7 MORRISON ROAD
URBAN DESIGN **BRIEF**

7 MORRISON ROAD, CITY OF KITCHENER

PREPARED BY: MHBC PLANNING FOR KLONDIKE HOMES LTD.

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PART **1**

SPATIAL & CONTEXTUAL ANALYSIS

1.1 INTRODUCTION

MHBC has been retained by Klondike Homes Ltd. to prepare an Urban Design Brief for a proposed development located at 7 Morrison Road in the City of Kitchener, referred to herein as the subject lands. This Report has been prepared based on the City of Kitchener Terms of Reference for Urban Design Reports.

The subject lands are located within the Centreville Chicopee neighbourhood adjacent to the Grand River Hospital – Freeport Health Centre and at the intersection of King Street East and Morrison Road. The site is bound by Morrison Road to the north, the Grand River Hospital – Freeport Health Centre to the east, King Street East to the south, and Morrison Road to the west. The subject lands are approximately 0.35 hectares (3,500 square metres) in area with approximately 35 metres of frontage on Morrison Road. The subject lands abut a Canada Pacific Railway right-of-way to the south, sharing a lot line of approximately 85.4 metres.

Currently, there is a single detached dwelling and a detached garage on the subject lands. These structures are proposed to be demolished as part of the proposed redevelopment. Access to the site is currently obtained via driveway extending onto the property from Morrison Road.

The proposed redevelopment intends to establish two stacked townhouse buildings on the subject lands. Each building would contain sixteen (16) dwelling units for a total of thirty-two dwelling units. Access to the property is to be gained by a private road extending from Morrison Road. Parking is provided at a rate of 1.2 spaces per dwelling unit for a total of 39 parking spaces. All parking spaces are provided at grade in the form of surface parking spaces. Secure Class A and Class B bicycle parking spaces are to be provided on site.

The proposed development will allow for the development of 32 residential units for the City of Kitchener's existing housing and contribute to the City's overall housing and intensification objectives.

The purpose of this Report is to ensure that a comprehensive urban design plan will be implemented to promote an attractive development that is appropriate for, and well integrated with, the surrounding community. This Report has been prepared in support of applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to permit the proposed redevelopment of the subject lands.

SITE LOCATION

7 Morrison Road, Kitchener, ON

1.2 CONTEXTUAL ANALYSIS & SITE DESCRIPTION

The subject lands are located on the east side of Morrison Road, which is a Minor Neighbourhood Collector Street in close proximity to King Street East which is a Regional Road and existing transit corridor. The subject lands comprise a 0.35 hectare parcel of land, available for an infill opportunity to create a medium density residential development on an underutilized piece of property. The surrounding neighbourhood is mainly comprised of residential land uses with some additional uses including institutional, commercial and open space lands.

Uses that immediately surround the subject lands include the following:

NORTH: Immediately north of the subject lands is a single detached dwelling followed by Morrison Road. Across Morrison Road is a low-rise residential subdivision.

EAST: East of the subject lands is the Grand River Hospital – Freeport Health Centre. Past the hospital is natural hazard lands containing a variety of trails.

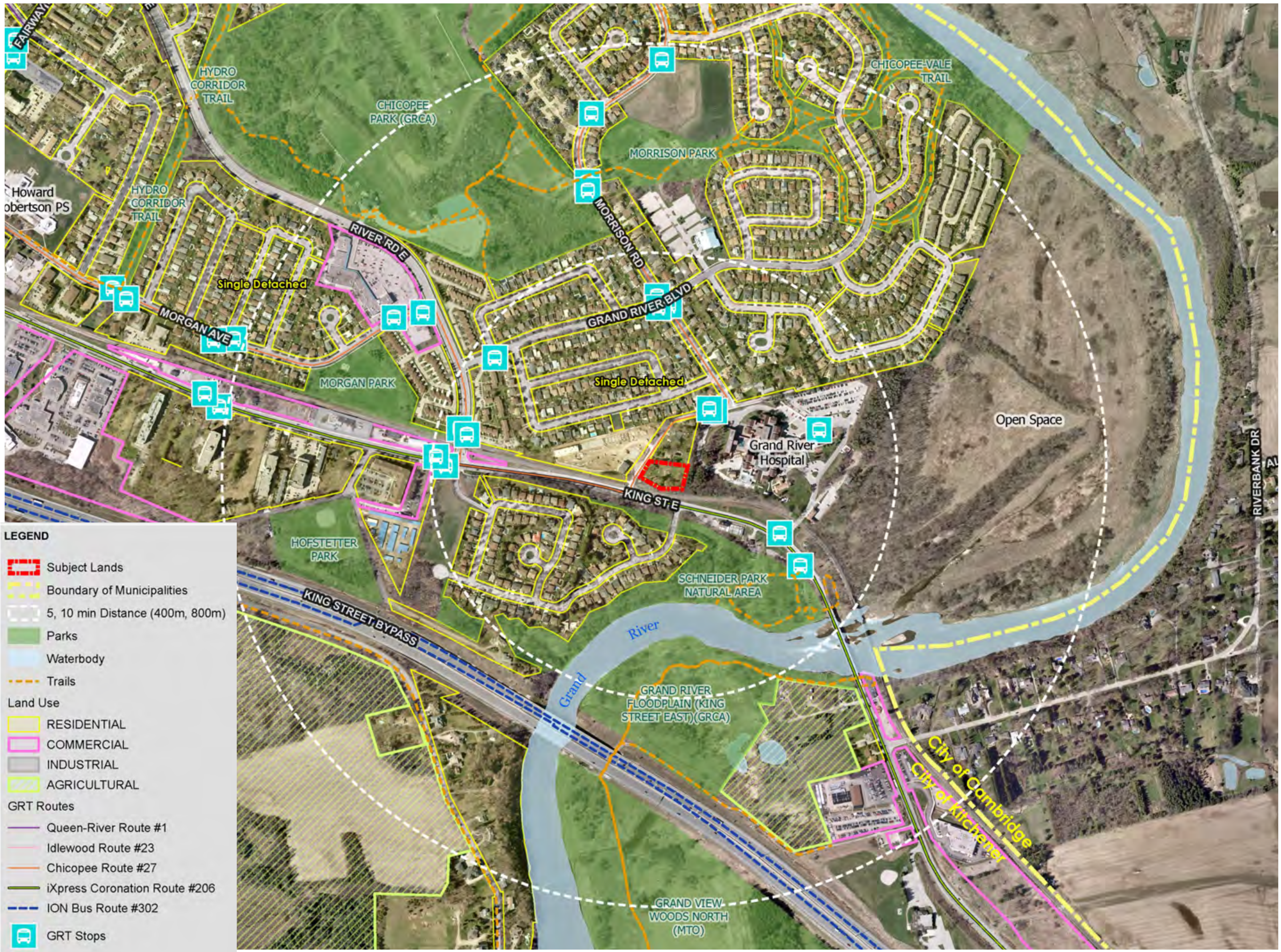
SOUTH: Abutting the southern lot line of the subject lands is a right-of-way for the Canadian Pacific Railway. Past the railway is King Street East, a Regional Road and designated transit corridor. Beyond King Street East is a low-rise residential subdivision.

WEST: To the west of the subject lands is a medium-density townhouse development. Past this is a low-rise residential subdivision and another townhouse development.

The context plan graphic illustrates the broader surrounding context including; schools, parks, community services, retail/commercial uses, and employment uses; amenities within a 5 minute walking distance from the subject lands; and the location of transit stops in relation to the subject lands. In summary, the subject lands are located in an urban area within the City of Kitchener with a variety of residential uses, housing forms, and park systems throughout.

CONTEXT PLAN

7 Morrison Road, Kitchener, ON



1.3 ACTIVE TRANSPORTATION AND TRANSIT

The subject lands are located on a Minor Neighbourhood Collector Street. Generally, the function of Minor Neighbourhood Collector Streets is to connect Local Streets to Major Community Collector Streets. Minor Neighbourhood Collector Streets are intended to accommodate conventional transit services and sidewalks along both sides of the street. Although King Street East is identified as a Regional Road and not a Major Community Collector Street, Morrison Road maintains its function of connecting individual neighbourhoods to more prominent thoroughfares.

Morrison Road does not currently have sidewalks on both sides of the street as it is heavily vegetated along the eastern side of the road and abuts a residential development along the western side of the road. The proposed development of the subject lands provides a road widening which will provide for a public sidewalk located along the street frontage. Future road widening's are proposed along Morrison Road which will provide for sidewalks to be located on both sides of the street in the fullness of time. The subject lands are located proximate to existing and planned cycling routes.

Morrison Road is currently used by GRT Route 27, a conventional transit service that will service the residents of the proposed development. Within 250 meters of the subject lands on King Street East, are transit stops for GRT Rapid Transit Route 206. These existing transit routes provide the subject lands with connections to the larger public transportation network including existing and proposed connections to the ION Light Rail Transit system.The subject lands are within a thirty minute walk of the Fairway LRT station.

The proposed development has been designed to prioritize active and public transit. Safe and comfortable pedestrian connections through the site to the proposed public sidewalks, and on-site cycling storage areas are supportive of existing/planned regional cycling routes. These pedestrian connections also encourage future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities.

The proposed development supports active transportation and transit investment in the Region by providing a density supportive of higher order public transportation and alternative transit modes.

PART **2**

DESIGN VISION & OBJECTIVES

2.1 VISION & DESIGN OBJECTIVES

It is envisioned that the subject lands will be redeveloped with a contemporary multiple residential development that is transit supportive and sympathetic to the surrounding urban context. The vision for the redevelopment is to create a highly desirable residential environment in close proximity to the King Street East transit corridor. The vision and proposed development of the subject lands aims to diversify the housing options available within the community to assist in providing 'missing middle' housing stock.

The following goals and objectives have been identified for the purposes of achieving the vision for the redevelopment:

1. Create a strong visually appealing street edge along Morrison Road that will improve the streetscape and encourage active transportation modes in this location. This includes the provision of buildings which address the street in terms of architectural detailing, and enhanced landscaping along the public street frontage.
2. Provide for development that will be supportive of transit investment in the Region and alternative transit modes, and will encourage future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities.
3. Introduce additional building height and density, and reduced setbacks and parking requirements on residential use lands in proximity to the King Street East transit corridor in a manner that is sympathetic to surrounding uses.
4. Achieve a high-quality of architectural design and construction that is innovative and timeless, contributing positively to the area and Kitchener's identity. Encourage contemporary architecture that complements rather than competes with existing developments in the surrounding context.
5. Provide a development that, through the combination of massing, orientation, enhanced landscape design, pedestrian entrances, architectural elements, detailing, and material selection, will result in a positive pedestrian experience along the adjacent street frontage, between buildings, and within the planned open spaces.
6. Design a high quality pedestrian realm, and streetscape adjacent Morrison Road, focused on providing connections to active transportation and open space networks.
7. Create a development which incorporates sustainable design principles and techniques.

PRELIMINARY MASSING

conceptual purposes only, subject to change

PRELIMINARY MASSING

conceptual purposes only, subject to change

PART **3**

PROPOSED DEVELOPMENT

3.1 DESIGN PROPOSAL

The proposed redevelopment for the site is a high quality multiple-residential development providing new 'missing middle' residential units in proximity to an Urban Corridor on an underutilized estate lot within the City's Built-Up Area. The current proposed development integrates the following principle elements:

- Two stacked townhouse buildings with a proposed building height of approximately 13.5 metres as measured from the lowest grade.
- 32 residential units proposed to address the existing need for missing middle housing and assist in the provision of attainable housing forms.
- 39 parking spaces proposed in the form of surface parking spaces screened from the public realm by enhanced landscaping.
- Secure Class A and Class B bicycle parking.
- One vehicular access point from Morrison Road leading to the proposed private laneway.
- Direct access to deep well waste and recycling facilities provided from the laneway for convenient resident use and servicing purposes.
- Direct pedestrian connections from the Morrison Road public right-of-way to the proposed unit entrances.
- Balconies/patios providing private amenity areas for all units.
- Common amenity area along the southern property line proposed to provide seating, shade structure, and hard and soft landscape features.
- Snow storage locations.
- Landscaped buffer and planning strip adjacent the eastern property line.
- A total lot area of 0.35 hectares, with a proposed Floor Space Ratio of 0.9.

The Owner's primary objective is to develop the site with an attractive and cost-efficient building to provide for housing at a more attainable price point on lands adjacent the King Street East Transit Corridor with direct access to higher order public transportation and Highway 7/8.

Site Design

The proposed development takes the opportunity to develop an underutilized estate lot within the City's Built-Up Area to supplement the housing needs of the existing neighbourhood. Access to the property is proposed by a private road extending from Morrison Road. Parking is provided at a rate of 1.2 spaces per dwelling unit for a total of 39 parking spaces. Secure Class A and Class B bicycle parking spaces are to be provided adjacent to the common amenity area.

Amenity area for the proposed development will be provided on site along the southern property line. Public, community amenity space can be found in a few locations in the neighbourhood surrounding the subject lands including Morgan Park to the west and Schneider Park

SITE PLAN CONCEPT

7 Morrison Road, Kitchener, ON

PROJECT SITE STATISTICS	
SITE AREA	3,522 m²
FLOOR SPACE RATIO	0.9
NUMBER OF UNITS	32
OFF-STREET PARKING	39 (1.2 spaces/unit)
VISITOR PARKING	5 (11% of total)
BARRIER FREE PARKING	2 (1 Type A, 1 Type B)
ELECTRIC VEHICLE PARKING	8
BICYCLE PARKING	8 (6 Class A, 2 Class B)

to the southeast. The design of the shared outdoor amenity area will be detailed though the detailed landscape design as part of the future site plan approval process.

A 1.8 metre fence is proposed along the north, east, and south property lines. The proposed fencing acts as a physical barrier between the proposed redevelopment and surrounding uses and encourages territorial reinforcement and access control for the proposal. To establish the site grading required for the proposed redevelopment of the subject lands, a retaining wall is proposed along the majority of the eastern and southern property lines. All fencing and retaining walls are to respect the 4.5 metre front yard setback extending from Morrison Road to provide visibility and ensure the Driveway Visibility Triangles ("DVT") are appropriately established.

Site Function

The subject lands are proposed to be accessed via a private lane from Morrison Road that will extend the length of the site. This road will provide access to the 39 parking spaces provided by the proposed development where four (4) are visitor spaces, one (1) is a Type B accessible visitor space, one (1) is a Type A accessible space, eight (8) are electric vehicle ready spaces, and the remaining twenty-five (25) are surface parking spaces proposed for residential owners use.

The subject lands are currently on private water and sewer services. The proposed development intends to establish connections to municipal water and sewer services. Water services are available along King Street East. Sewer services are available along the west side of Morrison Road. For further details, please refer to the Functional Servicing Brief prepared by JPE Engineering.

Built Form, Massing and Articulation

The massing of the proposed buildings are broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window and balcony sizes. Both stacked townhouse buildings are proposed to contain 16 residential dwellings units in each, providing a total of 32 residential units on the 0.35 hectare site. The proposed Floor Space Ratio is 0.9.

Both buildings are planned to be 3-4 storeys in height (approximately 13.5m) from the lowest finished grade to uppermost point of the building. The grading conditions of the subject lands slope significantly from north to south, and therefore provide for a walk-up condition where the south facing building facades appear as 4 storeys in height. The use of building materials and orientation combined with hard and soft landscaping establish a defined pedestrian entry and engaging streetscape adjacent Morrison Road to ensure a human scale of development.

The proposed development has been designed with consideration for the existing built form context, including high rise permissions associated with the urban corridor along the King Street East Transit Corridor west and south of the subject lands, as well as the established low-rise residential areas north of the subject lands. The subject lands design and proposed building setbacks, combined with the adjacent railway corridor and Regional road corridor provide for an appropriate height transition between the subject lands and low-rise residential uses to the north and south.

Character and Architectural Treatment

The proposed development will assist in the continued intensification and redevelopment planned in the surrounding area through the addition of two stacked townhouse residential buildings located along Morrison Road and proposed to be accessed by a private lane. The building design demonstrates a contemporary architectural expression. The development will be constructed of high quality materials and provides an attractive design.

Selective use of building materials and colours and the incorporation of architectural articulation all add to the visual interest of the development and will result in an attractive view from the streetscape and public realm. The front building entrances are well defined and highly visible from the proposed condominium lane, surface parking area, and amenity areas. High quality materials including a large amount of glass will be incorporated into the facades, resulting in an attractive design. Repetition of balconies and windows through both vertical and horizontal articulations will help to break up the building mass.

3.2 TRANSIT SUPPORTIVE DESIGN

The proposed development has been designed to prioritize active and public transit. Enhanced streetscape and landscape design and the proposed site entrance will assist in establishing a pedestrian friendly and engaging public realm interface. In turn the proposed redevelopment of the subject lands encourages future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities. The development is within a thirty minute walk of the Fairway ION stop. Several existing GRT bus stops are located on Morrison Road, and King Street East within 400 metres of the subject lands. The subject lands are also well connected to the City and Region's arterial road network.

The development has been designed to encourage active transit through safe and comfortable pedestrian connections through the site to proposed public sidewalks, and on-site cycling storage areas supportive of existing/planned regional cycling routes. The proposal contemplates to implement Transportation Demand Management measures to educate the occupants on alternative forms of transportation and active transportation, and providing bicycle storage facilities in excess of the minimum requirements.

The proposed development supports active transportation and transit investment in the Region by providing a density supportive of higher order public transportation and alternative transit modes.

3.3 SUSTAINABLE DESIGN

As a general planning and design principle, higher density development in proximity to the amenities associated with downtowns and in support of higher-order transit is considered to be sustainable development.

Future occupants wishing to seek alternative forms of transportation will have options for walking, biking, or public transit available. This will be facilitated by the provision of indoor bicycle parking, as well as the provision of future pedestrian connections to both the existing sidewalk system and surrounding uses. The proposed development is located in close proximity to a number of transit stops, making public transit a viable option. The provision of reduced parking minimizes land consumption.

Energy efficient construction practices, building technologies, and mechanical systems will be encouraged in the development of the subject lands. A sustainability statement has be submitted in support of the OPA and ZBA application and summarizes sustainable building design elements as required by Official Plan policies.

Detailed landscape plans prepared in support of the Site Plan application will consider the incorporation of hard landscape elements and drought resistant landscaping to reduce water consumption (where appropriate). Salt tolerant landscaping in key locations will also be encouraged. Increased topsoil depths in landscaped areas are encouraged to reduce runoff volumes.

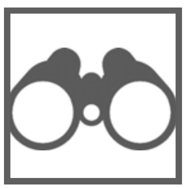
3.4 CPTED CONSIDERATIONS

The proposed development has been designed with consideration of the basic concepts of Crime Prevention Through Environmental Design (CPTED).

ACCESS CONTROL

Access control is achieved by clearly differentiating between public space and private space. The principle of access control is directed at decreasing crime opportunity. The overall goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime. The proposed development achieves access control by:

- Providing clearly identifiable, point(s) of entry into each building/unit.
- Defining public, semi-public, and private amenity areas through the use of hardscape and landscape planting design.
- Creating a well-defined site entrance for vehicular access from Morrison Road.
- Consideration will be given to providing passcode protected garage entry doors.



NATURAL SURVEILLANCE

Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. It is directed at keeping intruders under observation based on the theory that a person inclined to engage in criminality will be less likely to act on their impulse if he or she can be seen. The proposed development achieves natural surveillance by:

- Maximizing the number of "eyes" watching the site by creating a visual connection and maintaining unobstructed views from within the buildings to the exterior, as well as, between the street, sidewalks, and the buildings.
- Proposing spaces and uses that are capable of generating activity (at-grade building openings /amenity areas).
- Placing windows along all sides of the building that overlook public sidewalks, public and semi-public amenity areas, and parking areas.
- Designing lighting plans that avoid creating blind spots and ensuring potential problem areas are well lit (pedestrian walkways, exterior stairs, entrances/exits, parking areas, recycling areas, etc.).

TERRITORIAL REINFORCEMENT

Territorial Reinforcement is the intentional design of the site to create a "border" between private and public property. These measures are not meant to prevent anyone from physically entering, but to create a feeling of territoriality and send a message to offenders that the property belongs to someone. The proposed development achieves the principle of territorial reinforcement by:

- Clearly delineating private from public property via: pavement treatments, entry treatments, landscaping, fencing, signage, etc.
- Delineating desired pedestrian and vehicular circulation.

MAINTENANCE

The other key aspect of CPTED is property maintenance; on the premise that good maintenance practices and upkeep send the message that the property is cared for on a regular basis. Following construction of the development, property management and/or management by a condominium corporation will ensure that the buildings and grounds are well maintained.

PART **4**

RESPONSE TO CITY POLICIES & GUIDELINES & DESIGN ANALYSIS

4.1 DESIGN RESPONSE TO CITY OF KITCHENER POLICIES AND GUIDELINES

CITY OF KITCHENER OFFICIAL PLAN (2014)

The subject lands are located in a Community Area in close proximity to an Urban Corridor and adjacent to existing and planned transit corridors. The subject lands are currently designated Low Rise Residential in the 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 following is a summary of how the proposal meets the relevant policies from Section 11 (Urban Design) of the current Official Plan:

11.C.1.11 Streetscape: The City will support the character of streets through the coordination of site, building and landscape design on and between individual sites with the design of the street.

Design Response: *New landscaping will be provided along the Morrison Road frontage. Access to the site is provided by a singular vehicular access from Morrison Road, which also provides pedestrian access to the subject lands. The proposed flankage building façade is oriented to the street. Enhanced landscaping and pedestrian connections activate the public realm interface which further enhances the streetscape.*

11.C.1.13, 14 & 15 Safety: The City will apply Crime Prevention through Environmental Design principles in the review of new developments, redevelopments and infrastructure projects to implement crime prevention strategies that will enhance the effective use of the space. Where feasible, and in compliance with the other policies of this Plan, the City will ensure that the efficiency of emergency medical, fire, and police services be considered in the design of communities, neighbours and individual sites. Development applications will be reviewed to ensure that they are designed to accommodate fire prevention and timely emergency response.

Design Response: *General CPTED considerations are analyzed in this Brief. The subject lands are located in a built up area within close proximity to emergency services. Emergency services vehicles will be able to access the development from the surrounding road network and the buildings will be designed in compliance with the Ontario Building Code including aspects related to fire prevention suppression. The proposed development is located in a highly visible location with sufficient eyes on the property from surrounding buildings.*

11.C.1.16 Universal Design: The City will encourage new sites to be designed, existing sites to be redeveloped, the public realm and community infrastructure to be planned to be barrier-free and universally accessible by all citizens. In this regard, the City will enforce the

Ontario Building Code and other accessibility related legislation and regulations.

Design Response: *The development has been designed with accessibility in mind and will be in compliance with the Ontario Building Code in this regard. Pedestrian walkways incorporate appropriate ramping if needed. Barrier free spaces are provided throughout site. Cross-walks demarcated with different materials and tactile warning surfaces are contemplated.*

11.C.1.22 Shade: The City will require the provision of shade, either natural or constructed, to provide protection from sun exposure, mitigate the urban heat island, and reduce energy demands provided it does not generate unacceptable adverse impacts.

Design Response: *Shade will be provided from trees and landscape features on site and in the surrounding area. The proposed surface parking area has been broken up to reduce amount of asphalt and provide as much landscaping as possible.*

11.C.1.30 Site Design: Policy 11.C.1.30 includes a number of factors to be considered through the Site Plan Control Process.

Design Response: *The various considerations included in Policy 11.C.1.30 have been addressed through the proposed design of the site. This includes: improvements to the aesthetic quality of the site from the public realm; the provision of safe, comfortable and function site circulation; and the incorporation of mitigating techniques to minimize adverse impacts onto adjacent properties.*

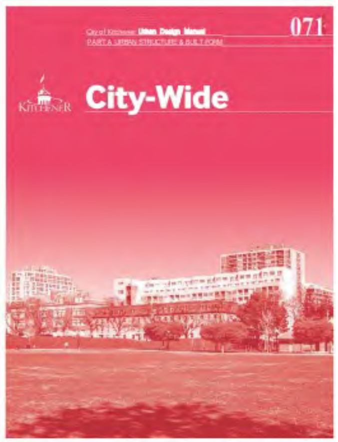
11.C.1.31 - 11.C.1.33 Building Design, Massing and Scale Design: The Official Plan contains three policies related to Building Design, Massing and Scale Design. These policies encourage redevelopment projects to create attractive streetscapes and to contribute to rich and vibrant urban places. These policies encourage attractive building forms, facades and roof designs which are compatible with surrounding buildings. For infill development, the policies encourage development which complement existing buildings and contribute to neighbourhood character, particularity if located within close proximity of a recognized cultural heritage resource. Architectural innovation and expression is also encouraged.

Design Response: *The proposed development includes architectural innovation and expression, and will provide a unique built form in the neighbourhood. The stacked townhouse buildings are proposed to be a contemporary style that will be a positive addition to an area predominantly comprised of single detached dwellings. The proposed development will improve the streetscape and will also enhance the surrounding public realm. The proposed development has been designed to compliment the surrounding low density residential building designs while providing an intensification of the site. The massing of the buildings has been designed accommodate the change in grade across the subject lands to maintain compatibility with surrounding residential uses.*

CITY OF KITCHENER URBAN DESIGN MANUAL

In September 2019 Council for the City of Kitchener approved a new Urban Design Manual which contains City-wide design guidelines as well as more specific guidelines that apply to various types of development and/or various locations within the City. These guidelines are to be reviewed and evaluated with all planning processes and approvals. The purpose of the Guidelines is to ensure that new development is consistent with the City's Vision for urban design. For the purpose of this Brief we have reviewed the most relevant sections of the Design Manual: City-wide Design; and Low-Rise Multi-Residential.

Section 11: Low-Rise Multiple-Residential is most applicable to the proposed development and the guidelines are reviewed in their entirety below. *Section 1: City-wide Guidelines* are also applicable, however, there are a number of overlapping directives and guidelines from *Section 11: Low-Rise Multiple-Residential*.



City-Wide Design Guidelines

The purpose of the City-Wide Design section of the Urban Design Manual is to set forth the universal design expectations which apply to all of Kitchener. This Section includes urban design objectives that are relevant to all geographies and building typologies and is divided into two sections: Community Design and Site Design. For the purpose of this brief we have focused on the Site Design guidelines which includes guidelines related to Built Form, Shared Spaces and Site Function with sub-categories within each of these sections.

The proposed development has appropriately considered the **City-Wide** guidelines as follows:

- The proposed development focuses height and mass where it provides the best public realm opportunities while minimizing impacts on surrounding lands.
- Massing techniques are incorporated into the building design including projections, recesses, variation in colour, materials and texture,

all of which help to reduce and diversify the massing of the building.

- The primary pedestrian site access is designed to be highly visible from and directly accessible from the public street.
- All building elevations will be designed to provide transparency, architectural continuity and visual interest. No blank walls are proposed. As a result of proposed windows and balconies there will be sufficient natural surveillance onto the surrounding public street.
- The proposed buildings will have a contemporary design, meaning the buildings will be designed with a present-day building style, with varied architectural details, materials, colours and textures.
- Lighting will be designed according to City standards and will be designed to minimize glare and light spilling onto surrounding areas.
- Energy-efficient lamps will be used and over lighting will be avoided.

Other sections of the City-Wide guidelines including Servicing 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.

Low-Rise Multiple-Residential Design Guidelines

Section 11 of the UDM provides guidelines for the development of low rise multiple residential developments with emphasis on both Built Form and Site Design. Built form includes consideration for compatibility and building components. Site design includes consideration for inclusive design, sustainability, outdoor comfort, shared spaces, and site function. The following is a summary of how the proposed development has considered the guidelines related to Low Rise Multiple Residential Developments.

11.2.1Compatibility: Guideline 11.2.1 provides that consideration for massing and placement as well as scale and transition of new multi-residential developments shall be considered to ensure good compatibility with existing surroundings.

Design Response: *The proposed building facades have been broken up into distinct sections to ease the transition from single detached dwellings to attached product. The use of vertical articulation, columns and covered porches ensure the façades read as individual units rather than a large single mass. The built form has been designed to accommodate the grading of the subject lands and as noted provides a three storey façade height adjacent the residential property to the north, while transitioning to a 4 storey south facing façade adjacent the private road. This design integration of grading and building design minimizes impacts on surrounding properties from the proposed development. Second and third floor balconies also provide for animation in the building facades to soften the building mass and presence. It is our opinion the proposed massing establishes an appropriate relationship to the surrounding built form.*

A 1.8 metre high privacy fence is proposed along the north property line and provides a visual barrier between the proposed redevelopment and adjacent low rise residential lands.

The buildings have been oriented on site so that the majority of the views are onto the public right of way or internal to the site. Where views

overlook onto adjacent properties the building has been setback from the side lot line to provide distance between the adjacent residential use. Window and balcony placement will be designed to prioritize privacy for future residents and adjacent properties alike. The proposed development will additionally mitigate impacts of overlook and privacy through privacy screening where appropriate. The orientation and height of the proposed redevelopment is not anticipated to create any negative wind or shadow impacts to adjacent land uses.

When considering compatibility, it must be weighted against other planning objectives. The subject lands are located in proximity to an Urban Corridor which are primary intensification areas within the Region and City. The subject lands are an underutilized parcel adjacent to the King Street East Transit Corridor, and represent an intensification opportunity within the City's Built Up Area. The proposed development provides for the opportunity to redevelop this underutilized parcel in a manner which is compatible with the area. It is our opinion the proposed redevelopment of the subject lands establishes an appropriate transition and maintains a relationship to the surrounding built form.

11.2.2 Building Components: Guideline 11.2.2 provides a number of factors to be considered in the design of low-rise multiple-residential developments including; façade design, materials, porches, balconies and patios, entrances, and at-grade elements.

Design Response: *Contemporary building materials will be used to ensure that that proposed development reads as a contrast, and current unique architectural expression. Quality design and architectural detailing, and appropriate material use have been integrated into the design of the proposed development. Principal walls have windows along the street to provide casual surveillance and break up the building mass. Terraces and patios are also proposed.*

The proposed building design carefully considers the public realm by incorporating at grade landscaping , windows and at grade terraces. The entrances to buildings and units are directed to the public streetscape where possible.

Proposed façade treatments increase visual interest along the public streetscape, and will enhance the public realm. Materials and colours have been selected to ensure the site will be distinct, recognizable, and visually appealing.

11.3.1 Inclusive Design: Guideline 11.3.1 provides that safety, universal design, and arts and culture are to be considered in the design and incorporated where possible to ensure inclusivity in the design of new multiple-residential developments.

Design Response: *Basic concepts of Crime Prevention Through Environmental Design (CPTED) have been considered in the design of the proposed development. Section 3.4 of this brief provides a detailed response of these CPTED considerations.*

Principals of universal design including access, wayfinding, and the location of parking has been considered in the design of the proposed development. Barrier free sidewalks lead directly from the public street and private condominium lanes to the building entrances. Truck Movement Plans to be included with the complete site plan application will demonstrate adequate turning radii and space has been provided for emergency services, waste, and moving vehicles .

Opportunities for public art will be considered in the detailed landscape design for the subject lands. Site signage will be incorporated into the landscape and building design to mitigate visual clutter, improve wayfinding, and contribute to a 'sense of place' within the greater community.

11.3.2 Design for Sustainability: Guideline 11.3.2 provides that design for climate change should be considered in the design of new multiple-residential developments. Where possible the policy encourages the use of Low Impact Development standards, sustainable building features, providing space for community gardens, and using locally sourced construction materials where possible.

Design Response: *Strategies for green infrastructure and enhanced energy efficiency are incorporated into the site design (such as the installation of on-site infiltration galleries), so that residents can benefit from the multiple services provided by proposed amenity areas. LED lighting, Energy Star® rated appliances, low-flow faucets, toilets and showerheads, and enhancements to unit insulation are proposed as a means to reduce demands on energy, and to enhance the longevity of all fixtures. Tankless (direct heat) water heaters will be contemplated to reduce energy required to heat water within hot water tanks, reduce standby losses (i.e. energy wasted when hot water cools down in long pipe runs or while it's sitting in the storage tank), and to provide hot water immediately where needed, thereby reducing water consumption related to "letting the water run".*

The proposed buildings will meet or exceed building code requirements. Opportunities to implement sustainable/"green" building techniques have been explored and are described in the associated Sustainability Statement submitted with the OPA and ZBA applications. Locally sourced construction materials will be utilized where possible.

Urban heat island effect will be reduced through landscaping and the provision of separated parking areas as opposed to a single large surface parking area. Low Impact Development standards are to be employed in the detailed landscape design where possible.

11.3.3 Design for Outdoor Comfort: Guideline 11.3.3 provides new low-rise multiple-residential developments will consider the impacts of shadow, wind and other microclimatic impacts on their surroundings, and design to mitigate impacts where possible.

Design Response: *Massing and building design has been thoughtfully designed to incorporate the natural grading conditions while maintaining a proposed building height of 3-4 storeys (approximately 13.5 metres). Sufficient building separation is provided to mitigate adverse impacts of shadows and wind on the subject lands and adjacent lands.*

11.3.4 Shared Spaces: Guideline 11.3.4 provides a number of factors to be considered in the design of shared spaces provided for low-rise multiple-residential developments including; outdoor amenity areas, mid-block connections and paths for pedestrians and cyclists, landscape areas, public art and signage

Design Response: *A public amenity area is proposed at grade along the south of the subject lands. The amenity areas is proposed to provide flexible seating options, areas for sunlight and shaded areas. Consideration will be given to the incorporation of user amenities such as shared outdoor dining areas through the detailed landscape design.*

Future occupants wishing to seek alternative forms of transportation will have options for walking, biking, or public transit available. This will be facilitated by the provision of secure class A bicycle parking and the provision of class B bike racks for resident and visitor use.

Site signage may be incorporated into the landscape and building design to mitigate visual clutter, improve wayfinding, and contribute to a 'sense of place' within the greater community.

11.3.5 Site Function: Guideline 11.3.5 provides direction for infrastructure/facilities relating to vehicular access and parking, servicing and utilities, and waste and recycling for new low-rise multiple-residential development sites. Particularly, design consideration should be made to locate parking at the rear of buildings or underground, where possible, and to minimize the frequency of curb cuts for individual driveways for parking provided in front of a building.

Design Response: *The site design provides for separated pedestrian and vehicular access to and from the subject lands. A single vehicular access for the 32 units is proposed from Morrison Road. Compared to the single detached lots with private driveways in the surrounding neighbourhood, the site design substantially minimizes curb cuts, provides increased space for on-street parking, and provides additional opportunities for landscaping adjacent the public street.*

All private servicing, meters, and utility elements will be integrated into the building and detailed landscape design to minimize their visual impact from the public realm and on-site shared spaces.

Waste and recycling facilities are proposed in the form of deep-well storage containers provided in a convenient and accessible location at the end of the private lane. A Truck Movement Plan to be included with the complete site plan application will demonstrate adequate turning radii and space has been provided for waste vehicles.

4.3 **CONCLUSION**

The proposed redevelopment presented in this Urban Design Brief generally conforms with the policies of the City of Kitchener's Official Plan and meets the urban design objectives as well as the site specific goals and objectives identified herein. Overall, the proposed redevelopment represents a unique opportunity to marginally increase the density of underutilized land within the City's Built-Up Area and increase the diversity of housing options available within the community, both of which contribute positively to the surrounding neighbourhood and provision of 'missing middle' housing stock.

In summary, the proposed development will:

- Achieve a high-quality of architectural design and construction that is innovative and timeless, contributing positively to the area and Kitchener's identity.
- Provide for intensification supportive of transit investment in the Region and alternative transit modes;
- Result in a pedestrian friendly development that supports and encourages multi-modal transportation, thereby minimizing future occupants' reliance on the automobile;
- Provide redevelopment sensitive to the existing and planned surrounding context;
- Create a strong visually appealing street edge along Morrison Road with enhanced landscape design;
- Result in a more efficient and sustainable use of the property, and;
- Increase the variety of unit types within the area by offering smaller multiple residential units at an attainable price point.

The proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of the neighbourhood. The proposal additionally supports the vision to provide a variety of medium density residential uses through redevelopment on lands in proximity to the King Street East Transit Corridor and new transit focused neighbourhood planned.