

URBAN DESIGN BRIEF



30 Shaftsbury Drive, Kitchener

Official Plan Amendment and Zoning By-law Amendment | December 2025



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

CONTENTS

Prepared by

MHBC Planning, Urban Design
& Landscape Architecture
540 Bingham Centre Drive, Suite 200
Kitchener, ON N2B 3X9
519 576 3650

1.0 Introduction	3
1.1 Vision & Objectives	4
2.0 Site Context	7
2.1 Existing Site Conditions	8
2.2 Surrounding Context	10
3.0 Proposed Development	17
3.1 Site Design	18
3.2 Building Design	19
3.3 Access & Circulation	20
3.4 Public Realm & Landscape Design	21
3.5 Sustainability & Heritage Features	21
4.0 Urban Design Analysis	22
4.1 City of Kitchener Official Plan	23
4.2 City of Kitchener Urban Design Manual	24
5.0 Conclusion	26

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC Planning”) has been retained by Cook Homes (the “Applicant”) to prepare an Urban Design Brief in support of an Official Plan Amendment and Zoning By-law Amendment application (the “Applications”) for the lands municipally known as 30 Shaftsbury Drive within the City of Kitchener (the “Site”; see Figure 1.1).

The Site is located in eastern Kitchener, near the intersection of Ottawa Street North and Lackner Boulevard. The Site is approximately 0.85 hectares in area, with approximately 90 metres of frontage on Shaftsbury Drive, 67 metres of frontage along Oldfield Drive, and 93 metres of frontage along Ebydale Drive. Currently, the Site is occupied by Hope Lutheran Church, a 2-Storey institutional use, and associated parking lot.

The Applicant is proposing a 6-storey residential apartment building consisting of 82 units, and a 2-storey townhouse block consisting of 6 units (the “Proposed Development”; see Figure 1.2). The Proposed Development includes 101 vehicular parking spaces, of which 13 are designated visitor parking spaces and 4 are barrier-free parking spaces. Additionally, bicycle parking spaces are provided, along with ample landscaped areas.

This Urban Design Brief has been prepared as part of a complete application to the City of Kitchener and includes the following topics:

- A description of the existing Site conditions and surrounding context, including built form, circulation, open spaces, and natural heritage;
- A detailed review of the Proposed Development, including Site design, building design, circulation, landscape design, sustainability, and heritage features;
- An analysis of the proposed design features as they relate to the applicable urban design policies and guidelines; and,
- A summary of the conclusions regarding the proposed redevelopment of the Site.

This Urban Design Brief has considered and must be read in conjunction with, the following plans and studies supporting the Applications:

- Planning Justification Report, prepared by MHBC Planning Ltd. (November 2025)

1.1 VISION & OBJECTIVES

The vision for the Site is to ensure a high-quality and vibrant design for the medium-density development, contributing positively to the surrounding neighbourhood. The following objectives have been identified for the purpose of achieving the vision for the redevelopment:

- Redevelop the Site to provide for a medium-density development and a more efficient use of land and infrastructure;
- Provide connections to the pedestrian network on Ebydale Drive, Oldfield Drive, and Shaftsbury Drive and bicycle parking on-site to promote alternative modes of transportation; and,
- Create a development that through the combination of massing, orientation, pedestrian entrances, architectural elements, and material selection, will result in a development that compliments the existing built form.



82 Residential Units



101 Vehicle Parking Spaces



3,714 Square Metres of Landscaped Area



47 Bicycle Parking Spaces



Figure 1.1 - The Site at 30 Shaftsbury Drive, in eastern Kitchener

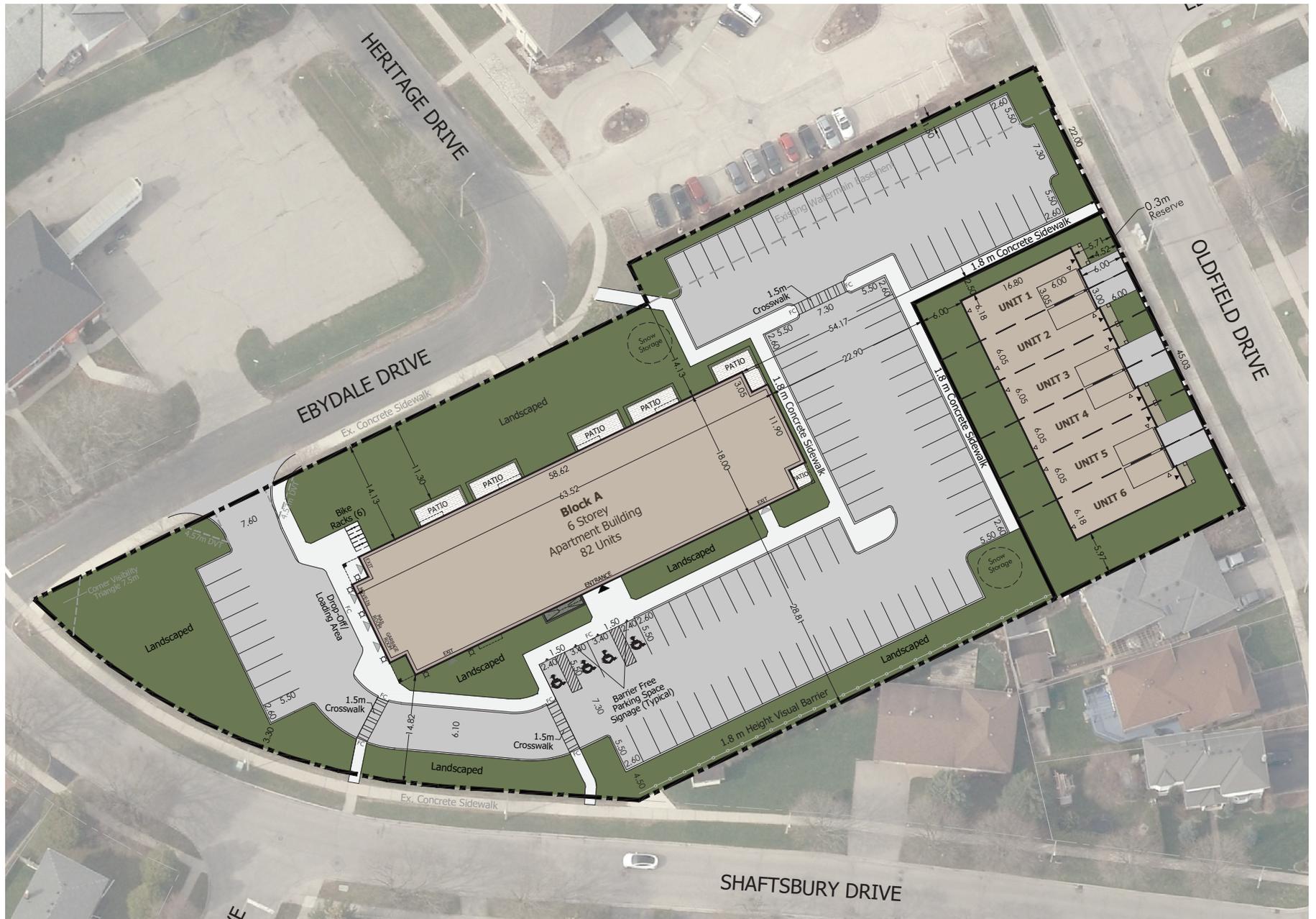


Figure 1.2 - The Proposed Development

2.1 EXISTING SITE CONDITIONS

The Site is located in eastern Kitchener, near the intersection of Ottawa Street North and Lackner Boulevard. Irregular in shape, the Site measures approximately 0.85 hectares in area, with frontages of about 90 metres on Shaftsbury Drive, 67 metres on Oldfield Drive, and 93 metres on Ebydale Drive.

The Site is currently occupied by Hope Lutheran Church, a 2-storey religious facility with an associated surface parking lot, proposed to be demolished (see Figures 2.1-2.3). The church fronts Shaftsbury Drive, with parking located to the rear.

Most of the Site consists of impervious surfaces. Street trees along the property lines provide landscaped buffers to adjacent residential and institutional uses. Vehicle access is provided via two driveway entrances – one from Ebydale Drive and one from Oldfield Drive. Pedestrian access is available through paved sidewalks, connecting Ebydale Drive and Shaftsbury Drive to the Site.



Figure 2.1 - View of the Site from Shaftsbury Drive



Figure 2.2 - View of the Site from Oldfield Drive

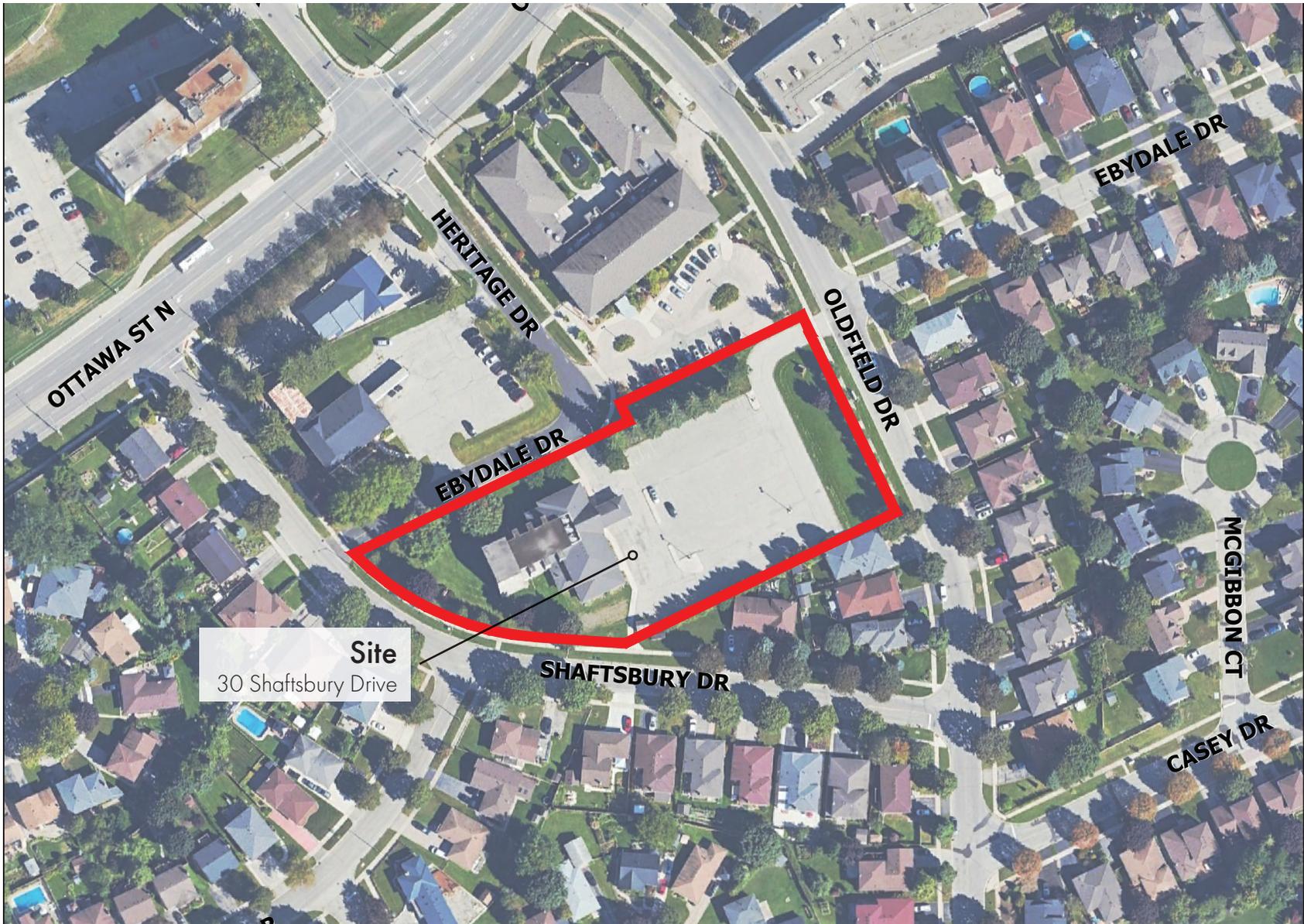


Figure 2.3 - Existing site conditions

2.2 SURROUNDING CONTEXT

Built Form & Land Use

The Site is located in eastern Kitchener within the Stanley Park Community (see Figures 2.4-2.10). To the north, the neighbourhood features a mix of commercial, residential, and institutional uses. Directly north is the institutional use of KW Musical Productions, the commercial use of Ottawa Heritage Dental, and the residential Anselma House. Further north lies the Grand River Recreation Complex, which includes Rosenberg Park, Heritage Greens Lawn Bowling Club, playgrounds, and various sports fields. Grand River Collegiate Institute and the Grand River Stanley Park Library are also north of the Site. A small commercial node is located approximately 70 metres to the north, offering a range of services, followed by residential areas beyond Lackner Boulevard.

This residential area is characterized by low-rise single detached homes, townhomes, and apartment buildings ranging from 1-9 storeys in height. Typical building materials include brick, vinyl siding and stucco, with prominent porches and balconies.

Immediately east is a low-rise residential neighbourhood. Dwellings are primarily single detached with heights ranging from 1 – 2 storeys. The typical material palette of this neighbourhood includes vinyl siding, brick, prominent front porches, and mature street trees. Beyond the low-rise neighbourhood and Lackner Boulevard is the Core Natural Heritage Feature of Natchez Woods. This system continues to the Grand River and the Municipal Boundary.

To the south, the Site abuts a low-rise residential neighbourhood. The built form and material palette of this neighbourhood is consistent with the neighbourhood to the east. Further to the south is Idlewood Greenway and Springmount Park, with open space, a playground, and trail networks incorporated throughout.

West of the Site consists of further residential uses, including single-detached dwellings, townhomes, walk-up apartments, and apartment buildings. Building heights range from 1-7 storeys in height. Also to the west is the institutional use of Crestview Public School and accompanying school field.



Figure 2.4 - KW Musical Productions north of the Site



Figure 2.5 - Grand River Collegiate Institute



Figure 2.6 - Low-rise neighbourhood to the east



Figure 2.8 - Low-rise neighbourhood to the west

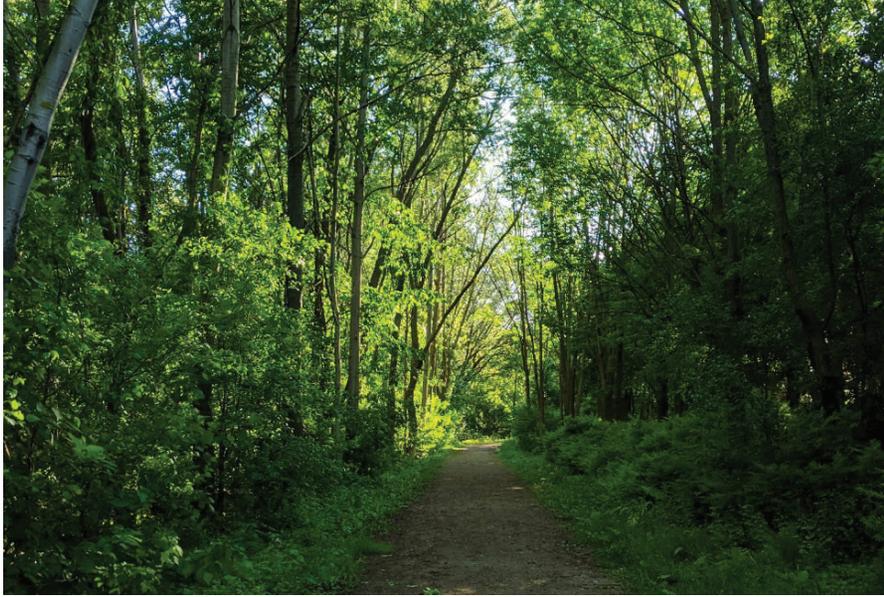


Figure 2.7 - Idlewood Greenway trail network to the south



Figure 2.9 - Mid-rise residential apartments west of the Site

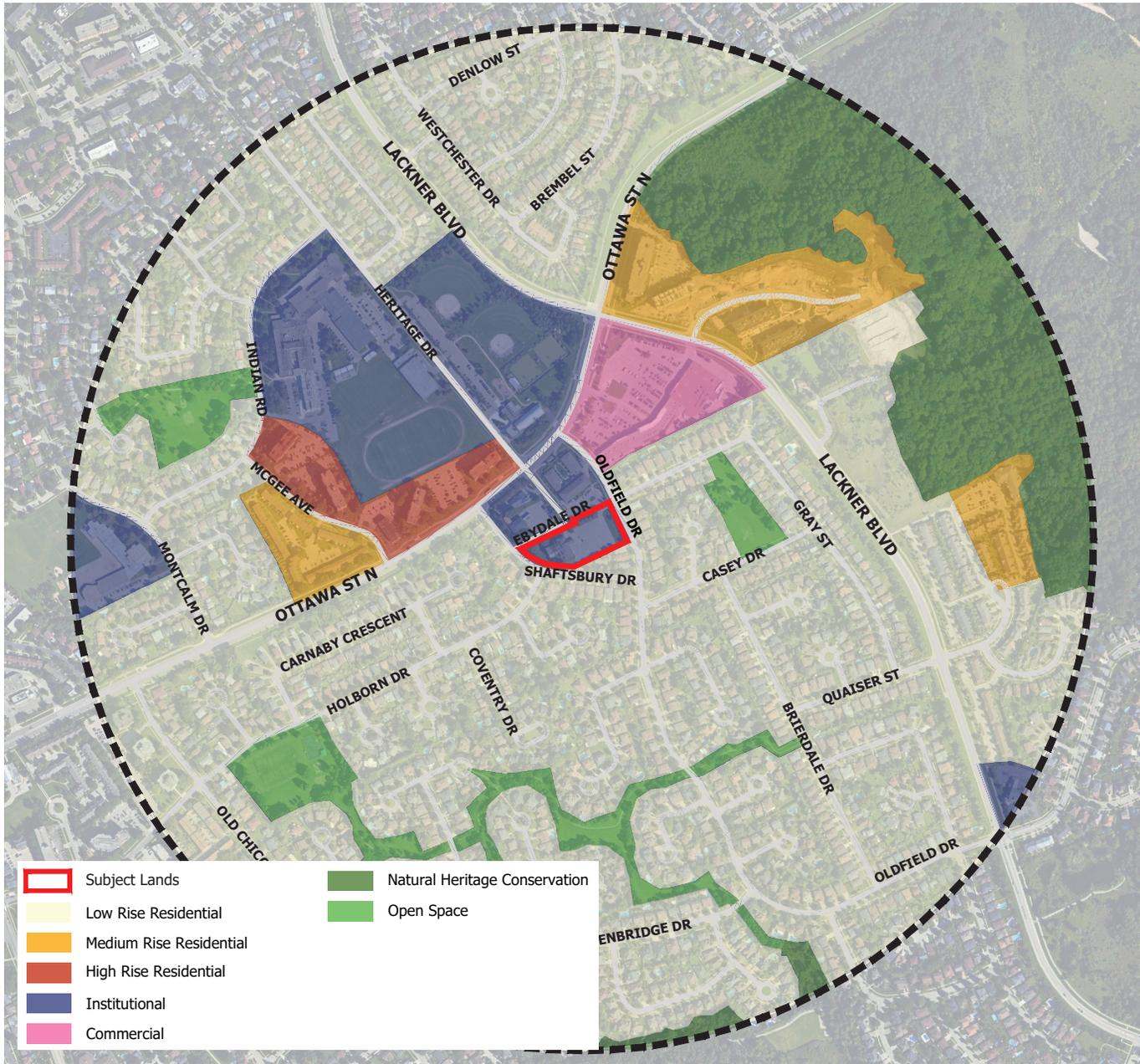


Figure 2.10 - Existing land uses within 800m of the Site

Circulation

The Site is well integrated within the existing regional and local road network (see Figure 2.11). The surrounding area features a mixed street pattern, with larger blocks accommodating commercial and institutional uses that transition into a finer-grained residential street network. The Site fronts Shaftsbury Drive and Ebydale Drive, both designated as Local Streets, and Oldfield Drive, a Minor Neighbourhood Collector with a two-lane cross section. Ottawa Street North, a four-lane Regional Road with dual sidewalks and landscaped boulevards, provides an important east-west connection across the City of Kitchener and direct access to provincial Highway 7/8. Lackner Boulevard, also a Regional Road, features two vehicular lanes and landscaped boulevards, further supporting local and regional connectivity.

As for public transit, the Site is within walking distance of a number of Grand River Transit (GRT) routes and bus stops (see Figure 2.11). Both Ottawa Street North and Oldfield Drive are designated Grand River Transit routes. In specific, the Site is located near GRT lines 23, 204, and 205, offering convenient connections to surrounding regional designations and linkages to other major transit routes and modes.

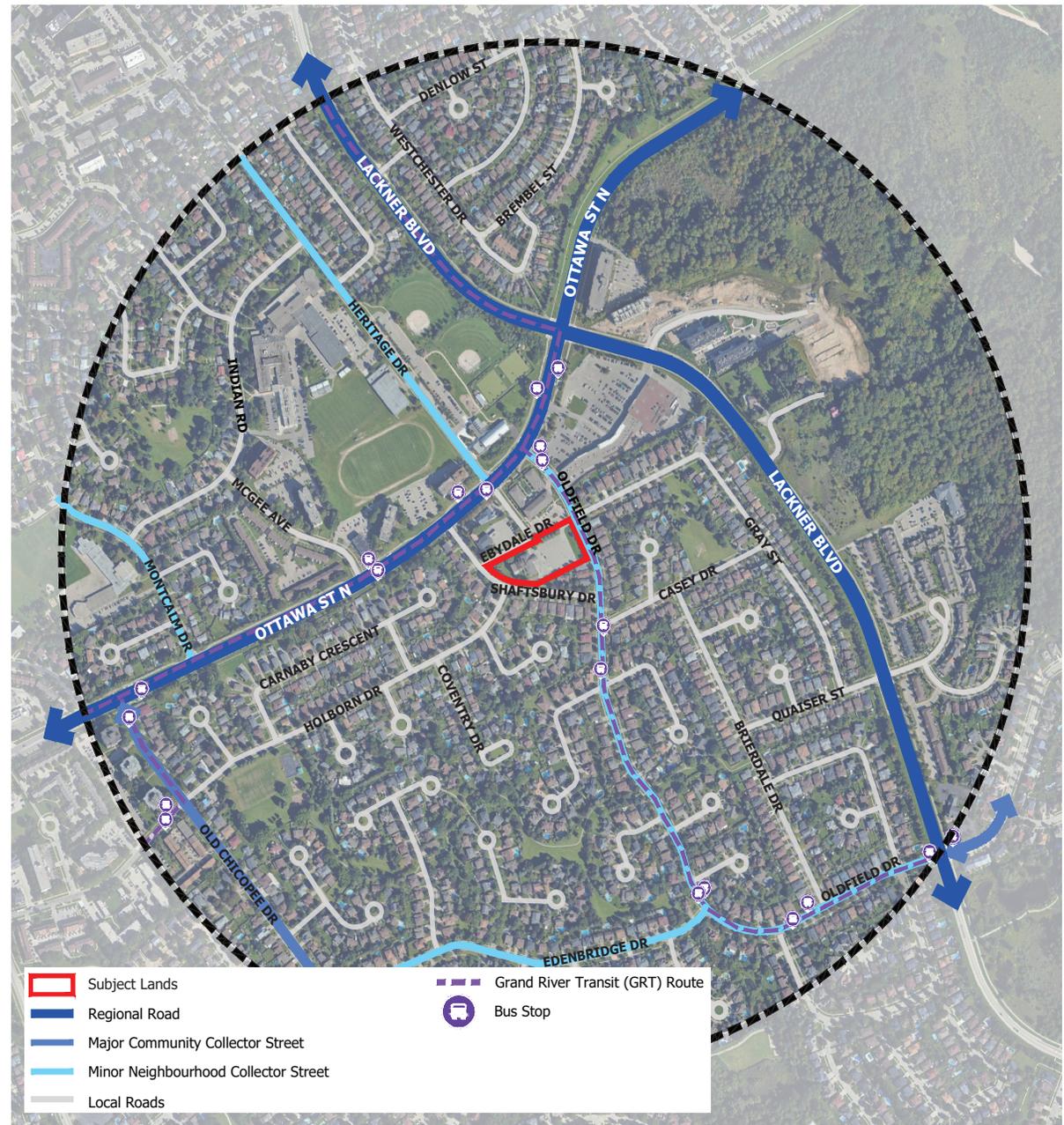


Figure 2.11 - Surrounding vehicle and public transit circulation

The Site is also well connected to the active transportation network (see Figure 2.12). Ottawa Street North and Lackner Boulevard feature multi-use pathways and paved designated bike lanes, supporting convenient cycling and pedestrian movement. Approximately 400 metres east of the Site, Natchez Woods provides access to an integrated trail system with a direct connection to the Grand River Trail, offering continuous active transportation links across Kitchener, Waterloo, and Cambridge. To the south, the Springmount Park Natural Area further extends this network with additional multi-use pathways, enhancing overall connectivity for active modes of travel.

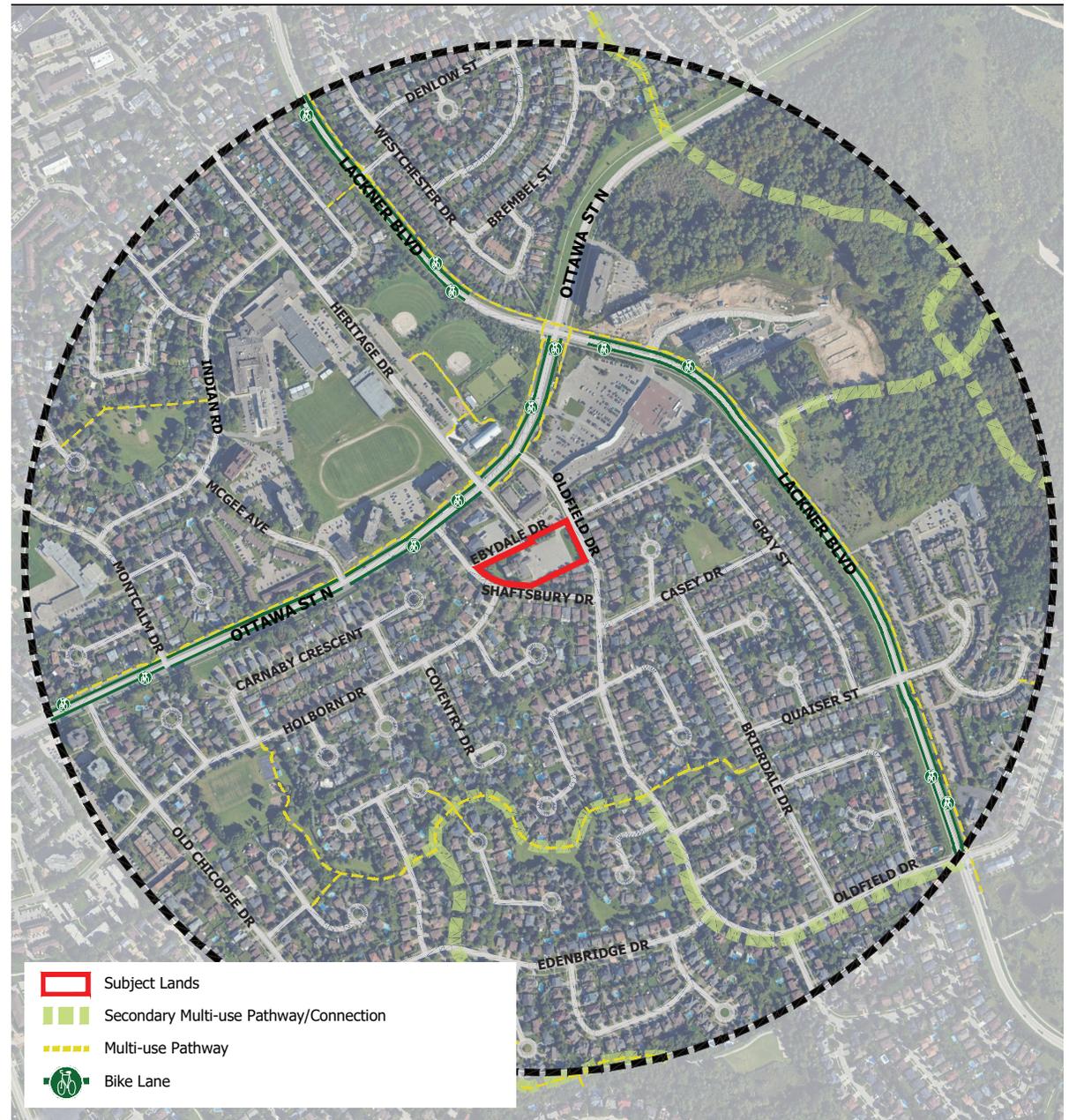


Figure 2.12 - Surrounding active transportation routes

Open Spaces & Natural Heritage

The Site is within walking distance of several open spaces and parks (see Figure 2.13). Rosenberg Park is approximately 120 metres north of the Site and offers varying sport courts. Tecumseh Park is also north of the Site and includes a field and playground equipment. Approximately 170 metres east is Casey Park, including a playground and accompanying field. As for open space, Natchez Woods is east of the Site, providing a network of trails and direct linkage to the Grand River Trail. Eby Park and Springmount Natural Area are south of the Site. This open space provides a playground, field, and a trail network.

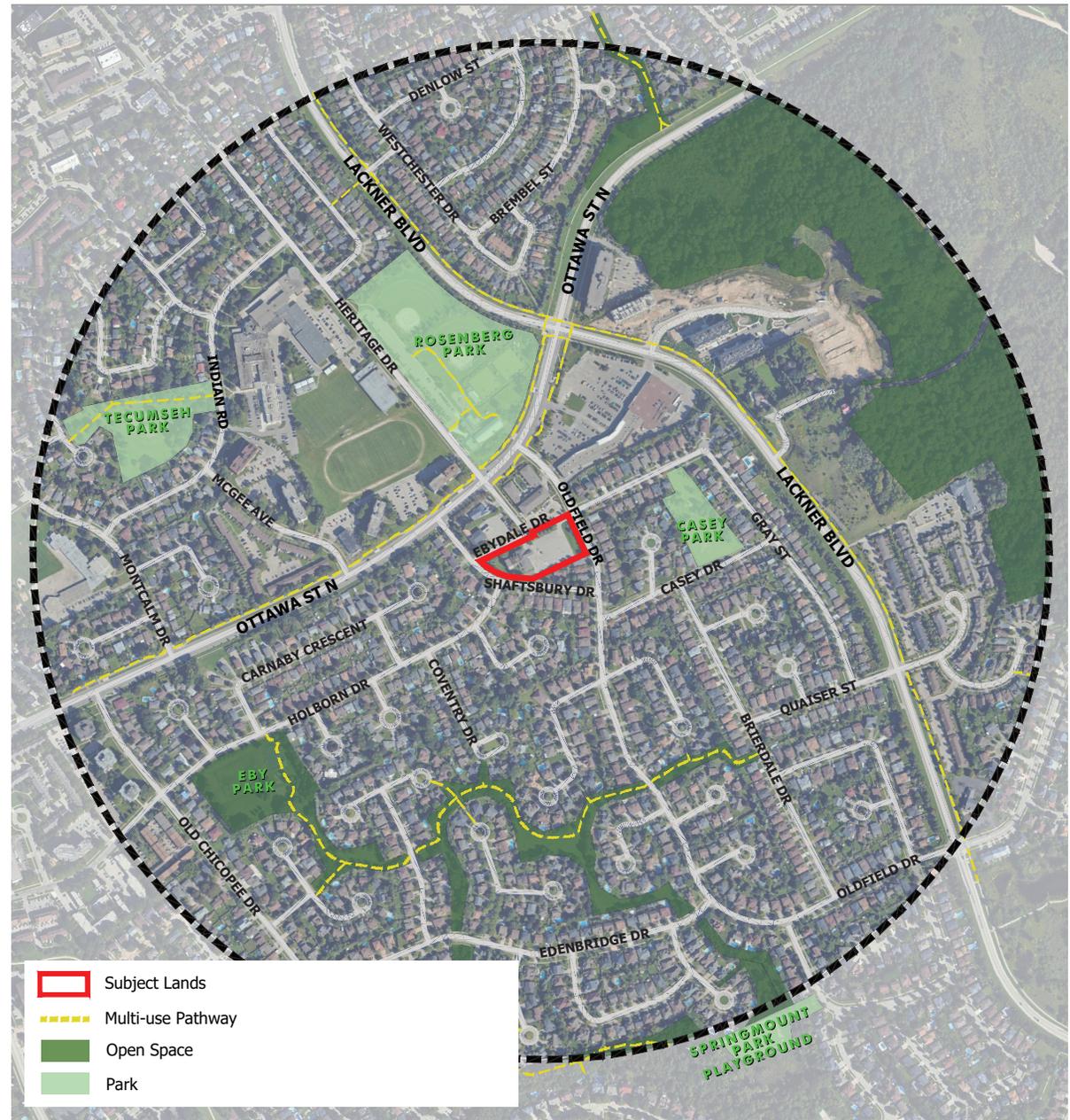


Figure 2.13 - Surrounding parks and open spaces

Policy Context

The Site is designated as Institutional within the City of Kitchener Official Plan (see Figure 2.14). The Institutional designation is intended for institutional uses that are of a community or regional nature, providing appropriate opportunities for community infrastructure and amenities. The Site is further designated as a Community Node, with the intent to serve an inter-neighbourhood market and to intensify, be transit-supportive, and cycling and pedestrian-friendly (see Figure 2.15).

Section 11 of the Official Plan contains general Urban Design policies which direct the growth and development of the City in relation to communities, neighbourhoods, sites, and buildings. The Proposed Development aligns with the applicable Official Plan policies, as demonstrated in Section 4.1 of this Urban Design Brief.

The City of Kitchener Urban Design Manual (UDM) contains guidelines related to development across the City, of which sections relating to City-Wide (Section 1), Nodes and Corridors (Section 6), Mid-Rise Buildings (Section 10), and Low-Rise Multi-Residential (Section 11) are applicable. The Proposed Development meets the guidelines within the Urban Design Manual, as outlined in Section 4.2.

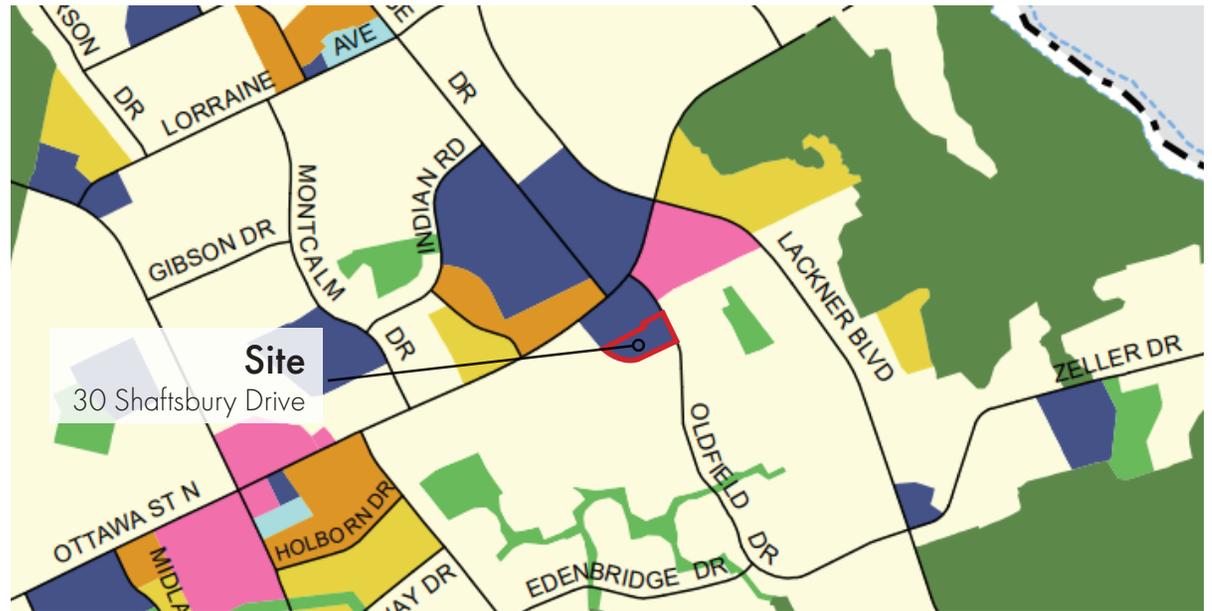


Figure 2.14 - City of Kitchener Official Plan Map 3 Land Use



Figure 2.15 - City of Kitchener Official Plan Map 2 Urban Structure

3.1 SITE DESIGN

The Proposed Development comprises a total of 88 residential units distributed across two blocks (see Figure 3.1). The development consists of Block A, a 6-storey apartment building containing 82 units, and Block B, a 2-storey townhouse building containing 6 units.

Block A is centrally located within the Site, setback approximately 14.8 metres from Shaftsbury Drive and 14.1 metres from Ebydale Drive. Block B is positioned at the southeast corner of the Site, oriented towards the street, with a setback of

approximately 6 metres from Oldfield Drive, contributing to an active and engaging streetscape presence.



Figure 3.1 - Proposed Concept Plan

3.2 BUILDING DESIGN

The building design of the Proposed Development incorporates a thoughtfully composed mix of mid-rise and low-rise built forms that complement the surrounding context. The development features a 6-storey apartment and a 2-storey townhouse block, with overall massing and façade treatment reinforcing the established low-rise residential character of the area (see Figures 3.2-3.3). Block B, at 2-storeys in height, is strategically positioned adjacent to existing residential lots to provide an appropriate transition in scale and massing.

The facades are articulated through the use of projections, recesses, and varied materials to break up mass and enhance integration with the surrounding neighbourhood. The material palette, comprising of brick, paneling, vinyl siding, and large windows adds texture and visual interest, while patios and inset balconies contribute to an active street presence.

The base of the apartment building employs a contrasting modern material treatment, compared to the use of red brick on the upper storeys. Direct, barrier-free access is provided from the public sidewalk to all primary building entrances. Landscaping integrated with patios along the street frontage further enhances the pedestrian experience and softens the built edge.



Figure 3.2 - Precedent apartment building design - 24 Union Street East, Waterloo



Figure 3.3 - Precedent townhouse building design - 115 Catherine Street, New Hamburg

3.3 ACCESS & CIRCULATION

Vehicular access to the Site is provided via a single driveway connection from Ebydale Drive, leading directly to the surface parking area (see Figure 3.4). No vehicular access is proposed from Shaftsbury Drive or Oldfield Drive to prioritize pedestrian circulation. The Site provides a total of 101 parking spaces, including 13 visitor parking spaces and 4 barrier-free parking spaces. Accessible parking is located near the Block A building entrance, with barrier-free paths of travel connecting to the main entry.

Fire and servicing access is accommodated from Ebydale Drive via the main driveway, with sufficient space provided for on-site turning movements. A designated loading and drop-off area is located on the west side of the Site, adjacent to Block A.

Pedestrian access is provided from Shaftsbury Drive, Ebydale Drive, and Oldfield Drive, ensuring direct and safe connections between public sidewalks and unit entrances (see Figure 3.5). Townhouse units in Block B have direct street-fronting entrances

along Oldfield Drive, reinforcing pedestrian visibility and activity at the street edge. Cycling circulation is supported through the provision of 47 bicycle parking spaces. Bicycle parking is located at the west side of the Site, adjacent to the Block A apartment building, as well as internal to the built form.

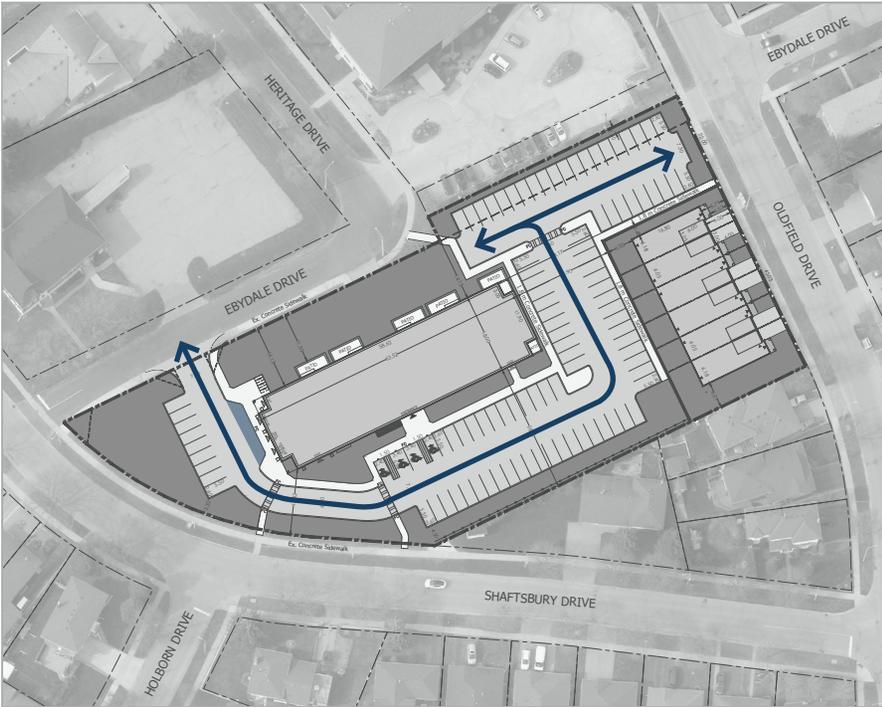


Figure 3.4 - Proposed vehicle circulation

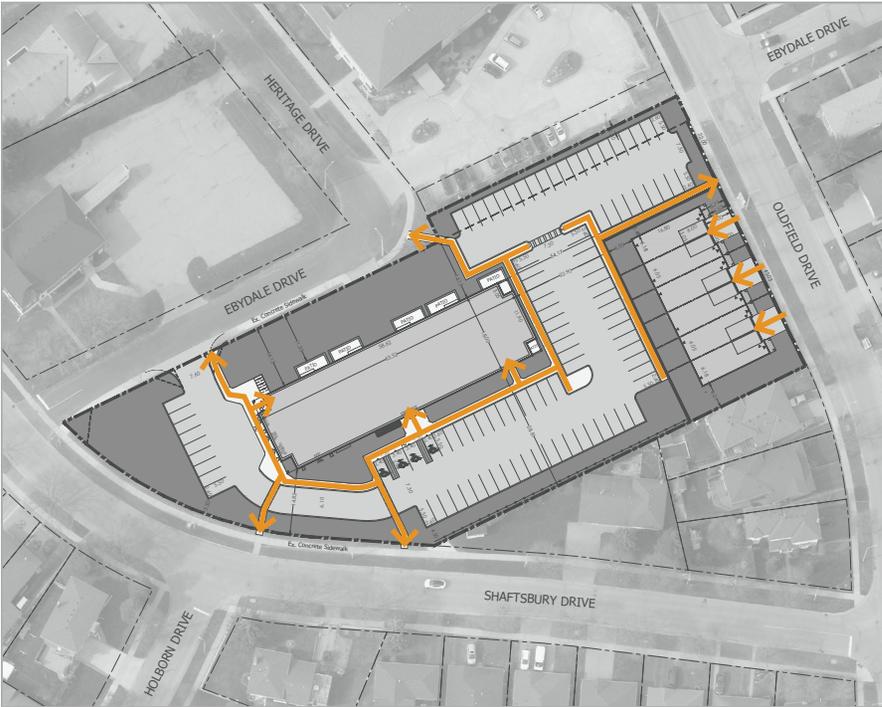


Figure 3.5 - Proposed pedestrian circulation

3.4 PUBLIC REALM & LANDSCAPE DESIGN

The townhouse units in Block B feature direct, street-fronting entrances along Oldfield Drive, enhancing pedestrian visibility and activity at the street edge while fostering an engaging public realm. The building facades also incorporate a high percentage of transparent glazing, promoting natural surveillance onto the Site and surrounding context.

Consistent with CPTED (Crime Prevention Through Environmental Design) principles, the inclusion of ground-floor patios, street-oriented units, and upper-level balconies further contribute to surveillance on the public realm. Clear circulation patterns are established through a well-defined driveway and walkways, ensuring a distinct separation between the public and private realm. Entrapment areas are avoided by positioning building entrances at the end of visible walkways from Shaftsbury Drive, Ebydale Drive, and Oldfield Drive. A Lighting Plan will be provided within the Site Plan Approval process to ensure safety through adequate pedestrian-scale lighting.

The preliminary landscape design provides 42% of the Site as landscaped open space, contributing to a green and visually appealing environment. Landscaped buffers are incorporated along the side and rear yards, as well as surrounding surface parking areas, to soften views and create a sensitive

transition to the adjacent residential and institutional uses. The detailed landscape design will be provided through the Site Plan Approval process.

3.5 SUSTAINABILITY & HERITAGE FEATURES

The proposed apartment building and townhomes adds to the range of housing types and sizes within the community, while creating a compact urban form. Active transportation is encouraged through direct connections to the public sidewalk network and the inclusion of bicycle parking, promoting sustainable mobility options. There are no natural heritage features located on or adjacent to the Site, therefore, no impacts to the natural heritage are anticipated. Additional sustainability measures will be explored and refined through the Site Plan Approval process.

4.1 CITY OF KITCHENER OFFICIAL PLAN

Section 11 of the City of Kitchener Official Plan contains Urban Design policies that direct the growth and development of the City in relation to sites, neighbourhoods, communities, and buildings. The Proposed Development aligns with the applicable Official Plan policies, as outlined below.

Streetscape (11.C.1.11)

The proposed townhouse design is oriented towards Oldfield Drive, promoting an active and engaging streetscape that aligns with the established character of the surrounding area. Further, both proposed buildings will have direct access to the public sidewalk network, complimented by landscaped frontages and high-quality building facades that contribute to an attractive and vibrant public realm.

Skyline (11.C.1.12)

The design of the building will have regard to the city's skyline, incorporating architectural elements that add visual interest. The proposed low-and-medium-rise forms are compatible with the surrounding context.

Safety (11.C.1.13 – 15)

The proposed design integrates CPTED (Crime Prevention Through Environmental Design) principles throughout the Site, building, and landscape. Passive surveillance is achieved through street-oriented townhouse units, ground-floor patios, upper-level balconies, and a high-percentage of transparent glazing along building facades. The Site also promotes safety through well-connected pedestrian

circulation networks that avoid dead-ends and entrapment areas. In addition, the driveway and parking areas are designed to accommodate full truck turning movements and ensure safe access for emergency and service vehicles.

Universal Design (11.C.1.16)

The Proposed Development incorporates universal design principles to provide barrier-free access for all users. Accessible pathways connect all residential unit entrances, and designated barrier-free parking spaces are located in proximity to building entry points. Further detail will be explored through a subsequent Site Plan Approval application to ensure conformity with the relevant universal design and accessibility guidelines.

Site Design (11.C.1.29 – 30)

The Proposed Development reimagines the Site and streetscape by introducing a 6-storey apartment building and a 2-storey townhouse block. The mix of building typologies creates a compact, efficient, and contextually appropriate development that complements the existing low-rise residential fabric of the surrounding neighbourhood.

Both on-and-off-site circulation is comfortable and functional for all modes of transportation. Safe and accessible connections are prioritized throughout, ensuring barrier-free navigation for people of all ages and abilities. Moreover, Site servicing components are functional and turning movements are accommodated.

Further detail on the conformity with Policy 11.C.1.30 will be provided through a subsequent Site Plan Approval application.

Building Design, Massing and Scale Design (11.C.1.31 & 33)

The Proposed Development introduces an alternative built form within an established low-rise residential neighbourhood. The mix of townhouse and apartment building typologies creates a compact and efficient development pattern that remains compatible with the surrounding low-rise context.

The development features a 6-storey apartment building and a 2-storey townhouse block. The overall massing and façade treatments reinforce the existing low-rise scale of the area. In specific, Block B, at 2-storeys in height, is strategically positioned adjacent to the existing residential lots, providing an appropriate transition in height and massing, thereby minimizing potential impacts on neighbouring properties.

To ensure visual interest and reduce perceived bulk, the buildings have been thoughtfully articulated through a variety of massing and design strategies. The apartment building employs complementary materials between its lower and upper levels. Materials used within Block A and B also establish a balanced and compatible relationship. The material palette draws inspiration from nearby residential facades, blending traditional elements with a modern expression, to achieve a harmonious integration with the Stanley Park Community's established character.

Human-scale design elements, such as clearly defined building entrances, prominent patios and balconies, and high levels of transparent glazing, enhance comfort, safety, and accessibility for pedestrians. These features also contribute to natural surveillance along the streetscape and foster a transition between the public and private realms.

4.2 CITY OF KITCHENER URBAN DESIGN MANUAL

The City of Kitchener Urban Design Manual (UDM) contains guidelines related to development across the City, of which sections relating to City-Wide (Section 1), Nodes and Corridors (Section 6), Mid-Rise Buildings (Section 10), and Low-Rise Multi-Residential (Section 11) are applicable. To avoid repetition, the policies within the various sections are grouped by theme and addressed simultaneously. The Proposed Development meets the guidelines in the Urban Design Manual, as demonstrated below.

Inclusive Design (01.2.1, 06.2.1, 10.3.1 & 11.3.1)

The proposed design integrates CPTED (Crime Prevention Through Environmental Design) principles throughout the Site, buildings, and landscape to create a safe, inclusive, and welcoming environment. Passive surveillance is enhanced through street-oriented townhouse units, active ground floor patios, upper-level balconies, and transparent glazing along building facades. A well-connected pedestrian network promotes visibility and safety by avoiding dead-ends and potential entrapment areas.

Aligned with universal design principles, the development ensures barrier-free access for all users. Accessible pathways connect directly to every building entrance, and designated barrier-free parking is conveniently located near entry points. Further inclusive design detail, such as human-scaled lighting, will be explored through a subsequent Site Plan Approval application.

Design for Sustainability (01.2.3, 06.2.2, 10.3.2 & 11.3.2)

The Proposed Development explores intensification by introducing a 6-storey apartment building and a 2-storey townhouse block to the Site. The Site also considers pedestrian and cycling convenience and comfort, demonstrated through a continuous sidewalk network and on-site bicycle parking stalls. Specific sustainability measures will be addressed through the Site Plan Approval process and may consider building materials, native landscaping, passive solar design, or high-efficiency appliances, for example.

Design for Outdoor Comfort (01.2.4, 06.2.3, 10.3.3 & 11.3.3)

Landscaped buffers are incorporated along property lines, as well as surrounding surface parking areas, softening views and creating a sensitive transition to the adjacent residential and institutional uses. While a sun and shadow study is not required, detailed landscape, lighting, and further design for outdoor comfort will be explored within the Site Plan Approval phase.

Street Design (01.2.5 & 06.2.4)

The Proposed Development creates a visually interesting streetscape through variation in building typology, massing, and materials. At the street level, transparent glazing, frequent entrances, and articulated building facades promote activity, visibility, and a connection between the public and private realms.

A continuous pedestrian circulation network enhances comfort and safety by avoiding dead-ends and potential entrapment areas, while barrier-free pathways ensure equitable access to all building entrances and surrounding public spaces. Bicycle parking, conveniently located near the apartment building exit as well as within the built form, encourages an alternate mode of travel. Vehicle access is provided via a single driveway from Ebydale Drive, directing traffic to internal circulation routes and surface parking areas. Landscaped buffers soften views of parking and loading areas, minimizing visual impact and reinforcing the Sites overall streetscape quality.

Compatibility (01.2.7, 06.2.6, 10.2.1 & 11.2.1)

The Proposed Development delivers a contextually appropriate intensification within a Community Node on a Minor Collector Neighbourhood Street, introducing a mix of building typologies that create a compact, efficient, and compatible urban form.

The façade design draws from the colour palette, materials, and scale of the surrounding context, ensuring visual harmony and integration within the community. A human-scale relationship is established along Oldfield Drive, with block B having a minimal front yard setback and street-fronting units. At 2-storeys in height, Block B also provides a sensitive transition in scale to adjacent residential lots, reinforcing compatibility with the existing built form.

Cultural & Natural Heritage (01.2.8, 06.2.7 & 10.3.5)

There are no immediate cultural or heritage resources affecting the Site's design.

Building Components/Built Form (01.3.1, 06.3.1, 10.2.2 & 11.2.2)

The proposed 2-storey townhomes and 6-storey apartment building introduces an alternative built form within an established low-rise residential neighbourhood. The massing and façade articulation are carefully designed to reinforce the areas low-rise character, while contributing a distinct yet complimentary architectural expression.

The material palette draws inspiration from nearby residential facades, blending traditional elements with contemporary detailing to achieve a harmonious integration with the surrounding context. Recesses, patios, balconies, and varied materials provide façade articulation, reduce perceived massing, and enhance overall visual interest.

Building entrances are clearly defined, directly visible, and connected to the barrier-free pedestrian network, ensuring accessibility and legibility. Landscaped buffers along property lines, surface parking areas, and building entry points soften the transition between adjacent uses and reinforce clear circulation pathways.

Human-scaled design elements, including transparent glazing, balconies, and active frontages, enhance pedestrian comfort, safety, and accessibility, promoting natural surveillance and a seamless transition between public and private realms.

Shared Spaces (01.3.2, 06.3.2, 10.3.4 & 11.3.4)

The Proposed Development offers a connected network of pedestrian pathways that link buildings, parking areas, and the surrounding context. These routes are designed to prioritize pedestrian comfort, safety, and accessibility, creating a cohesive and walkable environment. On-site bicycle parking further supports active transportation and provides convenient alternatives to vehicle use.

Approximately 3,590 square metres of landscaped area is provided on Site. Detailed design of this space has not been completed at this time. Future designs will consider appropriate plantings, tree-preservation, and lighting, for example.

Site Function (01.3.3, 06.3.3, 10.3.6 & 11.3.5)

Functional areas (parking, loading, and servicing) are surrounded by landscaped buffering, minimizing visual impact and creating a transition to adjacent residential and institutional uses. Vehicular access to the Site is provided from Ebydale Drive via a single driveway, minimizing conflicts with pedestrian circulation. All areas, including entrances to the Site, will be designed to universally accessible standards.

This Urban Design Brief concludes that the Proposed Development incorporates a high level of urban design through the following:

- Incorporating a mix of building typologies to create a compact, efficient, and contextually appropriate development that compliments the existing low-rise residential fabric of the surrounding community;
- Creating barrier-free pedestrian connections and bicycle parking to promote active transportation;
- Utilizing façade design and a material palette that complements the surrounding context; and,
- Incorporating a transition of height and massing to ensure compatibility with the adjacent uses.

It is our opinion that the Official Plan Amendment and Zoning Bylaw Amendment applications reflect the intent, policies, and guidelines of the City of Kitchener City of Kitchener Official Plan and Urban Design Manual and represent good urban design.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'D.A.' followed by a horizontal line.

Dave Aston, MSc, MCIP, RPP
Partner

A handwritten signature in black ink, appearing to read 'Adrienne Mason'.

Adrienne Mason, BES
Urban Designer



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE