

URBAN DESIGN BRIEF

75 First Avenue

City of Kitchener
Zoning By-law Amendment



March 2024

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Zoning By-law Amendment

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1. BACKGROUND

1.1 Proposal

GSP Group has been retained by Jason Dale (the 'Owner') for the property at 75 First Avenue (the 'Subject Property') in the City of Kitchener. The Subject Property currently comprises a duplex, and the Owner is proposing to rezone the property to allow for an addition to the rear of the existing building, adding three attached additional dwelling units. Additionally, the Owner is proposing to include a sixth unit in the basement of the existing duplex.

1.2 Purpose and Report Content

The purpose of this Urban Design Brief is to evaluate the proposed building with regard to good urban design principles and ensure that the planned development appropriately addresses the City of Kitchener's urban design policy framework and guidelines. A Zoning By-Law Amendment ("ZBA") is required to facilitate the proposed development on the Subject Property. An Urban Design Brief was identified as a requirement of these applications as per the record of pre-submission consultation dated September 5, 2023.

The City of Kitchener Official Plan identifies an Urban Design Brief as a comprehensive document "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:

- Describes existing physical conditions on the Subject Property (Section 2);
- Describes the contextual relationships and fit with the surrounding area (Section 3);
- Outlines the general Official Plan design policies and Urban

Design Manual chapters that are relevant to the Subject Property's and development's design (Section 4);

- Describes the design components of the proposed development (Section 5);
- Assesses how the proposed development's design responds to the applicable policies and guidelines (Section 6); and
- Provides a summary regarding the findings of the Urban Design Brief (Section 7).

1.4 Supporting Studies and Materials

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

- Site Plan prepared by Orchard Design Studio Inc;
- Elevations prepared by Orchard Design Studio Inc; and
- Renderings prepared by Orchard Design Studio Inc;

2. SPATIAL AND CONTEXTUAL ASSESSMENT

2.1 Location and Description

The Subject Property is located on the east side of First Avenue, at the terminus of Eckert Street along the western edge of Kingsdale/Vanier neighbourhood and to the south of Highway 8 interchange.

2.2 Existing Conditions

The Subject Property is currently occupied by duplex building with an attached parking garage and parking provided on the driveway in the front yard. Board on board fencing exists along the southern property line abutting the existing townhouse dwelling (63 Connaught Pl).

2.3 Existing Topography and Vegetation

The Subject Property is generally flat and ground cover is mostly comprised of grassed lawn areas with some mature trees in the rear yard. A Tree Management Plan, completed by GSP Group (March 2024) identified 5 trees on the property, all located in the rear yard. To facilitate the proposed development, 3 trees will need to be removed due to conflict with proposed parking lot construction.



Figure 1: Site Location

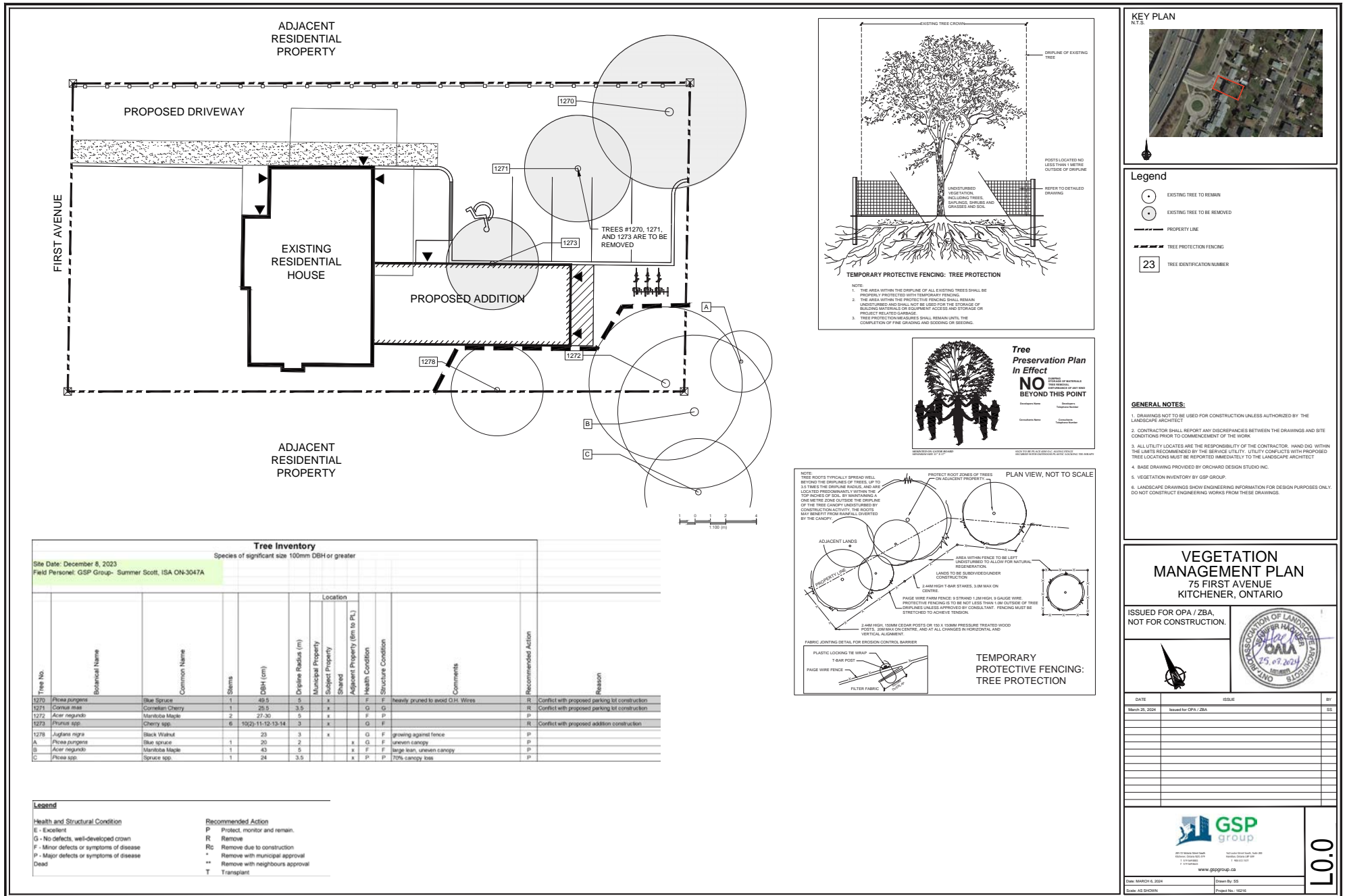


Figure 2: Tree Management Plan prepared by GSP Group

2.4 Surrounding Context

The Subject Property is located along the western boundary of Kingsdale/Vanier neighbourhood; defined as the area bound by Highway 8, Fairway Road South, and Courtland Avenue in east-central Kitchener. The neighbourhood's interior, predominately, is characteristic of a low-rise residential fabric. There are pockets of low-rise and mid-rise multiple residential buildings distributed throughout the interior, including those beside the Subject Property and around the corner of Connaught Street.

The majority of residential development in the neighbourhood was constructed in the 1950-70's of post-war architectural style. Primary building materials within the neighbourhood include red or beige brick and white or beige vinyl siding. Ledge stone is commonly used as accenting material along the base. White trim is predominantly used to frame doors and windows. Steel railing is commonly used to line front porches and unit balconies.

The neighbourhood is well served by parks/play facilities throughout the neighbourhood including Wilson Park, Traynor Park, Greenfield Park and Kingsdale Park as well as the Kingsdale Community Centre. Several schools are located within the Kingsdale neighbourhood including two public schools (Rockway Public School, and Wilson Avenue Public School), one catholic school (St. Aloysius Catholic Elementary School) and one Montessori school (Sunshine Montessori School). The road pattern is a combination of gridded and curving streets. The neighbourhood is well served by transit, with direct and indirect access to routes 1, 6, 7, 8, 12, 23, 27, 28, 33, 201 and two LRT stations: Block Line Station and Fairview Mall.

2.5 Immediate Context



NORTH: To the north, the adjoining property is a one-storey detached residential dwelling (59 First Avenue) featuring a narrow driveway that extends to the rear, where the detached parking garage is situated. No fence is present along the shared property line.



SOUTH: The townhouse dwelling (63 Connaught Place) to the south of the Subject Property is two-storeys high and located on a cul-de-sac, with a driveway fronting Connaught Place. A board-on-board fence exists along the shared property line. There are no window openings on either of the building facades facing each other..



EAST: Directly abutting the property to the east is the rear yard of a two-story residential dwelling (68 Second Avenue) with frontage along Second Avenue. The two-story residential building is set back approximately 16 meters from the shared property line.



WEST: The Subject Property borders First Avenue, a local road with two lanes. A public sidewalk is present on the east side of First Avenue. The west side of First Avenue is adjacent to Highway 6, which is elevated. The Subject Property is also at the terminus of Eckert Street, a two-lane driveway with bike lanes on both sides. Eckert Street extends towards the west, intersecting at Dixon Street and connecting to the Rockway neighbourhood.



Figure 3: Surrounding context to the Subject Property

3. DESIGN POLICY AND GUIDELINE REFERENCES

3.1 City of Kitchener Official Plan

The City of Kitchener Official Plan reflects the policy direction of the Growth Plan and the Region of Waterloo Official Plan with respect to growth management to the 2031 planning horizon and contains further policy direction for land use and development at the localized scale. The following subsections summarize relevant Official Plan policies related to urban design and built form.

3.1.1. Part C, Section 4 – Housing

Housing policies are contained in Section 4 of the Official Plan. Regarding housing supply, Section 4.C.1.1 supports residential intensification and redevelopment in designated areas to accommodate residential growth. Section 4.C.1.6 encourages residential intensification and/or redevelopment to respond to changing housing needs and cost-effective means to reduce infrastructure and servicing costs. Section 4.C.1.9 requires residential intensification and/or redevelopment in existing neighbourhoods to be designed with respect to the existing character. Regarding variety and integration of housing, Section 4.C.12 favours a land use pattern which mixes and disperses a full range of housing types.

Response: The Subject Property is located in a designated residential area, well served with community facilities, schools, and access to transit. It is within reasonable

walking distance of commercial uses as well. The proposed development offers an alternative housing type to the Kingsdale neighbourhood in the form of multiple residential dwellings and has been designed to be compatible to the existing character of the area. The proposed development provides for increased density on the Subject Property and supports the policy direction of providing cost-effective housing options to the neighbourhood.

3.1.2. Part C, Section 11 – Urban Design

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 provide guidance on site organization and quality; the function and appearance of the Subject Property within the greater streetscape, and connectivity and circulation for various forms of transportation including pedestrians and vehicles.

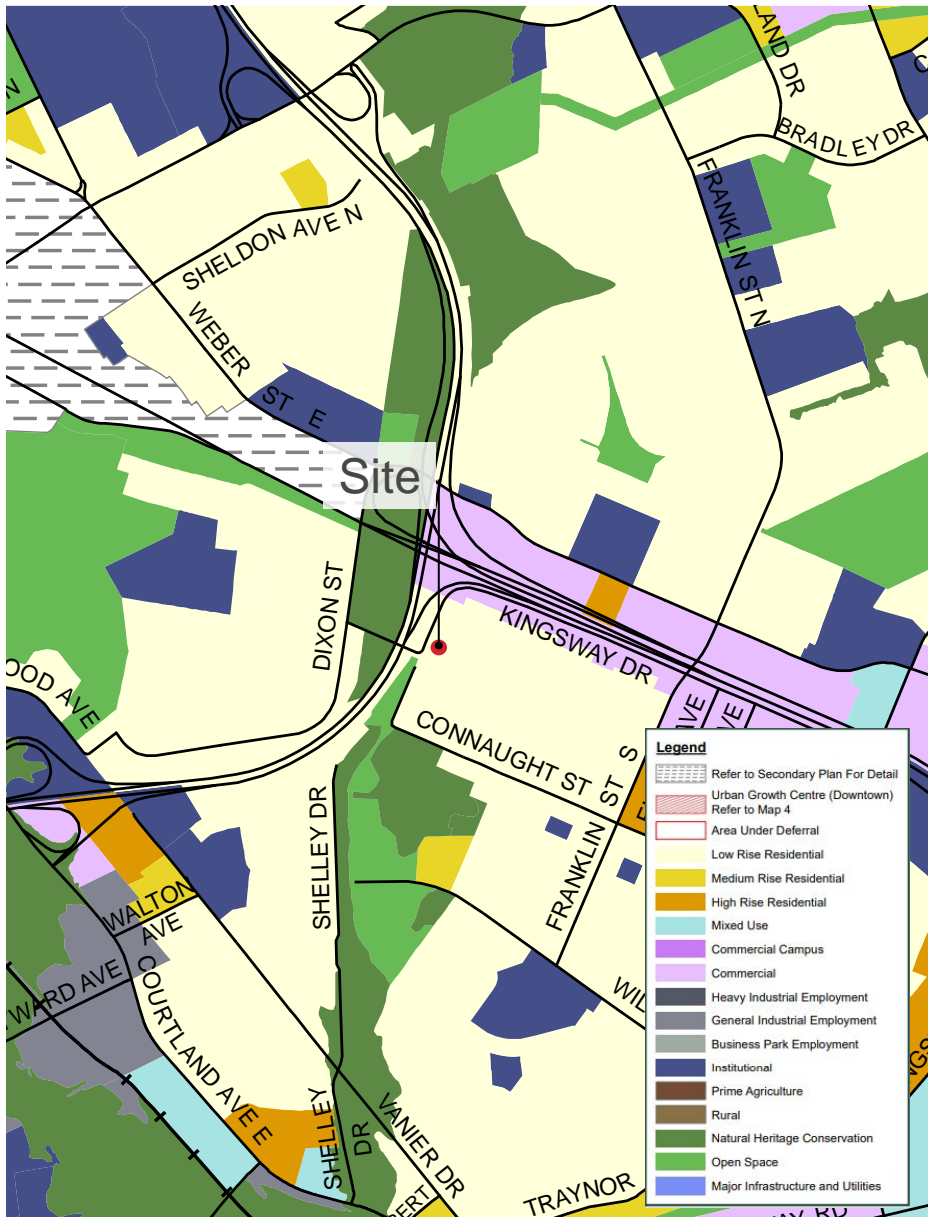
- Building Design, Massing and Scale design policies speak to human-scale proportions to support a comfortable and attractive public realm, including attractive building forms, facades, and roof designs; complementary design of new buildings; and architectural innovation and expression.

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

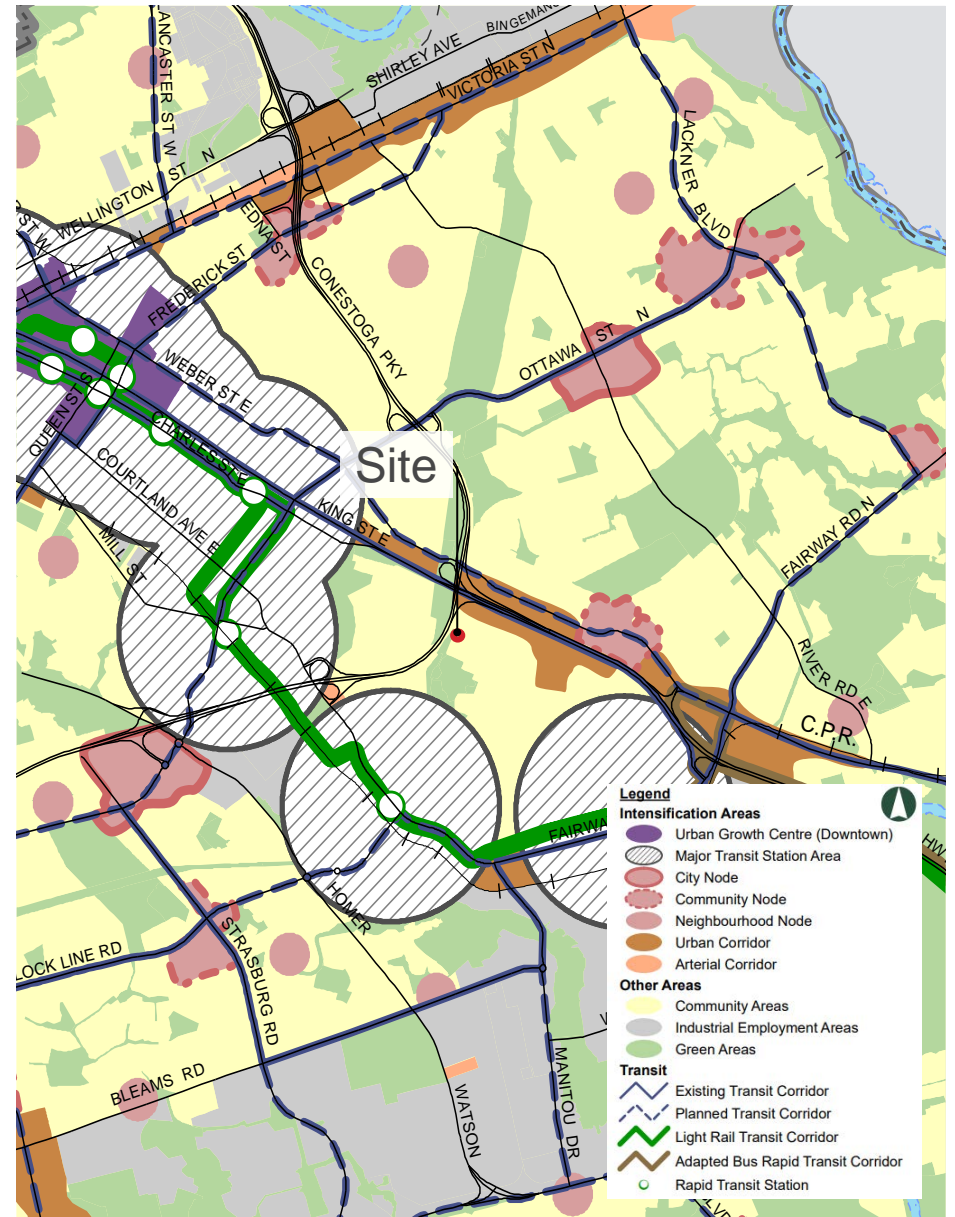
- a) demonstrate that a proposed development is compatible;
- b) address the relationship to and the privacy of adjacent residential development; and,
- c) ensure compatibility with the existing built form and the physical character of the established area and/or neighbourhood.

3.1.3. Part D, Section 15 – Land Use Policies

The Subject Property is located within the Built-Up Area on Map 3a of the Region of Waterloo Official Plan. Section 2 of the Regional Official directs “a greater share of new development to the existing Built-Up Area to make better use of land, existing physical infrastructure, community infrastructure and human services”.



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



Urban Structure (Map 2) in City of Kitchener Official Plan

The Urban Structure of the subject lands is identified as a “Community Area” in Map 2 of the City of Kitchener Official Plan. The Land Use Designation for the Subject Property is “Low Rise Residential”, as illustrated in Map 3 of the City of Kitchener Official Plan. The “Low Rise Residential” designation permits: “a full range of low density housing types which may include single detached dwellings, additional dwelling units, attached and detached, semi-detached dwellings, street townhouse dwellings, townhouse dwellings in a cluster development, low-rise multiple dwellings, special needs housing, and other forms of low-rise housing”.

3.1.4. City of Kitchener Zoning By-law

The Subject Property is currently zoned “RES-4” in the City of Kitchener Zoning By-law 2019-051. The “RES-4” zone does not permit the proposed development resulting in six dwelling units.

A Zoning By-law Amendment is required to rezone the Subject Property from “RES-4” to “RES-6” to permit the proposed development resulting in a total of six dwelling units. This Planning report is provided in support of the submitted Zoning By-law Amendment application. A Site Plan Approval application would not be required following the approval of the submitted Zoning By-law Amendment.

3.3 City of Kitchener 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 Subject Property and the proposed development.

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

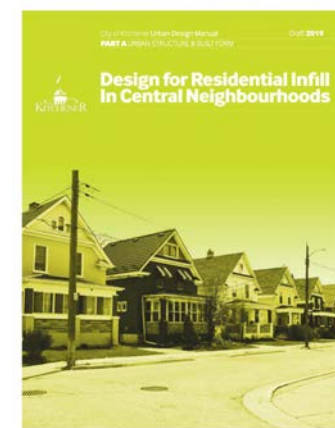
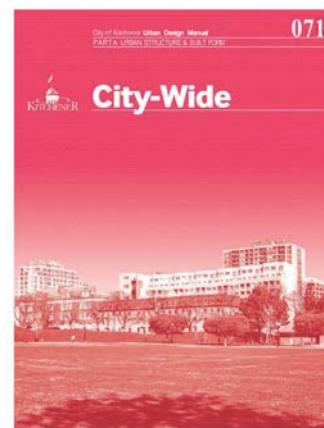
through the application of design best practices in a range of topics. The Site Design guidelines address built form, open space and site functionality.

d) Design for Residential Infill In Central Neighbourhoods

These guidelines apply to established communities where limited intensification is expected but some changes are considered in the form of careful planning and well-designed residential infill projects that ensure compatible development which respects and enhances the character of these neighbourhoods.

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, multiple residential, 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.



4. PROPOSED DEVELOPMENT

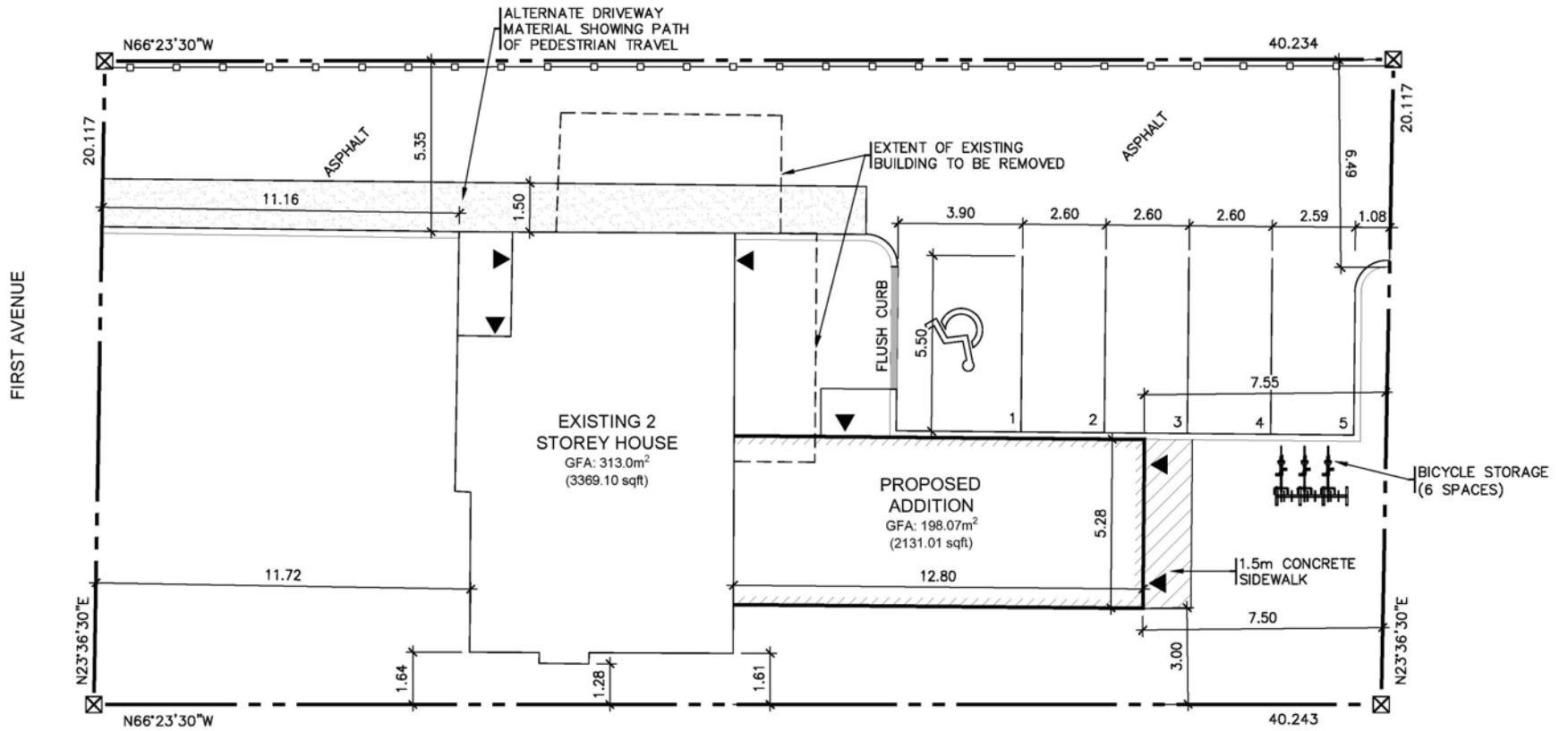
4.1 Built Form

The proposal entails adding an extension to the existing residential dwelling to accommodate three additional dwelling units at the back, resulting in a multiple dwelling configuration with a total of six units and a total gross floor area of the proposed addition of 198 square metres. The proposed extension to the existing main dwelling is aligned perpendicularly to the main building in an east-west orientation, spanning a length of 12.80 metres and a width of 5.28 metres. On the second storey, the length of the proposed addition is reduced to 11.88 metres, resulting in a deliberate 0.9-metre gap between the existing and new structures. This intentional gap serves the crucial purpose of ensuring the implementation of a continuous and effective vapour barrier, contributing to the long-term structural integrity and performance of the entire building.

The new addition is set back 3 metres from the south property line, adjacent to the townhouse development (63 Connaught Place), and 7.5 metres from the east property line, adjoining the residential property at 68 Second Avenue. A setback of 12 metres is proposed from the new extended portion of the building to the north property line, adjacent to the residential property at 59 First Avenue. The new addition is a two-storey with an overall height of 7.5 metres to the roofline.

The design of the extended portion will mirror the existing building, featuring a brick exterior for the ground floor and white to cream-coloured prefinished horizontal siding for the above storey. This approach aims to maintain a cohesive and harmonious aesthetic throughout the entirety of the structure, ensuring visual continuity and a unified appearance. Entrances to the additional units are proposed on the north and east elevations of the proposed extension, accessible via stairs with guard rails for support. All window openings for these additional units will face towards the interior of the Subject Property to mitigate any concerns related to overlook or privacy.

To meet the parking requirement, the existing parking garage, originally attached to the north side of the dwelling (as depicted in Figure 4), will be removed. Instead, an extended driveway will be created towards the rear side of the Subject Property, facilitating surface parking spaces behind the main structure. This adjustment ensures the provision of five parking spaces for the development.



LEGEND

PROPERTY LINE	---
IRON BAR	⊗
MAN DOOR ENTRANCE / EXIT.	▼
1.8m HIGH WOODEN FENCE	□-□-□

Number of Units - 5 Units
 Number of Visitor Spaces - Not required
 Floor Space Ratio - 0.627
 GFA = 508.55 sq.m.
 Lot Area = 810.84 sq.m.

Parking Required - 1 Space/Unit = 5 Spaces
 Parking Provided - 1 Space/Unit = 5 Spaces
 Parking Space Minimum Dimensions - 2.6m x 5.5m
 Barrier Free Parking Required - 1 Space/1-12 Spaces = 1 Space

SITE DATA - RES-5 - MULTIPLE DWELLINGS

REGULATION	REQUIRED	PROPOSED
LOT AREA (MIN.)	495.0m ²	810.84m ²
LOT WIDTH (MIN.)	19.0m	20.117m
FRONT YARD SETBACK (MIN.)	4.5m	11.16m
INTERIOR SIDE YARD SETBACK (MIN.)	3.0m	*1.28m
REAR YARD SETBACK (MIN.)	7.5m	7.5m
LANDSCAPED AREA (MIN.)	162.17m ² (20%)	323.90m ² (39.94%)
FLOOR SPACE RATIO (MIN.)	N/A	N/A
FLOOR SPACE RATIO (MAX.)	0.6	*0.627
BUILDING HEIGHT (MIN.)	N/A	N/A
BUILDING HEIGHT (MAX.)	9.0m	7.556m
NUMBER OF STOREYS (MAX.)	3	3
NUMBER OF DWELLING UNITS (MIN.)	N/A	5
NUMBER OF DWELLING UNITS (MAX.)	N/A	5
GROUND FLOOR PATIO AREA	YES	*NO

* DENOTES VARIANCE REQUIRED

Figure 4: Site Plan prepared by Orchard Design Studio Inc



Figure 5: **3D Rendering of the proposed rear addition** prepared by Orchard Design Studio Inc

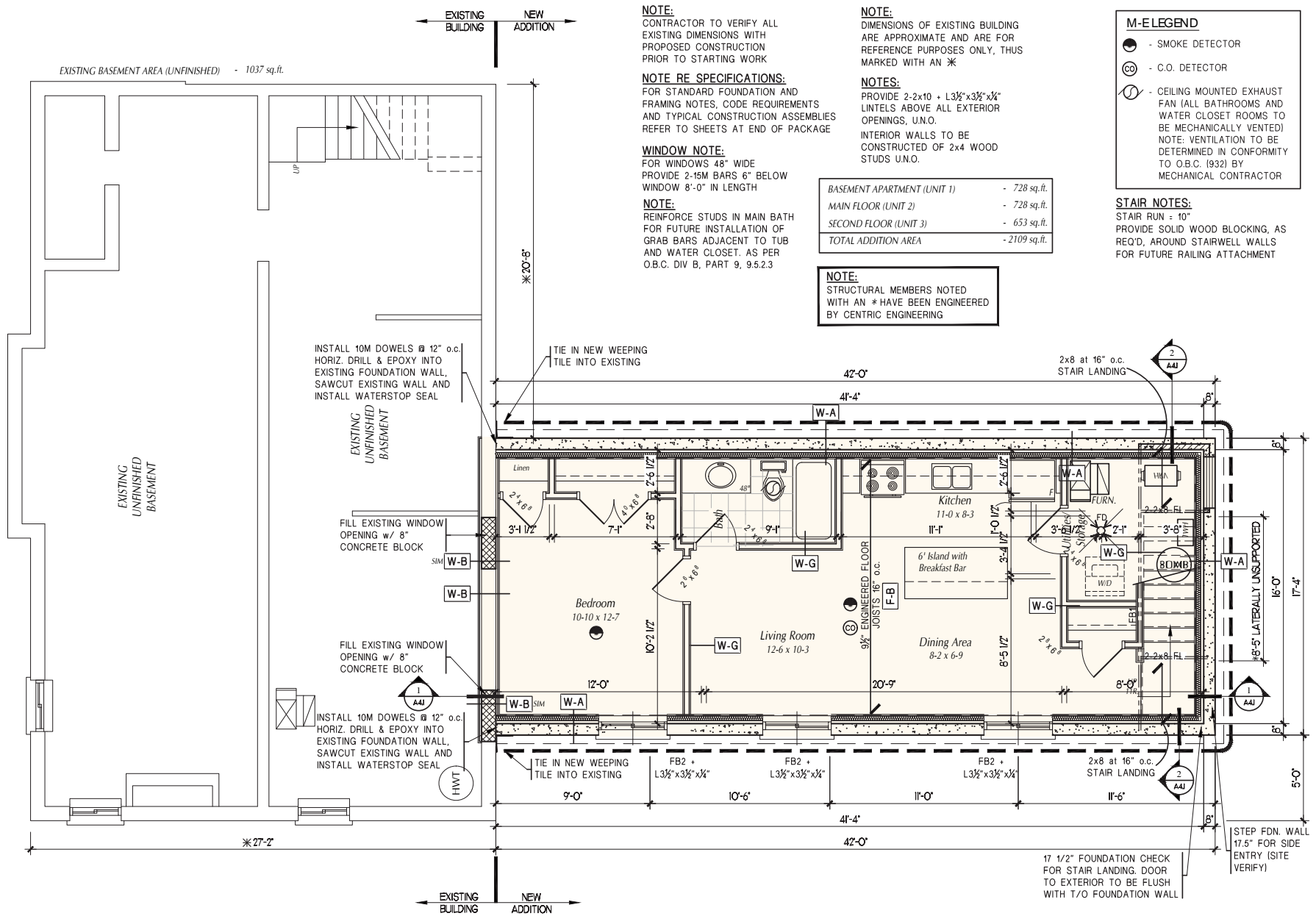


Figure 6: **Basement Floor Plan** prepared by Orchard Design Studio Inc

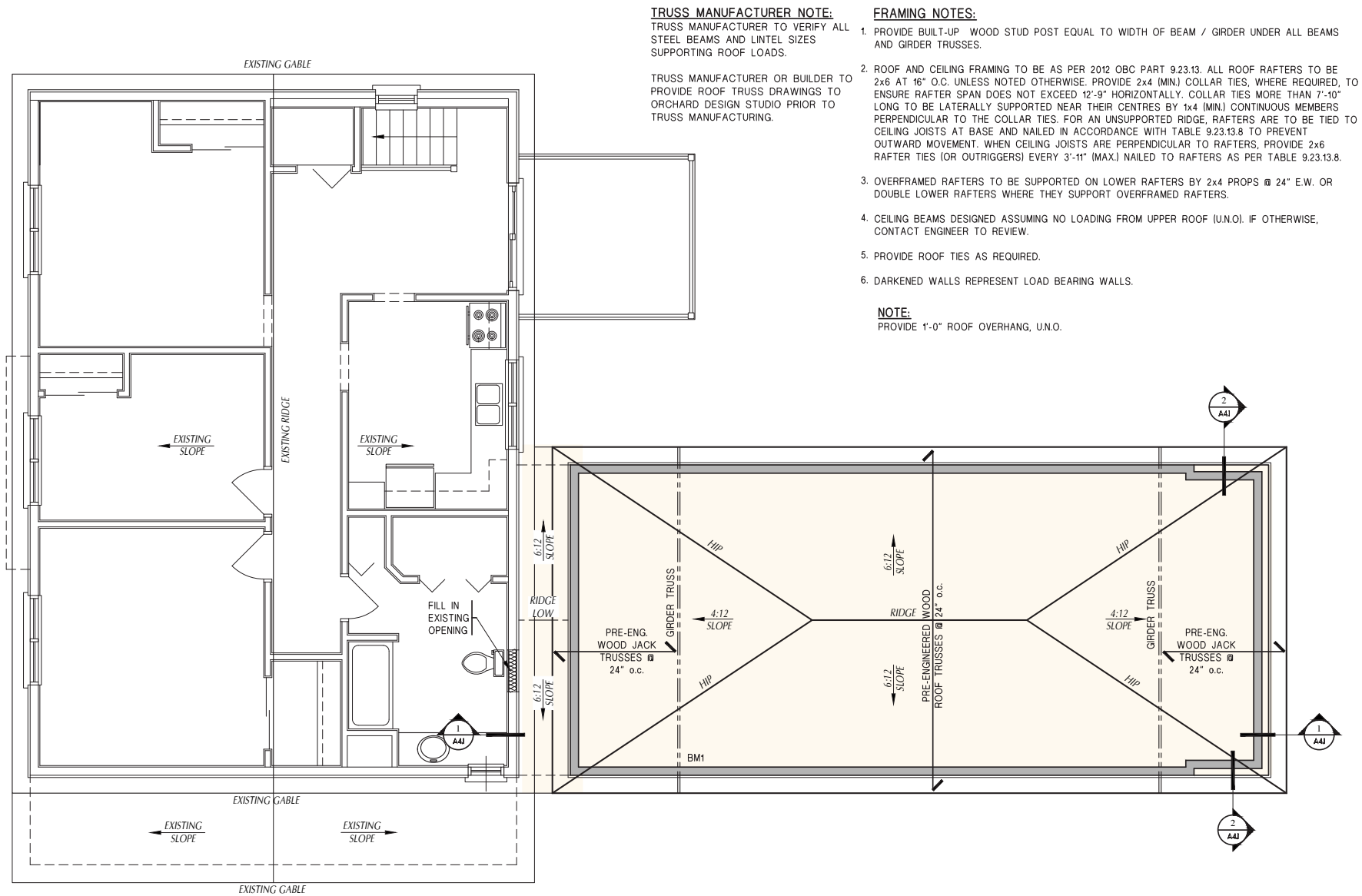


Figure 9: **Roof Floor Plan** prepared by Orchard Design Studio Inc



NOTE:
EXISTING MATERIALS NOT

Figure 10: **Front Elevation** prepared by Orchard Design Studio Inc

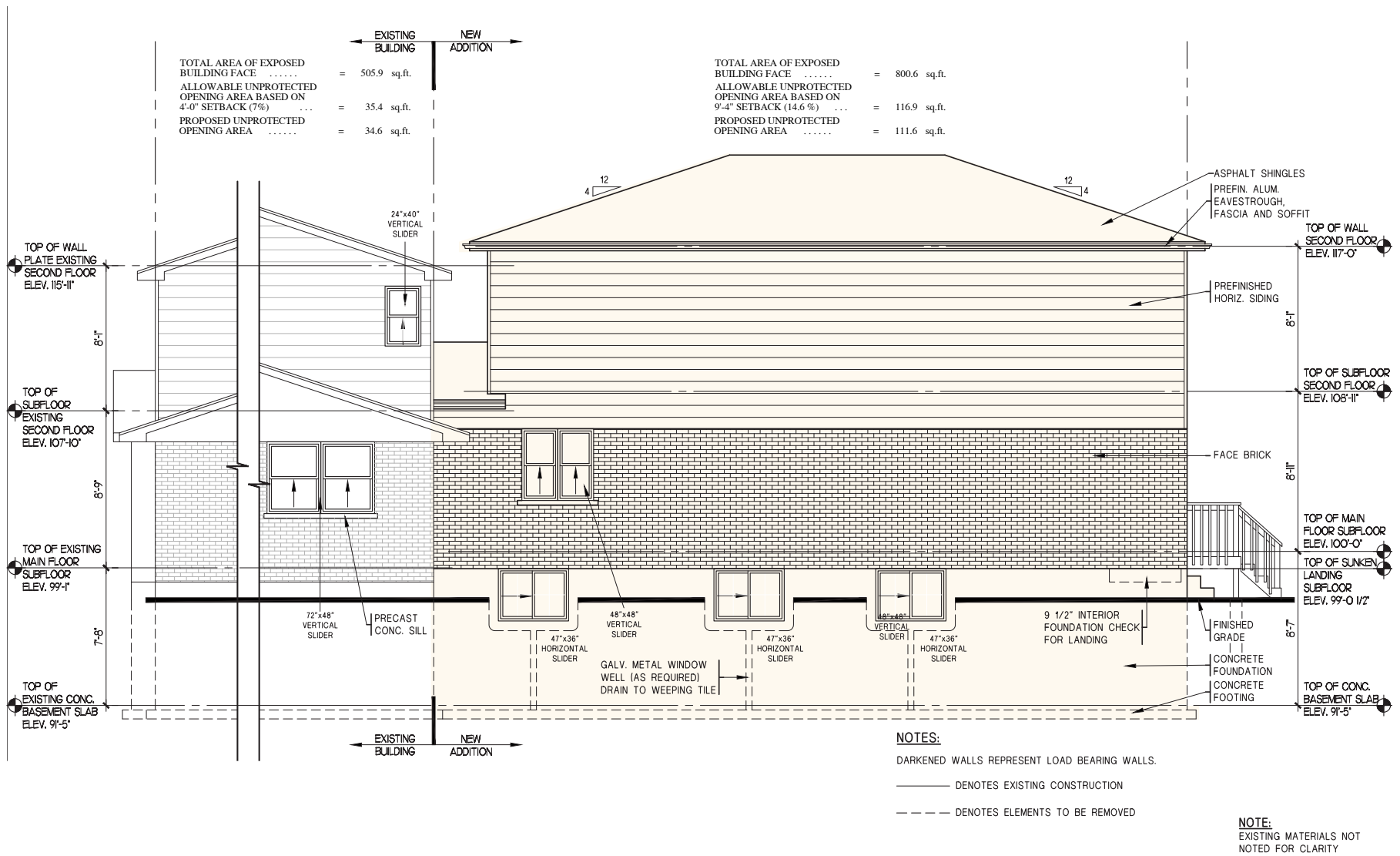


Figure 11: **Right Side Elevation** prepared by Orchard Design Studio Inc

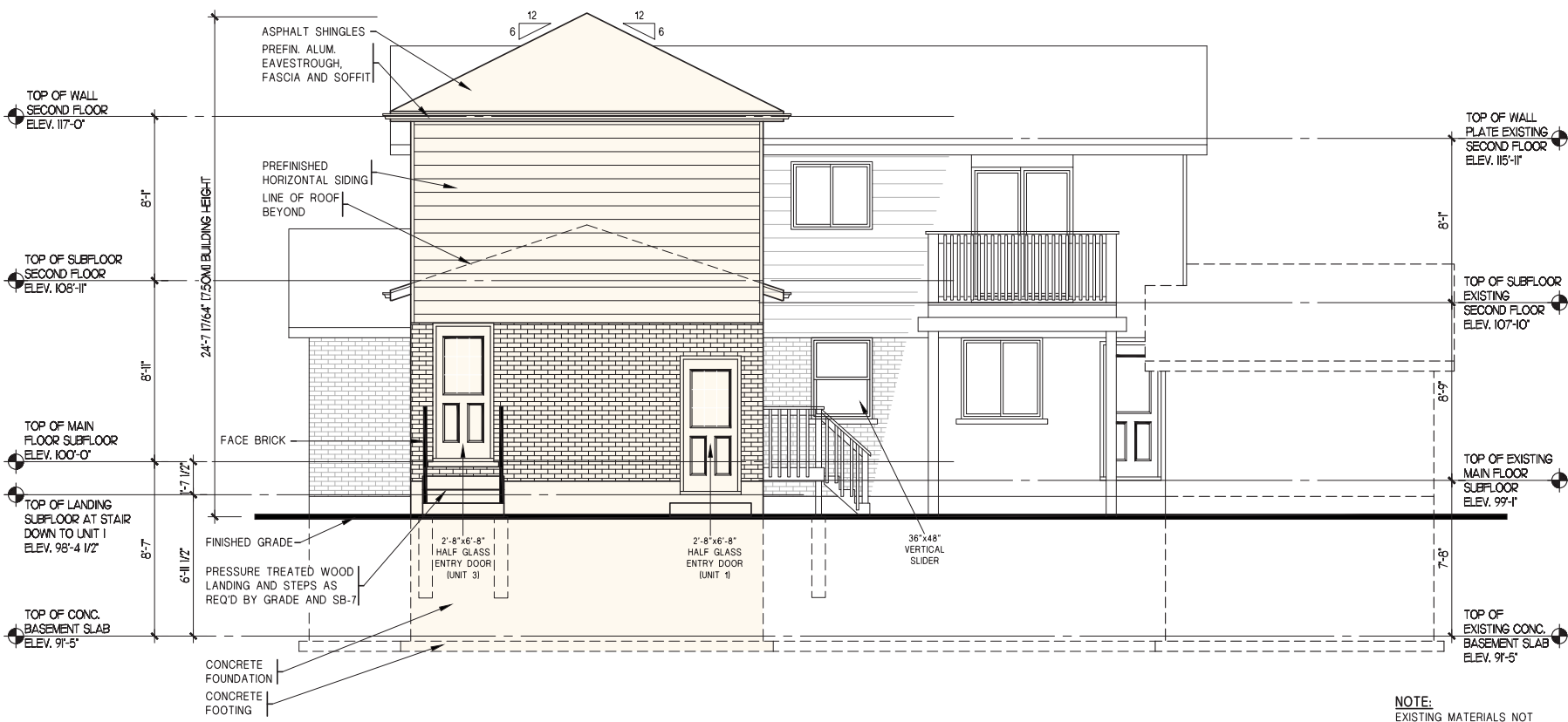
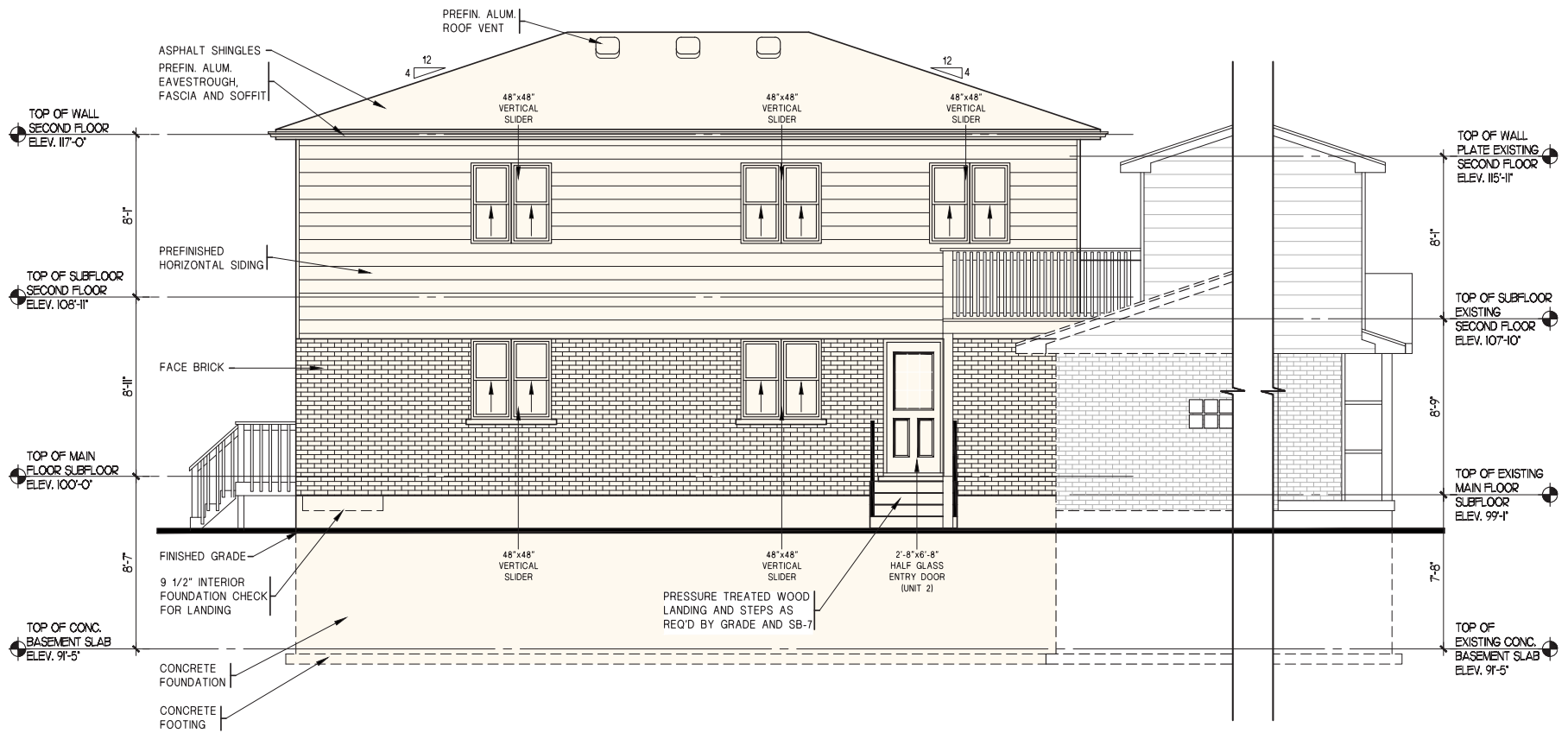


Figure 12: **Rear Elevation** prepared by Orchard Design Studio Inc



NOTE:
EXISTING MATERIALS NOT

Figure 12: **Left Side Elevation** prepared by Orchard Design Studio Inc

4.2 Parking, Access and Services

The existing parking garage, presently attached to the main building, will be removed to extend the paved driveway towards the rear side of the property, creating space for additional parking. Vehicles will enter through the extended driveway at the rear of the property. A total of five parking spaces are proposed perpendicular to the extended driveway, as shown in Figure X.

Access to additional units will be facilitated through the driveway, with 1.5-metre-wide paved pedestrian walkways near the entrances for convenient access. The fire route will be along the vehicular path of travel. Landscaping will be implemented along the perimeter of the property, and wooden fencing will be installed along the shared northern property line to screen parking from the adjoining property. Additionally, adequate lighting will be provided throughout the property to enhance pedestrian and vehicular safety.

Utility meters will be clustered and placed on the side of the building in a manner to mitigate their view and appearance on the street. For recycling and waste, garbage bins will be rolled out into the drive aisle at the time of pickup, adhering to the City's scheduled collection and guidelines.

4.3 Residential Compatibility

By conforming to the established development pattern of the neighbourhood, the proposed new addition to the existing aligns with the surrounding context in terms of building location, height, landscaping, setbacks, entrances, windows, and other architectural elements.

Recognizing the minor nature of infill intensification, the design of the proposed addition ensures compatibility with the surrounding neighbourhood. The location, density, and other characteristics of the neighbouring land uses have been carefully considered in the planning of the new addition. Sufficient setbacks and separation distances from adjoining properties, as detailed in Section 4.1, contribute to a smooth transition between abutting properties.

The proposed two-storey height of the new addition aligns with the adjacent uses, and strategic placement of window openings facing the interior of the Subject Property mitigates concerns related to overlook or privacy. Furthermore, the provision of appropriate landscape buffers around the perimeter of the Subject Property, along with fencing, enhances the compatibility of the proposed addition with the established residential context. Overall, the design ensures a seamless integration that respects and enhances the existing residential fabric.

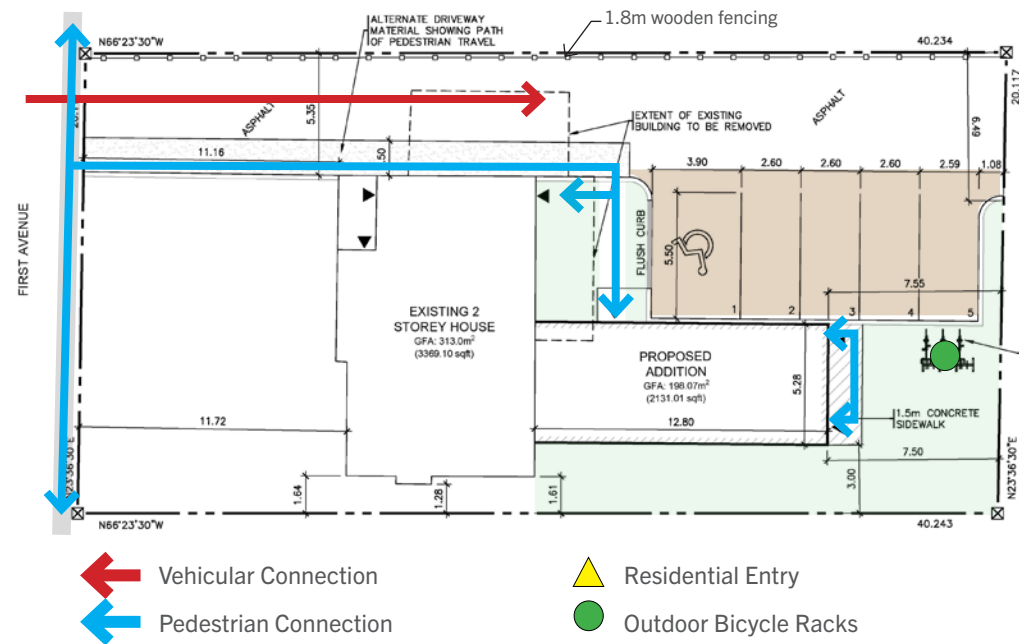


Figure 13: Circulation Diagram

5. RESPOND TO POLICY AND GUIDELINE FRAMEWORK

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

5.1 Response to Official Plan Policy

The proposed development conforms to the Low Rise Residential designation of the Official Plan and the urban design objectives because:

- The proposed development aims to achieve a high level of urban design that helps to create a complete community with additional housing units in an attractive and innovative form.
- The proposed development complements the visually distinctive and identifiable neighbourhood by retaining the existing building and streetscape and referencing neighbouring rooflines with complementary materials in a rear addition not generally visible from the street.
- The proposed development maintains a human scale, preserving the neighbourhood's character and enhancing its cultural heritage landscape by providing housing options accessible to nearby employees, consistent with the neighbourhood's original intent.
- The proposed development is compatible with the planned function of the area, given the prevalence of a variety of low-rise residential housing types in the neighbourhood and the proximity to various amenities.
- The proposed development maintains the existing building and streetscape with the primary windows and doors of the rear addition oriented toward the interior of the property to mitigate overlook concerns.
- The proposed development incorporates transportation demand management measures, such as pedestrian walkways and bicycle racks.

The proposed development aligns with Section 11 of the Official Plan's General Urban Design policies as follows:

- It preserves the existing building and streetscape, facilitating direct pedestrian and cycling access to the new rear addition from the public realm.
- It considers Crime Prevention Through Environmental Design (CPTED) principles, with careful placement and visibility of building entrances and walkways to avoid entrapment areas.
- It facilitates emergency service access via the municipal road.
- It will be designed to conform to the standards and regulations of the AODA and the Ontario Building Code. One Type A accessible parking space is proposed.
- It aims to conserve the existing streetscape, enhance the appearance of the existing building, and create an attractive and compatible low-rise rear addition while making pedestrian and cycling connections to the street.
- It respects and reinforces a human scale in the positioning, height, massing, and design of the rear addition. It conserves the existing attractive streetscape.

The proposed low-rise building is designed in keeping with the design policy direction of Official Plan Section 11, as further explored in detail as part of the Urban Design Manual analysis in the following section.

This Urban Design Brief, per Official Plan Section 17.E.10.5, demonstrates that the proposed development is compatible development with the surrounding area, as outlined below.

5.2. City of Kitchener Urban Design Manual

Inclusive Design

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- A direct connection from First Avenue is established via the driveway. The driveway incorporates a clearly marked pedestrian walkway, delineated by a white line approximately 1.5 metres wide, to ensure safe and accessible access for pedestrians from the street to the building entrances, parking areas, and shared spaces.
- The emphasis on pedestrian comfort and safety has been established through the placement of main building to engage with street fronts, enhancing the overall streetscape experience.
- Appropriate lighting will be provided and will ensure even illumination of exterior areas.
- For ease of wayfinding, building entrances are clearly defined with half glass door with stairs and railing, defined with lighting and landscape treatments.
- Barrier-free parking spaces are provided and clearly marked within the parking area. Although no dedicated visitor parking is designated, the driveway in front of the main building is spacious enough to accommodate additional tandem parking if needed.
- Bicycle storage is provided to support cycling as a mode choice.

Design For Sustainability

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- The proposal will provide increased density to an existing dwelling in a predominant low-rise community, making efficient use of municipal infrastructure and increasing use of existing public

servicing including transit, parks, trails and schools.

- The Subject Property within walking distance (5 minutes) to nearby multiple stops of a higher frequency bus routes.
- There are multiple active transportation connections in the vicinity with sidewalks and bicycle facilities.
- There are outdoor bicycle racks providing secure locations and supporting active transportation opportunities.
- Surface materials for parking area will be light coloured concrete to limit urban heat island effect.

Street Design

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- The proposed building addition will be confined to the rear of the property, hidden from view on First Avenue. It will be designed at a human scale, prioritizing pedestrian access, and will not exceed the height of the main existing building.
- The design will incorporate features to enhance the pedestrian environment, such as well-integrated landscaping and human-scaled lighting will be installed to minimize light pollution and ensure a safe and welcoming atmosphere.
- The site design maintains the existing driveway access, with the only alteration being its extension to the rear of the property. This maintains a single access entry, reducing points of conflict between pedestrians and vehicles.

Parks and Open Spaces

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- These guidelines are not relevant for the Subject Property.

Compatibility

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- The new addition aligns with the surrounding context, including building location, height, and landscaping. It ensures compatibility with neighbouring properties by maintaining sufficient setbacks and separation distances, facilitating a smooth transition between abutting properties. The proposed two-storey height is in harmony with adjacent structures, and strategic window placement enhances privacy. Landscape buffers and fencing enhance integration with the residential context, ensuring a seamless blend with the existing fabric.

Cultural and Natural Heritage

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- No cultural heritage in the vicinity.

Built Form

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- The proposed development aligns with the guidelines for respecting the existing scale, height, and massing of the neighbourhood. The new addition, while providing additional dwelling units, maintains compatibility with the surrounding buildings in terms of scale and appearance.
- The proposed addition is positioned perpendicular to the main existing building, located behind it, hidden from the public street.
- The proposed new addition generally maintains the grade and first floor height of the main existing building as well as the adjacent buildings.

- The proposed new addition aligns with the neighbourhood's existing characteristics in terms of location, height, landscaping, setbacks, entrances, and architectural elements. The exterior design aims to maintain visual continuity and a unified appearance for a cohesive aesthetic.
- The proposed new addition's height is in line with that of the adjacent properties, ensuring no adverse shadow impacts on their rear yards.

Shared Spaces

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- Shared outdoor amenity spaces are not proposed.
- Landscaping will be implemented around the property perimeter, including the installation of wooden fencing along the shared northern property line to screen parking from the adjoining property.

Site Function

CITY-WIDE

DESIGN FOR RESIDENTIAL INFILL IN CENTRAL NEIGHBOURHOOD

- Parking is situated behind the main existing building, hidden from public view from the street. Additionally, a 1.8-metre wooden fencing is proposed along the northern property line to obscure parking areas from the adjoining property, ensuring visual privacy and minimizing the impact of vehicle headlights on neighbouring yards or buildings.
- Utility metres and other service equipments will be screened and concealed from the public realm.
- Garbage bins will be rolled out into the drive aisle at the time of pickup, adhering to the City's scheduled collection and guidelines.

6. CONCLUSION

Based on the assessment provided in this Urban Design Brief, the proposed addition is deemed suitable and exemplifies strong urban design principles. It aligns seamlessly with the design policies and guidelines outlined in the Kitchener Official Plan and the Kitchener Urban Design Manual, including the Design for Residential Infill In Central Neighbourhoods guidelines. Specifically, the proposed design:

- Demonstrates careful planning in extending an existing residential dwelling to accommodate additional units.
- Incorporates deliberate design choices, such as maintaining a structural gap between buildings and utilising mirrored design elements, contributing to a cohesive aesthetic.
- Includes provisions for parking, access, and services aimed at enhancing safety and convenience for residents.
- Addresses concerns regarding overlook, privacy, and visual continuity, ensuring a seamless integration into the existing residential fabric.
- Upholds residential compatibility by conforming to established development patterns, aligning with neighbouring buildings in terms of location, height, landscaping, setbacks, entrances, windows, and other architectural elements.