NEW DUNDEE ROAD
URBAN DESIGN **BRIEF**

404 - 430 NEW DUNDEE ROAD, CITY OF KITCHENER

PREPARED BY: MHBC PLANNING FOR KLONDIKE INVESTMENTS INC.

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MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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PART **1**

SPATIAL & CONTEXTUAL ANALYSIS

1.1 INTRODUCTION

MHBC has been retained by Klondike Investments Inc. to prepare an Urban Design Brief for a proposed development located at 404-430 New Dundee Road in the City of Kitchener, referred to herein as the subject lands. This Report has been prepared based on the City of Kitchener Terms of Reference for Urban Design Reports. The purpose of this report is to ensure that a comprehensive urban design plan will be implemented to promote an attractive development that is appropriate for, and well integrated with, the surrounding neighbourhood. This Report has been prepared in support of applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to permit the proposed redevelopment of the subject lands.

The subject lands are within the Doon South Community and are close to the southern boundary of the City of Kitchener, with Highway 401 being located further south. The site contains many mature trees and the grading of the site slopes downwards from the rear to the front, towards New Dundee Road. Surrounding land uses are mainly low rise residential.

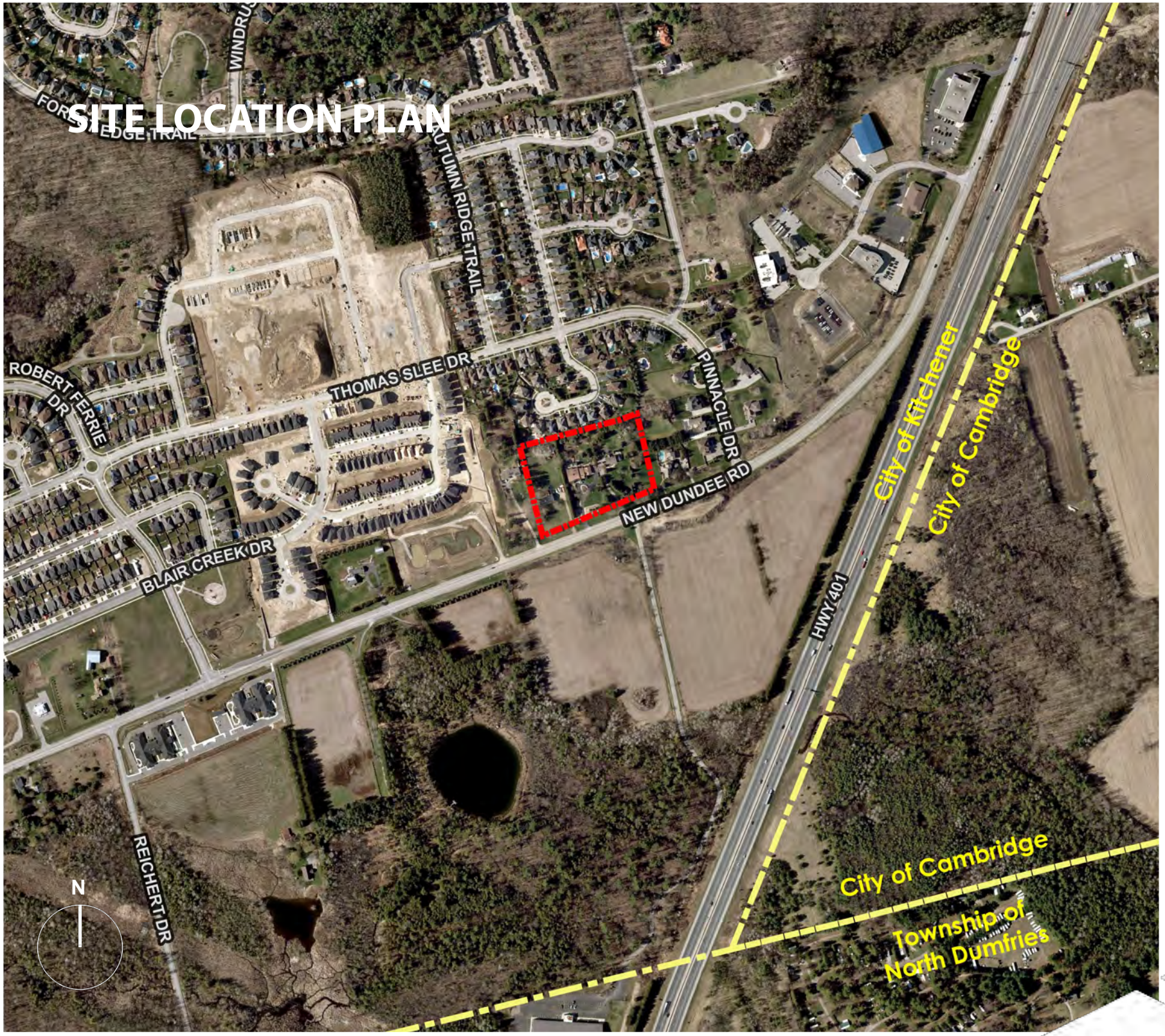
The subject lands have an area of approximately 2.5 ha (6.2 acres) with 147 metres of frontage along New Dundee Road. The subject lands are comprised of four estate sized lots with a total of three existing dwellings and accessory structures. These structures are proposed to be demolished to accommodate the proposed development. Access to the subject lands is currently obtained by several driveways coming from New Dundee Road.

The proposed development intends to establish ten (10) stacked townhouse buildings containing a total of 160 residential dwelling units on the subject lands. Each building proposes to contain sixteen (16) dwelling units. Access to the property is proposed through one full-movement access driveway from New Dundee Road connecting to the internal private road system. Parking is provided at a rate of 1.15 spaces per dwelling unit, for a total of 186 parking spaces. All parking spaces are surface level, and secure indoor bicycle storage spaces are to be provided throughout the site. The proposed residential development also includes a central common amenity area.

The subject lands are designated Low Rise Residential, which permits a maximum net residential density of 30 units per hectare, and a maximum FSR of 0.6. While the proposed stacked townhouse building form is permitted within the Low Rise Residential designation, the proposed density of 63.04 units per hectare and FSR of 0.9 exceeds those permitted for the Low Rise Residential designation. As such, an OPA is required in order to permit the proposed development. The subject lands are zoned R-1 according to City of Kitchener Zoning By-law 85-1. The current zoning by-law permits residential dwellings in the form of single detached dwellings, and thus a Zoning By-law Amendment is required in order to rezone the subject lands to RES-5 (Zoning By-law 2019-051) to permit the proposed stacked townhouse dwellings.

The proposed development will allow for the development of 160 new residential units contributing to the City of Kitchener's overall housing and intensification objectives.

SITE LOCATION PLAN



1.2 CONTEXTUAL ANALYSIS & SITE DESCRIPTION

The subject lands are located within an established estate residential area in the Doon South Community in Kitchener with access off of New Dundee Road. The subject lands are surrounded by other large estate residential lots, a newer residential subdivision to the north and agricultural lands to the south.

The subject lands have a total area of approximately 2.5 ha (6.2 acres), and presently contain three (3) existing dwellings with accessory structures. The subject lands have a frontage of approximately 147 metres along New Dundee Road (Regional Road 12). The subject lands are located within the Kitchener Built-Up Area, and are designated as "Low-Rise Residential", which permits and encourages residential development.

The surrounding uses consist of low rise residential and agricultural uses, with Highway 401 located further south of the subject lands.

Generally, surrounding land uses include the following:

NORTH: Low rise residential subdivision is located to the north of the site.

EAST: To the immediate east are residential estate lots. Further east is a business park on Executive Place which permits and contains a range of commercial retail, office, and industrial uses. Highway 401 is located further southeast of the subject lands on the opposite side of New Dundee Road.

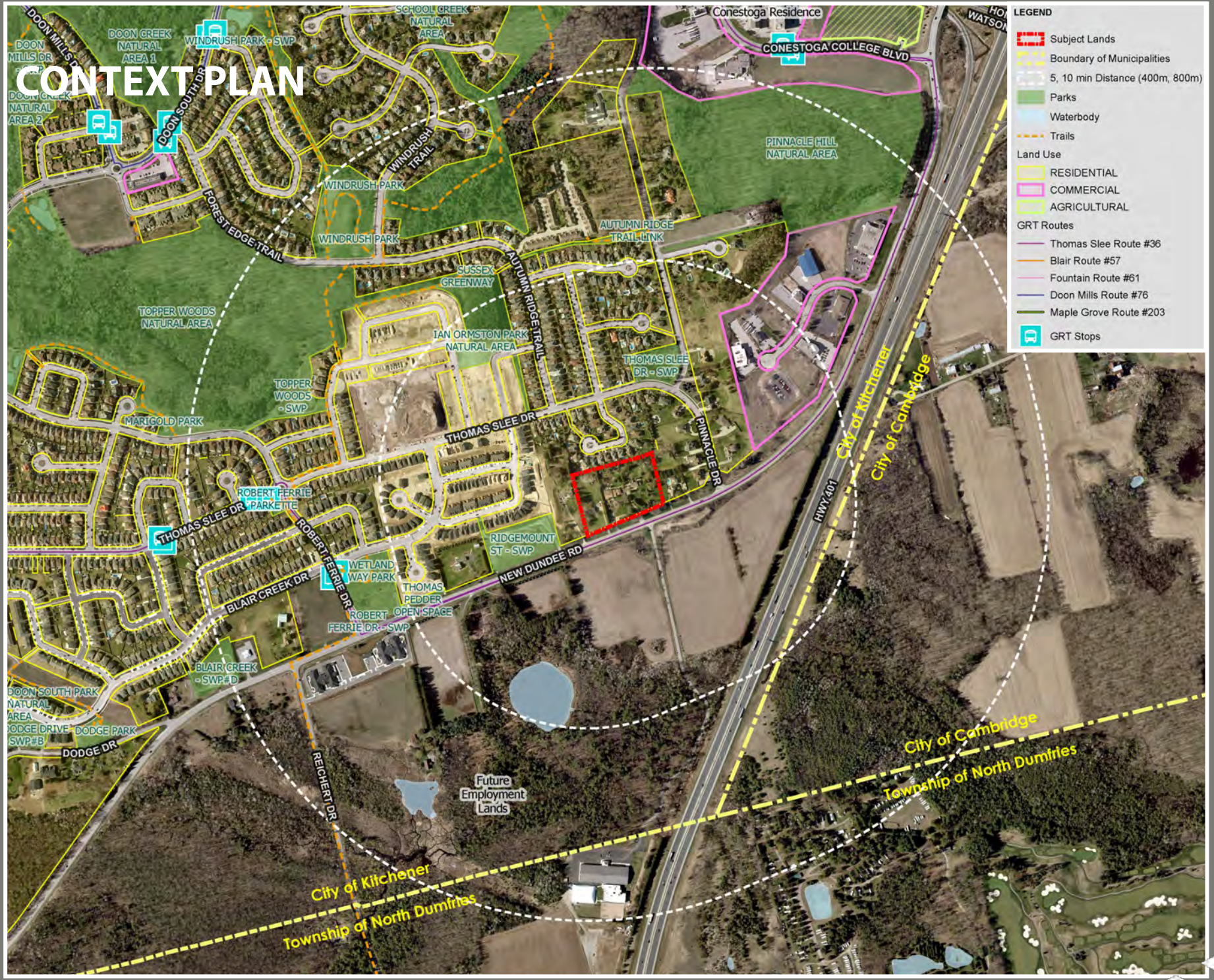
SOUTH: Agricultural/open space lands are on the south side of New Dundee Road, which are designated for business park employment uses. Highway 401 is located further south of these properties.

WEST: To the immediate west is 448 New Dundee Road, an existing estate lot that is proposed to be developed with 26 dwelling condominium units. Further west uses include a storm water management facility which services the new subdivision further west and northwest of the subject lands.

As illustrated in the context plan graphic the subject lands are located within the Doon South Community, which contains a range of residential building forms, and is within close proximity to residential, business park, and institutional uses, as well as trails, parks, planned and existing infrastructure and transit. Groh Public School is located 2.3 km west and Conestoga College is located 2.2 km north-east.

In summary, the subject lands are located within close proximity to a range of residential, and non-residential uses with direct access to New Dundee Road (Regional Road 12) which provides access to the broader regional and provincial road network.

CONTEXT PLAN



1.3 ACTIVE TRANSPORTATION AND TRANSIT

The subject lands are located on a Regional Road. Regional Roads are primary arterial streets under the jurisdiction of the Region, where the Region is responsible for the planning, construction and maintenance of these streets. The primary purpose of these Roads is people and goods movement within, through and between municipalities. Regional Roads can support conventional transit and rapid transit service. The Region is planning a reconstruction of this portion of New Dundee Road.

Transit service through the area consists of a single existing bus route (Route 36 – Thomas Slee), which runs between the Conestoga College Doon campus and the west end of Robert Ferrie Drive, primarily via New Dundee Road, Thomas Slee Drive, and Robert Ferrie Drive. The closest stop to the subject lands is on Robert Ferrie Drive, approximately 700 m from the subject lands. A planned transit stop and additional route connections are proposed on New Dundee Road adjacent the subject lands. The existing and planned transit routes will provide the subject lands with connections to the larger public transportation network.

There are currently no existing dedicated pedestrian or cycling facilities along New Dundee Road, however, New Dundee Road is designated to be a planned cycling route and transit stops are proposed. Internal sidewalks are proposed within the site that will provide pedestrian connections between the parking areas and dwelling units, as well as along the site access driveway out to New Dundee Road. Pedestrian sidewalks along the site access driveway will assist with pedestrian access to the new transit stop.

The proposed development has been designed to prioritize active and public transit. Safe and comfortable pedestrian connections through the site to the proposed public sidewalks, and on-site cycling storage areas are supportive of existing/planned regional cycling routes. These pedestrian connections also encourage future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities.

The proposed development supports active transportation and transit investment in the Region by providing a density supportive of higher order public transportation and alternative transit modes.

PART **2**

DESIGN VISION & OBJECTIVES

2.1 VISION & DESIGN OBJECTIVES

It is envisioned that the subject lands will be redeveloped with a contemporary multiple residential development that is transit supportive and sympathetic to the surrounding urban context. The vision for the redevelopment is to create a highly desirable residential environment and provide diversity in the housing options available within the community to assist in providing 'missing middle' housing stock.

The following goals and objectives have been identified for the purposes of achieving the vision for the redevelopment:

1. Create a strong visually appealing street edge along New Dundee Road that will improve the streetscape and encourage active transportation modes in this location. This includes the provision of buildings which address the street in terms of architectural detailing, and enhanced landscaping along the public street frontage.
2. Provide for development that will be supportive of transit investment in the Region and alternative transit modes, and will encourage future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities.
3. Introduce additional building height and density, and reduced setbacks and parking requirements on residential use lands in proximity to planned transit investments in a manner that is sympathetic to surrounding uses.
4. Achieve a high-quality of architectural design and construction that is innovative and timeless, contributing positively to the area and Kitchener's identity. Encourage contemporary architecture that complements rather than competes with existing developments in the surrounding context.
5. Provide a development that, through the combination of massing, orientation, enhanced landscape design, pedestrian entrances, architectural elements, detailing, and material selection, will result in a positive pedestrian experience along the adjacent street frontage, between buildings, and within the planned open spaces.
6. Design a high quality pedestrian realm, and streetscape adjacent New Dundee Road, focused on providing connections to active transportation and open space networks.
7. Create a development which incorporates sustainable design principles and techniques.

PRELIMINARY MASSING

conceptual purposes only, subject to change

PART **3**

PROPOSED DEVELOPMENT

3.1 DESIGN PROPOSAL

The proposed redevelopment for the site is a high quality multiple-residential development providing new 'missing middle' residential units on an underutilized estate lot within the City's Built-Up Area. The current proposed development integrates the following principle elements:

- Ten stacked townhouse buildings each containing 16 residential units with a proposed building height of approximately 13.5 metres.
- A total of 160 residential units proposed to address the existing need for missing middle housing and assist in the provision of attainable housing forms.
- 186 parking spaces proposed in the form of surface parking spaces screened from the public realm by enhanced landscaping.
- Secure indoor bicycle parking.
- Buffer planting along the north property line adjacent existing single detached residential lots.
- 2.4 metre high noise barrier along sites frontage on New Dundee Road.
- One vehicular access point from New Dundee Road leading to the proposed private laneway with access to screened surface parking.
- Direct access to deep well waste and recycling facilities provided from the laneway for convenient resident use and servicing purposes.
- Direct pedestrian connections from the New Dundee Road public right-of-way to the proposed unit entrances and internal amenity area.
- Balconies/patios are proposed to providing private amenity areas for all units.
- Common amenity area internal to the proposed development proposed to provide seating, and hard and soft landscape features.
- Snow storage locations.
- A total lot area of 2.5 hectares, with a proposed Floor Space Ratio of 0.9.

The Owner's primary objective is to develop the site with an attractive and cost-efficient building to provide for housing at a more attainable price point on lands with access to ample open space and community uses and with direct access to planned public transportation and Highway 401.

Site Design

The proposed development takes the opportunity to develop an underutilized estate lot within the City's Built-Up Area to supplement the housing needs of the existing neighbourhood. Access to the property is proposed by a private road extending from New Dundee Road. This road will provide access to the 186 surface parking spaces provided by the proposed development, including eighteen (18) visitor spaces, seven (7) barrier-free accessible spaces, and thirty-five (35) future EV charging parking spaces. Parking is provided at a rate of 1.15 spaces per dwelling unit (including visitor parking). Secure bicycle parking spaces are contemplated to be provided within each residential unit or in the form of secure outdoor bike lockers dispersed throughout the site within the common amenity areas.

SITE PLAN CONCEPT

PROJECT SITE STATISTICS	
SITE AREA	2. 538 ha
FLOOR SPACE RATIO	0.9
NUMBER OF UNITS	160
OFF-STREET PARKING	186 (1.15 spaces/unit)

An optional emergency access if also identified along the eastern property line to provide an alternative access for emergency purposes. Snow storage is proposed in four areas on the subject lands, located at the dead ends of the private road to allow snow plows to easily remove snow from the internal roadways and sidewalks.

Amenity space for the proposed development will be provided central to the proposed development. Specific programming/design on this amenity area is to be detailed through the site plan approval process. Public, community amenity space can be found in a few locations in the neighbourhood surrounding the subject lands including Topper Woods Park and Marigold Park to the west and northwest, respectively.

The Environmental Noise Study recommends that a 2.4m high noise barrier be constructed along the site's frontage of New Dundee Road in order to reduce noise levels resulting from Highway 401 traffic. The noise barriers must be constructed without holes or gaps, and have a minimum surface density of 20 kg/m^2.

To establish the site grading required for the proposed redevelopment of the subject lands, a retaining wall is proposed along the north property line. An extensive landscape buffer is proposed an detailed further in section 3.2 of this brief.

Built Form, Massing and Articulation

The massing of the proposed buildings are broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window and balcony sizes. Each of the ten stacked townhouse buildings are proposed to contain 16 residential dwellings units in each, providing a total of 160 residential units on the 2.5 hectare site. The proposed Floor Space Ratio is 0.9.

All buildings are planned to be 3-4 storeys in height (approximately 13.5m) from the lowest finished grade to uppermost point of the building. The grading conditions of the subject lands slope significantly from north to south, and therefore provide for a walk-up condition where the south facing building facades appear as 4 storeys in height. The use of building materials and orientation combined with hard and soft landscaping establish a defined pedestrian entry and engaging pedestrian realm adjacent internal amenity areas and the streetscape adjacent New Dundee Road to ensure a human scale of development.

The proposed development has been designed with consideration for the existing built form context, including the established low-rise residential areas north, east and west of the subject lands. The subject lands design and proposed building setbacks, combined with the proposed landscape buffer and retaining wall adjacent the north property line provide for an appropriate height transition between the subject lands and low-rise residential uses to the north, east and west.

Character and Architectural Treatment

The proposed development will assist in the continued intensification and redevelopment planned in the surrounding area through the addition of ten stacked townhouse residential buildings located along New Dundee Road proposed to be accessed by a private lane. The building design demonstrates a contemporary architectural expression. The development will be constructed of high quality materials and provides an attractive design.

Selective use of building materials and colours and the incorporation of architectural articulation all add to the visual interest of the development and will result in an attractive view from the streetscape and public realm. The front building entrances are well defined and highly visible from the proposed condominium lane, surface parking area, and amenity areas. High quality materials including a large amount of glass will be incorporated into the facades, resulting in an attractive design. Repetition of balconies and windows through both vertical and horizontal articulations will help to break up the building mass.

Stormwater Management/Servicing

A private storm sewer system will be installed on-site to collect runoff generated within the parking areas and adjacent landscaped areas. Runoff collected in these storm sewers will be directed to an OGS unit located within the southwest parking area which will then be conveyed to a stormwater management detention area, followed by an end-of-pipe infiltration gallery. Approximately 0.120 ha of land in the southwestern corner of the site is has been planned for a stormwater management detention area. A separate clean water storm sewer system is proposed to collect the runoff generated on the building rooftops and direct it to a separate infiltration gallery, which will have an overflow connection to the on-site storm sewer. The runoff generated on the site will ultimately discharge to the north roadside ditch along New Dundee Road and onto Upper Blair Creek.

For further details regarding the proposed stormwater management on site, please refer to the Functional Servicing and Stormwater Management Report prepared by MTE Consultants Inc. A summary of this report is provided in Section 5 of the Planning Justification Report Prepared by MHBC (October, 2022) and submitted with these applications.

3.2 RETAINING WALL & LANDSCAPE BUFFER

As part of the proposed development, a 4.0 metre high retaining wall with fencing is proposed along the northern property line to buffer the proposed development from established residential lots and protect existing vegetation from grading associated with the proposed development. The proposed retaining wall and landscaped buffer will improve the transition between the established residential neighbourhood to the north and the proposed development by providing a visual landscaped buffer and protecting the existing mature trees along this property line.


BACK OF EXISTING LOTS


NORTH RETAINING WALL
& LAWN


NORTH RETAINING WALL
& LAWN


C
FENCING
RETAINING WALL
C'
EXISTING LOTS
B
B'
LAWN
PLANTING BUFFER
A
A'
RESIDENTIAL BUILDINGS


C
C'
EXISTING LOTS
PLANTING BED
RETAINING WALL
LAWN
RESIDENTIAL BUILDING


B
B'
EXISTING LOTS
PLANTING BED
RETAINING WALL
LAWN
RESIDENTIAL BUILDING


EXISTING LOTS
PLANTING BED
RETAINING WALL
LAWN
RESIDENTIAL BUILDING

3.3 TRANSIT SUPPORTIVE DESIGN

The development has been designed to prioritize active and public transit through safe and comfortable pedestrian connections through the site to proposed public sidewalks, and on-site cycling storage areas supportive of existing/planned sidewalk connections and regional cycling routes on New Dundee Road. Internal sidewalks are proposed within the site that will provide pedestrian connections between the parking areas and dwelling units, as well as along the site access driveway out to New Dundee Road. Although there are currently no sidewalks on New Dundee Road, the proposed sidewalks along the site access driveway will assist with pedestrian access to the proposed new transit stop on New Dundee Road.

The development is within a ten minute walk of existing transit connections for Route 36. No service is provided on Saturdays and Sundays for this route. There are currently no dedicated pedestrian or cycling facilities along New Dundee Road, however the Regional Official Plan designates that this portion of New Dundee Road is a planned cycling route. A proposed transit stop on New Dundee Road will provide direct access for future residents to the Regional transit system. The proposed development supports active transportation and transit investment in the Region by providing a density supportive of higher order public transportation and alternative transit modes.

Enhanced streetscape and landscape design and the proposed site entrance will assist in establishing a pedestrian friendly and engaging public realm interface. In turn the proposed redevelopment of the subject lands encourages future residents to choose alternative forms of transportation and reduce reliance on the automobile.

3.4 SUSTAINABLE DESIGN

As a general planning and design principle, higher density development in proximity to existing and planned cycling and transportation systems support higher-order transit and is considered to be sustainable development.

Future occupants wishing to seek alternative forms of transportation will have options for walking, biking, or public transit available. This will be facilitated by the provision of indoor bicycle parking, as well as the provision of future pedestrian connections to both the existing sidewalk system and surrounding uses. A future transit stop is proposed on New Dundee Road adjacent to the subject lands, making public transit a viable option. The provision of reduced parking minimizes land consumption.

Energy efficient construction practices, building technologies, and mechanical systems will be encouraged in the development of the subject lands. A sustainability statement has be submitted in support of the OPA and ZBA application and summarizes sustainable building design elements as required by Official Plan policies.

Detailed landscape plans prepared in support of the Site Plan application will consider the incorporation of hard landscape elements and drought resistant landscaping to reduce water consumption (where appropriate). Salt tolerant landscaping in key locations will also be encouraged. Increased topsoil depths in landscaped areas are encouraged to reduce runoff volumes.

3.5 CPTED CONSIDERATIONS

The proposed development has been designed with consideration of the basic concepts of Crime Prevention Through Environmental Design (CPTED).

ACCESS CONTROL

Access control is achieved by clearly differentiating between public space and private space. The principle of access control is directed at decreasing crime opportunity. The overall goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime. The proposed development achieves access control by:

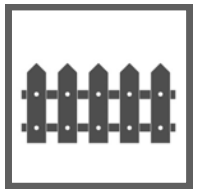
- Providing clearly identifiable, point(s) of entry into each building/unit.
- Defining public, semi-public, and private amenity areas through the use of hardscape and landscape planting design.
- Creating a well-defined site entrance for vehicular access from New Dundee Road.

NATURAL SURVEILLANCE

Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. It is directed at keeping intruders under observation based on the theory that a person inclined to engage in criminality will be less likely to act on their impulse if he or she can be seen. The proposed development achieves natural surveillance by:

- Maximizing the number of "eyes" watching the site by creating a visual connection and maintaining unobstructed views from within the buildings to the exterior, as well as, between the street, sidewalks, and the buildings.
- Proposing spaces and uses that are capable of generating activity (at-grade building openings /amenity areas).
- Placing windows along all sides of the building that overlook public sidewalks, public and semi-public amenity areas, and parking areas.
- Designing lighting plans that avoid creating blind spots and ensuring potential problem areas are well lit (pedestrian walkways, exterior stairs, entrances/exits, parking areas, recycling areas, etc.).

TERRITORIAL REINFORCEMENT



Territorial Reinforcement is the intentional design of the site to create a “border” between private and public property. These measures are not meant to prevent anyone from physically entering, but to create a feeling of territoriality and send a message to offenders that the property belongs to someone. The proposed development achieves the principle of territorial reinforcement by:

- Clearly delineating private from public property via: pavement treatments, entry treatments, landscaping, fencing, signage, etc.
- Delineating desired pedestrian and vehicular circulation.

MAINTENANCE

The other key aspect of CPTED is property maintenance; on the premise that good maintenance practices and upkeep send the message that the property is cared for on a regular basis. Following construction of the development, property management and/or management by a condominium corporation will ensure that the buildings and grounds are well maintained.

PART **4**

RESPONSE TO CITY POLICIES & GUIDELINES & DESIGN ANALYSIS

4.1 DESIGN RESPONSE TO CITY OF KITCHENER POLICIES AND GUIDELINES

CITY OF KITCHENER OFFICIAL PLAN (2014)

The subject lands are located in a Community Area in close proximity to an Arterial Corridor and adjacent to existing and planned transit corridors. The subject lands are currently designated Low Rise Residential in the City of Kitchener Official Plan.

Section 11 of the City of Kitchener Official Plan contains Urban Design Policies. It is intended that the Urban Design Policies will provide guidance and direction as the City grows, develops and evolves. The following is a summary of how the proposal meets the relevant policies from Section 11 (Urban Design) of the current Official 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: *New landscaping will be provided along the New Dundee Road frontage. Access to the site is provided by a singular vehicular access from New Dundee Road, which also provides pedestrian access to the subject lands. Enhanced landscaping and pedestrian connections activate the public realm interface which further enhances the streetscape.*

11.C.1.13, 14 & 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 the 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. Development applications will be reviewed to ensure that they are designed to accommodate fire prevention and timely emergency response.

Design Response: *General CPTED considerations are analyzed in this Brief. The subject lands are located in a built up area within close proximity to emergency services. Emergency services vehicles will be able to access the development from the surrounding road network and the buildings will be designed in compliance with the Ontario Building Code including aspects related to fire prevention suppression. The proposed development is located in a highly visible location with sufficient eyes on the property from surrounding buildings.*

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 universally accessible by all citizens. In this regard, the City will enforce the

Ontario Building Code and other accessibility related legislation and regulations.

Design Response: *The development has been designed with accessibility in mind and will be in compliance with the Ontario Building Code in this regard. Pedestrian walkways incorporate appropriate ramping if needed. Barrier free spaces are provided throughout site. Cross-walks demarcated with different materials and tactile warning surfaces are contemplated.*

11.C.1.22 Shade: 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.

Design Response: *Shade will be provided from trees and landscape features on site and in the surrounding area. The proposed surface parking area has been broken up to reduce amount of asphalt and provide as much landscaping as possible.*

11.C.1.30 Site Design: Policy 11.C.1.30 includes a number of factors to be considered through the Site Plan Control Process.

Design Response: *The various considerations included in Policy 11.C.1.30 have been addressed through the proposed design of the site. This includes: improvements to the aesthetic quality of the site from the public realm; the provision of safe, comfortable and function site circulation; and the incorporation of mitigating techniques to minimize adverse impacts onto adjacent properties.*

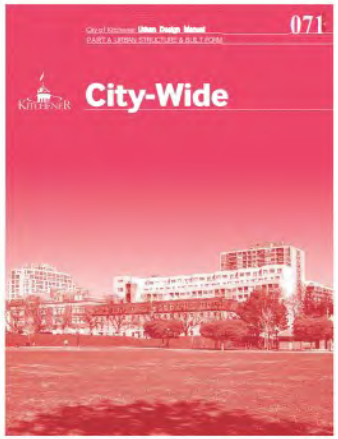
11.C.1.31 - 11.C.1.33 Building Design, Massing and Scale Design: The Official Plan contains three policies related to Building Design, Massing and Scale Design. These policies encourage redevelopment projects to create attractive streetscapes and to contribute to rich and vibrant urban places. These policies encourage attractive building forms, facades and roof designs which are compatible with surrounding buildings. For infill development, the policies encourage development which complement existing buildings and contribute to neighbourhood character, particularity if located within close proximity of a recognized cultural heritage resource. Architectural innovation and expression is also encouraged.

Design Response: *The proposed development includes architectural innovation and expression, and will provide a unique built form in the neighbourhood. The stacked townhouse buildings are proposed to be a contemporary style that will be a positive addition to an area predominantly comprised of single detached dwellings. The proposed development will improve the streetscape and will also enhance the surrounding public realm. The proposed development has been designed to compliment the surrounding low density residential building designs while providing an intensification of the site. The massing of the buildings has been designed accommodate the change in grade across the subject lands to maintain compatibility with surrounding residential uses.*

CITY OF KITCHENER URBAN DESIGN MANUAL

In September 2019 Council for the City of Kitchener approved a new Urban Design Manual which contains City-wide design guidelines as well as more specific guidelines that apply to various types of development and/or various locations within the City. 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. For the purpose of this Brief we have reviewed the most relevant sections of the Design Manual: City-wide Design; and Low-Rise Multi-Residential.

Section 11: Low-Rise Multiple-Residential is most applicable to the proposed development and the guidelines are reviewed in their entirety below. *Section 1: City-wide Guidelines* are also applicable, however, there are a number of overlapping directives and guidelines from *Section 11: Low-Rise Multiple-Residential*.



City-Wide Design Guidelines

The purpose of the City-Wide Design section of the Urban Design Manual is to set forth the universal design expectations which apply to all of Kitchener. This Section includes urban design objectives that are relevant to all geographies and building typologies and is divided into two sections: Community Design and Site Design. For the purpose of this brief we have focused on the Site Design guidelines which includes guidelines related to Built Form, Shared Spaces and Site Function with sub-categories within each of these sections.

The proposed development has appropriately considered the **City-Wide** guidelines as follows:

- The proposed development focuses height and mass where it provides the best public realm opportunities while minimizing impacts on surrounding lands.
- Massing techniques are incorporated into the building design including projections, recesses, variation in colour, materials and texture,

all of which help to reduce and diversify the massing of the building.

- The primary pedestrian site access is designed to be highly visible from and directly accessible from the public street.
- All building elevations will be designed to provide transparency, architectural continuity and visual interest. No blank walls are proposed. As a result of proposed windows and balconies there will be sufficient natural surveillance onto the surrounding public street.
- The proposed buildings will have a contemporary design, meaning the buildings will be designed with a present-day building style, with varied architectural details, materials, colours and textures.
- Lighting will be designed according to City standards and will be designed to minimize glare and light spilling onto surrounding areas.
- Energy-efficient lamps will be used and over lighting will be avoided.

Other sections of the City-Wide guidelines including Servicing and Utilities, Waste and Recycling and Snow Storage will be considered through the detailed site plan review process and prior to final site plan approval.

Low-Rise Multiple-Residential Design Guidelines

Section 11 of the UDM provides guidelines for the development of low rise multiple residential developments with emphasis on both Built Form and Site Design. Built form includes consideration for compatibility and building components. Site design includes consideration for inclusive design, sustainability, outdoor comfort, shared spaces, and site function. The following is a summary of how the proposed development has considered the guidelines related to Low Rise Multiple Residential Developments.

11.2.1Compatibility: Guideline 11.2.1 provides that consideration for massing and placement as well as scale and transition of new multi-residential developments shall be considered to ensure good compatibility with existing surroundings.

Design Response: *The proposed building facades have been broken up into distinct sections to ease the transition from single detached dwellings to attached product. The use of vertical articulation, columns and covered porches ensure the façades read as individual units rather than a large single mass. The built form has been designed to accommodate the grading of the subject lands and as noted provides a three storey façade height adjacent the residential property to the north, while transitioning to a 4 storey south facing façade adjacent the private road. This design integration of grading and building design minimizes impacts on surrounding properties from the proposed development. Second and third floor balconies also provide for animation in the building facades to soften the building mass and presence. It is our opinion the proposed massing establishes an appropriate relationship to the surrounding built form.*

An extensive landscape buffer and retaining wall are proposed along the north property line to provide a visual barrier between the proposed redevelopment and adjacent low rise residential lands as well as accommodate a significant change s in grade that slope from north to south.

The buildings have been oriented on site so that the majority of the views are internal to the site. Where views overlook onto adjacent properties the

building has been setback from the side lot line to provide distance between the adjacent residential use. Window and balcony placement will be designed to prioritize privacy for future residents and adjacent properties alike. The proposed development will additionally mitigate impacts of overlook and privacy through privacy screening where appropriate. The orientation and height of the proposed redevelopment is not anticipated to create any negative wind or shadow impacts to adjacent land uses.

When considering compatibility, it must be weighted against other planning objectives. The subject lands are located on a Regional Road, and adjacent to planned transportation investments and route extensions. The subject lands represent an underutilized parcel adjacent to ta Regional Road, with access to the 401, and represent an intensification opportunity within the City's Built Up Area. The proposed development provides for the opportunity to redevelop this underutilized parcel in a manner which is compatible with the area. It is our opinion the proposed redevelopment of the subject lands establishes an appropriate transition and maintains a relationship to the surrounding built form.

11.2.2 Building Components: Guideline 11.2.2 provides a number of factors to be considered in the design of low-rise multiple-residential developments including; façade design, materials, porches, balconies and patios, entrances, and at-grade elements.

Design Response: *Contemporary building materials will be used to ensure that that proposed development reads as a contrast, and current unique architectural expression. Quality design and architectural detailing, and appropriate material use have been integrated into the design of the proposed development. Principal walls have windows along the public realm and internal private streets to provide casual surveillance and break up the building mass. Terraces and patios are also proposed.*

The proposed building design carefully considers the public realm by incorporating landscaping , windows and at grade terraces. Proposed façade treatments increase visual interest along the public streetscape, and will enhance the public realm. Materials and colours have been selected to ensure the site will be distinct, recognizable, and visually appealing.

11.3.1 Inclusive Design: Guideline 11.3.1 provides that safety, universal design, and arts and culture are to be considered in the design and incorporated where possible to ensure inclusivity in the design of new multiple-residential developments.

Design Response: *Basic concepts of Crime Prevention Through Environmental Design (CPTED) have been considered in the design of the proposed development. Section 3.4 of this brief provides a detailed response of these CPTED considerations.*

Principals of universal design including access, wayfinding, and the location of parking has been considered in the design of the proposed development. Barrier free sidewalks lead directly from the public street and private condominium lanes to the building entrances. Truck Movement Plans to be included with the complete site plan application will demonstrate adequate turning radii and space has been provided for emergency services, waste, and moving vehicles .

Site signage will be incorporated into the landscape and building design to mitigate visual clutter, improve wayfinding, and contribute to a 'sense of place' within the greater community.

11.3.2 Design for Sustainability: Guideline 11.3.2 provides that design for climate change should be considered in the design of new multiple-residential developments. Where possible the policy encourages the use of Low Impact Development standards, sustainable building features, providing space for community gardens, and using locally sourced construction materials where possible.

Design Response: *Strategies for green infrastructure and enhanced energy efficiency are incorporated into the site design (such as the installation of on-site infiltration galleries), so that residents can benefit from the multiple services provided by proposed amenity areas. LED lighting, Energy Star® rated appliances, low-flow faucets, toilets and showerheads, and enhancements to unit insulation are proposed as a means to reduce demands on energy, and to enhance the longevity of all fixtures. Tankless (direct heat) water heaters will be contemplated to reduce energy required to heat water within hot water tanks, reduce standby losses (i.e. energy wasted when hot water cools down in long pipe runs or while it's sitting in the storage tank), and to provide hot water immediately where needed, thereby reducing water consumption related to "letting the water run".*

The proposed buildings will meet or exceed building code requirements. Opportunities to implement sustainable/"green" building techniques have been explored and are described in the associated Sustainability Statement submitted with the OPA and ZBA applications. Locally sourced construction materials will be utilized where possible.

Urban heat island effect will be reduced through landscaping and the provision of separated parking areas as opposed to a single large surface parking area. Electric vehicle ready parking spaces provide the infrastructure required to support resident vehicle choice which will assist in the reduction of tradition gas consuming vehicle use. Low Impact Development standards are to be employed in the detailed landscape design where possible.

11.3.3 Design for Outdoor Comfort: Guideline 11.3.3 provides new low-rise multiple-residential developments will consider the impacts of shadow, wind and other microclimatic impacts on their surroundings, and design to mitigate impacts where possible.

Design Response: *Massing and building design has been thoughtfully designed to incorporate the natural grading conditions while maintaining a proposed building height of 3-4 storeys (approximately 13.5 metres). Sufficient building separation is provided to mitigate adverse impacts of shadows and wind on the subject lands and adjacent lands. An extensive landscape buffer and retaining wall are proposed along the north property line adjacent the rear yards of existing residential lots.*

11.3.4 Shared Spaces: Guideline 11.3.4 provides a number of factors to be considered in the design of shared spaces provided for low-rise multiple-residential developments including; outdoor amenity areas, mid-block connections and paths for pedestrians and cyclists, landscape areas, public art and signage

Design Response: *A public amenity area is proposed at grade central to the subject lands. The amenity areas is proposed to provide flexible seating options, areas for sunlight and shaded areas. Consideration will be given to the incorporation of user amenities such as shared outdoor dining areas through the detailed landscape design.*

Future occupants wishing to seek alternative forms of transportation will have options for walking, biking, or public transit available. This will be facilitated by the provision of secure indoor bicycle parking and the provision of bike racks for resident and visitor use.

Site signage may be incorporated into the landscape and building design to mitigate visual clutter, improve wayfinding, and contribute to a 'sense of place' within the greater community.

11.3.5 Site Function: Guideline 11.3.5 provides direction for infrastructure/facilities relating to vehicular access and parking, servicing and utilities, and waste and recycling for new low-rise multiple-residential development sites. Particularly, design consideration should be made to locate parking at the rear of buildings or underground, where possible, and to minimize the frequency of curb cuts for individual driveways for parking provided in front of a building.

Design Response: *The site design provides for separated pedestrian and vehicular access to and from the subject lands. A single vehicular access for the 160 units is proposed from New Dundee Road. Compared to the single detached lots with private driveways in the surrounding neighbourhood, the site design substantially minimizes curb cuts, and provides additional opportunities for landscaping adjacent the public street.*

All private servicing, meters, and utility elements will be integrated into the building and detailed landscape design to minimize their visual impact from the public realm and on-site shared spaces.

Waste and recycling facilities are proposed in the form of deep-well storage containers provided in a convenient and accessible location at the end of the private lane. A Truck Movement Plan to be included with the complete site plan application will demonstrate adequate turning radii and space has been provided for waste vehicles.

4.2 CONCLUSION

The proposed redevelopment presented in this Urban Design Brief generally conforms with the policies of the City of Kitchener's Official Plan and meets the urban design objectives as well as the site specific goals and objectives identified herein. Overall, the proposed redevelopment represents a unique opportunity to marginally increase the density of underutilized land within the City's Built-Up Area and increase the diversity of housing options available within the community, both of which contribute positively to the surrounding neighbourhood and provision of 'missing middle' housing stock.

In summary, the proposed development will:

- Achieve a high-quality of architectural design and construction that is innovative and timeless, contributing positively to the area and Kitchener's identity.
- Provide for intensification supportive of transit investment in the Region and alternative transit modes;
- Result in a pedestrian friendly development that supports and encourages multi-modal transportation, thereby minimizing future occupants' reliance on the automobile;
- Provide redevelopment sensitive to the existing and planned surrounding context;
- Create a strong visually appealing street edge along New Dundee Road with enhanced landscape design;
- Result in a more efficient and sustainable use of the property, and;
- Increase the variety of unit types within the area by offering smaller multiple residential units at an attainable price point.

The proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of the neighbourhood. The proposal additionally supports the vision to create a highly desirable residential environment and provide diversify in the housing options available within the community to assist in providing 'missing middle' housing stock.