City of Kitchener
Suburban Development & Neighbourhood Mixed Use Centres

April 2007
Design Brief
5.0
SUBURBAN DEVELOPMENT & NEIGHBOURHOOD MIXED USE CENTRES

5.0.1 INTRODUCTION

The City of Kitchener is committed to ensuring that its residents enjoy a high quality of life through the creation of attractive, walkable neighbourhoods that contribute to complete communities, particularly new neighbourhoods being developed in designated greenfield areas.

The City’s Urban Design Manual has been updated to include a Design Brief that provides a comprehensive set of design guidelines for new development located in the City’s Suburban Neighbourhoods or within the City’s Neighbourhood Mixed Use Centre land use designation. This Design Brief states the City’s design expectations for new development with focus given to primary structural elements such as existing site conditions, street design and parks hierarchy, and to specific secondary design elements such as streetscape design, built form, building design and park design.

5.0.2 Design Brief Organization

This Design Brief is organized into three sections with corresponding sub sections. The first section, Introduction, provides a brief overview of the Design Brief in terms of its context, purpose and primary design objectives.

The second section, Suburban Development Guidelines, includes a series of design guidelines organized into four sub sections which support the primary design objectives. The first sub section is creating walkable neighbourhoods, followed by establishing neighbourhood structure, reinforcing neighbourhood character and liveability, and lastly, integrated neighbourhood mixed use centre which addresses commercial or mixed use development planning within or adjacent to neighbourhoods. Numerous guidelines also include supplemental guidance in the form of “guidelines tips” and “references” to assist with guideline implementation and the approvals process. The Guideline Tips refer to specific actions that an applicant or City staff may be required to perform to achieve the guidelines. Key references have also been identified for important guidelines to direct users to relevant documents. The references have only been identified for select guidelines and will be updated through future updates to this Design Brief.
The third section, Implementation, describes how the Design Brief will be incorporated into the City’s approval processes and provides supplementary information related to the Demonstration Plan, supporting technical information and a glossary of terms to explain key terms in this Brief.

5.0.3 Context
The City of Kitchener has a diverse range of suburban neighbourhoods. These neighbourhoods continue to evolve and present new design challenges. In the early 2000s, Kitchener experienced challenges related to on-street parking, accessibility to active park spaces, shops and transit routes, general woodland and tree conservation, emerging housing types and trends resulting in car-oriented streetscapes and the integration of roundabout intersections.

The City has undertaken numerous initiatives to improve the quality of life for its citizens. Specific initiatives include the Environics Survey, the adoption of a Pedestrian Charter and the Healthy Communities Plan. This Design Brief has been prepared to support these initiatives. The City is also experiencing additional changes related to local, regional and provincial growth management strategies. Of particular note, The Places to Grow Growth Plan provides specific direction for development taking place in designated Greenfield Areas and desire for Complete Communities. This Design Brief presents a progressive design strategy to assist with these initiatives.

5.0.4 Purpose
The primary purpose of this Design Brief is to:

- provide a tool for implementing the planning principles in the City’s Municipal Plan and specifically Urban Design policies in Part II – Sections 1.4 and 6.0;
- provide design guidelines to implement the Neighbourhood Mixed Use Centre land use designation.
- provide a tool for implementing specific sections in the Urban Design Manual;
- provide a tool to assist municipal staff, agencies and the development industry to implement the

Places to Grow Growth Plan with emphasis on creating complete communities; and

- establish a design-based approach to neighbourhood planning and development and to continually improve the quality of neighbourhoods by promoting a greater variety of design solutions.

Places To Grow Growth Plan, Policy 2.2.7 (2006):

1. “New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that -
   a) contributes to creating complete communities;
   b) creates street configurations, densities and an urban form that support walking, cycling, and the early integration and sustained viability of transit services;
   c) provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
   d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.”

City of Kitchener Municipal Plan – Neighbourhood Quality, Policy 1.4:

1.0 “The City is strongly committed to excellence in community design as a way of creating and maintaining pleasant, attractive and functional neighbourhoods. The City shall take an active role in identifying, evaluating, developing and implementing improved community design approaches.”
5.0.5 Primary Design Objective

The Design Brief is based on contemporary design principles and clear objectives that were prepared in the context of development experiences in Kitchener and other cities across Ontario. They also reflect regional and provincial growth plan strategies, the City’s Municipal Plan policies, a comprehensive public survey on neighbourhood design and continued updates to the City’s Urban Design Manual. The primary design objectives for this Design Brief are identified below:

1. **Walkability:** to create walkable neighbourhoods that are well connected and fully accessible to major destinations and surrounding neighbourhoods.

2. **Variety:** to build neighbourhoods that provide a range of housing types, park and open spaces and neighbourhood focal points.

3. **Placemaking:** to create streetscape quality, and contribute to neighbourhood character and sense of place.

4. **Conservation:** to conserve, protect and integrate existing natural and cultural heritage resources.

5. **Connectivity:** to provide multiple route options for all modes of travel.

6. **Transit Supportive:** to design and build neighbourhoods that provide greater opportunity for transit usage.

7. **Safety:** to promote design practices that contribute to neighbourhood safety.

8. **Balance:** to promote neighbourhood design quality through a balanced approach with economic considerations.

9. **Liveability:** to promote design solutions that contribute to sustainable practices, the celebration of arts and culture, healthy and complete communities.

Decorative crosswalks reinforce walkability in neighbourhoods (Kitchener, ON).

Neighbourhood interaction and character is improved through well integrated, active parks spaces (Markham, ON).

Alternative lotting patterns such as wide-shallow lots and intensive tree planting along park frontages contributes to attractive streetscapes and liveability (Milton, ON).
5.1 SUBURBAN DEVELOPMENT GUIDELINES

The Suburban Development Guidelines state the City’s design and development expectations for new development located in suburban neighbourhoods. The design guidelines are organized into the following sections to assist with new development in Suburban Neighbourhoods:

5.1.1 Creating Walkable Neighbourhoods

5.1.2 Establishing Neighbourhood Structure

5.1.3 Reinforcing Neighbourhood Character & Liveability

5.1.4 Integrated Neighbourhood Mixed Use Centres

The City supports the preparation of a conceptual design plan, a Neighbourhood Concept Plan (NCP), to illustrate the proposed neighbourhood areas and connections such as the street network, pedestrian linkages, the hierarchy of parks and open spaces and other prominent features. This conceptual plan should be discussed at the pre-submission meeting and incorporated into the application submission.

5.1.1 Creating Walkable Neighbourhoods

A primary objective of this Design Brief is to promote walkable neighbourhoods that support the City and Regional Pedestrian Charter. All neighbourhoods should be designed to have convenient, accessible and direct access to surrounding neighbourhoods, parks, shopping areas, schools, places of employment and worship, transit routes and neighbourhood focal points.

- Encourage a modified-grid street pattern that contributes to short walking distances to provide convenient access to key destinations and focal points including parks, schools, transit routes, priority lots and planned commercial areas.

- Provide a 5-minute walk to major pedestrian destinations such as transit stops, neighbourhood park spaces and focal points. Longer walking distances may be considered for larger scale park spaces and commercial areas.

Guideline Tip: Show neighbourhood units on NCP. Provide walk shed analysis in application submission.

The City of Kitchener supports walkable neighbourhoods based on a 5-minute walking distance (Demonstration Plan).

The ‘NCP’ is an illustrative diagram showing the primary design elements (Demonstration Plan).

Strong focal points include heritage buildings and small park spaces (Demonstration Plan).
• Design neighbourhood units based on a 5-minute walking distance ranging between 400-500m radius between a defined focal point to outer neighbourhood edge which can be defined through a defined street hierarchy, special landscaped streets or neighbourhood theme elements.

• Promote centralized neighbourhood focal points such as small-scale park spaces, trail head entrance features and landscaped roundabout intersections.

• Consider providing park spaces at strategic locations that create pedestrian linkages between abutting neighbourhoods.

• Provide multiple street connections and pedestrian linkages to community trails, transit routes, arterial streets, planned commercial and employment areas.

• Provide major mid-block pedestrian linkages along long streets (i.e. > 200m) or to provide access to focal points or trails. Major linkages should be at least 9m in width.

• Locate institutional and commercial uses close to the street and utilize appropriate siting and design to integrate with surrounding residential neighbourhood(s).

• Create pedestrian friendly streets through attractive building facades, street trees and interesting streetscape elements.

• Provide sidewalks along all street frontages. Limited exceptions may be considered to conserve prominent site features or other special circumstances.

*Reference: City of Kitchener Sidewalk Policy*

City of Kitchener Pedestrian Charter: “To create an urban environment in all parts of the city that encourages and supports walking, the City of Kitchener will:

- Uphold the right of pedestrians of all ages and abilities to safe, convenient, direct and comfortable walking conditions;
- Provide a walking environment within the public right-of-way and in public parks that encourages people to walk for travel, exercise and recreation;
- Support and encourage the planning, design and development of a walking environment in public and private spaces (both exterior and interior) that meets the travel needs of pedestrians;
- Provide and maintain infrastructure that gives pedestrians safe and convenient passage while walking along and crossing streets;
- Ensure that residents’ access to basic community amenities and services does not depend on car ownership or public transit use;
- Set policies that reduce conflict between pedestrians and other users of the public right-of-way;
- Create walkable communities by giving high planning priority to compact, human-scale and mixed land use;
- Encourage research and education on the social, economic, environmental and health benefits of walking as a form of travel, exercise and recreation;
- Promote laws and regulations that respect pedestrians’ particular needs;
- Advocate for improving the provincial and federal regulatory and funding frameworks that affect the City’s ability to improve the pedestrian environment; and,
- Work with individual citizens, community groups and agencies, businesses and other levels of government to achieve these goals”.
5.1.2 Establishing Neighbourhood Structure (Primary Design Elements)

Neighbourhood form, function and character is largely influenced through the sensitive integration of existing site features in combination with several other primary design elements such as the street hierarchy, the lotting pattern, the parks hierarchy and gateway features. Neighbourhood structural elements should relate to the larger community structure as noted in the Urban Design Manual.

**Existing Site Features**
- Conserve and integrate (where appropriate) natural features such as hedgerows, mature trees, woodlands, valleylands and wetlands through land dedications, creative parks and open space planning, street alignments such as single-loaded streets or alternative lotting or floor plan configurations.

**Guideline Tip:** Prepare ‘Existing Conditions Plan’ showing existing grades, existing site features such as woodlands, trees, cultural heritage resources and prominent views/vistas. This plan should be discussed at the pre-submission meeting and incorporated into the NCP.

**Guideline Tip:** Prepare Conceptual Grading Plan that illustrates existing and then proposed grades in relation to site features and confirms opportunity to integrate site features through sensitive grading proposals. Discuss grading plan implications during pre-submission meeting.

**Reference:** City of Kitchener Tree Management Policy

- Identify existing cultural heritage resources and determine appropriate conservation techniques. Preferably, these resources should be conserved on their original sites (in situ). Alternative conservation options may be considered subject to study and analysis such as through a Heritage Impact Assessment (HIA).

**Guideline Tip:** Prepare ‘HIA’ early in the design process. The ‘HIA’ could be in two phases – Phase I: identification and description of the heritage resource and attributes and recommended options including conservation. Phase II: at such time as the development proposal moves forward to detailed design, the design would be confirmed with the City to address implementation design guidelines and investigation.

**Provincial Policy Statement– Section 2.1 (2005):**

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural areas in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Single loaded streets provides an effective strategy to maintain the integrity of sensitive environmental features and promote prominent views (Markham, ON).

Alternative lotting patterns, such as lane based development, provides one strategy to conserve existing trees along major streets (Markham, ON).
Urban Design Manual

- Encourage views and vistas to prominent site features such as woodlands, watercourses and heritage resources. This could be accomplished through the strategic location of park and open spaces and street design such as single-loaded streets.

- Provide buffer area around existing natural features, such as woodlands and significant wetlands, to minimize edge impacts and to help ensure conservation of the feature. Ensure that lots and blocks for development are created outside the established buffer area.

**Guideline Tip:** Identify buffer areas on ‘NCP’. Identify and discuss buffer area strategies during pre-submission meeting. Prepare EIS or similar analysis and submit with development application to help determine buffer requirements.

**Guideline Tip:** Zone buffer areas as Open Space.

- Encourage innovative design strategies and Stormwater Management (SWM) techniques for developments located within sensitive ground water recharge areas. Specific design strategies may include alternative street and lotting patterns, infiltration galleries or greenway system.

**Guideline Tip:** Follow Subwatershed or similar drainage studies to implement recommended design and engineering techniques early in the development process through the design of the plan, engineering drawings and/or conditions of approval. In certain groundwater recharge sensitive areas, specific engineering studies may be required with application submission.

Neighbourhood character and woodland preservation are reinforced when woodlands are located in highly visible locations such as terminating vistas along single loaded streets (Kitchener, ON).

Existing grades can be integrated into new subdivision development through attractive landscape materials such as armour stone retaining walls and decorative planting materials (Kitchener, ON).

Neighbourhood Gateway Features

- Encourage larger scale, more decorative entrance features such as decorative walls and pillars at primary gateways. Primary gateways are typically located at the major collector/arterial street intersection entrance.

**Guideline Tip:** Show gateway locations and concept design on Neighbourhood Concept Plan. A detailed design drawing will be required later in the approval process.

**Guideline Tip:** The proponent is responsible for the design of the feature to the City’s satisfaction and is responsible for 100% of the cost of the installation of the entry feature.

**Guideline Tip:** Establish appropriate right-of-way and carriage way widths to accommodate proposed gateway feature.
• Provide smaller scale, lower maintenance entrance features at secondary gateways. Encourage natural landscape features such as rocks or stone and drought tolerant ground cover and street trees.

• Locate gateway features along major streets.

• Encourage coordinated gateway themes through use of similar landscape materials, public art, signage, decorative lighting and other streetscape elements.

Reference: City of Kitchener Public Art Policy

Reference: City of Kitchener Culture Plan II

• Locate above-ground utilities away from gateway entrances, street intersections or public spaces.

• Encourage front-lotted development along gateway entrances and provide architecturally enhanced, well articulated building elevations that contribute to a sense of place and neighbourhood entrance.

Primary gateway features are defined through enhanced landscaped medians that may include a variety of plant materials, trees and decorative wall (Milton, ON).

Secondary gateway features are smaller than primary gateway features and include low maintenance landscape materials (Kitchener, ON).

• Encourage landscaped medians at primary neighbourhood entrances as follows:

  i) Preferred Landscaped Median (>2m median). Provide large canopy trees with low level plant materials. Consider decorative pillar feature and avoid sodding.

  ii) Narrow Landscaped Median (1.5-2.5m median). Encourage smaller plant materials and hardscape materials such as paving stones, coloured stamped concrete or decorative pillars at primary gateway entrances. Provide structural soils for small trees.

• Encourage enhanced boulevard treatment by planting large canopy street trees (70mm caliper) within public boulevard spaced at short intervals (6-7.5m spacing on centre).

• Encourage corner entrance features within the daylight triangle at primary neighbourhood entrances, such as low-level landscaping or architectural walls, or stones/rocks with signage. Encourage taller landscape elements, such as large canopy trees and larger scale architectural walls within a landscaped buffer block.

Guideline Tip: Landscaping elements must comply with City and Regional corner visibility triangle requirements. Taller landscape features and decorative walls may be accommodated within a “landscape buffer block” with a width of 2.0m-3.0m.
beyond the visibility triangle. The block could either be a common element condominium, a block dedicated to the appropriate road authority (typically City) or an easement in favour of the City. Identify landscape buffer blocks on subdivision plans.

**References:** City of Kitchener Zoning By-law, Section 4. City of Kitchener Municipal Code, Chapter 842.

Specific—low maintenance—landscape features, such as decorative street lighting with shrubs and low level landscape materials, are appropriate within narrow medians (Kitchener, ON).

Low-level landscaping, including decorative gateway signage, provides appropriate features at intersections (Kitchener, ON).

Street Network
- Create a modified grid-street pattern, where appropriate depending on site conditions, that is based on a hierarchy of streets that promotes connectivity and provides opportunity for an efficient transit route.
- Provide multiple street connections to abutting neighbourhoods. Minimize use of pedestrian linkages to function as neighbourhood linkages.
- Encourage shorter block lengths providing access to major pedestrian destinations and transit routes.
- Encourage a centralized transit route that provides direct access to surrounding neighbourhoods.

**Guideline Tip:** Show preferred transit route on ‘NCP’ and consult with Grand River Transit during pre-submission.

- Maximize street connections along transit routes typically spaced at 60-70m blocks.
- Promote single-loaded streets along prominent natural features, park and open spaces.
- Locate transit stops near gateway entrances, planned commercial areas, employment areas, higher density housing blocks, live-work areas and parks.
• Encourage creative street alignments to reinforce neighbourhood focal points and priority streets.

‘Arterial Streets’ (30 – 35m ROW, 5,000-12,000 AADT)

• Create a local street system that is integrated with the arterial street with multiple points of access ranging between 200-400m in length.

• Promote direct driveway access for higher density residential, commercial or employment uses that contributes to an integrated street network system.

• Promote attractive streetscapes through a variety of design solutions which may include landscaped buffer blocks, decorative fencing, centre landscaped medians, enhanced streetscape elements and front-lotted development or use of window streets.

• Provide clear and direct pedestrian access to arterial streets through a variety of street or block designs.

‘Collector Streets’ (20 -26m ROW, <8,000 AADT)

• Consider a variety of collector street hierarchies to accommodate bicycle lanes, on-street parking, shared bike/parking lanes, streetscape elements and transit.

References: City of Kitchener Subdivision Manual

Neighbourhood connectivity is improved through a modified grid street system with multiple street connections to arterial streets and abutting neighbourhoods (Demonstration Plan).

Neighbourhood accessibility is improved when transit routes are located along major collector streets.

Pedestrian accessibility along arterial streets is improved through use of window streets or front-lotted development.
• Encourage enhanced landscape boulevard treatments and functions along the primary collector street such as bicycle lanes and primary gateway features.

• Encourage dedicated bicycle lanes (1.2-1.5m lanes) along primary collector roads, to streets providing access to major trails, employment and to regional bicycle lanes. Encourage existing or planned bicycle routes to be extended in future plans.

References: *City & Regional Bicycle Master Plans.*

• Provide crosswalks at controlled locations and in areas of major pedestrian crossings.

• Encourage collector streets to bend slightly to create changing views.

• Promote consistent traffic calming measures.

Local Streets (18 m ROW, <2,000 AADT)

• Consider reduced/narrow ROW for local streets, cul-de-sac streets, single loaded streets and alternative lotting patterns, where appropriate. Ensure on-street parking requirements are accommodated.

Guideline Tip: Discuss proposed alternative development standards early in the design process with City staff to determine if acceptable in the specific site circumstances.

• Block length should generally not exceed 200-250m in length unless site features or other special circumstances dictate otherwise.

• Design streets to terminate at public buildings, park spaces, other focal points and vistas.

• Consider street alignments carefully to address existing site features.

Priority Streets

• Identify the prominent streets through a neighbourhood as ‘priority streets’.

Guideline Tip: Priority streets should be shown on the NCP.

• Carefully consider the street function, lotting pattern, intersection design, entrance features and the provision of enhanced landscape elements along priority streets.

Guideline Tip: A ‘Streetscape Plan’ may be required as a condition of approval to ensure coordination of streetscape elements on priority streets.

A wide ROW is required to accommodate a variety of street functions, utilities and specific streetscape elements such as travel lanes, on-street parking, bicycle lanes and landscaped medians.

Guideline Tip: A wider, prioritized ROW, can be considered to accommodate travel lanes, on-street parking and bicycle lanes.

The standard ROW (18-20m) can accommodate basic street functions with some overlap between travel lanes and on-street parking.
Traffic Calming & Street Intersection Design

- Consider a variety of traffic calming measures within the proposed street network such as mechanisms and landscaped medians.

**Guideline Tip:** Show proposed traffic calming locations on ‘NCP’ and ensure appropriate ‘ROW’ is provided.

**Guideline Tip:** A detailed functional design will be required as a condition of draft approval. The proponent will be responsible for 100% of the cost of constructing the street and traffic calming feature with the Municipality responsible for 100% of the maintenance of said feature, after maintenance guarantee period.

**Reference:** City’s Traffic Calming Policy and Canadian Guide to Traffic Calming (Transportation Association of Canada-TAC)

- Encourage traffic calming along collector streets, major pedestrian intersections and crossings such as neighbourhood parks, community trails, planned commercial areas and school sites.
- Provide consistent traffic calming measures in neighbourhoods to promote driver familiarity.
- Encourage roundabout intersections along primary collector street intersections. Include diverter medians/splitter islands at street intersections. Locate driveways beyond splitter islands and include decorative crosswalks. Incorporate vertical decorative elements to identify splitter islands for winter maintenance.

**Guideline Tip:** Roundabout intersections may be required at warranted intersections on Regional roads.

- Consider curb extensions at collector/local street intersections and in areas providing access to major pedestrian destinations such as school sites, neighbourhood park spaces and transit stops.
- Consider special pavement markings or impressed colour concrete bands at major pedestrian crossings.

**Roundabout intersections provide effective traffic calming along major streets and create attractive focal points (Calgary, AB).**

**Curb extensions slow traffic at major street intersections and provide safe pedestrian crossings particularly at elementary and park space locations (Mississauga, ON).**
Special pavement markings such as stamped impressed concrete patterns distinguish historically significant crossings from other intersections (Kitchener, ON).

Lotting Pattern

- Establish a mix of lot frontages along all street blocks to promote variety and on-street parking opportunities. Promote a greater variety of lot frontages along longer streets. Discourage long blocks of similar lot frontages.
- Encourage a mixture of lots for different dwelling types within a neighbourhood and on a street block. This could include providing semi-detached lots along streets with townhouse blocks or small lot frontages.

**Guideline Tip:** Identify and confirm range of lot widths along streets and blocks through the draft plan and lotting plan, special condition and/or Zoning By-law regulations.

**Reference:** May 29, 2000 Council resolution: “That Council confirm its commitment to mixing lot sizes within subdivisions as set out in the Municipal Plan and direct...to continue to...prepare implement zoning by-laws for Plan of Subdivision respecting this objective where appropriate.”

- Orient and design higher density blocks in close proximity to transit routes, arterial and collector streets, planned commercial areas or other appropriate locations.
- Provide a mix of townhouse block lengths ranging between 3-6 units per block. Consider longer blocks to a maximum of 8 units facing window streets.
- Ensure cluster townhouse development includes front-facing units along public streets.
- Limit driveway conflicts with transit routes/stops through the encouragement of multiple dwelling blocks or private lane-based development along the route.
- Provide front-facing development along priority streets and window streets where possible.
- Discourage rear-lotting along arterial streets.
- Encourage small lot frontages in close proximity to neighbourhood park spaces within walking distance to planned commercial areas and along window streets. Discourage small lot frontages on priority streets and directly across from school sites. Discourage large concentrations of small lot frontages.
- Ensure dwelling types and lotting pattern are designed to conserve and be sensitive to existing site resources.
- Provide an adequate supply of lots and blocks for affordable housing.

A mix of lot frontages along streets and individual blocks contributes to interesting streetscapes, offers housing choice and promote transit supportive development (Demonstration Plan).
Higher density housing such as three-storey townhouse blocks provides increased density and massing along arterial streets (Scarborough, ON).

A variety of lotting and park space design solutions can be applied to roundabout intersections (Demonstration Plan).

- Consider flankage lots along local street frontages, secondary collector streets or lots abutting landscaped buffer blocks.
- On corner lots, locate building entrance to primary street frontage and encourage larger lot frontages.
- Promote alternative lotting patterns such as wide-shallow lots that provide on-street parking spaces.
- Ensure all rear yards abutting natural features or noise attention measures have sufficient, liveable rear yard space.

**Guideline Tip:** Review grading and engineering plans to ensure that there are no negative impacts such as steep grades or berm encroachments to the required rear yards.

- Encourage small park spaces to be integrated into the lotting pattern and connected to the open space system with preference given to corner locations, mid-block locations along long streets or external roundabout intersections.

**Priority Lots**

- Encourage larger or alternative lot frontages on identified priority lots and blocks which include: gateway lots (G); corner lots (C); terminating vista lots (T); park space lots (P); window street lots (W); heritage area lots (H); and conservation block lots (CB).

**Guideline Tip:** Identify ‘priority lots’ on ‘NCP’ for discussion purposes. Identify ‘priority lots’ on a Priority Lot Plan prior to development approval.

- Create strong terminating vista lots (T) by carefully aligning lot at terminating intersection. Orient front door entrance at terminus view and locate driveways to the outside portion of the terminating lot. Increase the front yard setback to allow additional landscaping for visual appeal.
- Consider a variety of design solutions for corner lots (C) such as larger sized single detached lots (12-16m) with front door and garage facing primary street or smaller lot frontages (<12m) with front door facing primary street and garage door facing minor street. Alternatively, consider asymmetrical semi-detached lots with front doors and garage doors facing both streets.
- Create a sensitive transition in lot and street pattern along the urban-rural interface. Consider providing single loaded streets or streets with an open space block abutting the urban-rural interface. Encourage trail linkage within open space block that can be integrated into future residential development.
A variety of housing types, such as a series of semi-detached units and short townhouse blocks, contribute to attractive, pedestrian streetscapes (Waterloo, ON).

The strategic location and design of priority lots contribute to neighbourhood identity and character (Demonstration Plan).

Memorable vistas are created when prominent house features, not garage doors, are centrally located at terminus views (Demonstration Plan).

Parks Hierarchy

- Establish an interconnected open space system through an appropriate distribution of park spaces that include: larger sized neighbourhood parks; smaller scale parkettes; green common areas; strategically located linear parks. This system should be integrated with park space; cultural landscapes; lookouts; and urban plazas for planned commercial areas.

**Guideline Tip:** Show conceptual locations for park types, functions and connections on 'NCP'.

- Locate neighbourhood park spaces within 400m walking distance to most homes, preferably as neighbourhood focal points or between two neighbourhood edges. Increased walking distances may be considered for larger park spaces.

- **Neighbourhood Park Spaces:** Locate neighbourhood park spaces at prominent street intersections, adjacent to school sites and in close proximity to community trails, along priority streets and at shared neighbourhood boundaries. Neighbourhood park spaces should include a variety of amenities, such as playground facilities, seating areas, open turf areas for unstructured play, designed space for visual or performing arts such as an interactive amphitheatre or exhibition space, landmarks and bicycle racks. These parks should range between 1.0-2.5ha in size, be located within about a five-minute walk of most residents and be visible from the street. As a general principle, provide at least 1m frontage for every 100sm of park area along public streets.

- **Parkettes:** Integrate smaller scale parkettes as neighbourhood focal points, along long residential blocks or adjacent to community trails or SWM facilities. Parkettes may range in size from 0.2ha to 1.0ha in size and should include playground equipment, seating areas and bicycle racks. Parkettes are preferred at street intersections and should be rectangular or square in shape and
have at least two full frontages along public streets.

- **Commons**: Integrate small scale passive green space in neighbourhoods that may contribute as a focal point. Commons range in size, and have 100% street frontage. Specific commons, such as cul-de-sac islands, will be considered part of the ROW and not subject to parkland dedication. Triangular configurations may also be considered.

  **Provincial Policy Statement– Section 1.5 (2005):**

  **1.5.1 Healthy, active communities should be promoted by:**

  a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling.

  b) providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, open space areas, trails and, where practical, water-based resources;…

- **Linear Parks**: Encourage linear park spaces in neighbourhoods, particularly as neighbourhood focal points along long blocks and to provide linkages or access to larger park spaces, trails or major pedestrian destinations. Linear parks typically range between 12-20m in width and will be considered part of the parkland dedication. These parks should make provision for pathway, signage, small seating area and landscaping to ensure strong streetscape and promote compatibility with adjacent properties.

- **Stormwater Management Facilities**: Integrate SWM facilities as a prominent feature in the design of the neighbourhood unit. Incorporate into the parks, trail and open space location and design.

- **Lookouts**: Incorporate small seating areas along trail locations with interesting views of cultural and natural features with appropriate interpretative signage.

- **Urban Plazas**: Encourage hardscape amenity spaces adjacent to or within neighbourhood mixed use centres and high density developments, particularly at gateway intersections and centralized locations. These spaces may contribute to the public realm however, may be in public or private ownership. These spaces should include decorative street furniture, a combination of hard and soft landscaping elements and interesting landscape features, signage and decorative lighting.

  *A shared park space located at a neighbourhood edge improves connectivity between neighbourhoods (Calgary, AB).*

  *Neighbourhood identity and interaction is improved when park spaces have frontage along public streets (Kitchener, ON).*
5.1.3 Reinforcing Neighbourhood Character & Liveability (Secondary Design Element)

The City of Kitchener encourages specific design elements in the public and private realm that create, or reinforce neighbourhood character and liveability. Specific design elements, such as street tree planting and interesting park spaces, create or contribute to neighbourhood character. Liveability is also improved when specific design features, such as noise mitigation and on-street parking, are well integrated into the neighbourhood design.

Residential Streetscapes

- Provide articulated building elevations with a variety of compatible roof forms and pitches.
- Encourage consistent fencing style on lots in public view with preference given to wrought iron fencing or decorative 1.5m high wooden fences.
- On flankage lots, fencing is encouraged between rear property line and rear building façade and should not block building elevation facing public street.

Guideline Tip: Home builders are encouraged to develop fencing guidelines and install fencing prior to occupancy. Fence designs are to be prepared by a Landscape Architect and identified on Streetscape Plan for Priority Streets.

Reference: City of Kitchener Fence By-law

- Provide enhanced building facades in prominent site locations including all priority lots.
- Encourage a high quality of fencing that contributes to the public realm. A black wrought iron fence or similar level of quality is recommended.
- Below ground utilities are encouraged particularly along priority streets. Where required, incorporate above-grade utility and servicing structures such as bell switching stations into the residential streetscape through compatible building design.
elements and decorative fencing with intensive landscaping.

**Guideline Tip:** Consult utility companies regarding streetscape integration and appropriate building design features.

Attractive, residential streets are created through paired street tree planting, articulated building massing and architectural variety (Kitchener, ON).

Low-level, decorative fencing provides an acceptable fencing solution along arterial streets (Mississauga, ON).

Residential streetscapes are enhanced when utility buildings incorporate similar building materials, rooflines and architectural features such as this telephone switching station (Kitchener, ON).

**Pedestrian Friendly Streets**

- Provide subtle variation in building setbacks along longer street blocks.

**Guideline Tip:** Considered modified Zoning By-law regulations.

- Encourage flush or partially recessed garages. Minor garage projections may be considered subject to providing additional façade elements that reinforce the street such as porches, verandas, porticos.

**Reference:** Zoning By-law, Section 5.

- Promote ‘eyes on the street’ by maximizing window openings with detailed window treatment on elevations facing public streets, park spaces and walkways.

- Ensure that front doors are fully visible from the public street. Front doors may be recessed from the building façade subject to providing specific architectural features such as porches or porticos that reinforce the entrance and promote activity along the street.

- Encourage decorative front yard walkway connection providing unobstructed access from front door to sidewalk. Encourage different paving materials such as impressed coloured concrete and interlocking stone.
Long, monotonous streets are avoided through subtle variation of building setbacks (4.5-6.0m) and gentle street curves (Demonstration Plan).

Front yard porches and different housing elevations located on wide-shallow lots contribute to attractive streetscapes and reduce the impact of the automobile on the street (Milton, ON).

Street Trees

- Provide adequate and appropriate growing medium for street trees to promote long-term health. Promote best management practices that protects soil during construction phases.
- Encourage diversity in tree species to add visual interest along streetscapes and minimize disease. Also promote planting themes that establish hierarchy such as alternative species for street intersections, trail head entrance and gateways.

Guideline Tip: Prepare Street Tree Planting Plan showing location and recommended tree planting details subject to approval.

- Provide at least 1 street tree for each residential dwelling unit, excluding multiple dwellings that are subject to site plan approval, and at least 3 street trees for each flankage lot.

Guideline Tip: The City may require street tree compensation (relocation or financial) in situations where site servicing and utilities conflict with boulevard planting.

- Use large canopy trees in all public boulevards. All street streets should be at least 50mm caliper trees.

Guideline Tip: Coordinate Street Tree Planting Plan with Site Servicing Plan to avoid conflicts with proposed infrastructure. Consider alternative servicing connections to maximize street tree planting opportunities. Encourage proponent and City staff to review with Hydro Authority.

- Encourage double-loaded (paired) street trees along park space frontages, open space frontages, non-residential development frontages or reverse lotted frontages.
- Consider ornamental street trees at specific locations to add interest such as narrow landscaped medians, trail head entrances or along pedestrian linkages.
- Encourage additional tree planting in rear yards of single detached lots abutting taller, higher density housing with outdoor decks.
Additional trees in the boulevard, front or rear yards are beneficial and encouraged (Kitchener, ON).

A combination of higher density housing with street trees and shrub planting contributes to attractive streetscapes along ‘window streets’ (Mississauga, ON).

The visual impact of reverse-lotted development is improved through intensive tree planning within the public boulevard and a landscaped buffer block between the sidewalk and rear yard (Kitchener, ON).

Built Form

- Reinforce residential streetscapes by locating all buildings close to the street, particularly at gateway intersections.

- Encourage vertical building elements at gateways and major street intersections.

- Encourage taller building forms such as 3-storey townhomes along major streets with wide streets or large park spaces.

- Avoid significant, abrupt changes in building height along streetscapes. Promote compatible height through transition in roof massing.

- Encourage increased rear yard setbacks for taller buildings abutting lower buildings with vertical landscaping.

- Encourage articulated rooflines and transition in massing for townhouse blocks particularly for longer townhouse blocks (> 6 units per block).

- Consider increased setbacks with tree planting for intensive apartment blocks adjacent to existing or planned single detached dwellings.

- Encourage compatible building elements for non-residential development or higher density residential buildings abutting low rise housing. Encourage pitched rooflines, similar building materials and appropriate setbacks.

- Orient building massing towards roundabout intersection and encourage higher quality building designs and architectural details to enhance gateway intersection.

A pedestrian oriented streetscape is created when all buildings, including schools, are located close to the street (Markham, ON).

An urban street enclosure is created when taller buildings face large park spaces and transit streets (Markham, ON).
Gateway intersections are reinforced when buildings include vertical massing and frame the intersection (Milton, ON).

Taller buildings can be integrated with lower rise housing forms through landscaping and articulated building façades (Markham, ON).

Building Design Details

- Promote a variety of housing elevations along each street and avoid repetition of similar housing designs. As a general principle, provide at least 3 different elevations for every 10 lots in a block with a minimum of 3 dwellings sited between the same elevation. Provide variations in rooflines, window placement, materials, colour and porches.

**Guideline Tip:** Consider a variety of lot frontages to accommodate different housing styles. Encourage Subdividers to develop architectural guidelines and encourage builders to review housing elevations to ensure streetscape variety. Offer several different elevations for popular housing models.

- Encourage porches and verandas on all lots with emphasis on priority lots and along priority and window streets. Porches should be at least 1.5m in depth.

- Create interesting streetscapes by providing a variety of architectural features and details such as verandas, pediments, bay windows, muntin window bars, dormers and decorative brick patterns such as corbelling or soldier coursing.

- Ensure primary front door is parallel with façade and faces a public street.

- Balance window openings along side elevations. Encourage centrally located bay windows.

- As a principle, garage doors should not occupy more than 60% of the front façade width.

- The roof line of the front facing garage(s) should be coordinated with the main roof line of the dwelling.

- Break up large garage doors by incorporating individual garage doors on houses with double car garages.

**House design opportunities:**

- **Common Roof types:** front, cross or side gable, cambrel, hipped and mansard.
- **Common Window Types:** Bay, box bay, circle bay, casement, oriel, label mold, paired windows, hood mold and palladian.
- **Dormer Types:** Gable with flush, projecting or returned eaves, pediment gable, hip gable, gabled hip, cambrel, mansard, shed, semi-elliptical gable and semi-circular gable.
- **Door Details/Trim:** Plain, moulded, decorated, quoins, columns, piers or pilasters, flat transom, shaped transom and side lights.
- **Brick Details:** Coining, soldier course, corbelling, keystones, stone skirting.

- Changes in building materials should occur at wall setbacks, projections or horizontal definition.

- Integrate steps and landings into the building design, especially for lots with grade changes.

- Encourage energy efficient technologies such as solar panels and internal fixtures. Ensure all elements are sensitively integrated into house design.

- Require architecturally enhanced elevations on identified priority lots, with the following as general guidance:
Urban Design Manual

i) Gateway Lots (G): Provide articulated building facades with enhanced architectural treatments such as brick facades, turrets, towers, recesses, bay windows, porches, glazing and other details.

An enhanced front elevation may include a front yard porch, a front gabled roof, brick façade with a variety of window details, and two single car garage doors.

ii) Corner Lots (C): Emphasize corner massing through towers, turrets and wrap-around porches. Provide enhanced window treatment such as bay windows along exterior side elevation and encourage the continuation of the same materials and detailing on all visible facades. Encourage brick facades, gable dormers or gable roofs. Locate door facing primary street frontage and enhance doorway through architectural features. Attempt to provide garage on flankage street. Locate utility meter in internal side yard away from public view.

An enhanced side elevation on a corner lot may include a side gabled roof, a central boxed bay window and additional window detail. Doors and wrap-around porches are also encouraged.

iii) Park Space Lots (P): Provide a variety of building elevations facing public park spaces, including porches, bay windows, a variety of building material colours, porches and a variety of roof line massing. Apply similar building design treatment as well as projecting window treatments on side elevations abutting park space. All elevations facing park spaces or open spaces should have a similar design quality as the front elevation.

iv) Terminating Vista Lots (T): Locate building entrance or front window at terminating vista focal point. Encourage large front windows, porches, gable elements and strong vertical elements such as dormers and pitched roof lines to accentuate vista. Garages should be recessed behind the front porch or even with the habitable portion of the dwelling.

v) Window Street Lots (W): Provide a variety of building elevations facing arterial streets with emphasis on bay windows, porches, verandas and strong vertical massing features. Upgraded architectural detailing along windows is encouraged. Garages should be integrated into the building design and not dominate the streetscape.

vi) Heritage Area Lots (H): Preserve the variety of design, colour and construction materials that enhances the character of the neighbourhood or surrounding heritage building. Colours should be selected from an approved heritage palette. Traditional high quality materials or similar architectural features such as front porches are encouraged. Provide compatible roofline on houses located immediately abutting heritage structure.

Guideline Tip: Conditions of approval may be considered for the proponent to prepare detailed design guidelines for priority lots with the City prior to final approval (registration of a subdivision) or to submit building elevations for priority lots for review prior to applying for building permits for those lots.

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Attractive corner lots (C) are created through articulated building elevations with enhanced details such as bay windows, muntin windows, keystones and gable dormers (Milton, ON).

The quality of public realm is improved when abutting houses on park lots (P) include architecturally enhanced façades (Milton, ON).

Neighbourhood character is improved then lots are carefully located on terminating vista lots (T) (Milton, ON).

Replica structures, such as the 1895 Hanlon House, contributes to a strong sense of place (Guelph, ON).

- Encourage decorative street lighting that functions as a unifying streetscape element and contributes to a consistent neighbourhood character. Encourage decorative lighting along priority streets and consider for local connecting streets. Avoid changes in light standard along priority streets.

**Guideline Tip:** Identify if decorative street lighting is to be used prior to servicing or registration of a subdivision (whichever comes first).

**Guideline Tip:** The proponent is responsible for 100% of the installation costs of the approved decorative lighting standard to the satisfaction of the City and KW Hydro. The only decorative street light is the King Luminaire. The proponent shall also be responsible for a one-time supply of 10% of the cost of the light standards for future maintenance.

- Encourage decorative street signs to add to identity.

**Guideline Tip:** Identify if decorative street signs/posts are to be used prior to registration of a subdivision. The proponent is responsible for 100% of the installation costs of the approved street signs/posts. The proponent will be responsible for a one-time supply of 10% of the cost of the street signs/posts for future maintenance. Decorative signs are supplied by the City.

- Integrate postal delivery sites into streetscape, particularly within active park spaces, along flankage lots and focal points. Encourage enhanced landscape elements or architectural structures.

**Transit Stops**

- Provide appropriate street furniture and landscape elements at transit stops such as benches and garbage receptacles. Provide higher quality street furniture along ‘Priority Streets’, gateway entrances and planned commercial areas. Provide clear areas for winter maintenance.
**Guideline Tip:** Identify potential locations of transit stops prior to approval. A condition of approval may be required for the proponent to make the necessary arrangements with Grand River Transit for the installation of transit pads and enhanced landscaping around transit stop.

Decorative street signs and lighting contribute to pedestrian friendly streets and neighbourhood character (Kitchener, ON).

Neighbourhood activity is improved through the coordination of passive park space elements such as benches, integrated mailboxes and decorative hardscape materials (Milton, ON).

Minor design details such as enhanced mailbox facilities improve character (Markham, ON).

Neighbourhood gateways are enhanced when transit stops are integrated into the streetscape design with decorative street furniture and landscape materials (Waterloo, ON).

**Park Design**

- Encourage a variety of functions, facilities and features in each park space such as playground equipment, seating areas, information kiosks, street trees, plant materials, neighbourhood mailboxes, interpretative signage, landmarks and trail linkages.
- Build park spaces during early phases of development.

**Guideline Tip:** The proponent and City should determine if the park space is to be ‘developer-build’ prior to draft approval. Conditions of approval may be included to ensure the park design is completed prior to registration, the park is graded, topsoil and seeded within a certain time frame and the park facilities constructed within one year of the first building permit. Developer-build parks are subject to Development Charge credits.

- Ensure park spaces are at a similar grade to the public street. Avoid major grade changes in active areas.

**Guideline Tip:** Prepare conceptual grading plan that respects the existing topography and confirm opportunity to integrate proposed park spaces through sensitive grading proposals. These plans should be discussed at the pre-submission meeting.
• Provide enhanced perimeter street tree planting along street frontage. Encourage double row street tree planting to reinforce street edge.

• Ensure all park spaces include appropriate signage visible from surrounding streets.

• Locate playground structures with clear visibility to public streets.

• Provide a balance of hard and soft landscape materials at street corners. Encourage a decorative hardscape surface to accommodate street furniture such as bike racks, mail boxes and signage.

• Incorporate seating areas into the play area with waste and recycling receptacles and trees for shade. Consider backless benches in areas with multiple functions and backed benches with areas of individual focus/activity.

• Encourage architectural structures in active park spaces associated with other neighbourhood uses.

• Integrate neighbourhood mailboxes into park spaces. Encourage sheltered facilities in active park spaces. Do not locate mailboxes within ‘No Stopping’ zones or along single traffic lanes abutting median islands.

• Locate bike racks along trails, play areas and park entrances. Provide hard surfaces under bike rack.

• Provide on-street parking along public streets.

• Provide a balance of hard and soft landscape features and structures such as benches, information kiosks and public art at the corners of roundabout intersections.

• Consider providing low level plant materials and street tree in large diverter islands.

• Discourage active uses within roundabouts.

• Provide pathways through parks that reflect desire lines particularly at street intersection locations. Landscape details should be increased at major pedestrian areas.
Urban Design Manual

Do not locate top soil piles on planned park spaces. Encourage top soil piles to be located on future development blocks or vacant sites.

Trails & Walkways

- Emphasize connections to the community trail system for prominent walkways or trailhead connections through increased trail or walkway width (9m recommended). Consider special treatments at trail head entrances such as higher quality landscape features, benches, decorative paving pattern, interpretive or directional signage.

**Guideline Tip:** The trail base should be installed as early in the development process and in accordance with the City’s Subdivision Manual.

- Provide wider trails on hills to accommodate trail patrons such as the handicapped and elderly.
- Sensitively integrate trails into or adjacent to natural or open space features.
- At major trail crossings, encourage landscaped medians. All crossings should be designed for barrier free access and vehicular lane widths should be at least 4.0m in width.
- Encourage native plantings along trail connections abutting natural features.

**Guideline Tip:** Submit streetscape plan showing recommended plant species for approval.

- Provide sensitive access to scenic drives through creative or interpretive pedestrian trail linkages or special pavement markings.
- Recognize historical settlement patterns or routes through special pedestrian crossings or landscape elements.
- Design trails so that they are at least 3m from property lines with opportunity for landscaping.
Cultural Heritage Resources

- Establish appropriate lot width and size to sensitively integrated cultural heritage resource into proposed development.

**Guideline Tip:** Identify preferred lotting plan on ‘NCP’. The integration of existing cultural heritage resources will be subject to an ‘HIA’ for approval.

- Establish a compatible lot pattern and streetscape for surrounding properties located in close proximity to the cultural heritage resource.

- Ensure proposed design alterations to cultural heritage resources are in character with and to maintain the integrity of existing heritage resources and their setting.

- Enhance the historic nature of heritage properties by using appropriately scaled landscaping. Lighting and fencing should be of a traditional form and be constructed of appropriate materials.

**Reference:** The City of Kitchener’s Heritage Inventory List contains a listing of all properties ‘designated’ or ‘of interest’.

- If heritage buildings are to be relocated, the preferred relocated sites are lots abutting open spaces, parks and lots facing open space or on corner lots.

- Integrate cultural heritage landscapes or park spaces with existing or relocated heritage resources. Consider a variety of park space elements such as interpretive signage, seating areas and public art. Discourage active park space elements that may impact heritage attributes.

**Reference:** City of Kitchener Culture Plan II

- New buildings should be compatible with cultural heritage resources. The massing, height, scale, architectural style and details of new buildings should complement surrounding heritage resources.

- Preserve existing road edges where the City deems appropriate. Consider avoiding sidewalks or curbs along either side of the road where such features negatively impact the historical character of the area.

- Retain and integrate existing lanes, driveways or linkages where appropriate. Consider a variety of surface materials or integrated trail system that preserve or enhance the heritage character of the area.

**Appropriate lot patterns are identified through Heritage Impact analysis (Kitchener, ON).**

**The integration of new development near heritage districts is improved through compatible streetscape features (Kitchener, ON).**

**The relocation of heritage buildings may be required to conserve heritage resources as long as a genuine sense of place is maintained or created (Kitchener, ON).**
• Provide special attention along scenic drives. Preserve roadside vegetation, ditches, embankments, terrain, tree canopy and adjacent structures that are important to the visual context of scenic drive. Reinforce streetscape through enhanced landscaped design that incorporates similar features from surrounding area.

• Discourage sensitive land uses adjacent to noise sources.

• Encourage front-lotted development or non-residential development adjacent to arterial streets. Rear-lotted development to street noise sources is strongly discouraged.

**Guideline Tip:** Prepare preliminary noise analysis prior to draft plan approval. Conditions of approval may be considered for final noise study preparation, noise mitigation measures and the design thereof to the satisfaction of the Region and City.

**Reference:** Regional Implementation Guidelines for Noise Policies.

**Reference:** City of Kitchener Zoning By-law, Section 5.24.

**Provincial Policy Statement– Section 2.6 (2005):**

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.3 Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

• Ensure that new utilities and public infrastructure complement existing or intended character. Utilities such as transformers and pedestals should be located away from the street or screened using appropriate landscaping or site design.

• Provide signage such as information signs, interpretive plaques or kiosks, around public heritage resources. The location of signage should not obstruct any significant views or hinder the historical character of the area.

• Encourage streetscape themes that reinforce heritage resources.

**Guideline Tip:** Prepare a streetscape plan that shows building elevations, landscaping elements, lighting and other relevant features.

**Noise Mitigation (if required)**
Front lotted development and window streets contribute to a pedestrian oriented streetscape and represents the preferred design strategy to mitigate noise along arterial streets (Demonstration Plan)

- Passive noise mitigation techniques are strongly preferred. Where design measures are not possible to eliminate the need for an acoustic barrier, encourage an architecturally consistent acoustic barrier with landscaped buffer block ranging between 3.0-4.6m in width with low-maintenance landscaping between the barrier and sidewalk. Encourage masonry style noise wall with intermediate and terminating decorative piers.

**Guideline Tip:** Show Landscaped Buffer Block on draft plan of subdivision. Dedicate landscaped buffer block to appropriate road authority (typically City with an easement in favour of Region). The design and installation of any Landscaped Buffer Block shall be 100% the cost to the proponent to the satisfaction of the City (and Region if necessary). The municipality shall be responsible for 100% of the maintenance cost for the landscaping. The proponent is responsible for a contribution to the Region for the future maintenance of the barrier.

**Guideline Tip:** Contact noise approval authority in advance of any final approval such as subdivision registration to determine if noise attenuation updates are required.

- Consider providing landscaped berm in the Landscape Buffer Block. Private fencing may be located on crest of berm. Fencing will be discouraged on descending slope.

**Guideline Tip:** Maximum 3:1 slope across berm. Ensure easements are provided on private property with preference given to street facing descending slope to be dedicated to municipality. Dedicate Landscaped Buffer Block to appropriate road authority. Any Landscape Buffer Blocks shall be shown on the draft plan, the design and installation shall be 100% the cost to the proponent to the satisfaction of the municipality. The municipality shall be responsible for 100% of the maintenance cost.

A landscape buffer provides an appropriate transition between decorative noise walls and the public right of way.

The quality of the public realm is improved when private fencing is consistent and landscaping provided on the street-side of the berm between the fencing and the sidewalk.
On-Street Parking

- Provide 1 on-street parking space for every 2-single detached dwelling units. On-street parking spaces should be provided on the same street as, or, along the flankage of the houses that require the space.

**Guideline Tip:** Each on-street parking space shall be in accordance with the City’s parking standards (including 1.5m clearance at front and end of stall(s)). Prepare an on-street parking plan and preliminary driveway location plan along with the site servicing engineering drawings. The final lotting plan should achieve the creation of an adequate supply of parking.

**Reference:** City’s On-Street Parking Policy

- Locate on-street parking spaces at least 9.0 metres from street intersection to ensure adequate visibility.
- Encourage lotting patterns that accommodate on-street parking such as larger single detached lots (≥11 metres), condominium lane-based townhouses, apartment blocks and detached rear yard garage lots.
- Encourage shorter blocks with flankage lots to accommodate on-street parking spaces particularly for small lot frontages.
- Discourage continuous rows of small frontage lots. Provide shorter block lengths to accommodate on-street parking needs along side yard flankage.
- Provide on-street parking along large park frontages or open space street frontages.
- Encourage shorter blocks of townhouse units (3-4 units) on collector streets.
- Consider minor widening to driveway curb opening however, prohibit widenings that substantially increase curb opening or eliminate on-street parking spaces.
- Allow driveways to be widened into the closest side yard provided that the resulting side yard is not less than 2 feet and the garage width is less than a double car garage.
- Consider integrating parking spaces in landscaped cul-de-sac islands. Orient landscaped islands facing public street and incorporate street trees and other complementary landscaping materials.
- Consider developing an off-street, condominium parking lot, to meet the visitor parking requirements.

City park frontages provide opportunities to provide on-street parking spaces (Mississauga, ON).

On-street parking spaces are appropriate adjacent to neighbourhood mail box facilities (Markham, ON).

Alternative housing types such as detached garages create opportunities for sufficient on-street parking (Kitchener, ON).
Creative design solutions, such as partially landscaped islands, provide opportunity for additional on-street parking spaces; however snow storage should be accommodated (Montreal, Que).

New Development in Existing Neighbourhoods

- Consider introducing or enhancing gateway features or tree planting in mature neighbourhoods.
- Improve or enhance pedestrian linkages to major destinations such as community trails and planned commercial areas.
- Consider enhancing existing park spaces including the celebration of arts and culture or the introduction of new park spaces.
- Promote landscape enhancements within cul-de-sac islands, provided snow storage can be accommodated.
- Upgrade prominent transit stop locations through enhanced landscape planting and street furniture.
- Consider providing on-street parking spaces along park frontages.
- New development should complement the existing neighbourhood character through compatible building design and scale and compatible landscaping.

5.1.4 Integrated Neighbourhood Mixed Use Centres

Neighbourhood Mixed Use centres are localized commercial centres that are accessible to surrounding neighbourhoods. These centres should be easily accessible to the surrounding neighbourhoods and contribute to neighbourhood identity and complete communities.

- Locate building mass close to the street particularly at street intersections and along transit routes.
- Locate service and utility areas away from public streets and public view.
- Encourage on-street parking to provide convenient parking where appropriate to businesses fronting the street.
- Provide multiple pedestrian linkages to commercial development including direct sidewalk connections at intersection and perimeter sidewalk connections.
- Encourage high quality building design, including vertical massing element at neighbourhood focal points such as roundabouts and gateway intersections.
- Encourage compatible building design that complements surrounding residential character. Encourage pitched rooflines, brick facades, dormers and articulated façade treatments such as pilasters.
- Encourage a similar architectural theme for sites with multiple buildings.
- Provide similar building design elements on all facades particularly on facades in public view or backing onto residential properties.
- Encourage canopies above windows and signs. Ensure canopies do not overhang on public sidewalk.
- Provide windows along building facades facing public streets. Spandrel glazed windows may be considered in select locations.
- Screen all rooftop mechanical equipment from public or residential view. Encourage pitched rooflines or raised parapets to screen rooftop equipment on each elevation.
- Encourage compatible building signage that respects the building form and architectural
features. Encourage directed lighting to limit potential impacts to surrounding properties.

- Provide enhanced landscaping at intersection corners, site entrances and to buffer utility areas located in rear yards. Encourage double row tree planting along perimeter.

- Provide enhanced landscape buffer between parking areas and residential properties.

- Promote higher density housing, such as townhouse units, stacked townhouses or multiple dwellings within or adjacent to mixed use neighbourhood centres.

Prominent, central intersections provide ideal sites for neighbourhood shopping centres (Demonstration Plan).

Pedestrian interest, comfort and safety is improved when commercial buildings are located close to the street (Milton, ON).

A decorative entrance feature with a defined pedestrian sidewalk connection is appropriate at major intersections (Waterloo, ON).

Mixed use buildings provide an ideal form of development and reinforce neighbourhood character (Markham, ON).
5.2 IMPLEMENTATION

The Design Brief for Suburban Development forms part of the Urban Design Manual and establishes important design objectives and guidelines for new development located in suburban neighbourhoods.

This Design Brief is intended to be read in its entirety and in conjunction with the Urban Design Manual with sections devoted to neighbourhood and community design and the applicable official plan policies.

The Design Brief will be implemented jointly by City staff, the proponent, approval authorities and other government agencies and utilities. The City recognizes that each site and its context present its own design opportunities and challenges. Given this, there may not always be a single universal solution and there must be discretion or balance considered when using the design guidelines. In instances where guidelines may be in conflict, City staff will prioritize specific guidelines in consultation with the proponent. The key requirement is that the primary design objectives (Section 6.5 of the Brief) should be satisfied. In all cases, technical design considerations and alternative design solutions must be reviewed with appropriate City staff for review and approval. Alternative design standards or solutions should be discussed early in the design process.

5.2.1 The Demonstration Plan

The Design Brief has been developed in coordination of a supporting Demonstration Plan prepared with the assistance of The Planning Partnership. The Demonstration Plan is a detailed concept drawing that illustrates the primary design objectives for the City of Kitchener and illustrates specific design guidelines which are referenced throughout the Design Brief.

From a design perspective, the Demonstration Plan also identifies several design strategies that contribute to complete communities. The proposed neighbourhoods and community features achieve a minimum density target of 50 people+jobs per hectare based on assumptions related to open space allocation and employment statistics.
5.2.2 The Approvals Process

The Design Brief will be applied to all development applications located in the Suburban Neighbourhoods with emphasis given to subdivision development, Committee of Adjustment applications, Zone Change applications and site plan applications proposed within the City’s Neighbourhood Mixed Use Centre land use designation.

The Design Brief is to be read in context of the City’s existing Official Plan policies, as well as, specific sections of the Urban Design Manual related to the Community and Neighbourhood Design guideline sections.

The Design Brief is most effective when it is applied during the early conceptual stages of development, particularly for subdivision applications. The City has prepared the following framework with corresponding steps and actions to assist with guideline implementation.

Step 1:
Understanding context: The applicant and City staff should have a clear understanding of the existing context and site conditions with key features identified on an Existing Conditions Plan. The applicant should explore ways to integrate existing features into development and understand design opportunities and challenges by conducting site walk with staff prior to a pre-submission meeting.

Step 2:
Pre-Submission: The applicant submits a neighbourhood concept plan with preliminary neighbourhood vision and key design guidelines. The neighbourhood vision should broadly define the key neighbourhood features and contextual relationship to surrounding neighbourhoods and community. The neighbourhood vision will also assist in prioritizing the design brief guidelines. City staff reviews the concept plan, provides comments and identifies relevant studies as noted on the Subdivision Design Checklist form.

Step 3:
Formal Application Submission: After integrating the feedback from staff on the conceptual plan a formal application with refined neighbourhood concept plan and supporting design analysis provided in the Planning Report indicating how development addresses the Design Brief for Suburban Development.

Step 4:
The Circulation Process: The application is circulated to appropriate staff, agencies (ROW, GRCA etc) and public as required for the particular application.

Step 5:
The Approval Process: Staff review circulation comments and provide written comments in the Planning Report describing how the Design Brief has been addressed. The application, with staff recommendations and draft plan conditions, is taken before the Development and Technical Services Committee (DTSC) for consideration.
The design process and key approval steps are further identified in the Design Brief Check List. This list will confirm if specific steps are not applicable, indicates key actions and identifies roles and responsibility.

### 5.2.3 Supporting Information

The Design Brief includes information to assist with the development approvals process. The guideline tips identify specific plans and studies to assist with guideline implementation. A brief summary of the supporting plans and studies is provided below and may be required prior to draft approval and/or incorporated as specific conditions of approval.

- **Existing Conditions Plan**: Plan showing existing site features on and surrounding site with grades and any potential opportunities or significant issues.
- **Neighbourhood Concept Plan**: An illustrative plan that schematically identifies the primary design elements. The plan should identify the potential transit route, priority streets, general land use type and density, locations of park/open spaces and links, along with gateway and vista opportunities and any connections to schools, employment and shopping.
- **Priority Lot Plan**: A subdivision plan that highlights all priority lot types and locations (G,C,T,P,H lots).
- **Streetscape Plan**: A detailed landscape plan of a priority street that could show locations and construction details for entrance features, crosswalks, street trees, potential utility locations, traffic calming features, centre medians (if any) and fencing/landscaping details for corner lots.
- **Conceptual Grading Plan**: A plan showing preliminary grades for a new development that could be prepared and discussed early in the process to understand the relation with design initiatives and solutions.
- **On-Street Parking Plan**: A subdivision plan showing all on-street parking spaces to the City’s standards.
### 5.2.4 Subdivision Design Review Check List

<table>
<thead>
<tr>
<th>Step</th>
<th>Task</th>
<th>Yes</th>
<th>No</th>
<th>Responsibility</th>
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<tbody>
<tr>
<td>1.</td>
<td>Is there an established Community Vision?</td>
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<td>City</td>
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<tr>
<td>2.</td>
<td>Identify the surrounding land uses</td>
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<td>Both</td>
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<tr>
<td>3.</td>
<td>Has an Existing Conditions Plan been prepared?</td>
<td></td>
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<td>Applicant</td>
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<td>4.</td>
<td>Has a site walk been conducted?</td>
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<td>Applicant initiated</td>
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<td>5.</td>
<td>Set up a pre-submission meeting (Section 3.3)</td>
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<td></td>
<td>Applicant initiated</td>
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<tr>
<td>6.</td>
<td>Identify and discuss existing relevant studies/plans for the area (ie. Subwatershed Study)</td>
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<td></td>
<td>City</td>
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<td>7.</td>
<td>Identify and discuss the design principles for the neighbourhood/development to achieve the Primary Design Objectives (Section 1.3)</td>
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<td>Both</td>
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<td>8.</td>
<td>Identify and discuss the neighbourhood/development vision (Section 3.3)</td>
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<td>Both</td>
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<tr>
<td>9.</td>
<td>Prepare and discuss a neighbourhood/development concept plan (NCP) (Section 3.4)</td>
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<td></td>
<td>Applicant / Both</td>
</tr>
<tr>
<td>10.</td>
<td>Determine submission requirements (Section 3.3)</td>
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<td>Staff</td>
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<td>11.</td>
<td>Refine NCP and prepare development plan for submission</td>
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<td></td>
<td>Applicant</td>
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<td>12.</td>
<td>Schedule additional follow-up meeting, if desired, to discuss refined plan/submission</td>
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<td>Both</td>
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<td>13.</td>
<td>Include the NCP with supporting design principles and vision in the application submission documentation (Planning Report)</td>
<td></td>
<td></td>
<td>Applicant</td>
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<tr>
<td>14.</td>
<td>Identify and discuss how the development addresses the Design Brief for Suburban Development in the application submission documentation (Planning Report)</td>
<td></td>
<td></td>
<td>Applicant</td>
</tr>
<tr>
<td>15.</td>
<td>Determine if NCP, principles, vision and submission achieve the Primary Design Objectives. If not, applicant and City meet to discuss how submission can achieve the Primary Design Objectives prior to circulation.</td>
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<td>City</td>
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<td>16.</td>
<td>Planner for the application file to include an identification of key urban design issues within comments to applicant</td>
<td></td>
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<td>City</td>
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<td>17.</td>
<td>Applicant to respond and work with City and file planner to achieve the Design Guidelines.</td>
<td></td>
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<tr>
<td>19.</td>
<td>Have the Guidelines Tips from the Design Brief been considered when preparing conditions of approval?</td>
<td></td>
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<td>City</td>
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<tr>
<td>20.</td>
<td>Staff report to include discussion of how the development addresses the Urban Design Guidelines (Planning Report)</td>
<td></td>
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<td>City</td>
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<tr>
<td>21.</td>
<td>Ensure the design conditions are fully implemented.</td>
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<td>Both</td>
</tr>
</tbody>
</table>

The authors of the Design Brief would like to formally recognize the contributions that following specific firms or individuals have provided for this Design Brief:

- **Photo Credits:** The Planning Partnership, Stantec, MHBC Planning Ltd., GSP Group, Grand River Transit
- **Building Elevations:** Laurel View Homes
- **Demonstration Plan:** The Planning Partnership
5.2.5 Glossary of Terms

For the purpose of this Design Brief, the following definitions have been included for reference purposes and implementation:

- **AADT (Average Annual Daily Traffic):** The total volume of vehicle traffic in both directions of a road for a year divided by 365 days. Useful measurement of how busy the road is.

- **Affordable Housing:** “is housing that is affordable to low and moderate income households” (Region of Waterloo, A Community Action Plan for Housing).

- **Built Heritage Resources:** “one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.” (PPS, 2005)

- **Conserved** “the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or HIA.” (PPS, 2005)

- **Cultural Heritage Landscape:** “a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.” (PPS, 2005)

- **Complete Communities:** “Complete communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.” (Places to Grow, 2006)

- **Designated Greenfield Area:** “The area within a settlement area that is not built-up area. Where a settlement area does not have a built boundary, the entire settlement area is considered designated greenfield area.” (Places to Grow, 2006)

- **EIS (Environmental Impact Study):** A study conducted prior to development to investigate potential environmental impacts of the proposed undertaking. An EIS will determine whether development may proceed, and if so, will identify actions which could be taken in order of preference to prevent, minimize or mitigate the environmental impacts of the development (City of Kitchener Municipal Plan).
Pioneer Tower is an example of a built heritage resource.

The Cornell MasterPlan provides an illustrated example of a complete community.

- **Focal Point**: A location of interest. This may be a park space, unique intersection, heritage resource or natural feature. A focal point could be at the walkable centre of a neighbourhood.

- **HIA (Heritage Impact Assessment)**: A study to determine if any cultural heritage resources or in any areas of archaeological potential are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural heritage resource will be conserved in the context of the proposed redevelopment or site alteration. Mitigative or avoidance measures or alternative development or site alteration approaches may be recommended (Heritage Resources in the Land Use Planning Process, 2005).

- **Landscaped Buffer Block**: Typically a 3.0-4.6m wide block that is shown on a subdivision plan that is adjacent to an arterial or collector street intended to provide landscaping to buffer an adjacent residential lot or block.

- **Neighbourhood**: A geographic area which is of a size that is defined generally based on a five-minute walking distance (400-500m). For the purposes of the Design Brief the physical structure of a neighbourhood unit is considered. There are many other aspects that can form or define a 'neighbourhood'.

- **Neighbourhood Structure**: The primary organizational elements of each neighbourhood such as streets, open space resources, park spaces, pedestrian linkages and land uses.

- **Priority Lot**: Special lots in prominent public view that contribute to neighbourhood identity, character and image which are subject to architecturally enhanced elevations.

- **Priority Street**: Important streets (typically collector streets) that contribute to local identity, culture or unique streetscape elements. These streets are subject to higher design emphasis.

- **Elevation (Building)**: Means all exterior walls of a building facing the same direction.
• **Reverse Frontage:** Streetscape condition when residential lots back onto street sometimes resulting in noise wall.

• **ROW (Right-of-way):** The dedicated road allowance. The ROW includes specific street and utility elements such as pavement, curbs, sidewalks, street trees, street lights, fire hydrants and hydro boxes and excludes private property.

• **Small Lot Frontage:** A residential lot less than 10.6m wide.

• **Streetscape:** A streetscape is a combination of individual design elements that give character to the street. Individual design elements include landscaping, street furniture, lighting, sidewalks and building façade treatments.

• **Traffic Calming Measures:** Combination of physical measures such as roundabouts and curb extensions that reduce negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized users.

• **Transit Supportive:** ‘Makes transit viable and improves the quality of the experience of using transit. Often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. Also refers to design principles that make development more accessible for transit users.’ (Places to Grow, 2006)

• **Window Streets:** An internal local street parallel to an abutting arterial street.