tagge Street and Sylvia Park—which will provide additional safety and surveillance. Until its establishment, the orientation of the units and the street will provide natural safety and surveillance. Clear, continuous, and visible pedestrian connections will be available through the proposed sidewalk connections and driveways. Lighting and functional element plans will take pedestrian safety into consideration.

**Inclusive Design – Universal Design:** Consider ways to provide enhanced visitability for units, to allow for friends and family of all abilities to comfortably visit. This includes limiting and simplifying stairs, minimizing pedestrian travel distances, and creating clear, straightforward pathways to and from units.



## CONNECTIVITY

The ease of movement and access between a network of places and spaces

**Design Response:** Details regarding the specific development of each dwelling will be determined through the building application process. Driveways for each property will be designed as a clear, straightforward pathway to and from each proposed building envelope.

**Inclusive Design – Age & Family Friendly Design:** Provide amenity spaces which are suitable for families, young children, and older adults. Design these spaces to be shared amongst different age groups, including making them large and flexible enough to accommodate more than one user type and activity simultaneously.

**Design Response:** Private amenity spaces in the form of private yards (both back and front) will allow for flexible use to suit the user's needs. Additionally, the site will allow for access to public amenity spaces such as Sylvia Park.

**Inclusive Design – Arts & Culture:** Arts & Culture is a valuable and often overlooked asset in new neighbourhoods. Identify potential opportunities for public art installations and arts and culture spaces.

**Design Response:** The proposed development is not for a new neighbourhood but for an extension to and completion of an existing neighbourhood. Sylvia Park is an existing space that can act as a flexible space for arts and culture expression.

**Design for Sustainability – Health & Wellbeing:** It is critical to design new neighbourhoods to encourage active recreation by being transit supportive and walkable, and by providing quality cycling infrastructure and comprehensive connectivity to the parks and open space network. Integrate shared space design with landscape design, and consider ways to create, promote and enhance recreation and leisure activities.

**Design Response:** The landscape design of the property will provide connection to Sylvia Park through the proposed lot fabric & landscaping, sidewalks, crosswalks, and the potential multi-use trail system. This will enhance recreation and leisure accessibility for not only the proposed development but the remainder of the neighbourhood.

**Design for Sustainability – Design for Climate Change:** Incorporate appropriate sustainable technologies to improve energy efficiency such as on-site power generation, storm water infiltration, high-efficiency lighting and building insulation; Explore the use of renewable energy systems and energy efficient technologies such as high efficiency appliances, solar panels, natural ventilation and smart controllability of systems; Avoid the use of dark surface materials to limit urban heat island effect; Design for adaptability to changing climate conditions and increasing extreme weather events including high R-value enclosure design, flood mitigation measures where flooding may be a concern, and addressing extreme heat events through both massing and mechanical elements.

**Design Response:** Sustainable building technologies will be considered at the time of building design. Consideration will be given to building net-zero ready homes at the time of building permit.

**Design for Outdoor Comfort – Microclimates:** Ensure that all new development mitigates microclimatic impacts; Design new residential projects to passively provide access to natural light as well as shaded areas and to provide shelter from winds as well as natural air movement through the site; Provide a mixture of coniferous and deciduous trees; Transit waiting areas, active transportation routes and parks and public open spaces are to offer a seasonally appropriate mix of direct sunlight and shaded areas.

**Design Response:** The existing property receives ample natural lighting which will be offset by the proposed landscaping and tree placement which will be in accordance with the City's Urban Design Manual. This will

provide a mix of natural lighting, shaded areas, and wind protection for the site. Native landscaping will be provided with consideration for shade trees.

**Street Design – Traffic Calming:** *Provide proactive traffic calming measures and design in accordance with the City's Development Manual & Complete Streets Guidelines.*

**Design Response:** Preliminary traffic calming measures include the corner of the private condominium road and the short road length itself. On street parking and a sidewalk on the northern side of the road will provide for traffic calming opportunities.

**Street Design – Intersection Design:** *Design intersections to slow traffic; Provide enhanced intersection crossings at destination points.*

**Design Response:** A pedestrian crossing has been provided between the northeast corner of the property and Sylvia Park. No intersections are proposed within the site.

**Street Design – Street Trees:** *Provide a continuous street tree canopy with large, medium and small stature trees distributed appropriately throughout the streetscape; Provide diverse tree species; Provide double-loaded (paired) street trees along park space frontages, open space frontages, non-residential development frontages or reverse lotted frontages; Provide additional street trees along landscaped medians, trailheads and pedestrian connections;*

**Design Response:** Details relating to street tree type, size, and placement will be consistent with the requirements of the City's Guidelines, and will be detailed as part of the landscape plans require for final site plan approval.

**Parks & Open Spaces – Connectivity:** *Provide pathways through parks that reflect desire lines, particularly at street intersection locations. Provide enhanced landscaping along pathways.*

**Design Response:** No parks are proposed as part of the redevelopment of 67 & 71 Nelson Avenue. Enhanced landscaping will be provided per the attached landscape plan. A proposed multi-use trail will be created along a portion of the Tagge Street right-of-way, which will improve pedestrian connectivity in the neighbourhood.

**Parks & Open Spaces – Community Trails & Walkways:** *Visually emphasize connections to the community trail system through increased trail or walkway width (9m right-of-way); Integrate trails with natural and open space features, lighting and wayfinding; Design trails so that they are at least 3m from property lines with opportunity for landscaping.*

**Design Response:** The potential Tagge Street right-of-way extension development would extend from the corner of Tagge Street and Nelson Avenue through to Sylvia Park. There are no trail systems in the vicinity that the potential multi-use trail could connect to. The potential trail would be more than 3.0 metres from abutting lot lines. Opportunity for landscaping would be provided both on adjacent properties and on the potential multi-use trail itself.

**Compatibility – New Development in Existing Neighbourhoods:** *Introduce or enhance pedestrian connections to major destinations such as parks, open spaces and planned commercial areas; Complement existing park spaces through the introduction of new and expanded parks;*

New development should complement the existing neighbourhood character through compatible building design, scale and landscaping.

**Design Response:** The proposed landscape design of the property will provide connection to Sylvia Park through the proposed lot fabric & landscaping, sidewalks, and crosswalks. The potential multi-use trail system would complement the existing park spaces if established at a later date. The dwellings will complement the existing neighbourhood character however specific design details will be determined at a later date.

**Built Form – Placement:** All buildings are to address the street, particularly at gateway intersections; Promote natural surveillance by maximizing window openings and orienting more active living spaces toward public streets, park spaces and walkways.

**Design Response:** There are no gateway intersections as part of this proposal however all dwellings will address the street through their orientation. Natural surveillance via maximizing window openings will be considered during the design of the dwellings. Built forms will be oriented to enhance active living spaces, such as Sylvia Park.

**Built Form – Building Design Details:** Provide a variety of architectural styles along each street and avoid repetition of identical materials; Provide a variety of architectural features and details such as projections, window bays, articulated window detailing, dormers/clerestories and articulated masonry/cladding patterns; Ensure primary front doors are parallel with the building façade and facing; Balance window openings along side elevations; Provide individual garage doors on houses with double car garages.

**Design Response:** Details relating to the specific design of the buildings will be considered at the time of building permit application.

**Shared Spaces – Landscaping:** Provide landscaping between driveways, laneways, parking areas and side and rear property lines; Limit the width of driveways to reduce the amount of paved surfaces in the front yard; Provide front yard walkways with unobstructed access from front doors/lobbies to the sidewalk; On corner lots, fencing across the exterior side yard should be placed behind the rear building elevation to avoid blocking the building elevation facing the public street.

**Design Response:** Landscaping details will be provided at the detailed design stage of site plan approval and will take into consideration the City's Guidelines.

**Site Function – Vehicular Access & Parking:** Provide 1 on-street parking space for every 2-single detached dwelling units; Locate on-street parking spaces at least 9.0 metres from street intersection; Consider lotting patterns that accommodate on-street parking; Provide on-street parking along park or open space street frontages; Provide on-street parking that does not conflict with trail crossings.

**Design Response:** On street parking is proposed to be located along the proposed road and will be a minimum of 9 metres from the intersection of Nelson Avenue and the proposed private condominium road. Driveways will be paired where possible to help promote opportunities for on-street parking.



#### COMPATIBILITY

Similar size, form and character of a building relative to others around it

**Site Function – Driveways:** *Avoid locating driveways in close proximity to property lines where an adjacent property contains a driveway abutting the same property line; Use contrasting materials for walkways and driveways to provide visual and tactile variety between surfaces and safely delineate pedestrian circulation routes through the site; Place driveways to the side or rear of buildings, except where they directly align with and are not wider than their related garage.*

**Design Response:** No driveway is proposed to abut their lot lines. The yard space between the driveways and lot lines could be used for landscaping per the homeowners preference. Driveways are proposed to align with the dwelling via an attached garage. Details regarding the placement of garages on each lot will be determined at the time of building permit application.

**Site Function – Noise Mitigation:** *Where acoustic barriers are required, provide an architecturally appealing barrier with a 3m minimum landscape buffer. Provide low-maintenance landscaping between the barrier and sidewalk. Consider high-quality masonry style acoustic barrier with architectural detailing.*

**Design Response:** An acoustic barrier (noise wall) is to be provided to the south. The required landscape buffer will be shown on the attached landscape plan as part of detailed design. Consideration will be given to a high-quality acoustic barrier with architectural detailing.

# PART THREE: CONCEPTUAL DESIGN

The proposed design of the site will result in a high quality residential infill development that will add additional dwelling units to the broader community.

## SITE DESIGN

The proposal has been designed to complete the neighbourhood through the development of two underutilized lots. Road network connections extend from existing streets to maximize neighbourhood connectivity. Two access points are provided, the first from Nelson Avenue and the second from Sylvia Street. Each unit is intended to contain a single detached dwelling, with a private driveway and amenity space, and connection to a private road, as shown in **Figure 7** below.



**Figure 7:** Rendered Site Plan

The proposed development includes the following design elements, which are further detailed in this section:

- 23 new single detached dwellings at a density of 28.4 units per hectare;
- Two vehicle parking spaces per dwelling including one garage space and one driveway space, with opportunity for additional on-street parking spaces;
- Two points of access for vehicles and emergency services at Nelson Avenue and Sylvia Street;
- Pedestrian connections to the public sidewalk system at Nelson Ave and Sylvia Street, and a pedestrian crossing from the west side of the street near Sylvia Street to Sylvia Park;
- A potential multi-use trail extending along the southern length of the proposed development;

- Private amenity space through front and rear yards; and
- Durable building materials that complement materials found in the existing neighbourhood.

## SITE LAYOUT

The units have been oriented to back onto the potential multi-use trail system to the south. This arrangement allows the neighbourhood to reflect the surrounding road pattern. In combination with the acoustic barrier (noise wall) along the southernmost lot line, this layout provides for a transition between the residential uses within the neighborhood and the employment uses of the Bridgeport Business Park to the South.

Condominium units have been designed to reflect the existing lot fabric of the neighbourhood. Unit areas are maximized through long side lot lines and shorter frontages which provides appropriate private amenity spaces in the front and back yards. Frontages vary from 9.0 metres to 13.3 metres to remain within the neighbourhood's zone requirements. Front yard setbacks will be similar to those existing along Nelson Avenue and Sylvia Street.

Priority lots have been identified for the proposed development. Corner lots within the development will have side elevations that are visible from the private road or the public park. Enhanced side elevations with additional windows and architectural features should be considered, along with enhanced side yard landscaping. One lot is identified as a terminating view lot at the end of Sylvia Street, and should have an enhanced front elevation with a high level of architectural features, including a prominent entrance, large windows and enhanced landscaping.

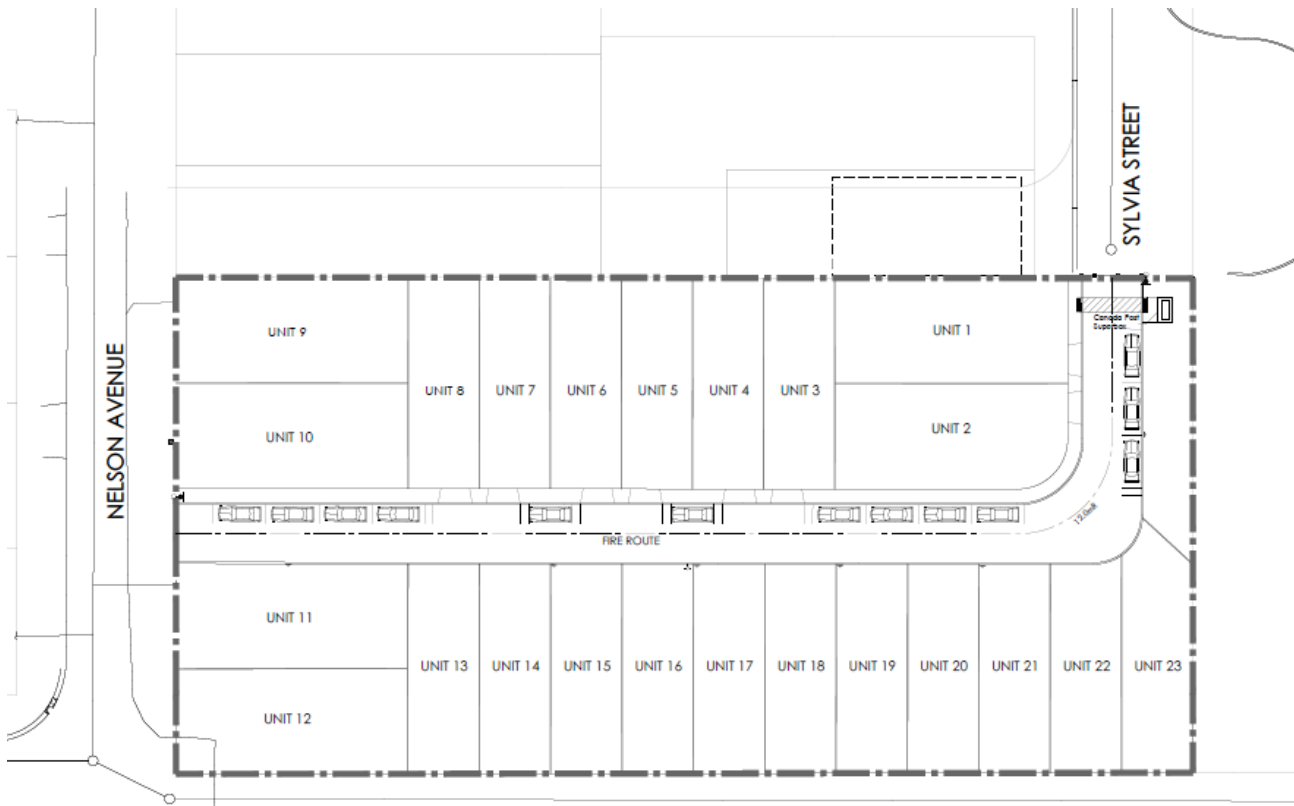


**Figure 8:** Priority Lots



## PARKING

Parking is proposed at a rate of 1.0 spaces per dwelling as per the zoning by-law, however, parking has been designed to maximize the potential of the property by providing two off-street parking spaces per dwelling (1 garage and 1 driveway space) and on street parking to supplement for visitor parking. **Figure 9** below identifies potential on street visitor parking spaces.



**Figure 9:** On-Street Parking Plan

## PEDESTRIAN CONNECTIVITY

Multiple pedestrian connections are proposed which will connect to both the surrounding public sidewalk system at Nelson Avenue and Sylvia Street and the adjacent park. A sidewalk will be extended through the site along the north and west sides of the road. A potential multi-use trail is proposed to the south of the subject lands. This multi-use trail would be provided along the south-most property line and will connect the existing sidewalk along Tagge Street to Sylvia Park via landscaped pathway. Details related to the proposed trail and land acquisition are included in the Planning Report prepared by MHBC Planning.

## BUILT FORM, MASSING, AND ARTICULATION

The units have been designed to accommodate one single detached dwelling. Bridgeport East contains a variety of residential types including semi-detached dwellings and duplexes but is predominantly single detached dwellings ranging from one to two storeys in height. The proposed built form is appropriate as it proposes single detached dwellings of similar height to the surrounding community.

Upon designing each dwelling, consideration will be given to breaking up the massing using projections and recessions to differentiate each dwelling from the remainder of those on the street. Additionally, consideration will be given to durable construction materials to ensure the colours, materials, and textures assist in defining individual character.

We have prepared the below precedent images to provide an example of what the design of the dwellings might look like. These images depict differing colours, materials, and textures that aide in defining the individuality of each structure.



**Figure 10:** Precedent Image 1.



**Figure 11:** Precedent Image 2. Please note, while one of the four dwellings shown in this precedent is semi-detached, only single detached dwellings are proposed.

## AMENITY SPACE AND LANDSCAPING

A landscaped area will be provided on the eastern lot line between the subject lands and Sylvia Park. Per CPTED principles, this landscape barrier will act as a barrier between private space (units within the proposed development) and public space (Sylvia Park). Simultaneously, this landscape buffer will act as a soft transition from the existing natural area of Sylvia Park to the built form of the proposed development. Front and rear yards of each unit within the condominium will also be landscaped.

## PART FOUR: CONCLUSION

The proposed development is a positive reflection of the City of Kitchener's Official Plan policies and Urban Design Manual as discussed in Part 2 of this Brief. Overall, the proposal represents a high quality residential infill development within an existing suburban neighbourhood that completes the community, by developing an underutilized block and completing the road network. The proposed development reflects the existing built form, design and massing of the existing community.

In summary, the proposed development will:

- Provide residential infill development and increase the housing supply in a suburban neighbourhood at an appropriate density which will positively contribute to Kitchener's housing supply;
- Implement the design direction provided by the City of Kitchener's Official Plan and Urban Design Manual;
- Result in a pedestrian friendly development that is well connected to the surrounding public sidewalk/trail system and parks (both planned and existing); and
- Enhance neighbourhood connectivity for pedestrian and vehicles through the new connection of Nelson Avenue and Sylvia Street.

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