



# Urban Design Brief

## STRASBURG TECHNOLOGY BUSINESS PARK

MillGate Holdings Ltd.

Draft Plan of Subdivision  
City of Kitchener

*December, 2022*



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Prepared for:

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DISCLAIMER: The text and images contained in this document are only a conceptual representation of the intended vision and character of the development. In this regard, they should not be construed or interpreted literally as to what will be constructed.

# 1. BACKGROUND AND PURPOSE

## 1.1 Proposal

GSP Group Inc. has been retained by 2140221 Ontario Inc. (herein after referred to as the “Applicant”) to prepare an Urban Design Brief to support the Draft Plan of Subdivision for their lands legally described as Part Lot 17, RCP 1471 and Part 1, RCP 1382 (reference as the “Subject Property”), in the City of Kitchener. The Subject Property is approximately 15.23 hectares in area and is proposed to be developed into an Industrial Business Park containing 10 industrial blocks ranging in size from 0.67 to 3.01 hectares (1.65 to 7.44 acres), and two Open Space Block.

## 1.2 Purpose

A Draft Plan of Subdivision is required to facilitate the proposed development on the Site. An Urban Design Brief was identified as a requirement of these applications as per the record of pre-submission consultation dated August 24, 2021.

The Kitchener Official Plan identifies Urban Design Brief as comprehensive documents “which may include urban design vision, principles, objectives, guidelines and strategies” and that “may be required of an owner/applicant in support of a development application”.

Based on the matters for consideration and evaluation identified in the pre-submission consultation record, this Urban Design Brief contains:

- A description of the existing physical conditions on the Site (Section 2);
- A description and characterization of the Site’s surrounding area and neighbourhood context (Section 3);
- A description of the design components of the proposed development (Section 4);

- An assessment of the proposed design concept in respect to relevant design policies and guidelines (Section 5); and
- A summary of the report findings (Section 6).

## 1.3 Supporting Studies and Materials

This Urban Design Report has considered the following plans and reports prepared in support of the subject applications:

- Draft Plan of Subdivision prepared by GSP Group Inc.;
- Environmental Impact Study prepared by GHD Limited (GHD); and
- Preliminary Grading Design prepared by WalterFedy

## 2. EXISTING SITE CONDITIONS AND CONTEXT

### 2.1 Location and Description

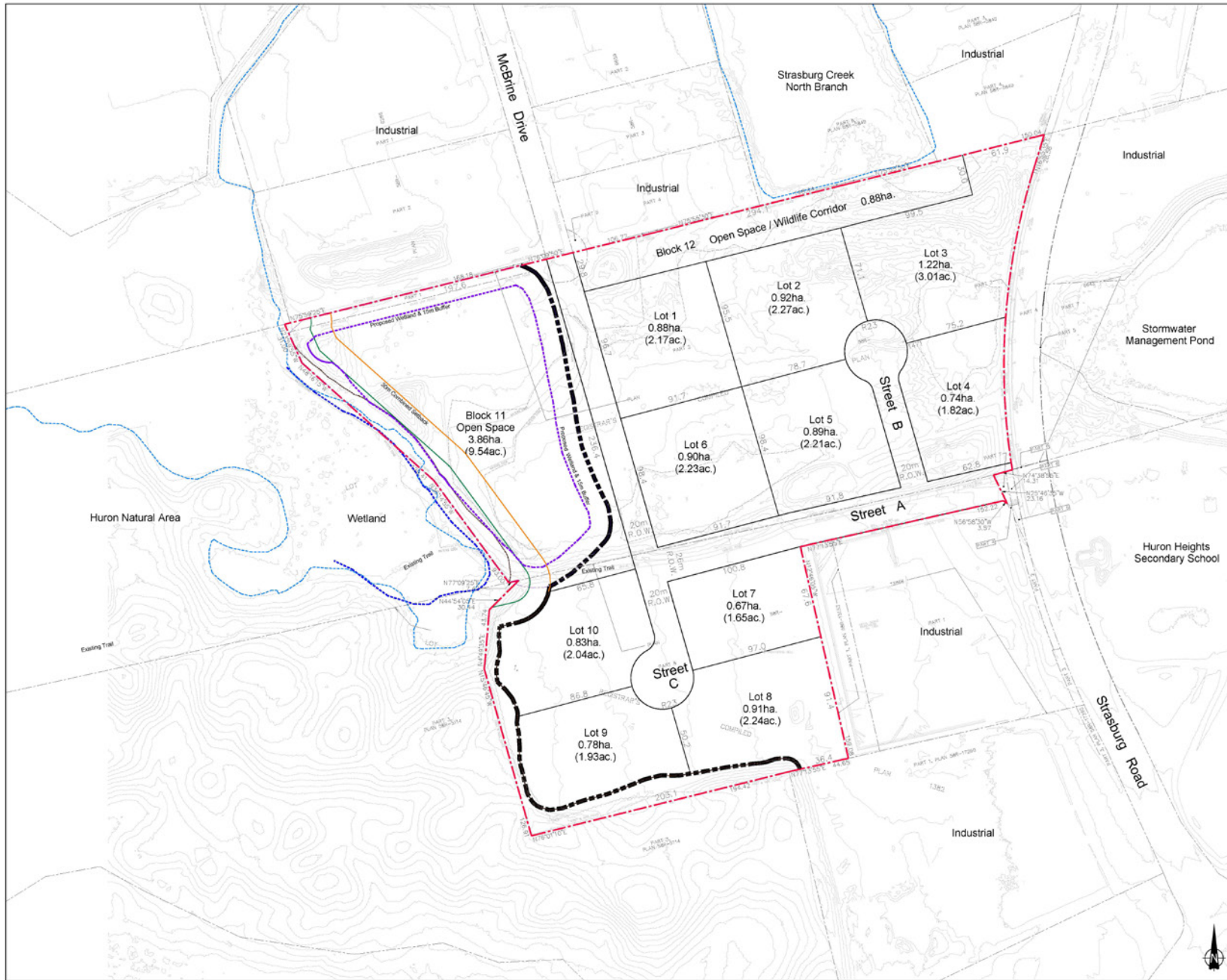
The Subject Property consists of two land parcels of 15.23 hectares (37.6 acres) in area, west of Strasburg Road, within the Bechtels Tract Lot between 1596 and 1760 Strasburg Road, and at the south end of McBrine Drive, in the southwestern portion of Kitchener, Ontario. The Subject Property is irregularly shaped with a frontage of approximately 250 metres along Strasburg Road. The property is currently owned by the City of Kitchener, falls within the Huron Community and the Strasburg Creek Watershed.

### 2.2 Existing Conditions

The Subject Property has had a history of disturbance as a result of agricultural activities and previous uncompleted developments in the late 80s and was abandoned leaving irregular topography and depressions which created ponding water. The Subject Property has also identified four unevaluated, anthropogenic wetlands within its boundaries. The grading activity that was never completed likely led to the creation of some these wetlands.

An existing multi trail use runs through the Subject Property in east-west direction, connecting from the public sidewalk along Strasburg Road to the Huron Natural Area.





## DRAFT PLAN OF SUBDIVISION

Part of Lot 17, R.C.P. 1471,  
 and Part 1, R.C.P. 1382  
 City of Kitchener  
 Regional Municipality of Waterloo

**LAND USE SCHEDULE**

DESCRIPTION	LOTS/BLKS	AREA (ha)
Industrial Lots	1-10	8.74
Open Space	11	3.86
Open Space / Wildlife Corridor	12	0.88
Roads		1.77
<b>Total</b>		<b>15.25</b>

- LEGEND**
- Subject Property
  - Floodline (GRCA)
  - Provincially Significant Wetland (GRCA)
  - 15m PSW Setback
  - Proposed Wetland & 15m Buffer
  - Wetland To Be Removed
  - 15m Setback from Huron Natural Area
  - 30m Combined Setback
  - Development Limit

- NOTES**
1. ENVIRONMENTAL FEATURES AND SETBACKS PROVIDED BY GHD LIMITED, MARCH 2022.
  2. FLOODLINE INTERPRETED FROM GRCA ONLINE MAPPING.

**ADDITIONAL INFORMATION**  
 (UNDER SECTION 51(7) OF THE PLANNING ACT)  
 INFORMATION REQUIRED BY CLAUSES a, b, c, d, e, f, g, and i ARE AS SHOWN ON THE DRAFT PLAN.  
 1) Municipal water supply  
 2) Sandy and silt fill with larger fragments of gravelstone  
 3) All sanitary and storm sewers are required

**OWNER'S CERTIFICATE**  
 I AUTHORIZE THE GSP GROUP INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF KITCHENER.

2140221 ONTARIO INC. \_\_\_\_\_ DATE \_\_\_\_\_

**SURVEYOR'S CERTIFICATE**  
 I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.

ROD LORD, O.L.S. \_\_\_\_\_ DATE \_\_\_\_\_  
 J.D. Barnes Limited

PLANNING + URBAN DESIGN + LANDSCAPE ARCHITECTURE  
 gspgroup.ca

Date: September 14, 2022 Drawn by: S.L. Dwg File Name: sp181011.dwg  
 Scale: 1:1250 Metric Project No.: 181011

REVISIONS

Draft Plan of Subdivision

### 3. SURROUNDING CONTEXT

The Subject Property is located within the Huron Business Park, bounded by Bleams Road on the north, Fischer-Hallman Road on the west and Strasburg Road on the east. The surrounding land uses are generally characterized by a mixture of industrial and business uses such as manufacturing, warehouse, wholesales uses and few commercial services; areas of natural heritage features; and existing and emerging residential development to the south. Trillium Industrial Park area is located to the east which is a large industrial employment area primarily used for manufacturing and warehouse uses.

Within a 5-minute (400 metre) walk of the Subject Property, there are general business and light industrial properties located on the east and west of Mcbrine Drive; Strasburg Creek wetland is located on the northeast side of the Subject Property; Huron Natural Area (natural heritage conservation area) is located to the northwest, west, and southwest of the Subject Property; and lands to the southeast of the Subject Property are bounded by an industrial property (Treehouse Foods) and an institutional property (Huron Height Secondary School), east of Strasburg Road.

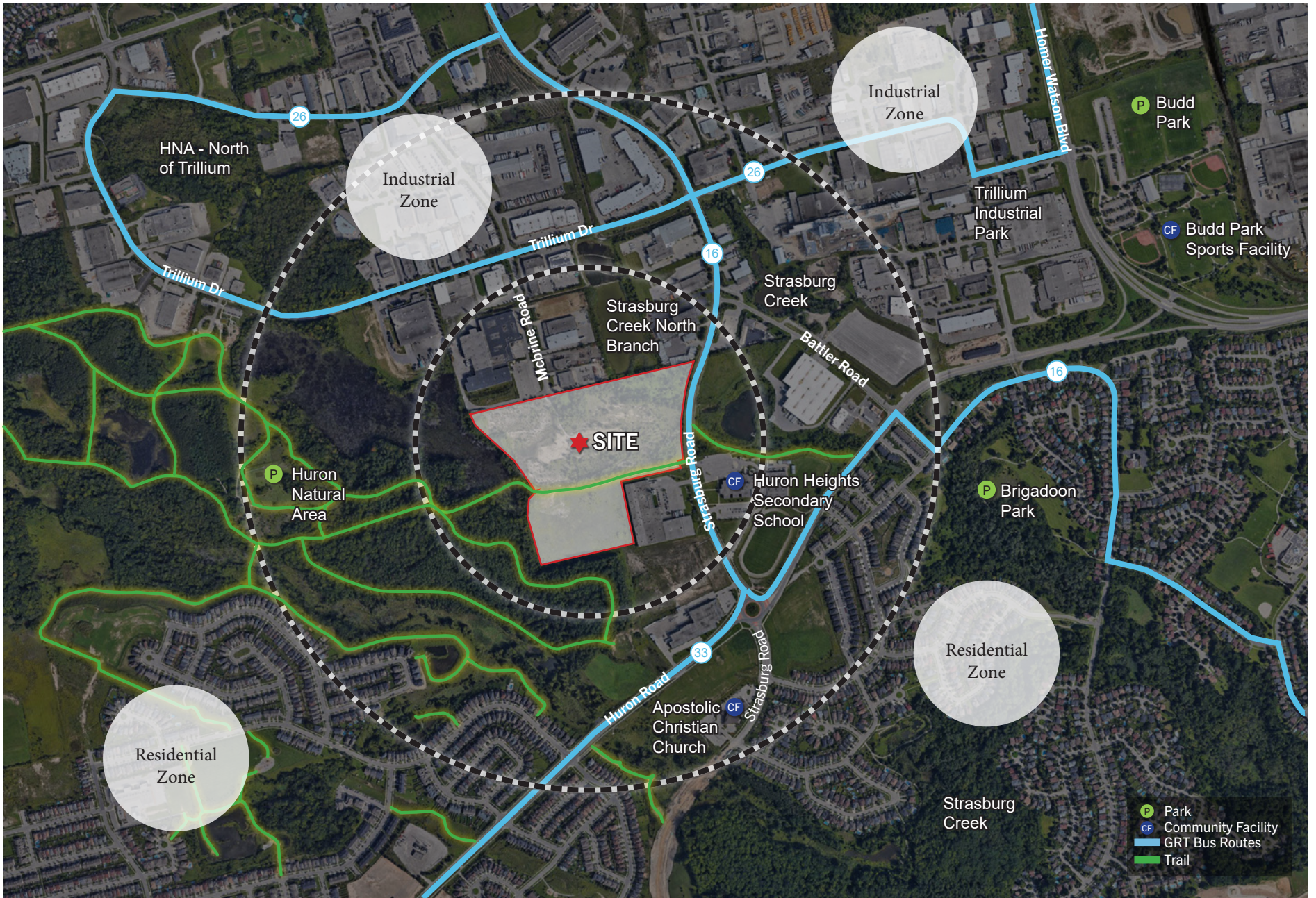
In terms of natural features, Huron Natural Area to the northwest, west, and southwest of the Subject Property is a significantly large natural area featuring woodlots, trail connections and provincially significant wetlands. A multi-use trail runs through the Subject Property which connects from Huron Natural Area to the linked public street sidewalk along Strasburg Road to the east.

Existing and emerging enclaves of residential developments are located to the south of the natural area (Huron Natural Area), buffered from the industrial development. These residential developments consist of a mix of two to three storey housing typologies, schools and parks.

In terms of transit opportunities, the Subject Property is served by multiple transit routes which run through the neighbourhood or along its edges, connecting to ION light rail and iExpress Route 201.

In conclusion, the Subject Property is located within a planned employment area, immediately close to existing industrial/employment uses and is transport supportive.





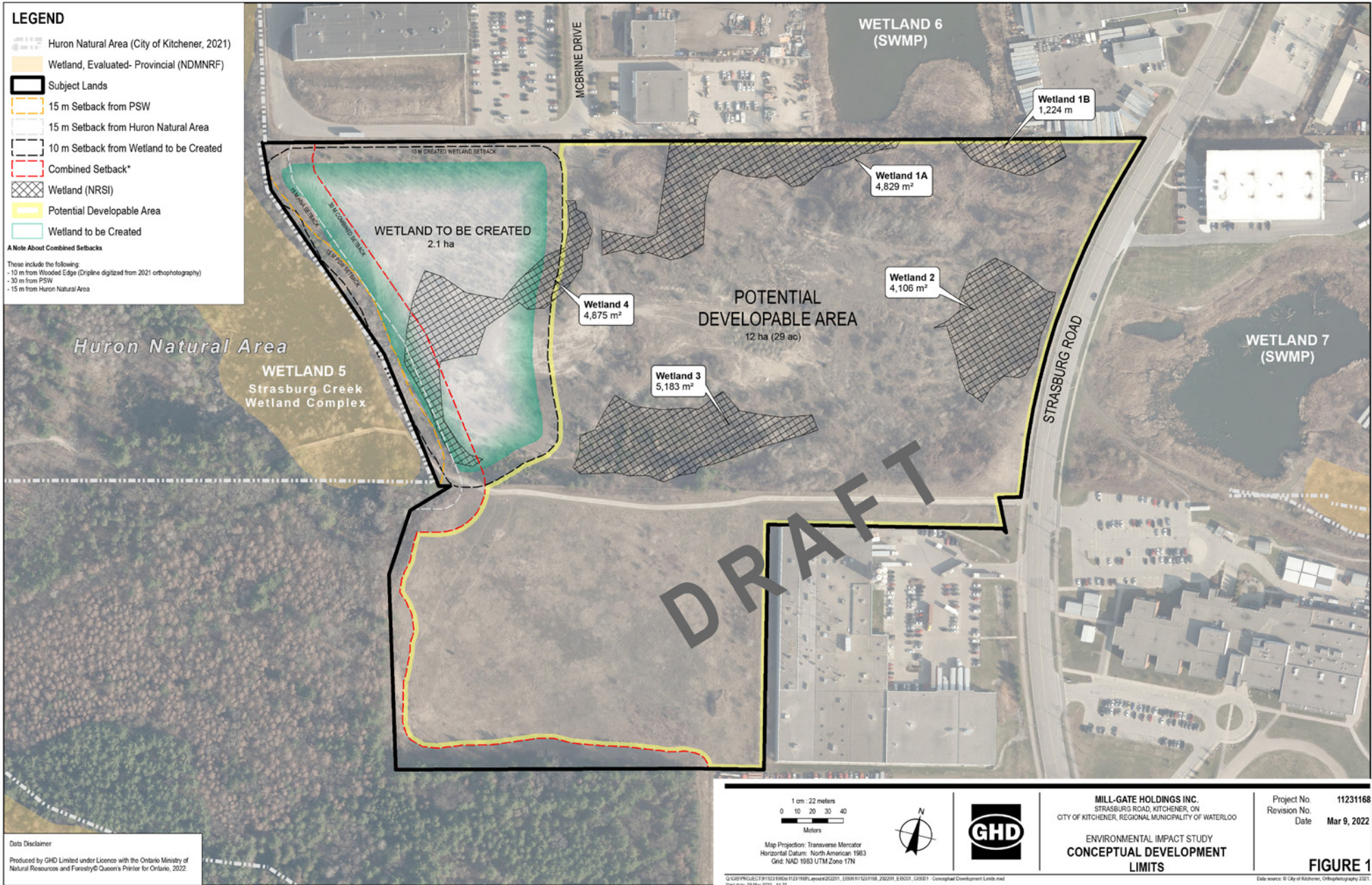
Surrounding Context to the Site



Streetview of the Subject Property from Strasburg Road.



Streetview of the Subject Property from McBrine Drive.



Environmental Impact Plan - Conceptual Development Limits

## 4. GOALS AND OBJECTIVES

The goal for the Proposed Draft Plan of Subdivision is to provide for an Industrial Business Park Subdivision that establishes a distinguished industrial identity through high quality building design, site design and landscaping, while respecting the transitions to sensitive uses. The project goal is to be achieved through the following objectives:

- Design an industrial subdivision that is sympathetic to adjacent natural features.
- Develop a distinguished industrial identity through high quality building design, site design and landscaping.
- Create well-landscaped and visually pleasing streetscapes and front yard conditions to contribute to a high quality public realm along Strasburg Road.
- Provide priority lotting for key block blocks to ensure high quality built forms.
- Develop appropriate built form design, scale and massing to establish compatibility with adjacent properties.
- Protect and enhance existing natural heritage features on Subject Property with adequate setbacks, buffering and planting.
- Provide for a block pattern where building massing is oriented towards the street edges to enhance the pedestrian experience.
- Provide for a development that is accessible by all forms of transportation.

# 5. DESIGN POLICY AND GUIDELINE REFERENCES

## 5.1 Official Plan

### 5.1 Designation Design Policies

The Subject Property is designated as “Business Park Employment” in the City of Kitchener Official Plan and is zoned Service Business Park Employment (EMP-4) in Zoning By-law 2019-051. Per Section 15.D.6.29, the designation is meant for “ lands which are planned as a unit and tend to be regarded as a prestigious location for certain industrial uses due to its access to major transportation corridors, high visibility, and distinct identity”.

### 5.2 General Urban Design Policies

Section 11 of the Official Plan contains general urban design policies that are used to evaluate movement patterns, the relationship between built form and open spaces, integration of natural and cultural resources and development impacts. They include:

- General urban design policies that speak to the city’s skyline, CPTED principles, fire prevention, barrier-free accessibility, and shade.
- Site Design policies speak to the building’s street relationship landscaping to improve the streetscape; developments to improve aesthetic quality and be safe, comfortable, functional and provide circulation for all transportation modes; and Site servicing and utilities to be screened from view from the public realm.
- Building Design, Massing and Scale design policies speak to human-scale proportions to support a comfortable and attractive public realm, including attractive building forms, facades, and roof designs; complementary design of new buildings; and architectural innovation and expression.

Section 17.E.10.5 identifies that urban design briefs/reports together with other design-related are meant to be used to:

- a) demonstrate that a proposed development or redevelopment is compatible;
- b) address the relationship to and the privacy of adjacent residential development; and,
- c) ensure compatibility with the existing built form and the physical character of the established area and/or neighbourhood.



Land Use Plan (Map 3) in City of Kitchener Official Plan

## 5.3 Urban Design Manual

### PART A – Design Guidelines

Part A contains design guidelines on various land uses, built types, geographic areas, and urban structure elements. The following topics of design guidelines are relevant to the Site and the proposed buildings.

#### a) City-Wide

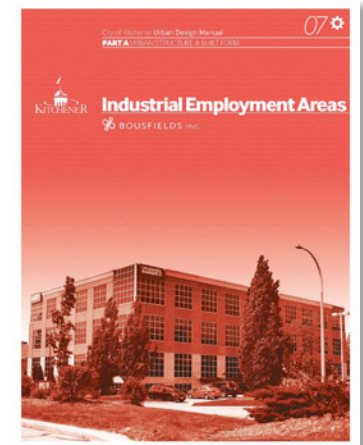
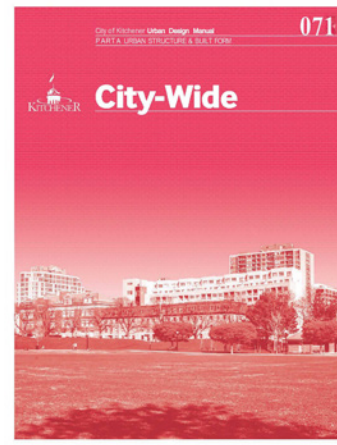
The City-Wide design guidelines apply to Kitchener as a whole. The main objective of these guidelines is to ensure Kitchener is designed as an inclusive, safe, accessible, comfortable, and appealing place to live, work and play. Guidelines are divided into Community Design and Site Design. The Community Design guidelines are primarily used by the City in designing the form and structure of communities through the application of design best practices in a range of topics. The Site Design guidelines address built form, open space and Site functionality.

#### b) Industrial Employment Areas

The Industrial Employment Areas guidelines apply to the development of various industrial and business activities within Kitchener. The main objective of these guidelines is to ensure a range of amenities that will foster an aesthetically pleasing, contemporary employment district and promote investment. The proposed development is in the “Huron Business Park” study area of the guidelines, which is characterized by a range of industrial and business type of uses.

## PART C – Design Standards

Part C contains design standards with specifications on technical details. Several standards are applicable to the proposed development, including those for access to roads, surface parking, outdoor lighting, barrier-free accessibility, pedestrian and transit supportive development, screening of rooftop mechanical equipment, emergency services, landscaping and natural features, and landscape design. These technical aspects of the detailed design will be evaluated at a later stage of the review process through Site Plan Approval.



## 6. SITE AND BUILDING DESIGN

### Development Overview

The Proposed Draft Plan of Subdivision includes the following:

- Ten industrial blocks and future buildings located in a campus type setting, which range from 0.67 hectares to 3.01 hectares in size.
- New internal roads have been proposed that will provide north-south (20 metres wide right of way) and east-west connections (30 metres wide right of way) with primary vehicular access to the Subject Property from Strasburg Road and a secondary connection from Mcbrine Drive.
- An existing 3-metre-wide multi-use trail system is realigned to be integrated within the 26-metre-wide road right of way which runs through the Subject Property from Strasburg Road to Huron Natural Area to the west.
- Two Open Space Blocks (Block 11 and Block 12) are proposed to enhance the natural heritage features and functions in the Huron Natural Area, designated as the Strasburg Creek Provincially Significant Wetland.
  - Block 11 (Open Space) is a 0.21 hectare area that will be a created wetland with a stormwater management function (clean water) to compensate for the removal or displacement of the four unevaluated, anthropogenic wetlands.
  - Block 12 (Open Space) is a minimum 30-metre-wide Wildlife Corridor to provide wildlife passage between the City-owned stormwater pond and the Strasburg Creek North Branch to the north of the Core Environmental Feature in the Huron Natural Area.
- Existing natural features such as Huron Natural Area along western and southern property lines and part of Strasburg Creek along northern property lines will be protected.



Concept Plan



## 6.1 Site Planning

The site design of the proposed Draft Plan of Subdivision includes buildings proposed within the blocks, and organized to define the public realm and frame abutting streets, internal roads, parking areas and amenity spaces. Buildings along Strasburg Road will be setback 6 metres from the property line. The setback along Strasburg Road will be treated with a comprehensive landscape opportunity to screen undesirable views of parked cars as well as provide green edges along the main public edges of the development.

Buildings that are located along the internal roads will be sited along landscaped drive aisles, including tree plantings, pedestrian walkways, lighting and directional signage. Buildings with dual frontage conditions on corner lots will generally address the higher-order road through enhanced building design. The active uses of the front office/sales office and entrance elements will be oriented toward streets and intersections. Manufacturing or warehouse facilities will be located to the rear, where possible. Buildings on sites will be located in a compatible manner with each other in terms of adequate spacing and views. Landscape buffering will be utilized to screen loading and servicing on secondary streets.

Due to the high groundwater table, careful consideration will be given to grading to achieve a good design, including the placement of the buildings, and consideration of road design. The Draft Plan of Subdivision also establishes separate blocks (Block 11 and Block 12) that will be reserved for the protection and ecological enhancement of the Huron Natural Area. The protection of the open space blocks will also ensure their ecological integrity including providing linkage between natural areas for wildlife movement. The wildlife corridor will be naturalised to provide wildlife movement.

The design intent is to promote an overall cohesive site development with minimal disturbance to the surrounding environment and careful selection of fill materials within areas designated for infiltration, to create a 'campus style employment community' with continuous pedestrian connections and landscaped areas.

## 6.2 Building Scale and Massing

The proposed buildings will have large footprints reflecting the intended industrial purposes. The buildings ranging from one to three storeys will be considered for the subdivision. The proposed single storey buildings are equivalent to three-storey in height, reflecting the needs of a diversity of industrial tenants for taller clear heights. Visual divisions in the proposed buildings large mass and scale will be established by architectural effects on exterior elevations.

Taller buildings at street intersections will be established to reinforce the prominence of these locations through appropriate massing, building projections, recesses at grade and open space treatments. The proposed buildings within the development will be designed to have a compatible relationship with each other in terms of height, scale and massing. Appropriate articulation and materiality will be utilized to emphasize principal entrance areas and offices. The rooftop mechanical units will be stepped back from the edge of the buildings and appropriately screened with compatible building design in form, materials and colour.

## 6.3 Priority Lot Locations

The proposed development will have regard for design guidelines for priority lots while developing detailed elevations and site design features for buildings within those lots. The concept plan denotes applicable priority lots within the Draft Plan of Subdivision. These include the lots located at the entrance of the subdivision from Strasburg Road (Gateway Lots), lots located at street corners (Corner Lots), lots at the end of streets (Terminating Vista Lots) and Lots fronting Open Space and Strasburg Road.

**Gateway Lots:** Gateway lot dwellings are located at the entrance gateways and establish a first impression of the subdivision. The gateway features will be coordinated with the design of the buildings in terms of materials, textures and colours. (Building 'F')

**Corner Lots:** Corner buildings are located at the intersection of two streets and will be designed to address both street frontages with design emphasis provided on the higher order street. Materials and window details on corner lots will be consistent on both the front elevation and exterior side yard elevation and where possible doors will be provided onto both streets. (Buildings 'G', 'H', 'I')

**Terminating Vista Lots:** These lots are located at the terminate view at the end of a street. The design of buildings will be designed with identifiable architectural elements and detailing including taller massing elements such as accentuated rooflines for increased visual interest. (Buildings 'C', 'D', 'J', 'K')

**Lots fronting Open Space and Strasburg Road:** Where buildings are exposed to an open space and Strasburg Road, both the front and exposed side of the elevations will be of equal quality in terms of the architectural materials, amount and proportions of openings and attention to detail. The design of these dwellings will adequately address the public realm in a manner consistent with the building's front façade. (Buildings 'A', 'D', 'E')



Priority Lotting Plan



Gateway Lots



Corner Lots



Terminating Vista Lots



Lots fronting Open Space and Strasburg Road

## 6.4 Site Access and Circulation

The primary vehicular access to the Subject Property is from Strasburg Road and a secondary connection is provided from Mcbrine Drive. Access points that are clearly visible will be provided for each lot, complemented with internal roads between each blocks for continuous site circulation. Access points will be identified through landscaping, low profile signage and landscaping details of which will be provided at the Site Plan stage. Access to corner sites will be located away from the street intersection as shown in the concept plan.

The circulation system will be designed to avoid conflict between pedestrian and vehicular traffic. Truck routes and employee and visitor parking spaces will be separated from pedestrians as much as possible. Pedestrian routes will connect parking areas to main building entrances and municipal sidewalks. Landscaped medians will be used to separate traffic flow, where it is appropriate. Provisions for barrier environment will be detailed at design stage.

## 6.5 Parking, Loading and Servicing Areas

The 6-metre-wide setback maintained along Strasburg Road street frontage will facilitate appropriate landscaping for enhanced streetscape conditions and the buffering of parking areas. Landscaped peninsulas are provided along street fronting parking rows to avoid continuous parking strips. The Conceptual concept plan illustrates frequent landscaped breaks along parking areas. Additional design strategies to reduce the visual impact of parking from streets will include tree planting and vegetation, berming, fencing or hedging as appropriate.

Landscaped islands and medians will be used to break large parking areas and delineate main traffic routes. The safety of all parking areas will be ensured through CPTED design principles and adequate illumination at night. Accessible parking spaces will be provided as per applicable design standards and Zoning

regulations, and will be located close to main building entrances for ease of access. Details will be provided at the Site Plan phase.

The visual impact of loading areas will be reduced by locating them away from street fronts where possible. Where located against street facing building walls, various design strategies will be employed to reduce their impact on streets that may include generous setbacks from streets, landscaping buffers, landscaping berms, architectural screening walls, and decorative fencing. Service and waste areas will be contained within buildings. Outdoor waste storage, if provided will be contained in an enclosure, screened by landscape features.



Pedestrian and Vehicular Circulation Routes

## 6.6 Building Articulation

Building facades facing onto Strasburg Road and internal landscaped drive aisles will be designed for visual interest such as use of architectural projections, variations in heights and increased glazing to help activate the public realm and to contribute to an attractive streetscape. The office component of the industrial buildings will be located at the front in highly visible and accessible locations from the streets. A higher proportion of glazing will be considered in the front offices for transparency and aesthetic appeal. The office component will receive high quality material treatment and design emphasis and will be clearly distinct from the manufacturing component. However, a harmonious relationship will be ensured in the design of the office and manufacturing components as parts of a whole composition.

Large windowless wall surfaces will be articulated both vertically and horizontally to create the illusion of structural bays and scale down the building mass. Elements that provide weather protection will be used in main entrance areas. Design strategies to break the large volumes may include wall undulations, wall openings, vertical and horizontal articulation, articulated roofscapes and enhanced parapet design, and materiality.



Cohesive design achieved through use of complementary architecture and landscaping



Prominent office presence from the main street

Precedents of Employment Building Design



Loading bays

## 6.7 Materials and Colours

Buildings will be sited to have the office component towards the streets for clear visibility, and appropriate articulation and materiality will be utilized to emphasize entrance areas and offices. Storage and on-site operations will be located at the rear. The core exterior cladding materials will be precast concrete panels and insulated metal panels together with glazed windows. The proposed material palette will consist of neutral tones with accent colours for contrast.

Longer stretches of horizontal facades will be articulated both vertically and horizontally to create the illusion of structural bays and scale down the building mass. Primary entrances of the proposed buildings will be emphasized through the use of architectural detailing, lighting, unique paving and landscaping. Secondary entrances will be provided at the side or rear, adjacent to the parking lots. Elements that provide weather protection will be used in the primary entrance areas and coordinate with the placement of pedestrian walkways.

Rooftop equipment will be concealed from view by parapet walls or screening devices. Materials used for screening will be complementary to other materials. Ground-related mechanical equipment and utilities will be contained inside the building or screened from public view.

The above architectural elements and material selections will be considered for each block/building and detailed out during the Site Plan Approval stage.

## 6.8 Streetscape and Landscape Design

A detailed landscape plan will be provided for each of the individual blocks at a more advanced design stage. Conceptually, the landscape design will include the following elements:

The design of landscape and streetscape elements have been organized into four components:

1. Strasburg Road Streetscape
2. Interior Streetscapes and Building Entrances
3. Multi-Use Trail
4. Landscape along Created Wetland/ Stormwater Management Facility
5. Wildlife Corridor

### 1. Strasburg Road Streetscape

Strasburg Road is a major road currently containing four lanes of traffic, and sidewalks on both sides of the road. The streetscape along Strasburg Road will maintain a 6-metre-wide landscaping strip for buffering and landscaping. Where grading permits, clearly marked walkways will link individual buildings to the public sidewalk located in the road right-of-way. A regular pattern and spacing of deciduous tree plantings will be located where appropriate on private property along public street edge and within the boulevard. The intersection of Street 'A' and Strasburg Road will have entry features using local materials and complementary landscape features such as double row of planting beds and ornamental planting.

### 2. Interior Streetscapes and Building Entrances

The internal streets within the Subject Property as shown in the Conceptual concept plan will be considered as local roads and fall under the jurisdiction of the City of Kitchener, and as such, will be according to applicable design guidelines. These streets provide entrance to the Subject Property from the bounding roads as well as provide vehicular circulation for a mix of vehicle types supporting the range of industrial uses contemplated for the proposed development of the Subject Property. The Conceptual concept plan illustrates streetscaping, boulevard treatment and parking lot landscaping. The planting of trees, shrubs, and/or landscaping features, such as berms, will be provided to screen parking and loading areas facing

streets. The design of pedestrian sidewalks will comply with accessible design standards. Sidewalks will be provided at least on one side of the public streets. Site entrances will be emphasized with accent planting and landscaping features that will integrate with the streetscaping. A range of hard and soft landscaping elements will be utilized throughout the Subject Property and building entrances to highlight access and egress points. The design of entrances will ensure that visibility for pedestrians and vehicles is not hampered.

### 3. Multi-Use Trail

A newly constructed 3-metre-wide multi-use trail system is proposed to be integrated within the 26-metre-wide road right of way which runs through the Subject Property which connects from Huron Natural Area to the linked public street sidewalk along Strasburg Road to the east as conceptually identified in the concept plan. The design of the multi-use trail will be constructed in accordance with the City's Official Plan 'Integrated Transportation System Map'. The multi-use trail provides important green infrastructure and pedestrian connectivity within the subdivision.

### 4. Landscape along Created Wetland/ Stormwater Management Facility

A new stormwater management pond is proposed to the northwest portion of the Subject Property, providing a green break along the streetscape. The edge of the stormwater pond will be naturalized and will be planted with the appropriate native trees, shrubs, and grasses chosen for their ability to thrive in wetland, marsh and flood fringe areas. Where functionally appropriate, walkways and landscaped seating areas will be provided to visually and physically integrate the land around the pond into the streetscape as a passive recreational amenity area.

### 5. Wildlife Corridor

A Wildlife Corridor is proposed on the north side of the Subject Property, to protect the habitat corridor and preserve the wildlife migratory paths. The design of this corridor will be 30-metre-wide and will maintain as much natural open space as possible. A minimum 12-foot box culvert or bigger will be proposed to accommodate wildlife passage between the

City-owned stormwater pond and the Strasburg Creek North Branch to the north of the Core Environmental Feature in the Huron Natural Area. On the road above the culverts a speed bump and wildlife crossing signs will be installed to slow the cars. Appropriate fencing will be installed to funnel the wildlife towards the culverts.



Example of a box culvert for passage of small animals

# 7. RESPONSE TO POLICY AND GUIDELINE FRAMEWORK

This section contains a summary of the design policies and guidelines relevant to the Site and proposed development and assessment of the general themes of those documents.

## 7.1 Response to City Official Plan Policy

The proposed design appropriately responds to urban design policies of Section 11 of the Kitchener Official Plan, regarding general policies as well as site and building design policies.

This Urban Design Report, per Official Plan Section 17.E.10.5, demonstrates that the proposed development is a compatible development with the facing area comprised of industrial fabric to the north, east and south, and natural area to the west. The existing employment uses consist of warehousing, distribution centres and Prestige Industrial and General Industrial Employment uses. Therefore, from a use perspective, the proposed development is providing more employment uses and optimizing land use through proper utilization of existing infrastructure, services and transit.

From a form perspective, the siting and orientation of individual buildings establish a compatible visual and functional relationship with each other. Buildings along Strasburg Road are sited and aligned to create a strong street presence as well as a consistent street wall. Thus, ensuring a compatible, contemporary and attractive form for industrial/employment use development as part of the larger industrial fabric in the area.

## 7.2 Response to Urban Design Manual Guidelines

### **Inclusive Design**

#### *City-Wide*

#### *Industrial Employment Areas*

- Pedestrians are prioritized in the design through building siting (street-oriented to support pedestrian comfort and interest along the streetscapes) and provision of barrier-free walkways through the Site (including direct, clearly defined paths through the parking area and building entrances).
- Buildings with frontage along Strasburg Road provide opportunities for natural surveillance between building interior and open surface parking area.
- Lighting elements at the time of detailed Site Plan Approval design will address appropriate lighting levels for safety in higher pedestrian activity areas.
- Landscape schemes at the time of detailed Site Plan Approval design will address safety of movement routes.
- For ease of wayfinding, building entrances will be clearly defined with built canopy and signage, which will be further defined with lighting and landscaping at the detailed design stage.
- Pedestrian walkway connections proposed within the Subject Property provide connectivity to the multi-use trail alongside Street "A", leading through defined crossings of the internal roads and to building-lining walkways connecting to the office entrances.
- Accessible pedestrian routes will be universally designed at the time of detailed Site Plan Approval design.
- Public art installation not been considered at this time.

## **Design for Sustainability**

### *City-Wide*

#### *Industrial Employment Areas*

- A major sustainable site design feature is the protection of Huron Natural Area, located immediately adjacent to the western and southern boundaries of the Subject Property. Adequate setbacks and buffers will be maintained from the natural heritage feature.
- The proposed development is a redevelopment of an existing brownfield site connected to existing community, servicing, transit and road infrastructure.
- The proposed development supports active transportation and transit ridership for employees and visitors to reduce the reliance on cars. Subject Property is near two GRT bus routes (16 and 33) that runs along Strasburg Road with connections to higher frequency iExpress GRT bus route (201) along Manitou Drive and ION light rail.
- A multi-use trail system is provided connecting to and through the Site to Strasburg Road and Huron Natural Area.
- Indoor bicycle storage and outdoor bicycle racks will be provided to allow secure locations and supporting active transportation opportunities.
- The development is designed in a compact campus type setting based on the logical expansion of municipal services and utilities. Thus encouraging efficient land use.
- Sustainable storm water management features are incorporated through the proposed pond and stormwater conveyance channel. The proposed pond will provide enhanced ecological functions and habitat for species as well as offering a sustainable solution for storm water restoration and infiltration.
- The preliminary site plan and landscape concept provide ample opportunities for landscaping. These areas will contribute to micro-climatic benefits and may incorporate additional sustainable storm water design features.

## **Design of Outdoor Comfort**

### *City-Wide*

#### *Industrial Employment Areas*

- Building designs will address pedestrian weather protection through recessed vestibules from public sidewalks and generous covered landing spaces.
- Lighting and landscape plans at the time of detailed Site Plan Approval design will address pedestrian comfort guidelines.

## **Street Design**

### *City-Wide*

#### *Industrial Employment Areas*

- Walkways are well defined through the surface parking area, linking the buildings and the open areas, connecting to the public sidewalks on Strasburg Road and McBrine Drive and multi-use trail to Huron Natural Area.
- Landscape planting will screen utilities or above-ground servicing equipment (e.g. transformer boxes etc.).
- Employee bicycle parking will be located in a weather protected secure area with controlled access whereas visitor bicycle spaces will be located in visible and accessible locations, near building entrances and pedestrian walkways. The design of bicycle racks will not impede pedestrian movement and snow clearing.
- Combination of plantings will be proposed within the landscape strip and boulevard treatment along Strasburg Road and internal road frontages to add to the streetscape quality.

## **Parks and Open Spaces**

### *City-Wide*

- A multi-use trail runs through Subject Property providing direct access and east-west connectivity for pedestrians and cyclists to and through the Subject Property to Strasburg Road and Huron Natural Area promoting healthy living and recreational opportunities for workers and visitors.



- The proposed walkway connections on the Subject Property provide connectivity to the multi-use trail alongside Street “A”, leading through defined crossings of the parking area, and to building-lining walkways connecting to the office entrances.

## **Compatibility**

### *City-Wide*

#### *Industrial Employment Areas*

- No abutting compatibility sensitives of use or form: Subject Property is surrounded by industrial uses to north, east, and south, and Huron Natural Area to the west.
- Landscape strips along Subject Property’s Strasburg Road street edges provides for screening opportunities of surface parking area from public street views.

## **Cultural & Natural Heritage**

### *City-Wide*

- A combined setback of 30 metres will be maintained from the natural heritage features (Huron Natural Area) abutting the Subject Property along the western and southern boundaries.
- A 30-metre-wide Wildlife Corridor is proposed to provide wildlife passage between the City-owned stormwater pond and the Strasburg Creek North Branch to the north of the Core Environmental Feature in the Huron Natural Area.

## **Built Form**

### *City-Wide*

#### *Industrial Employment Areas*

- Loading spaces will be located along the sides and rear of buildings. Generous landscape buffers, high quality landscaping and screening devices will be utilized to reduce the visual impact of loading areas from the public realm.
- Large building rooftop size allows for rooftop mechanical equipment to be easily positioned to screen from the public realm.

- Buildings will be sited to have the office/sales component towards main streets for clear visibility.
- Corner lot buildings will be designed to address both street frontages with massing articulation and/or enhanced materiality.
- Design strategies to break the large volumes may include wall undulations, wall openings, vertical and horizontal articulation, articulated roofscapes and enhanced parapet design, and materiality.
- A higher proportion of glazing will be provided in the front offices for transparency and aesthetic appeal.

## **Shared Spaces**

### *City-Wide*

#### *Industrial Employment Areas*

- The site design and landscape concept provide ample space to facilitate outdoor amenity areas for employees.
- Hard and soft landscape elements will identify areas of activity and circulation.
- Where appropriate, the integration of lookouts may be considered at stormwater management pond entries as a public amenity. As such, seating and decorative features (decorative paving, entry marker, information sign age, shade structures, ornamental planting) may be provided at desirable view opportunities.
- Planting (trees, shrubs, grasses) will include species tolerant of urban conditions with an emphasis on native species.

## **Site Functions**

### *City-Wide*

#### *Industrial Employment Areas*

- Parking areas are conveniently located near front offices for ease of access. The visual impact of parking areas adjacent to streets will be reduced with landscaping strips and planting of trees and vegetation.
- The safety of all parking areas will be ensured through CPTED design principles and adequate illumination at night.

- Employee bicycle parking will be located in a weather protected secure area with controlled access whereas visitor bicycle spaces will be located in visible and accessible locations, near building entrances and pedestrian walkways.
- Landscaping and buffer planting will be utilized for the screening of loading areas from the public realm.
- Vehicle routes are connected in a coordinated and linked system through the Subject Property with barrier curbs throughout.
- Car parking areas and routes are separated from truck and loading functions and routes.
- Barrier-free parking are distributed to locations within each of the office building entrances.
- A Created Wetland/ Stormwater Management Pond have been integrated into the site plan design, in relation to existing natural drainage patterns.
- Emergency signage and infrastructure will be addressed at the time of Site Plan Approval design.
- Lighting elements at the time of detailed Site Plan Approval design will address appropriate lighting levels for safety in higher pedestrian areas.
- Surface treatment of pedestrian crossings will be defined through pavement markings or similar effects.
- Servicing and utility equipment is anticipated to be enclosed within the building; loading bays are situated on the rear side of the building, away from public realm.
- Detailed site design through Site Plan Approval will address snow storage and removal functions.

## **Huron/Trillium Area Specific Guidelines**

### ***Industrial Employment Areas***

- The Subject Property backs onto Huron Natural Area and parts of Strasburg Creek. Therefore, larger setbacks and buffers have been provided to protect the existing natural features and habitat from the proposed development.
- A 3-metre multi-use trail system is integrated into the site plan development to link the pedestrian and cyclists through the Subject Property to Strasburg Road and Huron Natural Area.
- Priority lots have been identified within the Draft Plan of Subdivision and special design considerations will be proposed such as quality architecture, building siting, massing, façade treatment, building relationship to the street edge, access points, parking lots, loading and servicing areas, and opportunities for landscape elements.

## 8. SUMMARY

The proposed development provides for a subdivision design that is conducive to encouraging strong urban design principles during the detailed site plan development stages. Based on the assessment contained in this Urban Design Report, the proposed site and building design is appropriate and reflects good urban design. Particularly, the proposed design:

- Establishes industrial blocks that are appropriately sized based on surrounding land uses to allow for detailed site design that will meet the City's urban design policies;
- Provides setbacks and a transition area for built form that is sensitive to the adjacent natural heritage area;
- Provides for coordinated pedestrian access from bounding multi-use trails or public sidewalks through the site and to principal office entrances;
- Reduces the visual impact of surface parking areas by placement of building layout and edge plantings for screening and distributed landscaped islands to break up long parking rows;
- Incorporates perimeter landscaping strips along all property edges that are significant in width to provide for a range of planting and aesthetic functions, particularly along the principal movement corridor of Strasburg Road; and
- Accommodates opportunities for a prominent gateway feature at Strasburg Road and supporting landscape plantings and treatments.