



135-161 JACKSON AVE & 136 BRENTWOOD AVENUE KITCHENER

URBAN DESIGN BRIEF

April 2024 | File No. 22184A



MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC Planning”) has been retained by Sanjiv Shukla (the “Owner”) to prepare an Urban Design Brief in support of the proposed development at 135, 139, 147, 153 and 161 Jackson Avenue, and 136 Brentwood Avenue in the City of Kitchener (herein referred to as the “subject lands” or the “site”). The intent of the Urban Design Brief is to provide an evaluation of how the proposed development achieves high quality urban design, a comfortable pedestrian experience, appropriate height and transitions to the surrounding context, conformity with the City’s Official Plan, and alignment with the City’s Urban Design Manual.

The subject lands consolidate six (6) individual lots containing single-detached dwellings each and are located north-east of the intersection of Jackson Avenue and Brentwood Avenue in the City of Kitchener. The lands are approximately 1.13 hectares in area and are situated within a 5-minute walking distance from major bus routes.

The applicant is proposing to redevelop the site with a multiple dwelling built-form containing two (2) street townhouses and 118 stacked townhouses, for a total of 120 units, with at-grade and private balcony amenity spaces and 121 surface parking spaces (see Figure 1.1). A Floor Space Ratio (FSR) of 1.0 is proposed for the entire site. A reduced parking rate is proposed to encourage transit-usage. 118 in-unit bicycle parking spaces and 12 outdoor bicycle spaces are proposed to encourage active transportation.

To facilitate the Proposed Development, Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications are required. An Urban Design Brief was identified as one of the application requirements during pre-submission consultation. This Urban Design Brief has been prepared according to the guidelines provided by City of Kitchener staff in the Formal Consultation Comments document and includes the following topics:

- An analysis of site conditions, neighbourhood analysis, and contextual fit;
- An overview of the applicable policy context and design requirements as they relate to the City of Kitchener Official Plan and Urban Design Manual;
- 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 subject lands.

This Urban Design Brief has considered, and must be read in conjunction with, the following plans and studies supporting the applications for an Official Plan Amendment and a Zoning By-law Amendment:

- Planning Justification Report, prepared by MHBC Planning, dated November, 2023 and revised by March 22, 2024 cover letter
- Architectural Drawing Package, prepared by SRM Architects, revised March 21, 2024
- Tree Management Plan, prepared by Hill Studio Inc., revised March 20, 2024
- Preliminary Grading Plan, prepared by MTE Consultants, revised March 15, 2024
- This Design Brief recommends a revised preferred concept plan that will be further refined through the more detailed Site Plan Approval process.



Figure 1.1 - Proposed concept plan



2.0 EXISTING SITE CONDITIONS

The subject lands are irregularly shaped and have a total area of approximately 1.13 hectares with approximately 95 metres of frontage along Jackson Avenue and approximately 15.3 metres of frontage along Brentwood Avenue (see Figure 2.1). The subject lands are comprised of six (6) individual lots, each containing a single detached dwelling with accessory structures, consolidated into one (1) large lot that can be accessed from Jackson Avenue and Brentwood Avenue.

2.1 EXISTING CONDITIONS

Five (5) of the former individual lots have trapezoidal-shapes and include dwellings that vary in street line setback from approximately 7.5 metres to 13.0

metres. The built-forms of these five lots directly front their respective streets and have access via paved driveways. One (1) of the former individual lots is irregularly shaped and is located internal to the block. This lot includes a pond and a long, paved driveway leading to a large house located central to the site and block, and is setback at a distance of approximately 58.5 metres from the street line along Jackson Avenue.

The dwellings range in height from 1- to 2-storeys and generally utilize brick and vinyl for building material with brown and grey shingles for their roofs. The roofs are pitched / open gable and front entrances and porches are generally canopied or recessed, with some variety in built-form and articulation.



Figure 2.1 - Location of the subject lands at Jackson Avenue and Brentwood Avenue

2.2 EXISTING VEGETATION AND TOPOGRAPHY

The site is hilled and contains significant grade changes (approximately 5m across the site), as illustrated on Figure 2.2. The subject lands slope upwards towards the north and west boundaries of the site, and have the lowest elevation at the south and east boundaries of the site.

The subject lands contain grassed lawns, shrubs and bushes, and large and mature trees throughout the site with a cluster of mature trees existing on the north portion of the property, within the rear yard of the former lot at 161 Jackson Avenue. A row of mature street trees are located along Jackson Avenue with mowed lawns, mature trees, and shrubs, bushes or other plantings existing on the front lawns (see Figures 2.3 and 2.4).

The existing building and structures are proposed to be demolished to facilitate the proposed development. Mature trees are proposed to be retained to the extent feasible, as illustrated on the Tree Management Plan prepared by Hill Design Studio Inc.



Figure 2.2 - Site grading towards North and West boundaries



Figure 2.3 - Existing vegetation on Jackson Avenue



Figure 2.4 - Existing row of mature trees on Jackson Ave



3.0 NEIGHBOURHOOD CONTEXT AND CHARACTER ANALYSIS

3.1 IMMEDIATE CONTEXT

The subject lands are located on a large residential block along a local road at the periphery of the Eastwood neighbourhood that is underutilized and has access to existing infrastructure and services. The block includes a mix of residential uses, including single-detached dwellings and low-rise multiple-unit building forms, such as triplexes and six-plexes. The surrounding blocks also includes low-rise residential uses. The block to the east of the subject lands contains Montgomery Park. Figures 3.1 to 3.5 below illustrate the subject lands and immediate surroundings.

The immediate neighbourhood includes a mix of residential and open space / parks uses, as described below:

NORTH: North of the subject lands are single-detached dwellings that transition to multi-unit building forms, such as triplexes and four-plexes, across the street and as Fairmount Road approaches Montgomery Road. Dwellings vary in height from 1-storey to 3-storeys, and lots are slightly wider, providing room for larger building footprints. Dwellings utilize red-brick, multi-coloured brick, beige stone-work, and white or beige vinyl. Entrances for the single-detached dwellings are canopied, recessed or designed for visual enhancement.

EAST: To the east of the subject lands are multi-unit built forms, including triplexes and six-plexes, that range in 2.5-storey to 3 storeys in height. The built-forms include red brick and beige stone-work, large bay windows, wood balconies to the sides of the buildings, and hipped roofs with grey shingles. Site design includes long driveways to the sides of the buildings that connects to surface parking in the rear.



Figure 3.1 - Aerial photograph showing Immediate Site Context



Figure 3.2 - Residential dwellings along Fairmount Road (North)



Figure 3.3 - Triplexes and six-plexes along Montgomery Road (East)

SOUTH: To the immediate south of the subject lands are single-detached 1- to 2-storey post-war housing, largely characterized by red-brick and white-vinyl dwellings, large windows, driveways to the side of the dwellings, and open gable roofs with some articulation.

WEST: Directly to the west of the subject lands is a residential block consisting of single-detached and semi-detached building forms. Newer development to the west of the site invites contemporary, yet compatible, development into this area of the Eastwood neighbourhood. Building forms, styles and material are consistent with the remainder of the neighbourhood, except for the new semi-detached development.

The immediate neighbourhood is characterized by lots with large front yards and large rear yards. Front yard setbacks are generally long and consistent along each road, but vary in the neighbourhood, from 8-metres to 20 metres. Front yard setbacks taper along the east side of Jackson Avenue where the subject lands are located. Rear yards also vary in size from 10 metres to 60 metres. Side yard setbacks are shorter and vary from 2 metres to 6 metres. Overall, lots are characterized as long and narrow.

The immediate neighbourhood also contains large and mature coniferous and deciduous trees that are located in front yards, rear yards and along the street line.



Figure 3.4 - Single-detached dwellings along Brentwood Avenue (South)



Figure 3.5 - Single-detached dwellings along Jackson Avenue (West)

3.2 SURROUNDING CONTEXT

The subject lands are located within the Eastwood Neighbourhood, which is situated within the central area of Kitchener and extends from King Street East to the south, Highway 7 to the north, Highway 7 and Highway 8 to the east, and Ottawa Street North to the west. This neighbourhood is in proximity to the King Street East neighbourhood, which contains Light Rail Transit stations.

Built Form/Uses

The Eastwood neighbourhood contains a range of established residential, institutional, commercial, open space, and park uses (see Figures 3.6 to 3.12). Residential uses include a mix of single detached, semi-detached, low-rise multiple dwelling forms (including triplexes and six-plexes), and mid to high-rise apartment buildings. The mid to high-rise dwelling forms are generally located on or near the periphery of the neighbourhood, approaching King Street East,

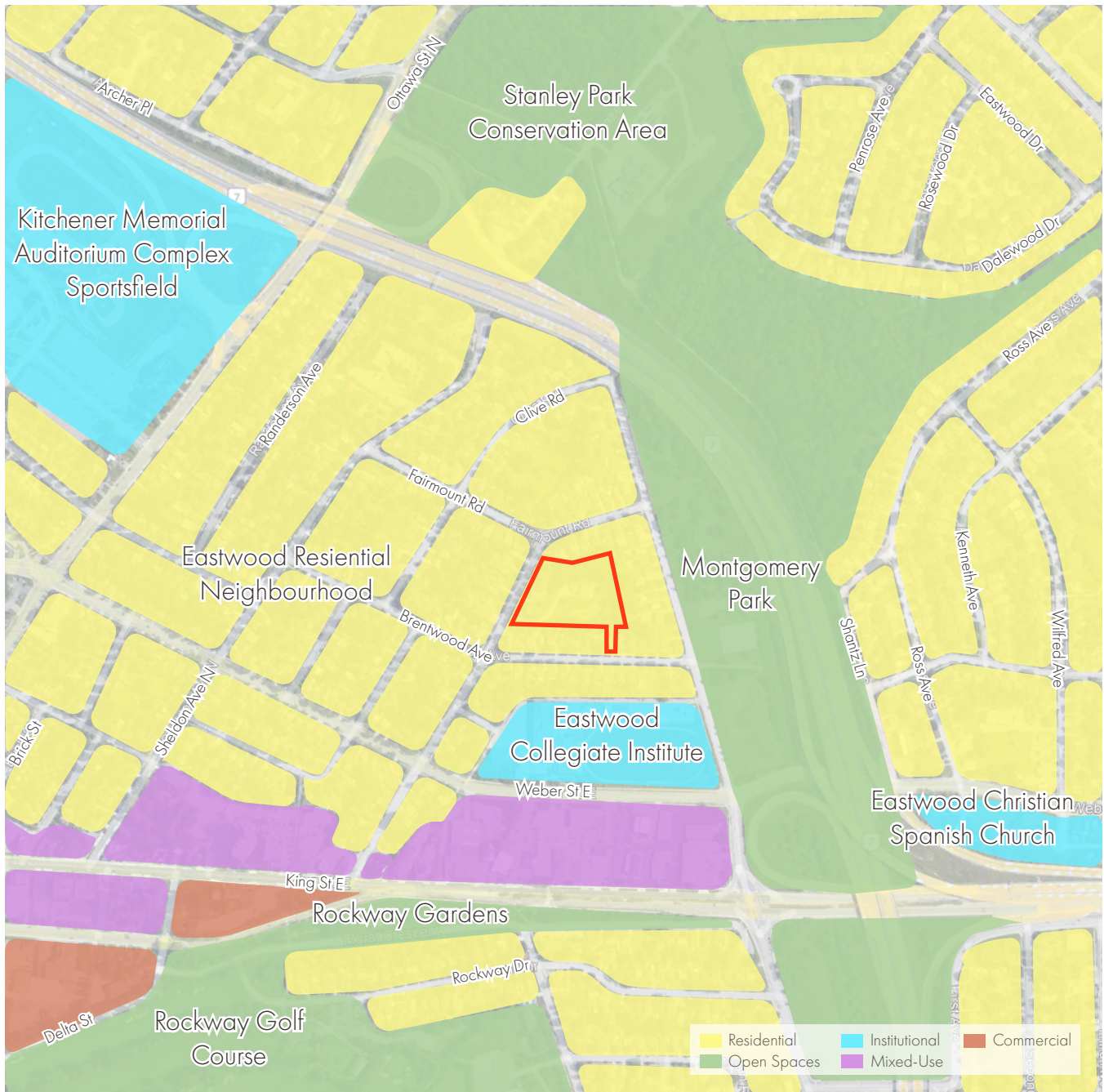


Figure 3.6 - Existing land uses

Ottawa Street North, and towards the Downtown Core. Several mixed-use, high-rise building forms are proposed along King Street East, to the north of or immediate south of Ottawa Street North. Commercial uses are located along King Street East and Weber Street East, with minimal small-scale commercial and at-home businesses existing throughout the neighbourhood and the nearby vicinity.

The neighbourhood was developed in the 1940s-1970s and predominantly contains post-war and mid-century styles and forms of development, with certain pockets including newer development. Lots are generally rectangular or trapezoidal-shaped. Building shapes and sizes are small in scale and are situated on lots that have deep lot depths with lot widths that range from 40 to 50 feet. Low-rise housing ranges in height from 1-storey to 3-storeys and largely contains high-pitched and gable roofs with canopied and recessed entrances and porches, and brown and grey roof shingles. Building materials include brick and vinyl. Garages vary in location and applicability. Garages may be attached, detached, located to the sides of buildings or located to the sides of the buildings in the rear yards within in separate structure. Driveways are paved, long and located to the sides of the dwellings leading to attached or detached garages, and/or resulting in outdoor parking.

Newer development within the neighbourhood offers contemporary designs that represent current architecture, building materials, details, colours and textures. A recently developed semi-detached dwelling across the street from the site, at 130 and 132 Jackson Avenue offers a contemporary beige palette including stonework with beige-coloured vinyl siding and cladding for the second (2nd) storey (see Figure 3.9). The roof is long pitched, uses warm-brown shingles, and provides for additional articulation of the roof through projection, recesses and boxed gable style of roofing above the second-storey windows, providing distinction and visual variety between the semi-detached units. The garages are attached, extend beyond the first-storey front building façade, are located toward the front lot line, and are designed with an open gable roof that



Figure 3.7 - High-rise apartment dwellings at 1414 King Street E



Figure 3.8 - Commercial plaza at Montgomery and King Street E



Figure 3.9 - Recently developed dwelling along Jackson Avenue

connects the two units. The condition with the garage projecting beyond the front building façade (snout house) is not typical of the neighbourhood, despite the site's conformance with zoning regulations at the time of construction.

The neighbourhood also contains a secondary public school, known as the Eastwood Collegiate Institute. The School includes a wide, L-shaped built-form that measures 3-4 storeys in height and provides for variation in massing through façade articulation, the use of various materials, step-backs, protruding walls, and recessing windows. The school's massing respects the existing grading of the neighbourhood and results in varying heights throughout the built-form. The school's building materials include red brick, light grey cement cladding, and metal. Additional schools, such as Sunnyside Public School, Rockway Mennonite Collegiate and Franklin Public School are located in close proximity and service the residents of the neighbourhood.



Figure 3.10 - Multi-unit dwellings along Montgomery Road



Figure 3.11 - Eastwood Collegiate Institute



Figure 3.12 - St Anne Catholic school

Circulation

The Eastwood neighbourhood is bound by major roads, including:

- Highway 7 – a Provincial Highway to the north and west;
- Highway 8 – a Provincial Highway to the west;
- King Street East – a Regional Road and an Existing Transit Corridor to the south; and,
- Ottawa Street North – a Regional Road and an Existing Transit Corridor to the east.

Ottawa Street North is also identified as a Cycling Route and provides access to the GRT iXpress bus route. The neighbourhood also contains Weber Street East, which is another Regional Road and Planned Transit Corridor. The interior of the neighbourhood consists of a modified grid of local streets, with connections to the surrounding Regional Roads and Provincial Highways (see Figures 3.13 and 3.14).

The neighbourhood is well serviced by local and regional bus routes, with direct connection the Downtown Core, major retail hub of Fairview Mall, and the City of Waterloo. The Borden iON station is located within walking distance from the neighbourhood, cycling distance from the site, and just beyond the intersection of Charles Street and Borden Avenue. The Borden iON station provides eastbound/westbound access to the remainder of the City and extends into Waterloo, further improving access to the remainder of the City and the Region.

The neighbourhood also includes an established sidewalk network (see Figure 3.15) that provides walkable access to various parks, commercial uses and institutional uses in and near the neighbourhood.



Figure 3.13 - Existing vehicle circulation



Figure 3.14 - Existing transit routes



Figure 3.15 - Existing pedestrian and cycling routes

Open Space/Parks and Natural Heritage

The Eastwood neighbourhood and site have access to nearby open spaces, parking and trails, including Montgomery Park, Rockway Gardens and Rockway Golf Course, Iron Horse Trail, Schneider Creek Greenway, the Aud Neighbourhood Leash Free Dog Park and Skate Park, and Stanley Park Conservation Area. Montgomery Park is situated within the neighbourhood and offers a larger open field, with a playground, basketball courts, and disc golf amenities (see Figures 3.16 and 3.17). A trail that is located along the periphery of Rockway Golf Course is located within a 10-minute walk distance from the site. The trail connects with the Iron Horse Trans / Canada Trail along the Schneider Creek Greenway. The Iron Horse Trans / Canada Trail which is a Primary Multi-Use Pathway / Connection that connects Downtown Kitchener to Uptown Waterloo (see Figure 3.18). The open space context plan graphic, Figure 3.19, illustrates parks and open spaces in the broader surrounding context.

Summary

The Eastwood community is an established neighbourhood that is well suited for intensification based on the current mix of land uses and building forms, proximity to existing and planned transportation networks, access to existing and planned infrastructure, and abundant open spaces.



Figure 3.16 - Montgomery Park



Figure 3.17 - Rockway Gardens

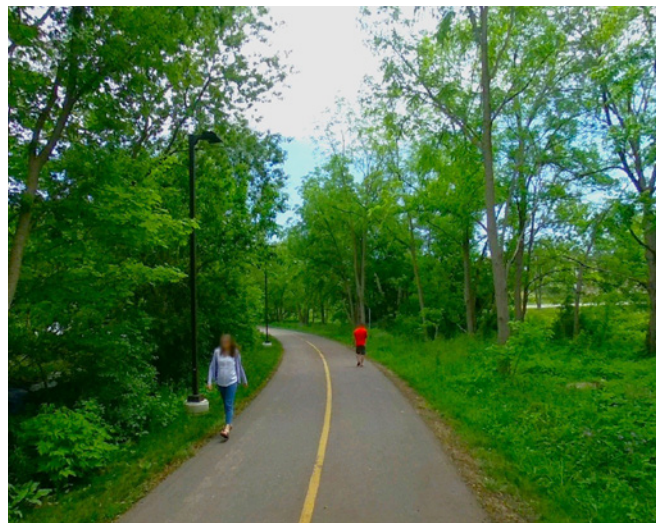


Figure 3.18 - Iron Horse/Trans-Canada Trail



Figure 3.19 - Existing parks and open spaces



4.0 DESCRIPTION OF PROPOSED DEVELOPMENT

4.1 PROPOSED SITE DESIGN

The site has been designed to provide a low-density residential development that will provide a compact built form, complement the surrounding residential neighbourhood and establish prominent street frontage along Jackson Avenue, enhance the public realm while remaining compatible with the established front yards of the neighbourhood. The site has a total gross floor area (GFA) of 10,811 m2.

The proposed development consists of street townhouse block (2 units) and five (5) blocks of stacked townhouses (118 units), totaling a proposed unit count of 120 units (see Figure 4.1). The site layout provides a 3 storey built form with a step back on the upper floors for blocks

A,B,C, and D, which provide for a transition in height and massing along Jackson Avenue and along the common property line with the lots fronting Brentwood Avenue, creating a stepped form that responds to the existing low-rise buildings in the surrounding neighbourhood and respects the natural grading of the site to the extent feasible (see Figures 4.2).

The two street townhouses as well as a 22 unit Block D front Jackson Avenue. Four remaining stacked townhouse blocks are located along the site’s perimeter. Three blocks of stacked townhouses located along the southern property line have been stepped back and have been positioned to provide for a 7.5m side yard to provide for additional separation and minimize overlook conditions to rear yards of the Brentwood

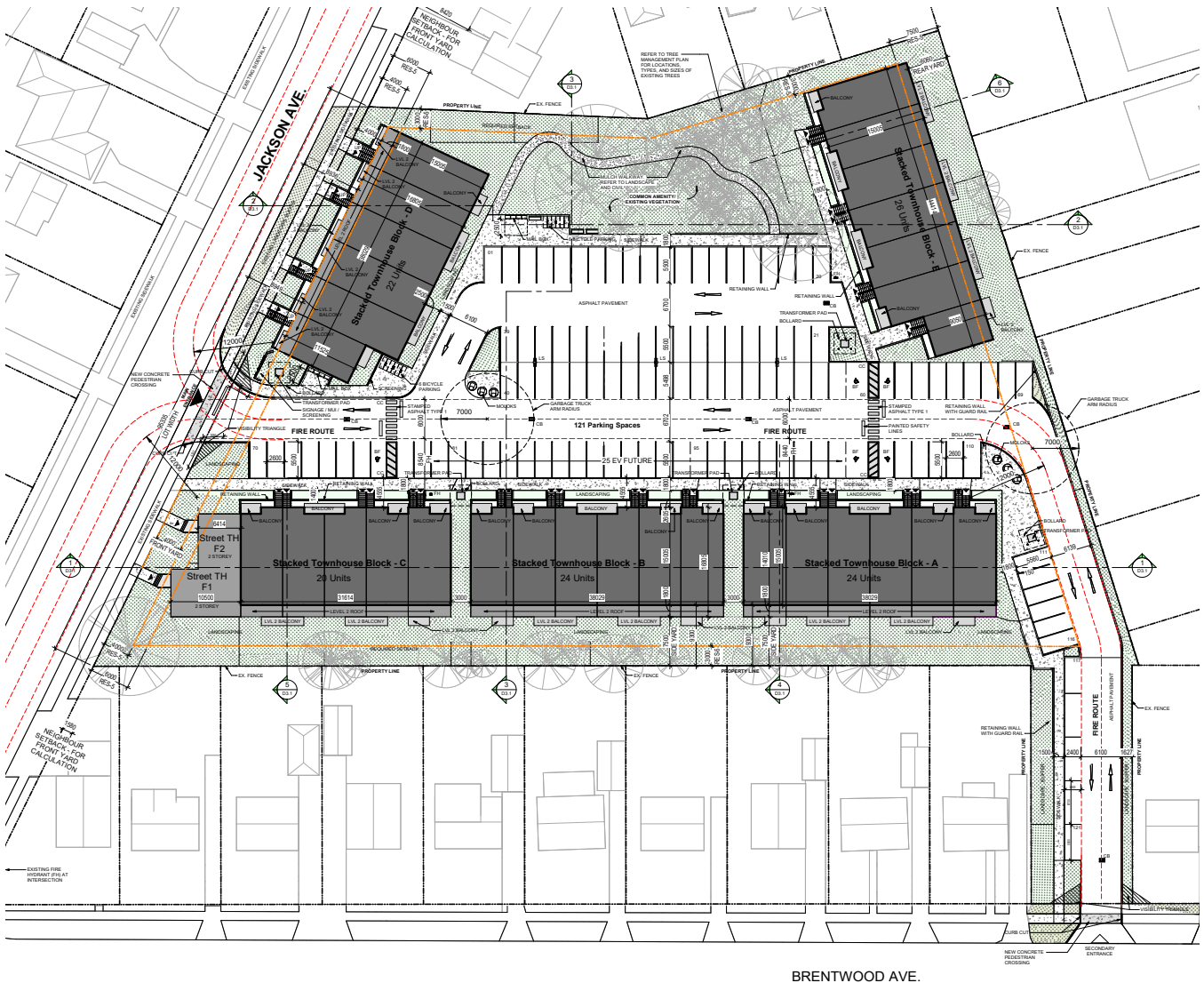


Figure 4.1 - Proposed Site Plan (SRM Architects + Urban Designers, March 21, 2024)

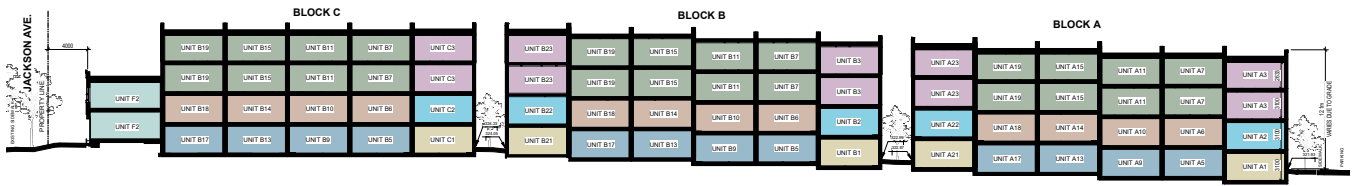


Figure 4.2 - Stepped building form follows site grading (SRM Architects + Urban Designers, March 21, 2024)

Avenue properties. One stacked townhouse Block E located at the rear of the site and backing onto the rear lots along Montgomery Street have been modified to provide for internal sidewalk connections. A drive-aisle surface parking and common amenity area occupy the spaces between the buildings. The stacked townhouse Block D and the 2 Street town houses are setback between 4.0 metres and 6.0 metres from Jackson Avenue, which respects the established streetscape, while providing transitioning of setbacks between the abutting site and facilitating sufficient space for a landscaped boulevard. The stacked townhouse Block E provides a 3.0 metres setback from the adjacent residential properties along the north property line. These stacked townhouses to the rear of the site are setback 6.0 metres from the adjacent residential properties, which have an average rear yard ranging from approximately 36-40m.

An amenity space is proposed to be located central to the site adjacent to the mature trees that are being protected along the northern property line. This space will include a playground, seating and grassed area that is sensitive to the surrounding protected trees, thus providing a space for intimate gathering on the site alongside an active amenity space.

Pedestrian entrances to the site are provided from Jackson Avenue and Brentwood Avenue. Pedestrian circulation is provided through the site providing access to the stacked townhouses, amenity spaces and

surface parking, and providing for safe and accessible circulation throughout the site (see Figure 4.3). Walkways connect to the existing public infrastructure located along Jackson Avenue and Brentwood Avenue. The individual entrances and walkways to the stacked townhouses enhance the pedestrian realm and walkability.

Vehicular entrances are proposed from two points of entry/exit along Jackson Avenue and Brentwood Avenue. The accesses connect to an internal drive aisle that provides access to the multiple dwelling built forms and the 121 surface parking spaces located central to the site and along the drive aisle near to Brentwood Avenue. The multiple dwellings are located closest to the limits of the site to reduce visual impacts of the proposed surface parking from the public realm along Jackson Avenue.

Bicycle parking is located on the site for both residents and visitors. 118 Type 'A' bicycle parking spaces are within the 118 units, meeting the bicycle parking rate of 1.0 Type 'A' spaces per unit. 12 Type 'B' bicycle spaces are proposed behind Block D and adjacent to the proposed mailboxes proximate the outdoor amenity area along the northern property line.

Other site design considerations, such as lighting and signage, will be determined through the detailed design and addressed through subsequent Site Plan Approval applications.

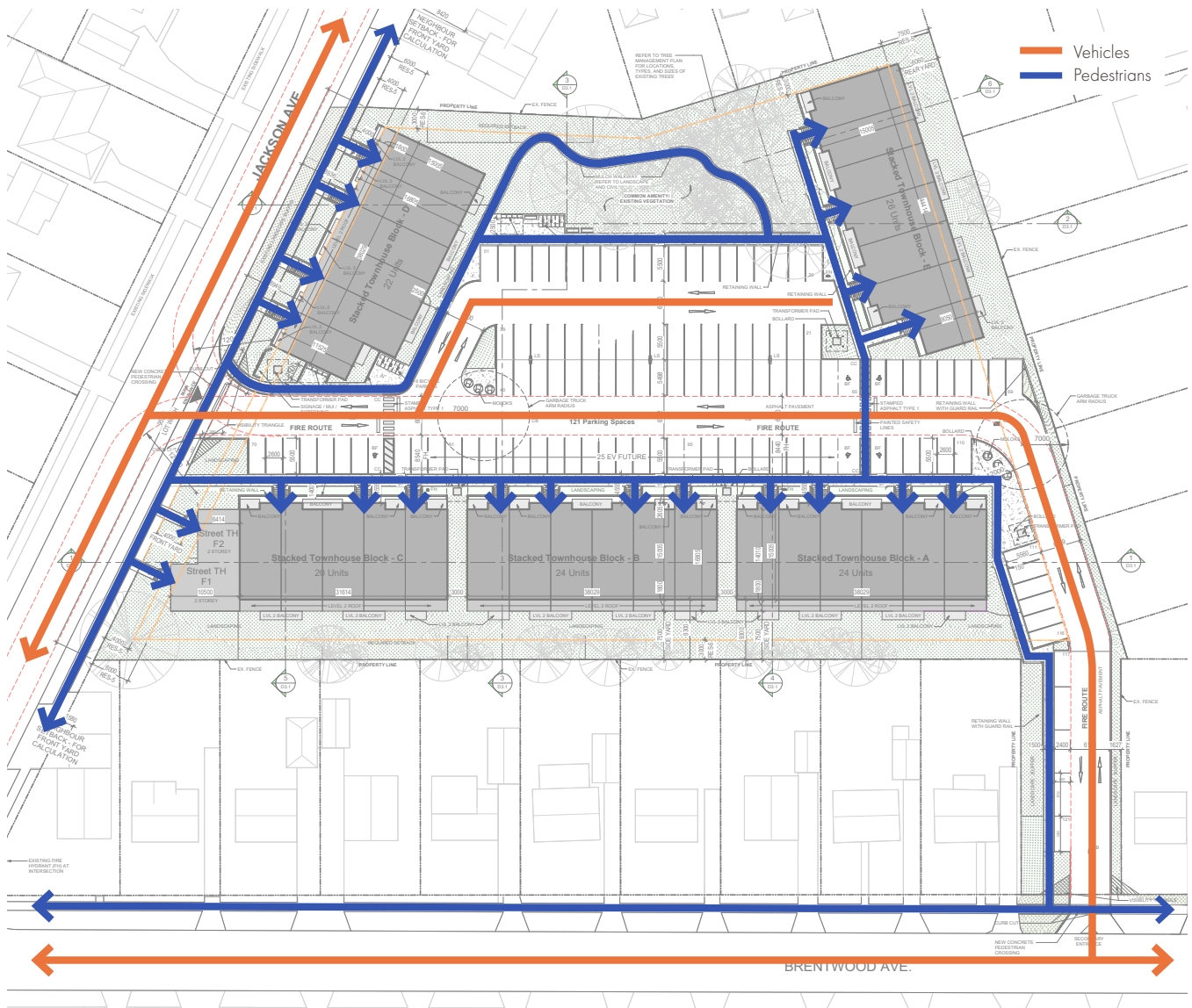


Figure 4.3 - Vehicle and pedestrian circulation

4.2 BUILDING DESIGN

The proposed development employs a contemporary style regarding the selection and application of materials (see Figure 4.4). The stacked townhouses create a low-rise massing that is similar in height and function to the adjacent properties. Lower level storeys are sunken into the grade to decrease building height at grade, while offering sufficient daylight to lower units. Street fronting stacked townhouse typology without individual driveways provide a complementary built form with very few disruptions to the streetscape. The 2 street townhouses along Jackson Avenue provide for a 'semi-detached' style of building form along the street interface that is similar in size and scale as the surrounding neighbourhood.

The colour palette is comprised of a combination of red brick, white and beige panels which are alternated

on the three levels, to create distinction between the three storeys and each unit. Massing articulation and wall projections are used between the units to create distinction between each unit. Building facades are complimentary to the neighbourhood, while remaining modern in appearance. Front entrances are canopied and platform steps are used to provide for a porch-style front entrance. The 3-storey stacked townhouses have also been stepped back on the top level to minimize overlook and reduce the massing, and the appearance and impact of the proposed building height. Balconies are provided on the first, second and third floors along Jackson Avenue, providing private amenity space for use by residents. Balconies and windows use a clear glass to maximize access to sunlight throughout the year. The street fronting stacked townhouse typology facing Jackson Avenue helps activate the street front and reduces the visibility into the parking areas.



Figure 4.4 - Proposed material palette of red brick and white and beige panel (SRM Architects + Urban Designers, March 21, 2024)

Blocks A, B, C which back onto the rear lots along the Brentwood properties, do not have balconies on the third floor, so as to minimize overlook. The upper units are 2 storey units that have been stepped back to reduce the massing impact and overlook. The stacked townhouses taper in height, as they respect the natural grading of the site. In addition, the stacked townhouse blocks employ flat terraces to minimize visual impacts on the surrounding neighbourhood. Balconies and windows use a clear glass to maximize access to sunlight throughout the year.

The proposed development has been designed with consideration to the existing built form context consisting of low-rise developments (see Figure 4.5). The use of building materials, massing orientation, step-backs, and amenity space, in collaboration with the natural grading assist in creating a human scale of development that complements the surrounding neighbourhood and creates a comfortable and engaging pedestrian environment. The building design demonstrates a contemporary architectural expression and utilizes high quality materials.

Building materiality may be subject to change through the detailed design process during Site Plan Approval.



Figure 4.5 - Upper floor stepbacks to increase privacy (SRM Architects + Urban Designers, March 21, 2024)

4.3 LANDSCAPE DESIGN

Trees and plantings will be provided throughout the site to provide screening from adjacent properties, to minimize visual impacts on the surrounding neighbourhood, and to integrate with the landscaping of the surrounding neighbourhood. Existing and mature trees are proposed to be retained to the extent feasible and the amenity space is located adjacent to the mature trees creating an enhanced central amenity area for the residents.

The site's landscape design will be further refined through the detailed design process at Site Plan.



Figure 4.6 - Proposed common amenity area next to existing vegetation (SRM Architects + Urban Designers, March 21, 2024)



5.0 RESPONSE TO POLICIES & GUIDELINES

The Planning Justification Report (submitted concurrently with this report) provides a comprehensive analysis of the Provincial, Regional and City planning policies. The following section discusses the City's Urban Design policies and how the proposed development has achieved the City's design objectives.

5.1 CITY OF KITCHENER OFFICIAL PLAN

Section 11 of the City of Kitchener Official Plan contains Urban Design policies. It is intended that the urban design policies will provide guidance and direction as the city grows, develops, and evolves. The proposed development meets the City's urban design objectives by achieving a high standard of urban design. The following is a summary of how the proposal meets the relevant design policies from Section 11 (Urban Design) of the current Official Plan in response to specific policies:

- 11.C.1.1 – The proposed development employs a high quality of urban design that complements present-day architecture and the surrounding neighbourhood.
- 11.C.1.11 – The proposed development supports the character of the street by providing sufficient landscaping, low-rise built-forms and functional design complementing the surrounding neighbourhood. The proposed front yard setbacks provide sufficient space for a landscaped boulevard. The street facing stacked townhouse built-form complements the low rise development located across the street along Jackson Avenue and present a 2 1/2 storeys in height and provide step-backs to the 3rd-storey of the attached low-rise built form, facilitating a pedestrian-oriented environment and reducing the massing along the streetscape.
- 11.C.1.13 – Sufficient human-scaled lighting and circulation spaces will be provided throughout the site. Lighting will be further investigated through the detailed design process during the Site Plan Approval stage.
- 11.C.1.15 – Vehicular access will be provided from Jackson Avenue and Brentwood Avenue. Accesses and the proposed drive-aisle are designed to facilitate emergency vehicular movement. All buildings and units will be designed and constructed to meet the requirements of the Ontario Building Code and other applicable regulations. Parking is well serviced with pedestrian connections which lead in and out of the site.
- 11.C.1.16 – The proposed development includes five (5) barrier-free parking spaces and has been designed to provide accessible circulation for all users of the site. Private and common amenity spaces are provided throughout the site, five barrier-free parking spaces are located nearest to the multiple dwellings, and the proposed site design uses hard-surface materials to provide safe and universally accessible circulation through the site. The site design and barrier-free parking spaces will be designed and constructed to meet the requirement of the Ontario Building Code and other accessibility related legislation and regulations.
- 11.C.1.22 – A Shadow Study was not required, but has been included in this report for information purposes only. The Shadow Study, attached as Appendix A, demonstrates that unacceptable adverse impacts are not generated by the proposed development and associated site design; minimal shadowing occurs on the surrounding residential properties during the summer, spring and autumn seasons; and, shadowing impacts adhere to the City of Kitchener guidelines (see Figure 5.1). Further, the site design and proposed landscaping throughout the site provides shade and protection from sun exposure, and mitigates the potential urban island heat effect. Building massing and design provides opportunity for independent applications of tools to reduce energy demands. The proposed development is considered to be appropriate with regards to its shadowing context.



Figure 5.1 - Selected June shadow study results (SRM Architects + Urban Designers, March 21, 2024)

- 11.C.1.26 & 11.C.1.29 – The subject lands are well serviced by existing infrastructure that supports additional density within the neighbourhood.
- 11.C.1.27 – The subject lands are located proximate to two Existing Transit Corridors and one Planned Transit Corridor, and have access to local, regional and provincial bus routes within a 5- to 10-minute walking distance. The proposed development proposes a reduced combined resident and visitor parking rate of 1.03 spaces per unit, and provides for modest intensification with a transit-supportive density and design.
- 11.C.1.28 – The proposed infill development offers a low-rise massing height and built-form, and a front yard setback that is consistent with the established front yard along the streetscape. The proposed development is compatible with the surrounding neighbourhood.
- 11.C.1.27 & 11.C.1.31 – The proposed development includes bicycle parking and pedestrian connections throughout the site to encourage active transportation usage. The proposed development also applies height transitioning and divides building massing through articulation and upper storey step backs to activate the streetscape and provide for a pedestrian-oriented, safe, accessible, and functional relationship to the street.
- 11.C.1.33 – The proposed development utilizes a high standard of urban design and a creative and responsive form, façade and style that is compatible with and complements the surrounding neighbourhood. The site has been designed to minimize adverse impacts on the adjacent properties and public realm by providing the following: appropriate interior side yard, rear yard and front-yard setbacks; landscaping elements for screening, and a low-rise form that respect the natural grading of the site, to be complementary of the roof lines of the block, to the extent feasible.

5.2 CITY OF KITCHENER URBAN DESIGN MANUAL

The City's Urban Design Manual contains detailed guidelines that apply to all development within the City. The Urban Design Guidelines contained within the Manual represent a framework for establishing Kitchener's future urban form. It sets out a number of design principles that should be followed in the design of new communities, sites and buildings. The purpose of the Guidelines is to ensure the new development is consistent with the City's Vision for urban design. Below is an analysis of how the proposed development, associated site design and landscaping design considers the City-Wide guidelines, Central Neighbourhood guidelines, and Low-Rise Multi-Residential guidelines within the City of Kitchener Urban Design Manual.

Site Design

The street interface of the site has been designed to be pedestrian-oriented and minimize the massing along the frontage by stepping back the upper floor of the stacked townhouse block and through building articulation and variations in colour palette. This provides a neighbourhood-style development that contributes to the sense of place and local character of the Eastwood neighbourhood.

The site has been designed with active uses, including a central amenity space internal to the site and well situated adjacent to the mature trees so as to maximize tree retention. The building design of the street facing elevations incorporates architectural details that support a human-scaled public realm.

The setbacks proposed provide appropriate buffering and distance from the adjacent residential properties. The UDM guidelines encourage a rear yard setback of 10 metres for unit blocks with more than 2 storeys. The intent of this provision is to provide appropriate distance from adjacent residential uses. The residential properties to the rear contain rear-yard setbacks that range from 27 metres to 43 metres from the dwellings. The proposed rear-yard setback for the proposed development is 6 metres. This provides distance of

between 35 metres to 49 metres between the stacked townhouses proposed at the rear of the site and the built forms located to the rear of the site. Based on the foregoing, appropriate buffering and distance is provided from the adjacent residential uses. Additionally, for the units proposed along the common property line with the lots fronting Brentwood Avenue, a 7.5m side yard has been provided whereas a 3.0m side yard is required as the blocks of stacked townhouses present as a rear yard although this is a side yard. Also the third storey is stepped back and no balconies are facing these lots on the third storey in order to provide further separation and reduction in massing which minimizes overlook.

Vehicular parking spaces and circulation are located largely central to the site, providing opportunity for natural surveillance, and are screened from the public realm.

Building Form & Design

The City of Kitchener Urban Design Manual guides new development to be contemporary in nature, whilst being respectful and complementary of the neighbourhood character. The proposed development will be designed in a contemporary fashion, meaning that the building represents present-day architecture, with varied details, materials, colours and textures. This is in keeping with proposed developments within the surrounding area and the eclectic character of the neighbourhood as a Central Neighbourhood in the City of Kitchener.

The development proposes a transition in height from 3-storeys at the street interface to 3 1/2-storeys internal to the site, and provides for an appropriate front yard setback that provides yard transition from the abutting sites and meets the intent of the established front yard setbacks of the Residential Intensification of Established Neighbourhoods Study (REINS).

The proposed development introduces additional housing options to the neighbourhood through the development of street townhouses and stacked townhouses. Stacked townhouses are a type of missing middle housing that provide attainable housing options

in desired neighbourhoods.

The proposed development includes 3-storey stacked townhouses along the Jackson Avenue frontage, creating a compatible street interface. The proposed development also proposes fencing, landscaping and plantings along the boundaries of the site and throughout the site to further screen the development from the surrounding properties.

Massing techniques are incorporated into the building design, including building articulations such as upper storey step backs, projections and recesses, which when combined with variations in colour, materials, and texture, aid in the reduction and diversification of the building massing and enhance the streetscape.

All building elevations will be designed to provide transparency, architectural continuity, visual interest, and contextual sensitivity. No blank walls are proposed. Through the inclusion of proposed windows and balconies, there will be sufficient natural surveillance onto the surrounding public streets without creating overlook situations.

Minimal shadowing impacts are anticipated on the surrounding residential neighbourhood, as demonstrated by the Shadow Study prepared by SRM Architects Inc.

Sustainability & Landscaping

The development proposes to retain as many existing and mature trees located on the site to the extent feasible. The development also proposes to apply additional landscaping and plantings throughout the site to meet the neighbourhoods landscaping character and to support the existing landscaped street interface. The proposed landscape areas are sufficient in size to provide required plantings adjacent to the street, offset property lines and within amenity areas.

Energy efficient light fixtures will be used, and over-lighting will be avoided throughout the development.

Circulation

Pedestrian walkways are provided throughout the site, are continuous across driving aisles and accesses, and connect to the multiple dwellings on the site and to the surrounding land uses to improve connectivity, encourage active transportation and to create an efficient, safe and intuitive pedestrian network.

The site has been designed with modest reductions in parking to reduce the demand of private automobiles and to encourage active modes of transportation. The site incorporates convenient and secure options for bicycle parking.

Vehicle circulation is contained within the site interior. Access is provided from two points of entry/exit and connect to an internal drive-aisle. The drive aisle is flanked by walkways that allow additional pedestrian access to buildings' entrances.

Other Considerations

The site details for screening services and utilities, coordination of waste and recycling, and snow storage will be considered through the site plan review process and prior to final site plan approval.

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



6.0 SUMMARY

This Urban Design Brief concludes that the Proposed Development incorporate a high-quality of urban design through the following:

- Creating a compact, low-rise built form that provides additional housing options for residents, respects the local eclectic character of the neighbourhood, and minimizes impacts on the surrounding neighbourhood;
- Providing a transition of height, massing and setbacks from the surrounding residential uses, with changes in height and articulation that respect the existing grading and sloping challenges of the site;
- Complementing the surrounding residential post-war to mid-century eclectic character through material palette, front yard setbacks, and street-oriented forms;
- Encouraging transit-usage and active transportation through parking reductions and on-site bicycle parking; and,
- Implementing appropriate landscaping and fencing to minimize impacts on the pedestrian realm and adjacent properties.


It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications respect the intent, policies and guidelines of the City of Kitchener Official and the city-wide objectives of the City of Kitchener Urban Design Manual. Based on the assessment in the Urban Design Brief, the proposed development is appropriate and reflects good urban design.

Respectfully submitted,



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Associate



APPENDIX A



MHBC
P L A N N I N G
U R B A N D E S I G N
& L A N D S C A P E
A R C H I T E C T U R E