

NOVEMBER 2022

Revised May 11, 2023



# URBAN DESIGN BRIEF

**130 & 140 HIGHLAND ROAD E, & 270 SPADINA ROAD EAST**  
CITY OF KITCHENER

PREPARED BY:  
MHBC PLANNING

  
**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE



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# Section 1

## 1.1 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained the 270 Development Inc. to prepare an Urban Design Brief for the redevelopment of the property municipally known as 130-140 Highland Road East (hereinafter referred to as the “subject lands”) as Phase III of a larger consolidated land holding which includes the recently redeveloped and currently under construction Phases I and II respectively, of lands known as 270 Spadina Road East. In order to permit the proposed redevelopment, the approval of amendments to the City of Kitchener Official Plan and Zoning By-law are required.

The Phase III of the proposal includes the redevelopment of the subject lands to a high density residential use consisting of a seventeen (17)-storey rental apartment building (with a 5 storey podium and an 10 storey tower) with 210 units comprised of 1 and 2 bedroom units, as well as 1 and 2 bedroom with optional dens. Structured and surface parking are proposed.

The purpose of this Urban Design Brief is to describe the development proposal including the design objectives, provide insight as to why design decisions are appropriate given the site specific context and describe how the proposal is consistent with and supportive of the City of Kitchener urban design policies and directives.

## 1.2 SITE DESCRIPTION AND CONTEXTUAL ANALYSIS

The subject lands are municipally addressed as 130 & 140 Highland Road East and 270 Spadina Road East are located in the City of Kitchener and Region of Waterloo. The lands have an area of 0.92 hectares with frontage onto Highland Road East and Spadina Road East.

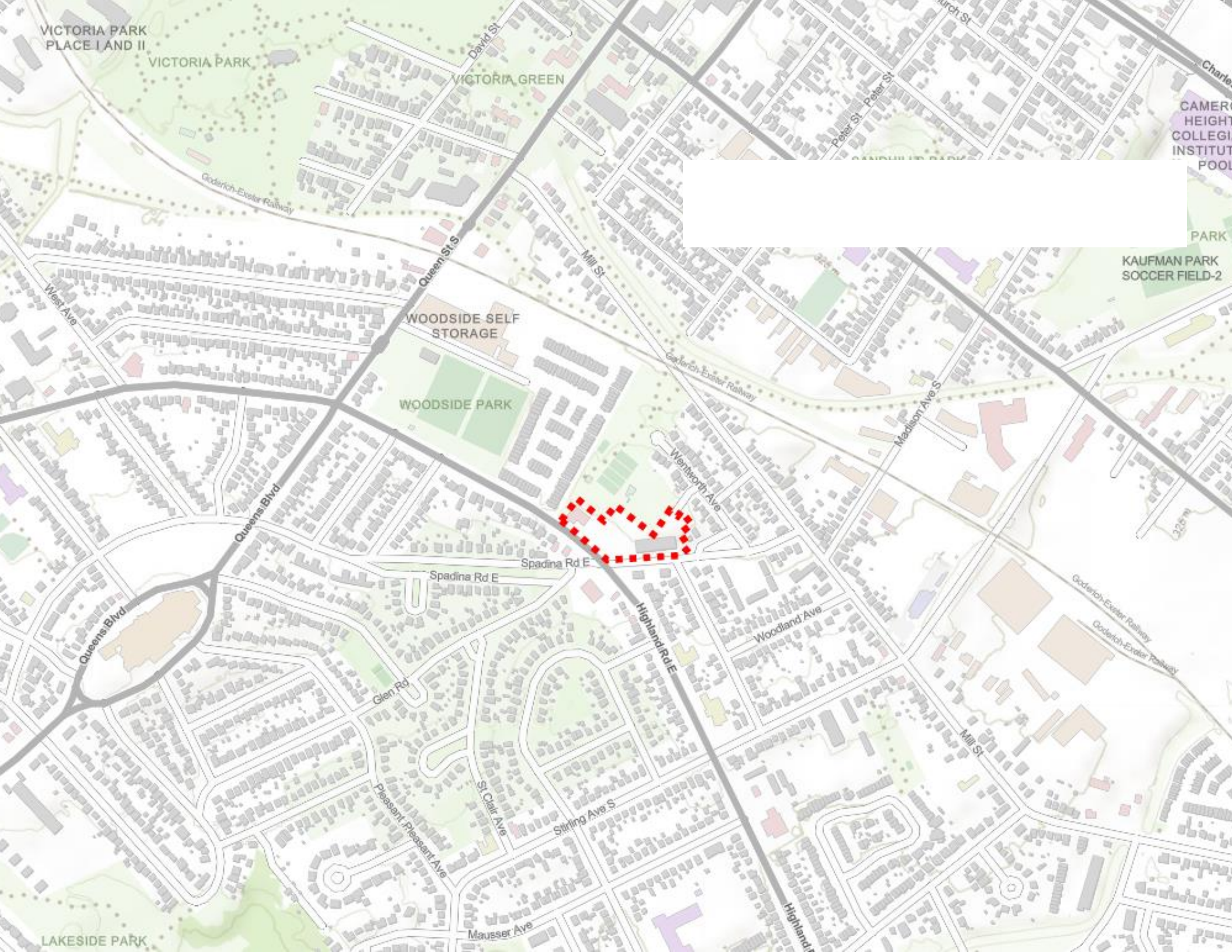
The subject lands are located in the Mill Courtland Woodside Park neighbourhood and are surrounded by a mix of land uses including

commercial uses immediately south of the site, parkland uses directly north of the site, and residential uses along Highland Road East and Spadina Road East.

The subject lands are also well served by existing Grand River Transit (GRT) bus routes. Four GRT bus routes exist within 500 metres of the subject lands (Route 16, Route 1, Route 2, and iXpress Route 2004) including iXpress Route 204 providing connections throughout the City and Region to key locations, including Grand River Hospital, St. Mary’s General Hospital, Conestoga College, and to the broader Region via connecting bus routes and the ION Light Rail Transit (LRT) at multiple stations.

Sidewalks are provided on both sides of the streets along Highland Road East and Spadina Road East. In terms of cycling infrastructure, the City of Kitchener Cycling and Trails Master Plan proposes a separated bicycle lane along Highland Road East through to Hoffman Street in the south and Winstow Drive to Spadina Road East in the east providing connections to the greater active transportation network. Cycling and pedestrian connections are proximate the site through Highland Courts Park with connections to the Iron Horse Trail which is a Primary Multi-Use Pathway/Connection that connects Downtown Kitchener to Uptown Waterloo are also present near the site.

The subject lands are located in close proximity to several commercial uses along Highland Road East. These uses are within walking distance (less than 100 metres) and serve day to day needs of the neighbourhood and include a bakery, several convenience stores, personal services, and a gas station. In terms of institutional uses, the subject lands are located within walking distance (less than 750 metres) from St. Bernadette Catholic School and St. Mary’s General Hospital (less than 800 metres). Recreational uses (Woodside Park, Highland Courts Park, Lorne Park, Glendale Park, and access to the Iron Horse Trans Canada Trail) are located within a 5 minute walking distance of the subject lands.



VICTORIA PARK PLACE I AND II

VICTORIA PARK

VICTORIA GREEN

WOODSIDE SELF STORAGE

WOODSIDE PARK

Spadina Rd E

Spadina Rd E

Woodland Ave

LAKESIDE PARK

KAUFMAN PARK SOCCER FIELD-2

CAMERON HEIGHTS COLLEGE INSTITUTE POOL

PARK

to include a mix of residential uses, including residential, commercial, and retail uses. The surrounding area includes a site map as follows:

**NORTH** - From your current site, you will see the large Parkside East housing development. The site is located on the east side of the intersection of the road and the highway. The site is located on the east side of the intersection of the road and the highway. The site is located on the east side of the intersection of the road and the highway.



**EAST** - From your current site, you will see the large Parkside East housing development. The site is located on the east side of the intersection of the road and the highway. The site is located on the east side of the intersection of the road and the highway. The site is located on the east side of the intersection of the road and the highway.

www.cityofchicago.gov



**SOUTH** - From your current site, you will see the large Parkside East housing development. The site is located on the east side of the intersection of the road and the highway. The site is located on the east side of the intersection of the road and the highway. The site is located on the east side of the intersection of the road and the highway.

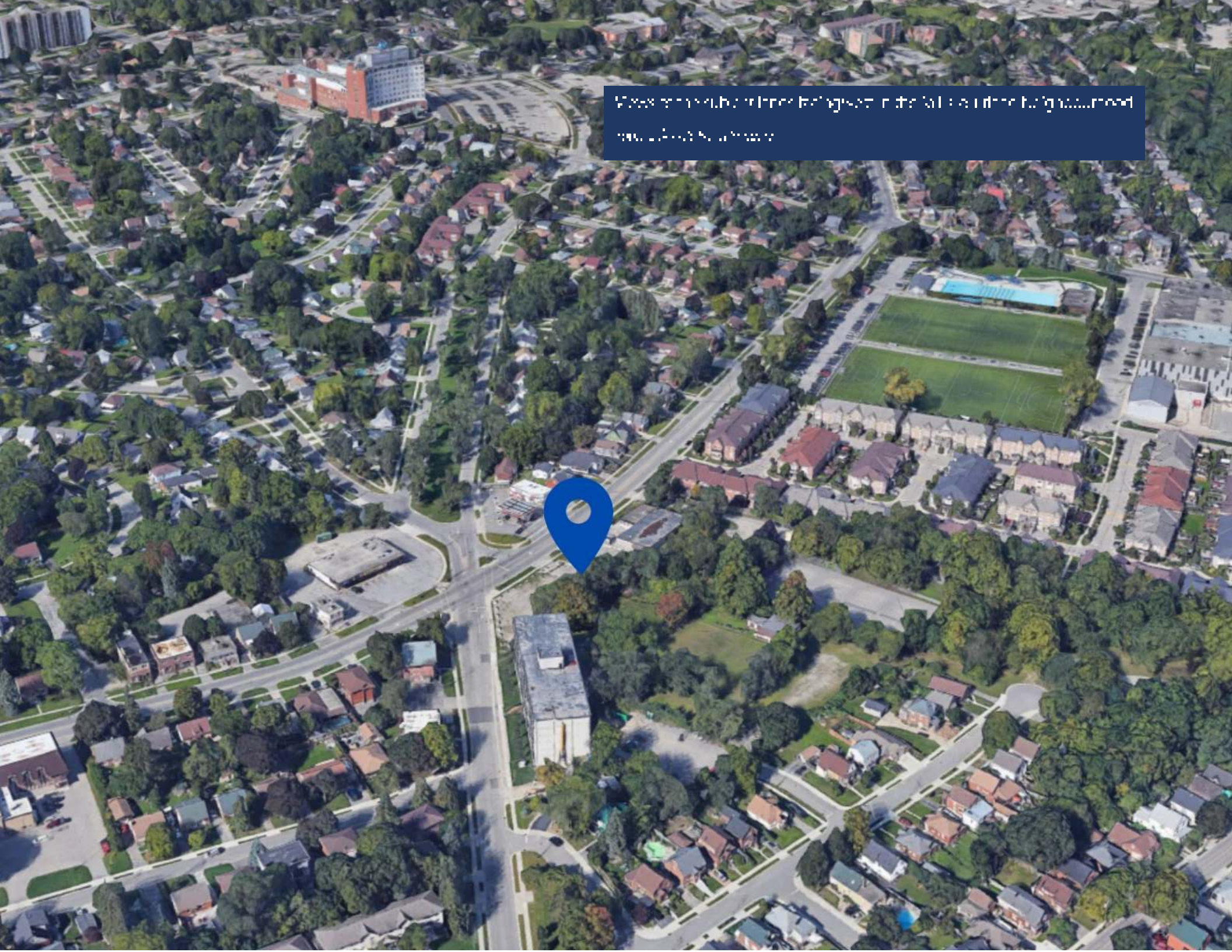


**WEST** - From your current site, you will see the large Parkside East housing development. The site is located on the east side of the intersection of the road and the highway. The site is located on the east side of the intersection of the road and the highway. The site is located on the east side of the intersection of the road and the highway.



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2025-2026  
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## DESIGN (CALLER) OBJECTIVES

To develop a design brief for two over-60-year subjects aged:

To assess development of confidence in a flight safety device normally that requires use of the following data and devices for consistency to the working and change table interpretation system. The support design will address the supportable details, a clear manner to be taken for some time regarding what comes a consequence on the sub-frame design, utility and the scope design the earth the normal the working as a function of the reliability of the device.

To discuss gear and equipment that will identify the use of safety or activity the other side of the device.

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# Section 2

## 2.1 SITE DESIGN

The development proposal includes a residential infill redevelopment of the subject lands that will provide a compact built form, complement existing uses, and enhance the public realm along Highland Street East and Spadina Road East.

The proposed Phase III of the redevelopment includes a seventeen (17)-storey rental apartment building consisting of a 5-storey well-defined podium with a 10-storey tower. Phase III proposes a mixture of surface, underground and structured parking that provides for a total of 118 parking spaces (including 13 visitor spaces and 3 barrier free spaces at grade in the surface lot at the rear of the proposed building) internal to the site as well as two bike storage rooms (Type A) that provide indoor parking for 91 bicycles.

The proposed development will provide the Mill Courtland Woodside Park neighbourhood with 210 additional residential units including a mix of one bedroom, and two bedroom units as well as 1 and 2 bedroom units with optional dens ranging in size from 41 sq. metres to 85 sq. metres for a site total of 403 units. The 5 storey podium contains 4 Live-work units at the ground and first storey levels to provide a mix of uses (commercial and residential) that will help activate the street frontage along Highland Road East. Vehicular access to the structured parking area is off of Highland Road East. Access to the surface level parking is off of the laneway. Multiple pedestrian accesses are proposed along Highland Road East, including the primary entry to the principal lobby area. Access to the entryway is planned as barrier free.

The proposed building for Phase III has been oriented with frontage onto Highland Road East to define the street edge and reinforce a human scale by providing direct connections to the existing public realm, streetscape and active transportation network. The existing surrounding uses have been considered in the design of the proposed development.

The proposed development has been designed to provide frequent pedestrian connections to the public realm through building entrances,

parking, proposed walkways and connections. Barrier free sidewalks have been provided leading directly from the public realm and parking areas to the principle building entrances. Building entrances are planned to be highly visible and well lit with pedestrian scaled lighting.

The proposed Phase III development includes a range of residential unit types with amenity areas and landscaped features throughout. A common outdoor amenity space is provided above grade above the structured parking at the northeast corner of the site. Shared access will be provided from the adjacent Spadina Phase 2 outdoor amenity space to the proposed development, creating a well integrated amenity. Individual private balconies will be provided for each unit with many units facing onto the interior courtyard. The development design is intended to provide an attractive area with open spaces for a range of recreational uses.

## 2.2 BUILT FORM, MASSING & ARTICULATION

The massing of the proposed Phase III building is broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window sizes. A 5-storey well-defined podium that steps up to a 10-storey tower has been designed along the Highland Road East frontage.

The massing of the building has been designed to create a comfortable and engaging pedestrian environment, which is further enhanced through the provision of landscape and streetscape improvements.

The use of building materials, defined pedestrian entries and building orientation will assist in creating a human scale of development. The building design demonstrates a contemporary architectural expression and will be constructed of high quality materials.

The proposed Phase III development has been designed with consideration to the existing built form context, particularly other low-rise and mid-rise both existing and planned within the area. The building tower is stepped back from the western façade of the building to ensure an appropriate transition from adjacent townhouse dwellings and to minimize shadowing impacts. Overall, the proposed development will assist in the continued intensification and development of a neighbourhood node through the addition of a residential building within walking distance to amenities within the area.



designs, which will provide stakeholders with access to a range of information. Localised and localised edge will also prepare the conditions for digital development.

## 2.5.3 SUSTAINABLE CONSIDERATIONS

Green and sustainable buildings are designed with the development of assets, making the development impact on the environment, and on climate change and human sustainability factors.

The proposed development aims to be efficient in use of resources through the use of energy and other services. The high number of air conditioning units will be used in the building, and the use of air conditioning units will be used in the building. The development will be designed to be efficient in use of resources through the use of energy and other services. The development will be designed to be efficient in use of resources through the use of energy and other services.

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## 2.5.4 ENVIRONMENTAL AND ENVIRONMENTAL DESIGN (EED)

### NATURAL SURVEILLANCE

Visual surveillance will be achieved by designing the perimeter of the building, and the use of natural surveillance. The development will be designed to be efficient in use of resources through the use of energy and other services. The development will be designed to be efficient in use of resources through the use of energy and other services.

The proposed development will be designed to be efficient in use of resources through the use of energy and other services. The development will be designed to be efficient in use of resources through the use of energy and other services.

- Providing the building with energy-efficient lighting and energy-efficient lighting.
- Providing the building with energy-efficient lighting and energy-efficient lighting.
- Providing the building with energy-efficient lighting and energy-efficient lighting.
- Providing the building with energy-efficient lighting and energy-efficient lighting.

### ACCESS CONTROL

The proposed development will be designed to be efficient in use of resources through the use of energy and other services. The development will be designed to be efficient in use of resources through the use of energy and other services.

- Providing the building with energy-efficient lighting and energy-efficient lighting.
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### TERRITORIAL REINFORCEMENT

The proposed development will be designed to be efficient in use of resources through the use of energy and other services. The development will be designed to be efficient in use of resources through the use of energy and other services.

- Providing the building with energy-efficient lighting and energy-efficient lighting.

• Performance: single statements are usually not legal and

- self-referencing data of system are not within the public domain

## MAINTENANCE

It is often key to success if a company is informed of the state of their IT good health and is able to act on it. It is also the management's responsibility to ensure that an organization is being protected of the data they own. A good management will also ensure that they have the data center as well as the network.

Rendering of proposed building South and East Facades



Rendering of Westside with  
top section highlighted in red



Rendering of Westside with  
top section highlighted in red

## Section 3

### 3.1 CITY OF KITCHENER OPTICAL PLAN

Section 3.1 sets specific objectives for the optical plan design policies. It is intended that the urban design policies will provide guidance and direction to the design developer and developer to provide an urban environment that meets the design objectives of the City of Kitchener. The following is a summary of how the proposed urban design objectives will be achieved.

#### General Policies

##### Streetscape

The streetscape is a key element of urban design and an expression of the building and urban design quality and character of the urban design area.

The proposed building and urban design policies will contribute towards the creation of a pleasant character of the surrounding area. The proposed policies will have direct impacts on the built form and urban landscape, including many of the features, the overall appealing building height and setbacks, the building facade design, the building materials and textures, the architectural details.

##### Safety

The City will apply the following design and urban design policies when evaluating and approving development proposals. The urban design policies will ensure that the proposed development meets the design objectives of the City of Kitchener. The proposed policies will have direct impacts on the built form and urban landscape, including many of the features, the overall appealing building height and setbacks, the building facade design, the building materials and textures, the architectural details.

The proposed policies will be applied to all development proposals that are subject to the City of Kitchener's development process.

The City will ensure that all development proposals are subject to the City of Kitchener's development process. The proposed policies will have direct impacts on the built form and urban landscape, including many of the features, the overall appealing building height and setbacks, the building facade design, the building materials and textures, the architectural details.

##### Urban Design

The proposed policies will ensure that all development proposals are subject to the City of Kitchener's development process. The proposed policies will have direct impacts on the built form and urban landscape, including many of the features, the overall appealing building height and setbacks, the building facade design, the building materials and textures, the architectural details.

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##### Quality of Life

The proposed policies will ensure that all development proposals are subject to the City of Kitchener's development process. The proposed policies will have direct impacts on the built form and urban landscape, including many of the features, the overall appealing building height and setbacks, the building facade design, the building materials and textures, the architectural details.

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## Site Design

**Policy 10.1.1** Urban design analysis, parameters and standards shall guide the use of land for 20 years.

The urban design standards and parameters Policy 10.1.1.1 have been addressed through the proposed design of the site. As follows: Improvements to the accessibility of the site may include walkways similar to the courtyard and garden at the facade. The location of landscaping that enhances the proposed building as well as the courtyard and the approach, incorporation of integrated means of circulation, such as ramps and stairs, to enhance access.

### Building Design, Massing and Scale Design

The building design standards and parameters Policy 10.1.1.2 Design, Massing and Land Use have been addressed through the proposed design. The proposed building design includes a courtyard and an elevated walkway. The proposed building includes parking spaces, terraces, and roof terraces, which are consistent with surrounding buildings. The building design includes a courtyard and an elevated walkway. The proposed building design includes a courtyard and an elevated walkway. The proposed building design includes a courtyard and an elevated walkway.

The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2.

### ABILITY OF RTO DESIGNER URBAN DESIGN MANUAL

The RTO Urban Design Manual contains a set of guidelines for proposed development with the City. The Urban Design Manual contains a set of guidelines for proposed development with the City. The Urban Design Manual contains a set of guidelines for proposed development with the City.

The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2.

### Building Design, Massing and Scale Design

The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2. The proposed design is consistent with the urban design standards and parameters Policy 10.1.1.2.

The proposed development has adequately considered urban design standards and parameters.

- The proposed development includes height and massing of the building, which is consistent with the urban design standards and parameters.
- The building is designed to be consistent with the urban design standards and parameters.
- Massing, height, and massing of the building are consistent with the urban design standards and parameters.
- The building height is consistent with the urban design standards and parameters.

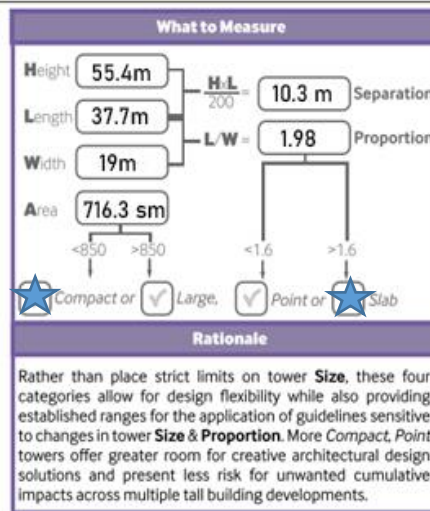




## Measuring Towers



A tower measuring 23m in Width, 37m in Length, and 54m in Height would result in an 850sq.m. Tower Floor Area, a Tower Proportion of 1.6, and a Separation of 10m.



The "Diverse" approach to measuring the "size" of towers is being adopted as a way to increase design flexibility and provide more tailored and more detailed guidance around tower size and height. The proposed guidance is being built from scratch, taking into account the unique characteristics of the proposed towers and the following is a general overview of the proposed approach to tower size and height guidelines:

- The proposed approach will use a self-defined building size language that will be area and design focused to consider the impact on the street.
- The metrics will be a focus on height, area, and massing and height by height.
- A design guide structure, strong and specific, will be developed to help define the proposed metrics and how they will be applied.
- A more detailed and specific definition of building height will be supported. Things will be clarified as to what the height of the tower will be and how it will be measured.
- A number of other metrics will be included in the design guide to help define the tower's impact on the street.

- The mass, configuration and location of the tower have been suggested to provide important information for development.
- Building mass has been broken into guidelines and metrics that will allow for change in mass and height in a more flexible way.
- The development of metrics compatible with the building code by considering the height, length, building setbacks and tower massing. The building is designed to have a light tower tower massing. The building is designed to have a light tower tower massing. The building is designed to have a light tower tower massing.
- The tower height guidelines will be designed to address development in the area of the tower.
- Physical location of the tower will be defined by the tower safety standards and the tower height and



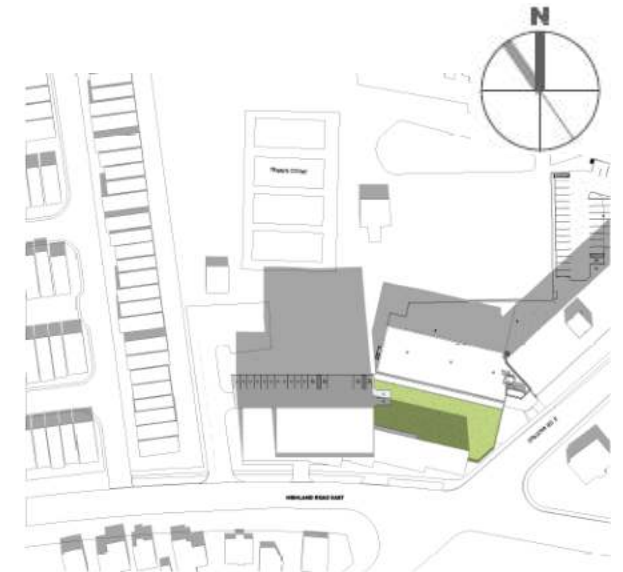
#### 4' Footcandle by Spring Equinox



① **SPRING EQUINOX 10H**  
1 : 1000



② **SPRING EQUINOX 12H**  
1 : 1000



③ **SPRING EQUINOX 14H**  
1 : 1000



④ **SPRING EQUINOX 16H**  
1 : 1000



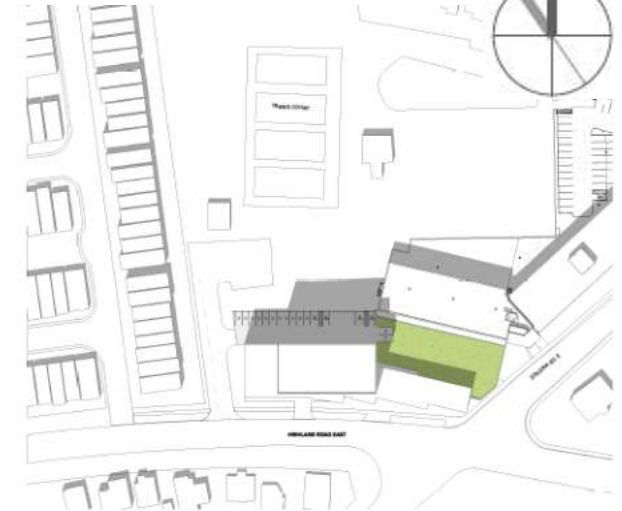
⑤ **SPRING EQUINOX 18H**  
1 : 1000

#### 4' Accessory Structure Footprint



1 SUMMER SOLSTICE 10H  
1:1000

2 SUMMER SOLSTICE 12H  
1:1000



3 SUMMER SOLSTICE 14H  
1:1000

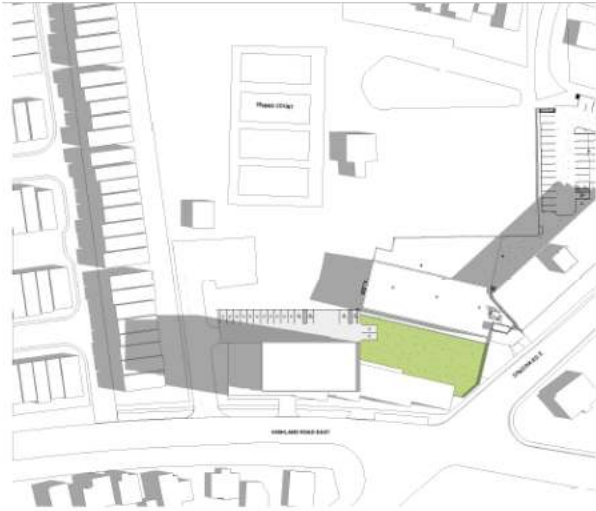


4 SUMMER SOLSTICE 16H  
1:1000

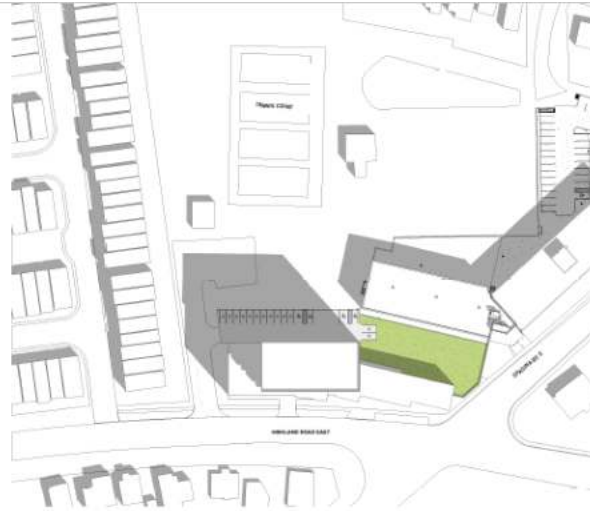


5 SUMMER SOLSTICE 18H  
1:1000

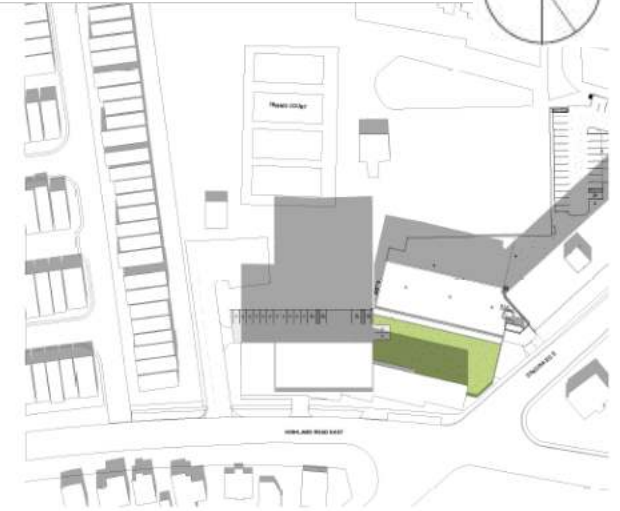
#### 4'4' maximum height building footprints:



① **FALL EQUINOX 10H**  
1 : 1000



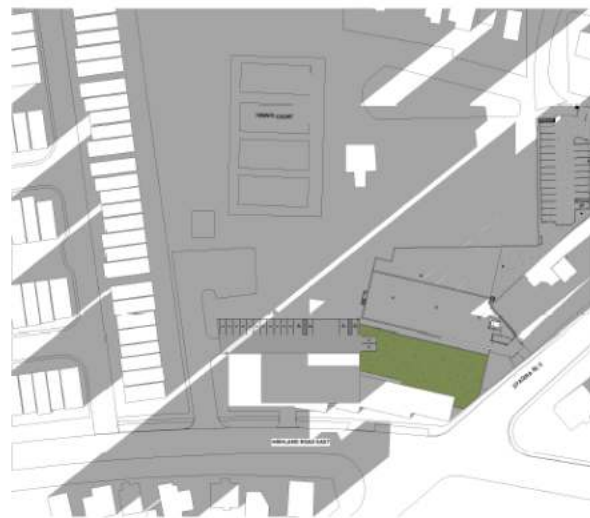
② **FALL EQUINOX 12H**  
1 : 1000



③ **FALL EQUINOX 14H**  
1 : 1000



④ **FALL EQUINOX 16H**  
1 : 1000



⑤ **FALL EQUINOX 18H**  
1 : 1000



in certain cases, depending on the situation, to the former name, *ya'ashir*. As a result, the understanding of the names, including those, may also be affected as a result of the use of the word *ya'ashir*.

Further, even if the names, including the additional name, help to identify the name, the name of the child, however, remains the same, and the following analysis, along with the other analysis, remains, as it is, unchanged.

The fact that the names, including the additional name, are the same, may be a result of the fact that the names, including the additional name, are the same, and the following analysis, along with the other analysis, remains, as it is, unchanged.

Other names in general, including those, may be affected as a result of the use of the word *ya'ashir*, and the following analysis, along with the other analysis, remains, as it is, unchanged.

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Other names in general, including those, may be affected as a result of the use of the word *ya'ashir*, and the following analysis, along with the other analysis, remains, as it is, unchanged.



## Section 5 Conclusions

### 5.1 CONCLUSIONS

The proposed development will contribute to a high quality urban environment that integrates with the surrounding area and provides for connectivity to the existing and planned public transportation network. The proposed design will:

- 1) provide transit-sustainable facilities;
- 2) provide a mix of uses in a walkable neighborhood to the surrounding urban center;
- 3) take advantage of the public transit through building the additional design and construction to integrate existing services with the development.

In conclusion, the development satisfies the design objectives for the City Urban Design policies.

The plan also identifies additional elements in the design, including the additional transit-oriented development elements, guidelines provided in the City Urban Design Policy.