



URBAN DESIGN BRIEF

EUREKA!! @ LOWER KITCHENER

1001, 1007, 1015, 1027, AND 1051 KING STREET EAST AND 530, 534, 542, AND 564 CHARLES STREET EAST
CITY OF KITCHENER

PREPARED BY: MHBC PLANNING
(with additional graphics provided by NEO Architecture Inc.)
November 2021 and amended November 2022

viveTM
DEVELOPMENT

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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PART 1

SPATIAL & CONTEXTUAL ANALYSIS

1.1 INTRODUCTION

MHBC has been retained by King Charles Properties (Kitchener) Limited to prepare an Urban Design Brief Amendment in support of the proposed development located at 1001, 1007, 1015, 1027, and 1051 King Street East and 530, 534, 542, and 564 Charles Street East, 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 along King Street East and Charles Street East near the intersection of Ottawa Street North. The lot consolidation is comprised of a total area of 0.655 hectares.

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 a Official Plan Amendment and Zoning By-law Amendment required to facilitate a mixed use development on the subject lands.

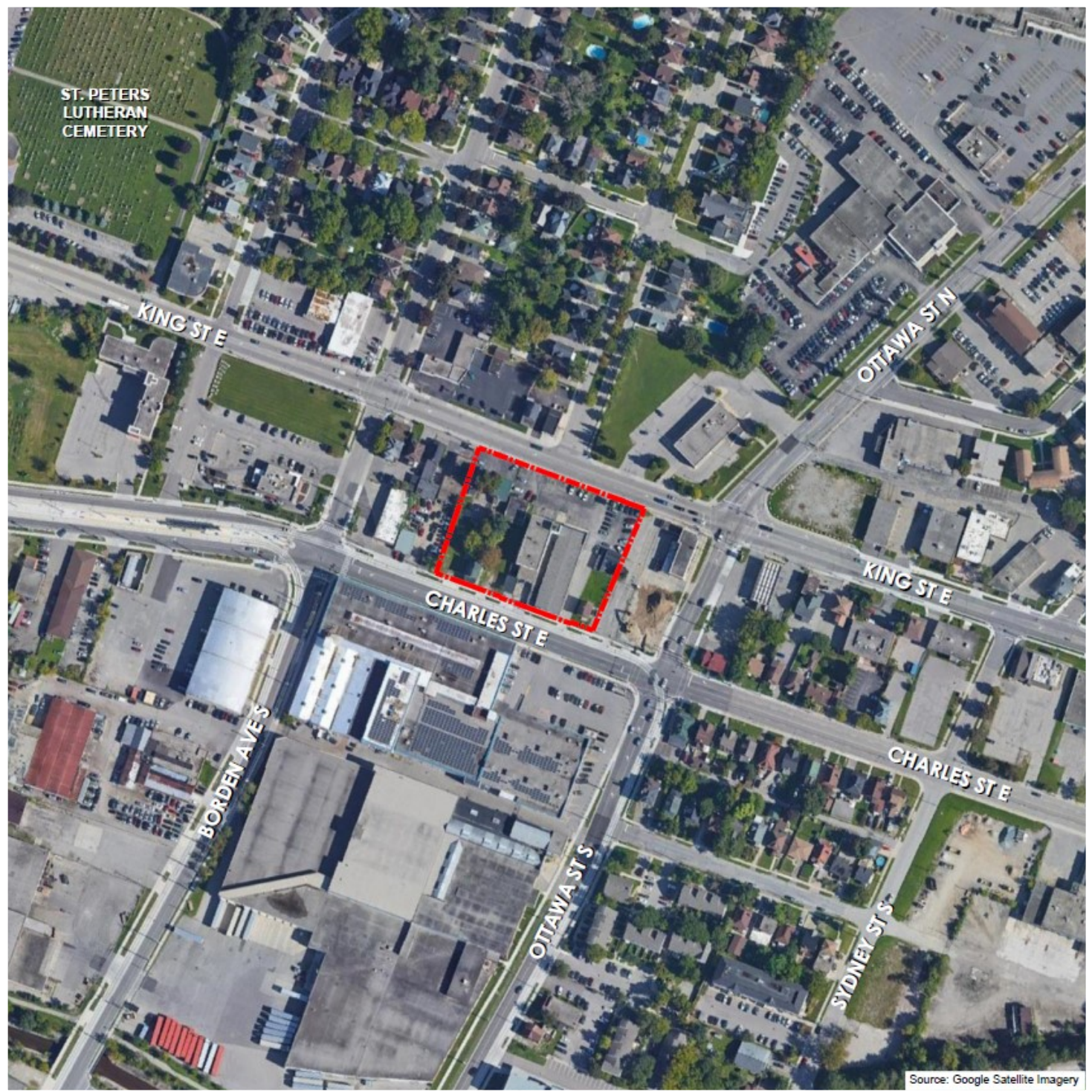
1.2 CONTEXTUAL ANALYSIS & SITE DESCRIPTION

The subject lands are located on the south side of King Street East, which is a Regional Road and existing transit corridor. The subject lands comprise a large parcel of land 0.655 hectares in size, available for an infill opportunity to create a high-rise residential development on an underutilized piece of property.

Uses that immediately surround the subject lands include the following:

- NORTH:** Immediately to the north of the subject lands is King Street East. The King Street corridor is a mix of commercial uses, including a bank, office uses and an auto repair shop. Further north is a stable residential neighbourhood (Kitchener East) made up of low rise residential and other neighbourhood uses such as churches and greenways.
- EAST:** To the East of the subject lands is a tattoo parlour and a large area of vacant land spanning the length of the Ottawa Street South block between King and Charles Streets. Further south is a Pioneer Gas Station.
- SOUTH:** Immediately to the south of the subject lands is Charles Street East, which is a light rail transit corridor as well as a planned transit corridor for bus transit services. In the block south of the subject lands is a City Café, storage facility and other commercial uses.
- WEST:** Immediately to the west (filling out the remainder of the King, Ottawa, Charles and Borden block is a mix of single detached residential units and commercial/light industrial uses.

SITE LOCATION PLAN



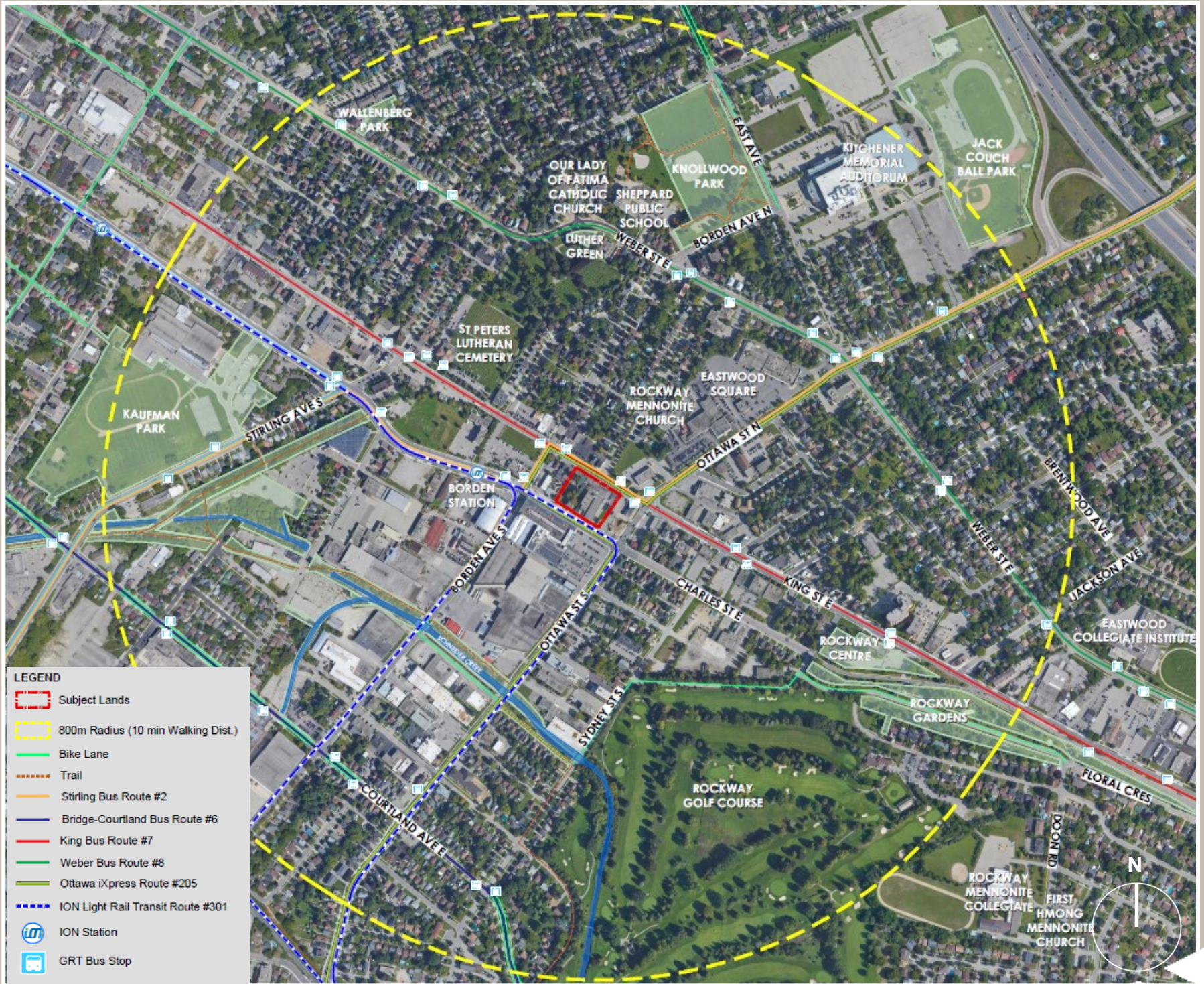
Source: Google Satellite Imagery

The subject lands are located along an existing Transit Corridor (King Street East) and LRT corridor (Charles Street East) also identified as a planned Transit Corridor which provides direct access to transit routes to access the Waterloo Region.

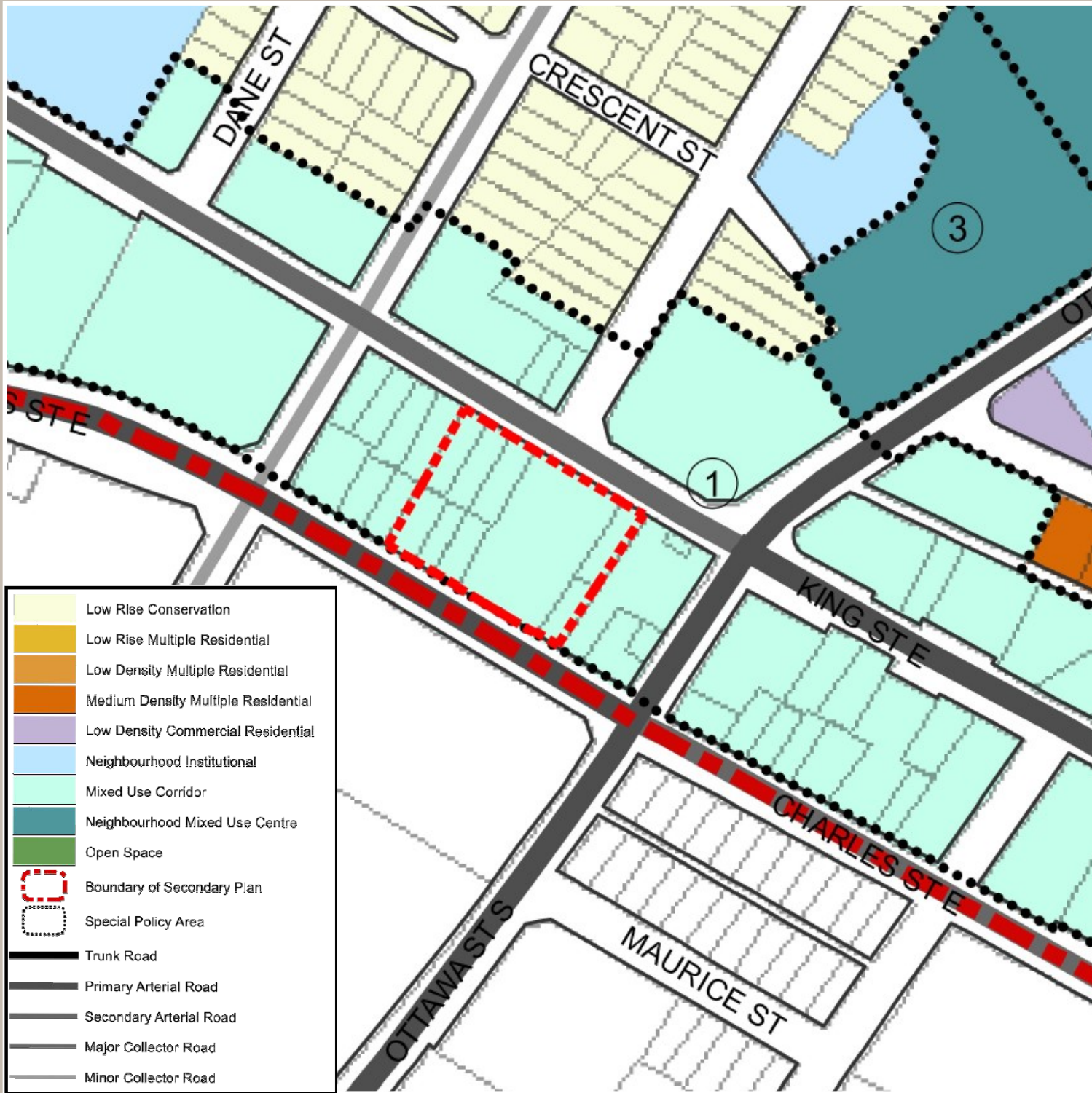
The below images illustrate the subject lands and immediate surroundings. The context plan graphic illustrates the broader surrounding context including; nearby cultural facilities, parks, recreation, and employment uses; amenities within a 10 minute walking distance from the subject lands; and the location of transit stops in relation to the subject lands.



CONTEXT PLAN



KING STREET EAST NEIGHBOURHOOD SECONDARY PLAN



1.3 KING STREET EAST NEIGHBOURHOOD

The subject lands are located within the King Street East Neighbourhood Secondary Plan Area. The King Street East Secondary Plan is located in the central area of Kitchener and extends from the southerly side of Montgomery Road to the northerly side of Cedar Street and from the westerly side of Charles Street East to the easterly side of Weber Street East. The neighbourhood is adjacent to the City's Urban Growth Centre (Downtown) located immediately to the north. It straddles both sides of King Street East and is the entrance to the City and Downtown from the Conestoga Parkway. This area is home to established residential uses which enjoy the amenities of an urban neighbourhood in close proximity to several retail and food stores along Weber Street East, the downtown, the Kitchener Market, and Borden Station ION stop.

Unlike the interior of the neighbourhood and the Downtown, the portions of King Street East near the subject lands have a variety of built forms, setbacks and building heights recognizing the change and redevelopment that has occurred over time.

The subject lands represent an underutilized property in the King Street East Neighbourhood and are designated as Mixed Use Corridor, allowing for multiple residential and non-residential uses with a maximum Floor Space Ratio (FSR) of 4.0. The Secondary Plan policies balance the protection of existing lower density residential enclaves with redevelopment opportunities along King Street East through the introduction of the Mixed Use Corridor which serves as the focus for higher density redevelopment. The subject lands are located adjacent two Regional roads and are sufficiently separated from the interior of the neighbourhood and established residential land uses.



1.4 HERITAGE CONSIDERATIONS

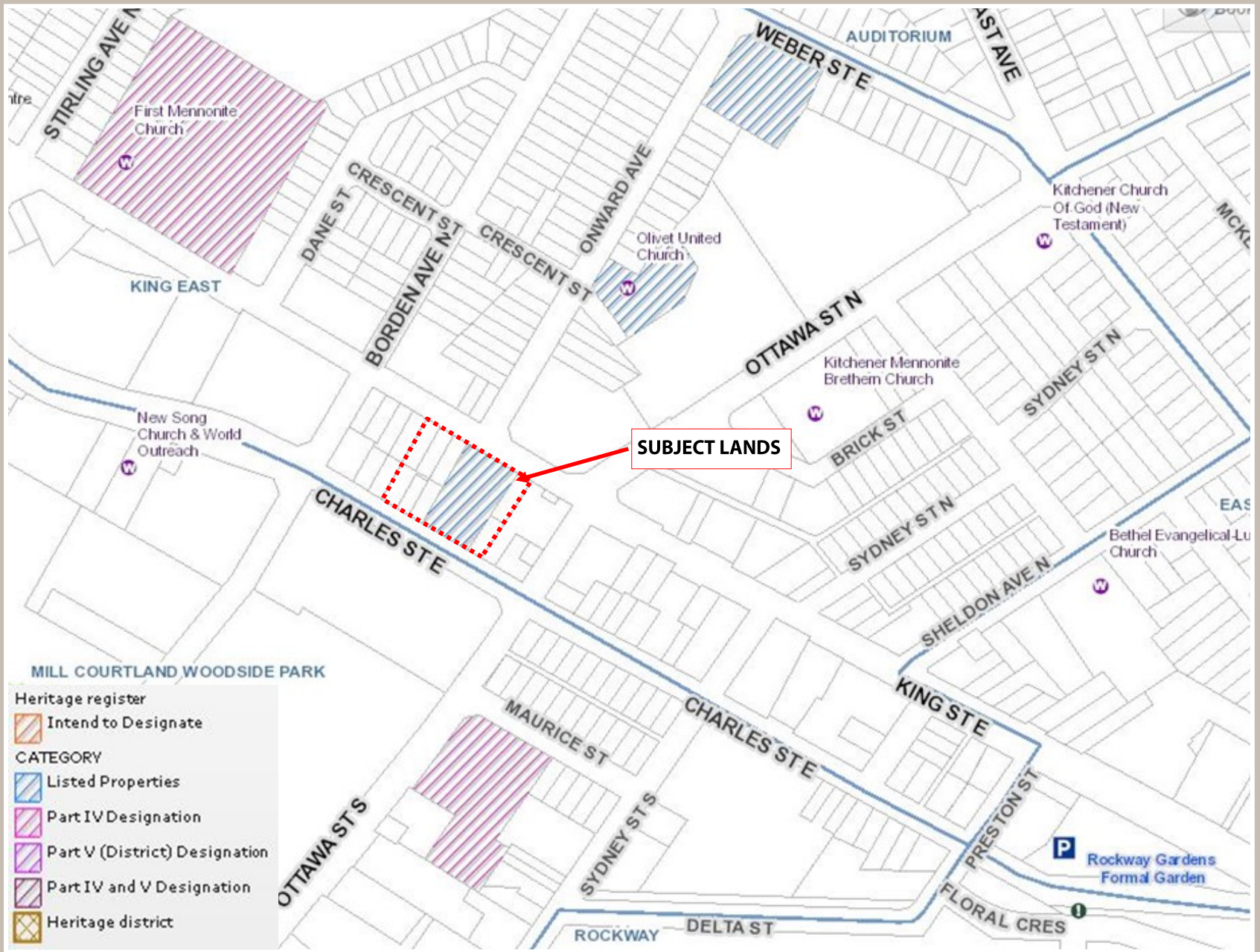
The property located at 1027 is 'listed' (non-designated) on the City of Kitchener Heritage Register as per Section 27 of the *Ontario Heritage Act*. The subject lands are not located within a designated Heritage Conservation District or located adjacent to any properties which are either 'listed' or designated under Part IV or Part V of the *Ontario Heritage Act*. The lands are identified as being part of the Onward Avenue Neighbourhood, which is a potential Cultural Heritage Landscape identified in the City of Kitchener Cultural Heritage Landscapes Study. The focus of the Onward Avenue Neighbourhood landscape is on street patterns and built elements of the early residential neighbourhood.

The subject lands include a building which is known locally as the former home of the Onward Manufacturing Company, which operated at this location from 1916 until approximately 1980. The building has been altered over time and has lost original heritage fabric and as a result, its heritage integrity has been compromised. The Art Deco style tower located within the existing building municipally addressed as 1027 King Street East is the only remaining component of the subject lands which continues to have design/physical value from a heritage perspective. The proposed demolition of the aforementioned tower is considered an adverse heritage impact since it results in the removal of original heritage fabric.

Over time, irreversible changes have been made to this tower structure such that it cannot stand on its own. Understanding the heritage value of the tower feature, the proposed design incorporates commemoration of the tower in forms other than direct preservation as supported through consultations with City of Kitchener staff.



HERITAGE CONTEXT PLAN



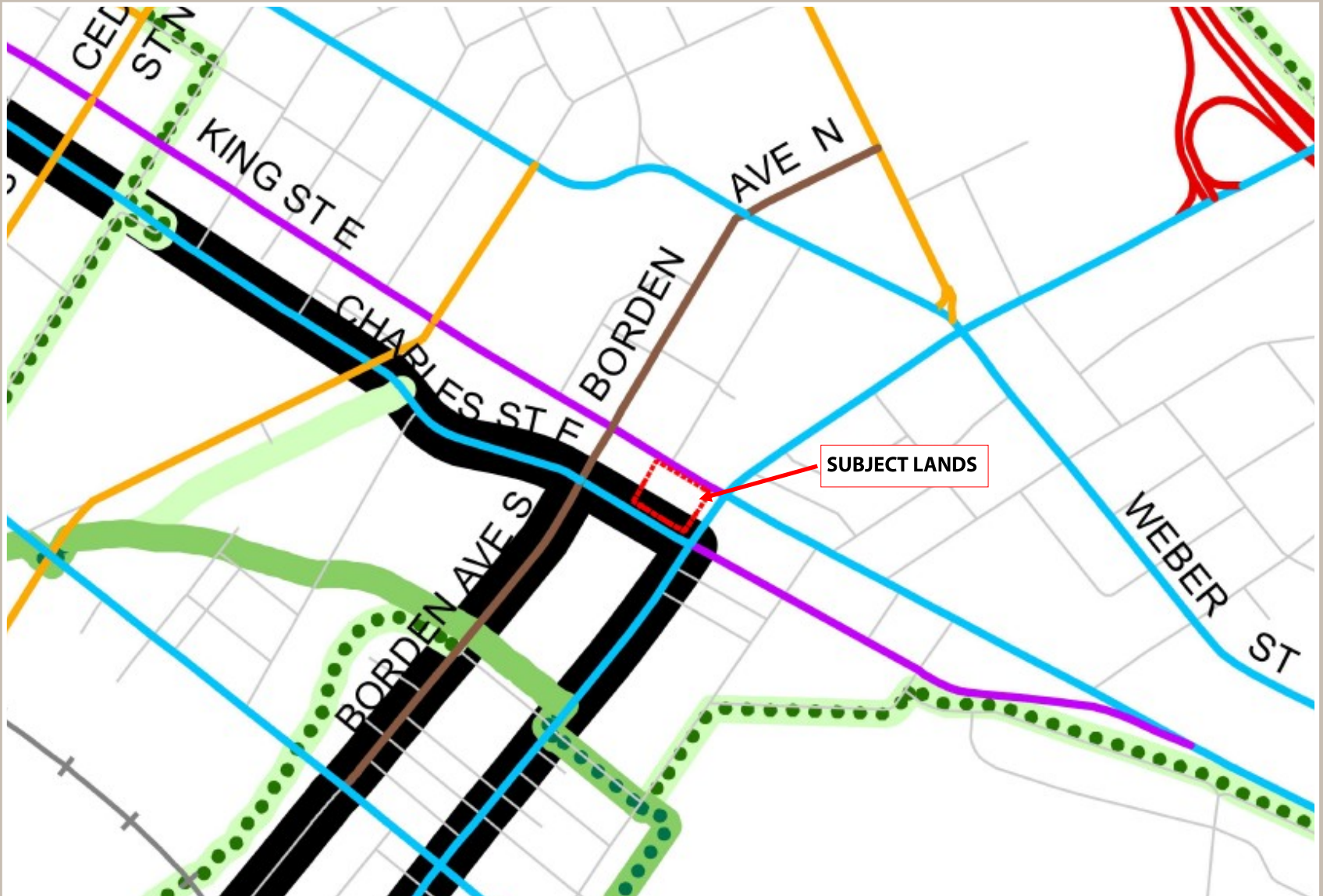
1.5 **ACTIVE TRANSPORTATION AND TRANSIT**

The subject lands have frontage on Charles Street East, a east/west Regional Road. Generally, the function of Regional Roads is to provide safe, direct, accessible and multi-modal transportation links for moving people and goods throughout Waterloo Region, and to adjacent municipalities . Existing sidewalks are located on both sides of the street, providing direct access for pedestrians to north/south streets.

King Street East and Charles Street East are both Regionally designated transit corridors. The King Street Corridor between Ottawa Street South and Borden Avenue South provides direct access to Grand River Transit Routes – 2 (Stirling), 8 (Weber) and 7 (King Street). The Charles Street East corridor has direct access to Borden ION stop – providing East/West connection through the City of Kitchener.

The subject lands are located proximate to existing and planned cycling routes.

INTEGRATED TRANSPORTATION SYSTEM
OFFICIAL PLAN MAP 11

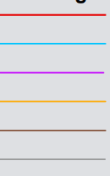


Legend

Street Network

- Provincial Highway
- Regional Road
- City Arterial Street
- Major Community Collector Street
- Minor Neighbourhood Collector Street
- Local Street

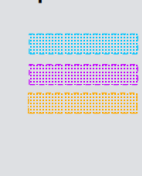
Existing



Planned



Proposed Corridor



Multi-Use Pathway and On Road Connection Network

- Primary Multi-Use Pathway/Connection (Type 1)
- Secondary Multi-Use Pathway/Connection (Type 2)

Transit Corridor

- Light Rail Transit Corridor Public Transit Right-of-Way
- Adapted Bus Rapid Transit Corridor

PART 2

DESIGN VISION & OBJECTIVES

2.1 VISION & DESIGN OBJECTIVES

It is envisioned that the subject lands will be redeveloped with a contemporary mixed use development that achieves a transit supportive density and is sympathetic to the surrounding urban context. The vision for the development is to create a contemporary expression through architectural design that provides a highly desirable pedestrian environment along the King Street East transit corridor and adjacent existing light rail transit. The project vision and proposed redevelopment of the subject lands inspire to influence future redevelopment in the area.

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 King Street East and Charles Street East that will improve the streetscape and encourage active transportation modes in this location. This includes the provision a building form which address the street in terms of architectural detailing, active uses along King Street East and Charles Street East having direct access to the public sidewalk, and enhanced landscaping along both public street frontages.
- 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 within lands designated urban corridor and adjacent a designated 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 the surrounding development.
- 5.** Provide a development that, through the combination of massing, orientation, enhanced landscape design, pedestrian entrances, mid-block connections, 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 focused around the connections to the open space network and commemorative of the existing cultural heritage vista of the Eureka tower.
- 7.** Create a development which incorporates sustainable design principles and techniques.

PRELIMINARY MASSING

VIEW LOOKING WEST



VIEW LOOKING NORTH



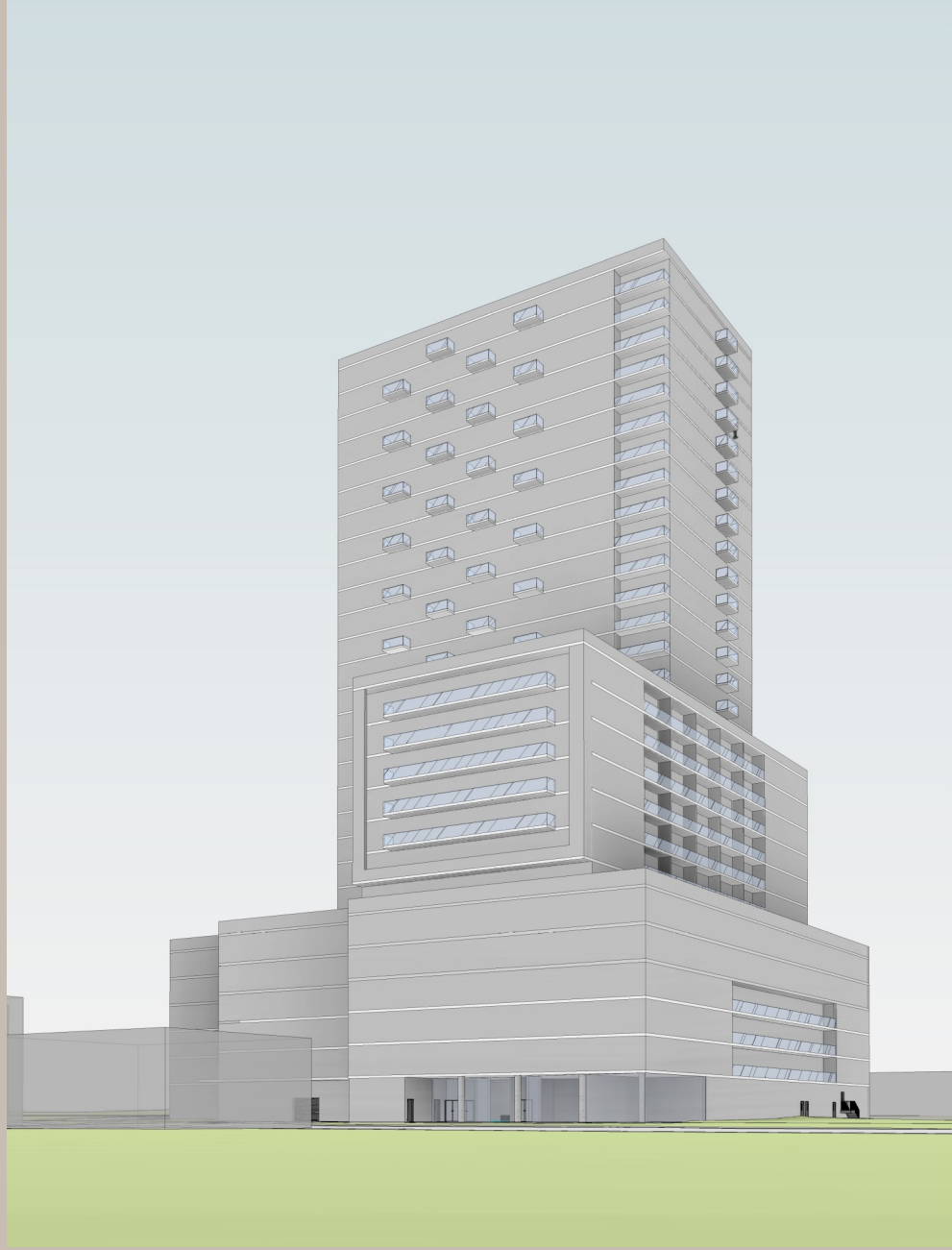
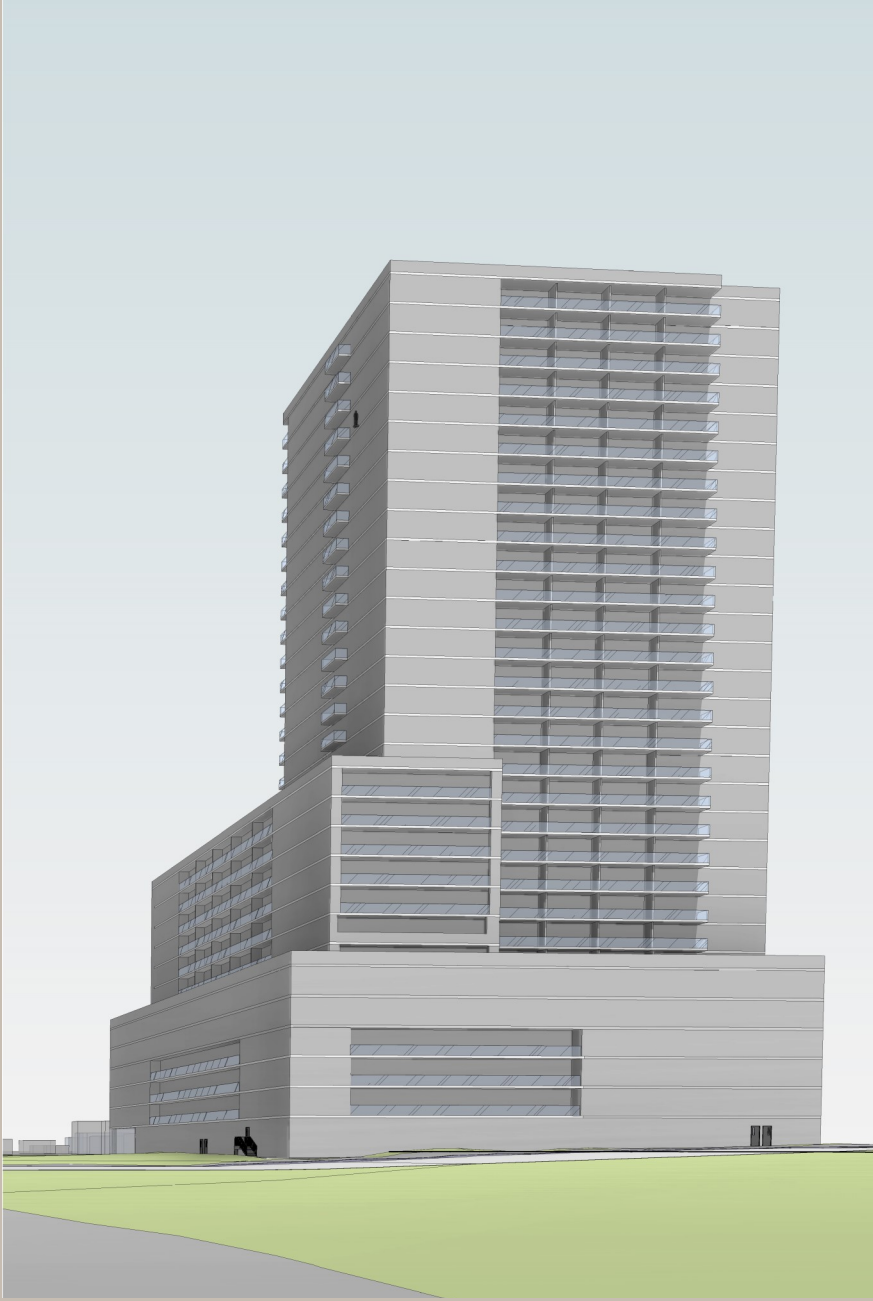
VIEW LOOKING SOUTH



VIEW LOOKING EAST



PRELIMINARY MASSING



PART 3

PROPOSED DEVELOPMENT

3.1 DESIGN PROPOSAL

The proposed development for the site is a high quality mixed use and multiple-residential development that will provide new residential, live-work, and commercial units near downtown Kitchener and adjacent existing Transit Corridors. The current proposed development integrates the following principle elements:

- A 30 storey mixed use residential building including shared amenity areas.
- 465 residential units proposed in the form of purpose built rental units to assist in the provision of attainable housing forms.
- 185 square metres of at grade commercial floor area.
- 359 parking spaces proposed in the form of structured parking incorporated into a single level of underground parking, part of the ground floor and second to fourth floors, and the entirety of the fifth and sixth floors of the proposed building. Minimal surface visitor and commercial uses parking spaces are provided.
- 258 secure indoor bicycle parking spaces and 8 secure outdoor bicycle parking spaces.
- One vehicular access point from King Street East which provides access to the screened parking structure.
- One vehicular access for point from Charles Street East which provides right-in/right-out service access to the building structure for garbage and servicing purposes.
- Pedestrian drop-off and loading areas internal to the subject lands.
- Direct pedestrian connections from the public sidewalk along King Street East and Charles Street East to the proposed building entrances.
- Well defined building base and prominent building entrances will provide for an attractive streetscape along King Street East and Charles Street East.
- Balconies for units located in upper storeys.
- Large windows to provide eyes on the street.
- A mix of building materials and colours.
- Proposed parkland dedication at the corner of King Street East and Borden Avenue.
- A total lot area of 0.655 hectares, with a proposed Floor Space Ratio of 9.05.

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 and designated within the mixed use corridor with direct access to higher order public transportation and in close proximity to the downtown core of Kitchener.

SITE DESIGN

The site will be accessed from the King Street East frontage, with service access provided from the Charles Street East frontage. Natural weather mitigation strategies have been incorporated including covered building entrances. With the exception of visitor and commercial use spaces, all proposed parking is accommodated within the interior of the building reducing heat island effect and providing shaded areas for parking.

The main access to the proposed mixed use building will connect directly to the surrounding public sidewalk system. The building lobby will be accessible to pedestrians from the public sidewalk system and the parking area. Outdoor amenity area is provided on the seventh level of the proposed building. The shared outdoor amenity area on the top of the podium level will be detailed through the detailed landscape design.

BUILT FORM, MASSING AND ARTICULATION

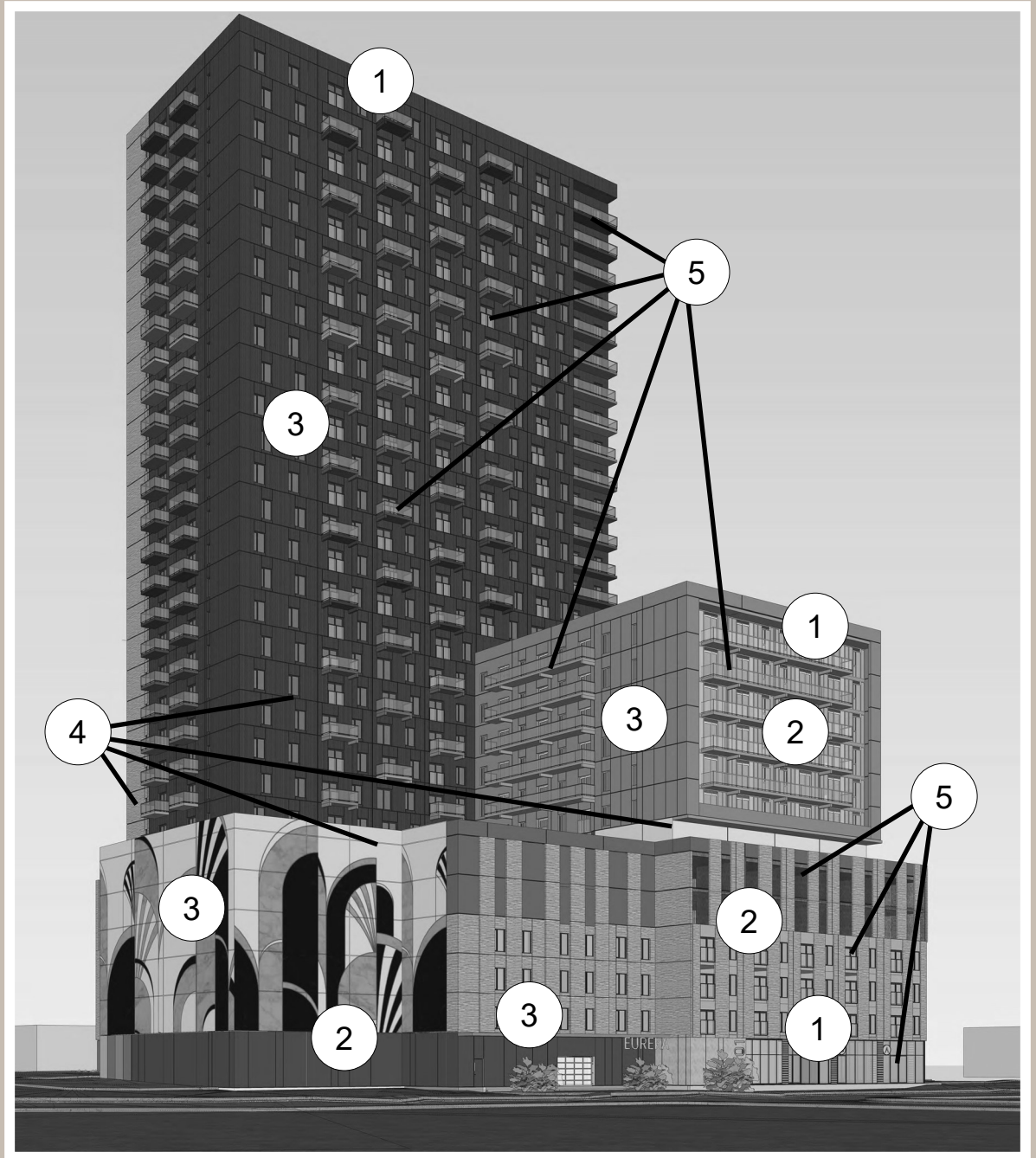
The massing of the proposed building is broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window sizes. Two towers are proposed with appropriately placed stepbacks to minimize the visual intrusion onto the public realm while providing engaging pedestrian level street frontages which assist to create a continuous streetscape and public realm along King Street East and Charles Street East.

The proposed building provides active uses located along the King Street East and Charles Street East frontages and is planned for 465 units and 184 square metres of commercial floor area. The use of building materials, projections and recessions establish a defined pedestrian entry and building base adjacent King Street East which helps to ensure a human scale of development and preserves a significant viewshed from Onward Avenue. Stepbacks and architectural projections above the base provide visual interest within the tower portions of the building.

The proposed development has been designed with consideration to the existing and planned built form context, including high rise permissions associated with the urban corridor and location on the King Street East Transit Corridor, as well as the established low-rise residential areas north of the subject lands on Onward Avenue. The subject lands, combined with the Regional road corridors and adjacent mixed use corridor designated lands, provide for an appropriate height transition between the subject lands and low-rise residential uses in the neighborhood.

MASSING TECHNIQUES

- 1 PROJECTION
- 2 RECESSION
- 3 CHANGES IN BUILDING MATERIALS
- 4 STEPBACK
- 5 VARYING BALCONY AND WINDOW SIZES



CHARACTER AND ARCHITECTURAL TREATMENT

The proposed development will assist in the continued intensification and development of an urban corridor, through the addition of a mixed use building located along a Regional Road. The building design demonstrates a contemporary architectural expression. The development will be constructed of high quality materials and provides an attractive design that will be reasonably priced.

A well defined base, 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 streetscape. The building entrances are well defined and highly visible from King Street East, Charles Street East, and the public realm. High quality materials including a large amount of glass will be incorporated into the facades, resulting in an attractive design. Repetition of lines 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. The building is located with the principle entrances oriented towards both the King Street East transit corridor and Charles Street East transit corridor, encouraging future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities. The development is within a few minutes walk of the Borden ION stop. Existing GRT bus stops are located on King Street East and Charles Street East directly adjacent 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 existing public sidewalks, and on-site cycling storage areas supportive of existing/planned regional cycling routes. The application plans to implement Transportation Demand Management measures to educate the occupants on alternative forms of transportation and active transportation, by unbundling parking, providing bicycle storage facilities in excess of the minimum requirements, providing subsidized transit passes, and car share facilities.

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 will be submitted in support of the future Site Plan application and will provide a summary of the 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.



PRELIMINARY RENDERING

VIEW FROM KING STREET EAST & BORDEN AVENUE

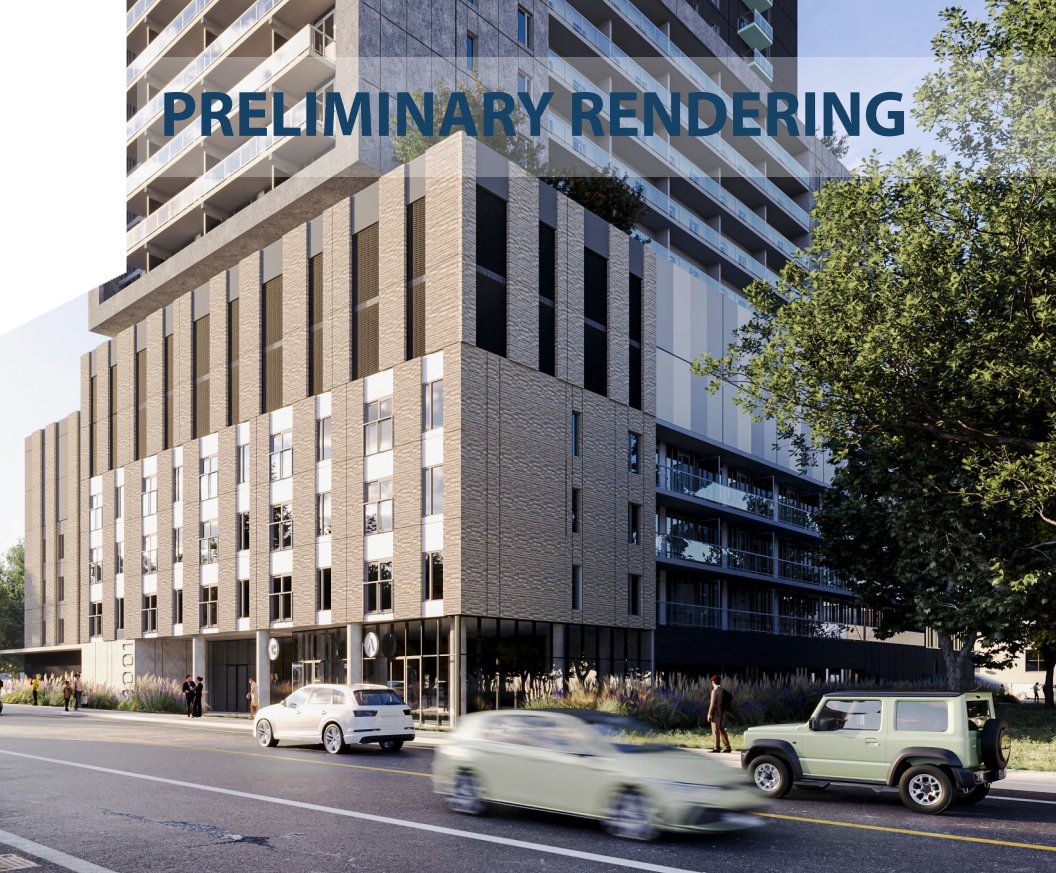


PRELIMINARY RENDERING

VIEW FROM CHARLES STREET & OTTAWA STREET



PRELIMINARY RENDERING



KING STREET FRONTAGE



PRELIMINARY RENDERING



CHARLES STREET FRONTAGE



PRELIMINARY RENDERING

VIEW FROM ONWARD AVENUE



PRELIMINARY RENDERING

VIEW FROM ONWARD AVENUE



WARD
HISTORY MUSEUM
1904
1908
1914
1948
1965
1986

FIELD SOURCE
Your Source for Floors

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 within the King Street East Secondary Plan Area in the City of Kitchener. The subject lands are currently designated Mixed Use Corridor. The subject lands are located within an Major Transit Station Area and adjacent to existing and planned transit corridors. Lands designated urban corridors and adjacent to transit corridors are planned to support primary intensification within the urban boundaries.

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: *The proposed buildings and the primary building entrances have been oriented to the street. The proposed development will have direct access to the public sidewalk system. The proposed building façades includes a defined building base which further enhances the streetscapes.*

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 building 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.1.30 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.*

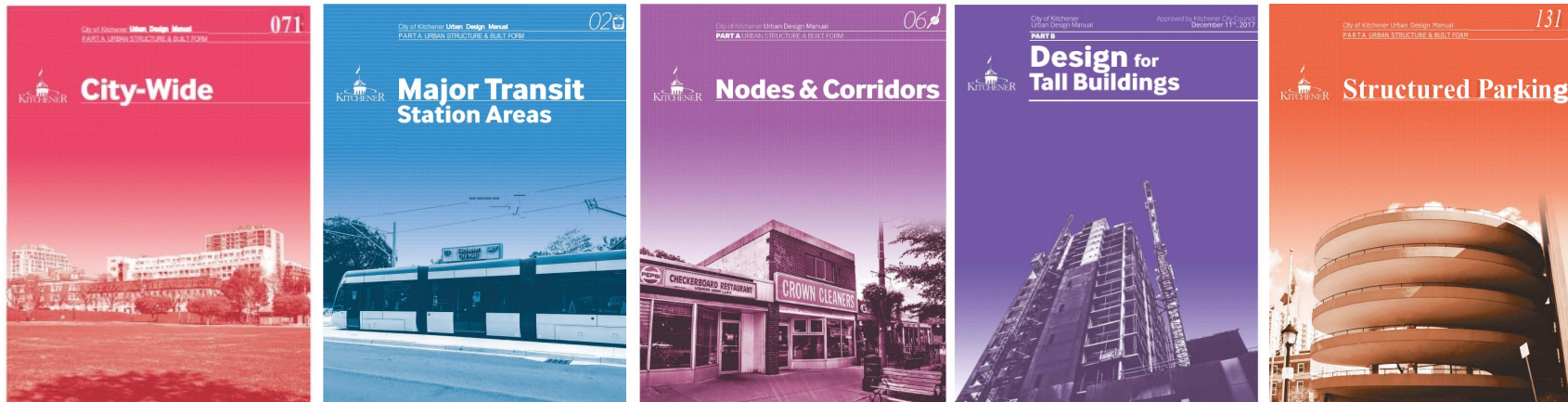
11.C.1.31 - 11.C.1.33 Building Design, Massing and Scale Design: The Official Plan contains three policies related to Building Design, Massing and Scale Design. These policies encourage redevelopment projects to create attractive streetscapes and to contribute to rich and vibrant urban places. These 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, particularly if located within close proximity of a recognized cultural heritage resource. Architectural innovation and expression is also encouraged.

Design Response: *The proposed development will provide a unique built form in the neighbourhood. The buildings are proposed to be contemporary in style using traditional materials and will be a positive addition to an area that has a wide range of building forms and architectural styles. The proposed development will improve the streetscape and will also enhance the surrounding public realm. The proposed development has been designed to complement existing buildings while still providing an intensification of the site.*

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; Major Transit Station Areas; Nodes & Corridors; Design for Tall Buildings; and Structured Parking.

Section 9: Design for Tall Buildings is most applicable to the proposed development and the guidelines are reviewed in their entirety below. *Section 1: City-wide Guidelines*, *Section 2: Major Transit Station Areas*, *Section 6: Nodes & Corridors*, and *Section 13: Structured Parking* are also applicable, however, there are a number of overlapping directives and guidelines from *Section 9: Design for Tall Buildings*.



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 two 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 building is designed with a defined podium to enhance the public realm along King Street East
- The primary building entrance is designed to be 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.
- The design of the building provides for pedestrian weather protection including covered building entrances.
- 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.
- The site has been designed with reductions in parking to reduce the demand of private automobiles.
- Driveway access to the proposed development is located off of King Street East, with service access located off of Charles Street East. The King Street East site entrance provides direct access from the street to the parking area and is screened from view of the public realm and streetscape.

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.

DESIGN FOR TALL BUILDINGS

Kitchener City Council approved the Design for Tall Buildings guidelines on December 11, 2017. The guidelines apply to all development proposals that are nine or more storeys in height. The following is a general assessment of the proposal relative to the various sections within the Tall Building Guidelines.

- The proposed building addresses King Street East and Charles Street East in design, massing, and orientation and is a compatible built form for mixed use corridor designated lands, contributing toward a continuous public realm and uninterrupted pedestrian network.
- The proposed development includes two tall buildings with a defined building base. The building base has been designed to prioritize pedestrian utility, comfort and safety.

- The base of the proposed building will be designed to engage pedestrians and contribute to an active experience, including large windows along King Street East and Charles Street East. Active ground floor uses are proposed along the public street frontages, including ground floor commercial area facing King Street East, and residential units fronting Charles Street East.
- The ground floor height of the buildings will be designed such that it could support the inclusion of additional non-residential uses in the future.
- Pedestrian and cycling connections on adjacent sidewalks will be strengthened through streetscape improvements along the King Street East and Charles Street East street frontages.
- Enhanced landscaping that contributes positively to the public realm and promotes sustainability is proposed, and will be implemented through the detailed landscape design process.
- Based on the criteria established in the Tall Building Guidelines– the proposed towers would be classified as a large slab buildings.
- Visual variety will be provided through well-articulated massing and high quality materials.
- Building mass will be broken up through vertical and horizontal articulation, changes in materials, and architectural features.
- Balconies are provided for residential units along street-facing elevations allowing for natural surveillance.
- Parking is provided primarily underground and in structured parking incorporated in the design of the proposed building, with the exception of minimal surface parking proposed for visitor and commercial parking use. The proposed surface parking is located at the side of the building, and will be screened using hard and soft landscaping from the public realm and pedestrian circulation routes.
- A single vehicle access from King Street East is proposed. A second right-in/right-out service access is provided from Charles Street East. The number of vehicular access points has been limited to those required for site function.
- The structured parking has been incorporated into the design of the building, and is screened behind commercial uses and a public art feature wall from the public street frontages.
- Where structured parking is exposed or otherwise visible, it has been designed as a fully integrated component of the building design, including massing, materials, and articulation. No blank walls are proposed.
- Pedestrian access points, garage entrances, and openings to the structured parking are proposed to be visually permeable through the use of glazing and/or open-air screening to promote safety and natural surveillance for both users of the garage and the public. These areas will be well lit and prioritize pedestrian safety through the use of paving treatments and/or physical separation to delineate pedestrian routes, and providing memorable wayfinding and signage internally and externally.
- Design for adaptability has been considered by creating flat surfaces for parking levels with discreet ramps rather than continuously sloped 'spiral' parking structures.
- The garage driveway and entrances have been located where they interfere least with pedestrians and cyclists, the streetscape and the public realm.
- Identification signage is to be incorporated into the detailed design of the parking structure.

RECOMMENDED PHYSICAL SEPARATION (BASED ON GUIDELINE CALCULATIONS)					
Tower A			Recommended Physical Separation / Proportion	Provided Separation	
Height	48.50	HxL	13.85	15.50	North - King Street E
Length	57.10	200		27.20	East - Property Line
Width	26.10	L/W	2.19	22.40	South - Charles Street S
Area	1490.31			9.20	West - Property Line
Tower B			Recommended Physical Separation / Proportion	Provided Separation	
Height	98.50	HxL	22.85	44.70	North - King Street E
Length	46.40	200		27.20	East - Property Line
Width	26.10	L/W	1.78	22.40	South - Charles Street S
Area	1211.04			15.90	West - Property Line

PHYSICAL SEPARATION

The City's guidelines include formulas for calculating physical separation between towers. Physical Separation is the measured setback in metres from a tall building tower's faces to its side and rear property lines. The proposed 30 storey tower development physical separation (based on the City's formula) is calculated to be 22.85 metres. The proposed 13 storey tower development physical separation (based on the City's formula) is calculated to be 13.85 metres.

The physical separation guidelines are, in part, intended to ensure that one tall building does not restrict the ability for an abutting property owner to also construct a tall building on their property. Rather than prescribe a fixed number for physical separation, the City recognizes that tall buildings come in all shapes and sizes, and that a dynamic, scalable approach to separation is key to providing towers that are *responsive to their specific contexts*.

Tower A is proposed to be setback 2.5 metres from the King Street East right of way, 27.2 metres from the eastern property line, 7.4 metres from the Charles Street East right-of-way, and 9.2 metres from the western property line. Tower B is proposed to be setback 31.7 metres from the King Street East right of way, 27.2 metres from the eastern property line, 7.4 metres from the Charles Street East right-of-way, and 15.9 metres from the western property line. The King Street East right of way has a current width of 18.00 metres adjacent the property frontage. This frontage is subject to a 4.0 metres conveyance for road widening as King Street East has a planned right of way width of 26.00 meters in accordance with the City's Official Plan. The Charles Street East right of way has a width of 30.00 metres adjacent the property line, with an

Tower B provides a physical separation of 15.9 metres. The proposed physical separations maintain the intent of the guidelines as overlook impacts to potential future re-development of lands to the west will be limited as any proposed towers would be oriented to the adjacent public street frontages due to the minimal lot size and configuration of lands.

The orientation and placement of the proposed towers represents the most logical placement for redevelopment within the block. The lands to the east of the subject property are limited in re-development potential due to the building height limits related to airport restrictions. By orienting the towers as proposed the maximum re-development potential is maintained for the block on a whole.

OVERLOOK

One of the techniques to relate appropriate building height and consider compatibility with adjacent lands is through the use of physical separation calculations and overlook analysis. With respect to an overlook analysis, overlook is referred to as the overlap that exists between two neighbouring towers. It is measured as a percentage of tower Width or Length. It is determined by a perpendicular projection of one tower facade onto its neighbouring tower facade. The urban design manual provides acceptable maximum overlook percentages as a function of physical separation. As the proposed building has a recommended physical separation distance greater than 14 metres, the maximum recommended overlook between the towers is 30%.

As no existing tall buildings are located adjacent the subject lands anticipated overlook is limited. The building has been oriented on site so that the majority of the views are onto the public right of ways or internal to the east side of the subject lands. Where views overlook onto adjacent properties the tower of the building has been setback from the side lot line to provide distance between the adjacent lot where future development may occur. Window and balcony placement will be designed to provide privacy from overlook. The proposed development will additionally mitigate the impacts of overlook through privacy screening where appropriate. Wind and shadow impacts will not negatively impact adjacent land uses and will be further reviewed at detailed design.

4.2 COMPATIBILITY ANALYSIS

The subject lands are located within a Mixed Use Corridor, which are linear in form and recognize the evolution of uses along the major corridors in the inner city. Mixed Use Corridors are planned to provide residential redevelopment opportunities together with appropriate commercial and institutional uses that primarily serve adjacent residential neighbourhoods.

The subject lands are located within the middle of a block identified as Mixed Use Corridor, bound by King Street East, Ottawa Street South, Charles Street East, and Borden Avenue South. Properties within this block are generally underutilized and planned for a mix of uses which include High Intensity Mixed Use Development and Medium Intensity Mixed Use Development.

The subject lands location in the center of the above described block provides for redevelopment that will have minimal impacts in terms of height, shadow and traffic on neighbouring land uses (such as the low density residential neighbourhood to the north on Onward Avenue — approximately 60 metres away). This low density neighbourhood is setback from King Street East and separate from the Mixed Use Corridor Block.

The subject lands are permitted to develop with a maximum Floor Space Ratio (FSR) of 4.0. There is no maximum height specified in the Secondary Plan or Zoning By-law. Notwithstanding, additional analysis has been completed to ensure minimal impacts on adjacent and nearby land uses, in particular areas designated Low Rise Residential and consideration for redevelopment of adjacent properties.

The proposed development has been designed with consideration of the following:

- The proposal is for a mixed use multiple residential building, which is a use currently permitted by the Secondary Plan and Zoning By-law;
- The proposed development is located on a site with no maximum height restriction;
- Shadow studies have been completed which demonstrate that the proposed building height will not result in unacceptable shadow impacts on properties within the Low Rise Residential areas; and
- Pedestrian level wind studies have been completed to demonstrate the proposed development will not result in undesirable pedestrian environments and provides mitigation strategies for the same.

The 2014 City of Kitchener Official Plan contains general policies related to compatible development. Where a special zoning regulation or minor variance is requested, proposed or required to facilitate residential intensification or a redevelopment of lands, Policy 4.C.1.8 of the 2014 City of Kitchener Official Plan directs that the overall impact of the special zoning regulation or minor variance will be reviewed, to ensure a number of compatibility criteria are satisfied. A zoning by-law amendment is required to facilitate the proposed development and

as such, Policy 4.C.1.8 applies and must be considered. It is noted that Policy 4.C.1.8 applies in large part to development within established neighbourhoods. The subject lands are located along a Regional Road, are located outside of the Low Rise Residential area that forms the established neighbourhood, and are designated and zoned for high density development. Notwithstanding, the following is a response to the applicable criteria set forth in 4.C.1.8:

- a) Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood.

Design Response: The revised design of the proposed development provides for appropriate massing and scale with respect to the Official Plan Designation (Urban Corridor and Mixed Use Corridor). The Official Plan provides policy for the future development for the subject lands and surrounding sites with respect to uses as densities. The subject lands and immediately adjacent land uses are planned for intensification that provides for a mix of residential and commercial units with increased densities which differs from what currently exists today. Currently, the subject lands and adjacent land uses are all low rise commercial/service uses. The proposed development and site specific requests align with the Urban Corridor and Mixed Use Corridor policy which provides direction for future intensification on the subject lands and adjacent properties. Given the location of the subject lands, the increase in the Floor Space Ratio is appropriate as it is located within a priority area for intensification and not located near sensitive uses.

One of the techniques to relate appropriate building height to consider redevelopment of adjacent lands is through the use of physical separation calculations and overlook analysis. With respect to physical separation, the design of the building incorporates the minimum required separation distance into the building base such that adjacent lands impacted by the Region of Waterloo Airport height restriction are not precluded from re-developing as a tall building.

- d) *New buildings, additions, modifications and conversions are sensitive to the exterior areas of adjacent properties and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy.*

Design Response: 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 tower of the building has been setback from the side lot line (approximately 9.2 and 15.9 metres) to provide distance between the adjacent lot where future mixed use development may occur.

- e) *The lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.*

Design Response: The proposed development provides adequate parking to serve the commercial and residential uses proposed on site. The application plans to implement Transportation Demand Management measures to educate the occupants on alternative

forms of transportation and active transportation, unbundling parking, providing bicycle storage facilities in excess of the minimum requirements, subsidized transit passes, and car share facilities. In addition, direct connection to Grand River Transit services are available on both King Street East and Charles Street East.

Private and shared amenity spaces are also provided within the building. The majority of the units will have a private patio off of their units, in addition to a large shared outdoor amenity space on top of the podium level.

- f) *The impact of each special zoning regulation or variance will be reviewed prior to formulating a recommendation to ensure that a deficiency in the one zoning requirement does not compromise the site in achieving objectives of compatible and appropriate site and neighbourhood design and does not create further zoning deficiencies.*

Design Response: The proposed zone change application will be reviewed by Planning staff prior to approval. It is our opinion that the proposed zoning will result in a development that achieves appropriate site design.

When considering compatibility, it must be weighted against other planning objectives. The subject lands are located within a Major Transit Station Area, and designated Urban Corridor which are key intensification areas within the Region and City. The planned function for Mixed Use Corridors is to provide residential redevelopment opportunities together with appropriate commercial and institutional uses that primarily serve adjacent residential neighbourhoods. The subject lands are an underutilized parcel within the King Street East Neighbourhood representing a unique development opportunity. The lands immediately surrounding the site are also designated either High Intensity Mixed Use Development or Medium Intensity Mixed Use Development.

When reviewing the land use plan for the King Street East Neighbourhood it is clear that King Street East and Charles Street East are intended to be developed at a higher intensity than the areas internal to the established residential neighbourhood of the secondary plan. The proposed development represents an opportunity to develop the site in a manner which is compatible with the area. A shadow analysis has been completed for the proposed development (**Appendix A**) to analyze the potential impact of the proposed development on surrounding properties. As confirmed in Section 4.2 of this Brief, the shadow analysis demonstrates that the height and location of the buildings will not generate unacceptable amounts of shadows over low rise residential uses in proximity to the subject lands.

HERITAGE COMPATIBILITY

The existing building located at 1027 King Street East is known locally as the former home of the Onward Manufacturing Company, which operated at this location from 1916 until approximately 1980. The Art Deco style tower located within the existing building is the only remaining component of the subject lands which continues to have design/physical value from a heritage perspective. The mixed use re-development of the subject lands as designed proposes a celebration of the history of the former headquarters of the Onward Manufacturing Company through the incorporation of the Art Deco tower elements that were the centerpiece of the collection of attached structures that amounted to the expanded original building that Onward Manufacturing once inhabited.

ONWARD AXIS

Mid-century Industrial (Clean) vernacular for the portion of building above Eureka Memory Wall, counterposed with otherwise contemporary architecture proposed.



To fully acknowledge and celebrate the history of this storied company, a representation of the original Eureka signage is proposed to act as an entry feature adjacent the vehicular access from King Street East. A 'memory wall' presenting the story of the company, the history of the site, and an explanation of heritage considerations and features is proposed to be incorporated in the building and façade design of the ground floor parking garage facade. The upper floors of the parking structure facade facing King Street and Ottawa Street are proposed to be clad in an art deco style mural.



The Heritage Impact Assessment, prepared by MHBC Planning, in support of the complete application submission recommends the following mitigation measures are considered in the redevelopment of the subject lands;

- Submission of a Salvage and Documentation Report which includes:
 - Photographic descriptions and photo maps of the property and the various sections of the building; and
 - Recommendations regarding salvage of any remaining original features;
- That consideration be given to retaining salvaged elements on-site for commemorative purposes;
- That consideration be given to the erection of a small bronze plaque which indicates that the property was once occupied by the Onward Manufacturing Co.;

It is contemplated the terrazzo floor that remained intact in the lobby of the original tower (including the Eureka brand), existing windows and doors, and the existing silver column will be repurposed in the flooring and design of the proposed redevelopments lobby. A mounted plaque presenting the storey of the company, the history of the site, and an explanation of heritage considerations and features is proposed to be incorporated in the detailed design of the lobby.

EUREKA

MEMORY STAND

Repurpose Existing Historical Building Elements for Proposed Lobby:

Current silver column



Historical review

Doors/Windows as standalone decor/art Pieces



Original "Eureka" tile incorporated into lobby floor



4.2 ANALYSIS OF MICROCLIMATE IMPACTS

SHADOW STUDY

A shadow impact analysis was requested to allow staff to better understand the net impact the proposed massing will have on adjacent properties. The shadow study diagrams are included as **Appendix A**. The following is a short summary of the shadow study findings:

March/September 21: During the Spring /Fall time periods shadows fall, for the most part, within the subject lands and within non-low-rise residential properties. The adjacent mixed use corridor lands will experience minimal shadows in the morning time periods. No adjacent land properties or nearby low-rise residential lands will experience shadows for more than four consecutive hours during the spring/fall.

June 21: During the summer time period the shadows are generally contained within the subject lands and adjacent non-residential use lands. The adjacent mixed use corridor lands west of the subject lands will experience shadows during the morning time period. Shadow impacts are not anticipated to impact any adjacent lands for more than four consecutive hours. Existing low-rise residential lands in the area will not be impacted by shadows from the proposed development during any time period during the summer.

December 21: Residential properties fronting Onward Avenue will experience partial shadows from the proposed development in the late morning and early afternoon on December 21. Shadow impacts are not anticipated to impact any adjacent low-rise residential lands for more than two consecutive hours. Generally winter shadows are considered more acceptable as people are less likely to use their backyards during this time of year.

The shadow study diagrams demonstrate that the height and location of the building will not generate unacceptable amounts of shadows on adjacent lands, and on lands designated Low-Rise Residential.

PEDESTRIAN WIND STUDY

A pedestrian wind study has been completed by The Boundary Layer Wind Tunnel Laboratory (BLWTL) in support of the proposed development. The purpose of this study was to conduct a qualitative street-level, wind environment assessment for the proposed development.

4.3 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.
- Defining public, semi-public, and private amenity areas through the use of hardscape and landscape planting design.
- Creating well-defined site entrances for vehicular access from both King Street East and Charles Street.
- Consideration will be given to providing passcode protected garage entry doors

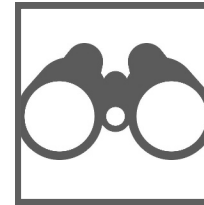
NATURAL SURVEILLANCE

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:

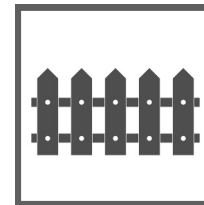
- Maximizing the number of "eyes" watching the site by creating a visual connection and maintaining unobstructed views from within the buildings to the exterior, as well as, between the streets, sidewalks, and the buildings.
- Proposing spaces and uses that are capable of generating activity (at-grade lobby/amenity areas).
- Placing windows along all sides of the building that overlook public sidewalks, public



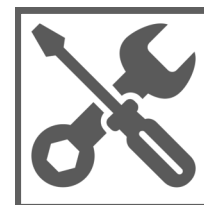
1
Access Control



2
Natural Surveillance



3
**Territorial
Reinforcement**



4
Maintenance

THE PROPOSED DEVELOPMENT HAS BEEN DESIGNED WITH CONSIDERATION OF THE FOUR BASIC CONCEPTS OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED).

- 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, 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 interiors and exteriors are well maintained.

The proposed development is subject to site plan approval, it is contemplated as a condition of site plan approval the owner will enter into an agreement to secure maintenance of the property for the life of the development.

4.4 CONCLUSION

The proposed development presented in this Urban Design Brief 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 significant investment in Kitchener and will create new residential units in a high-quality development, all of which contribute positively to the surrounding neighbourhood. In summary, the proposed development will:

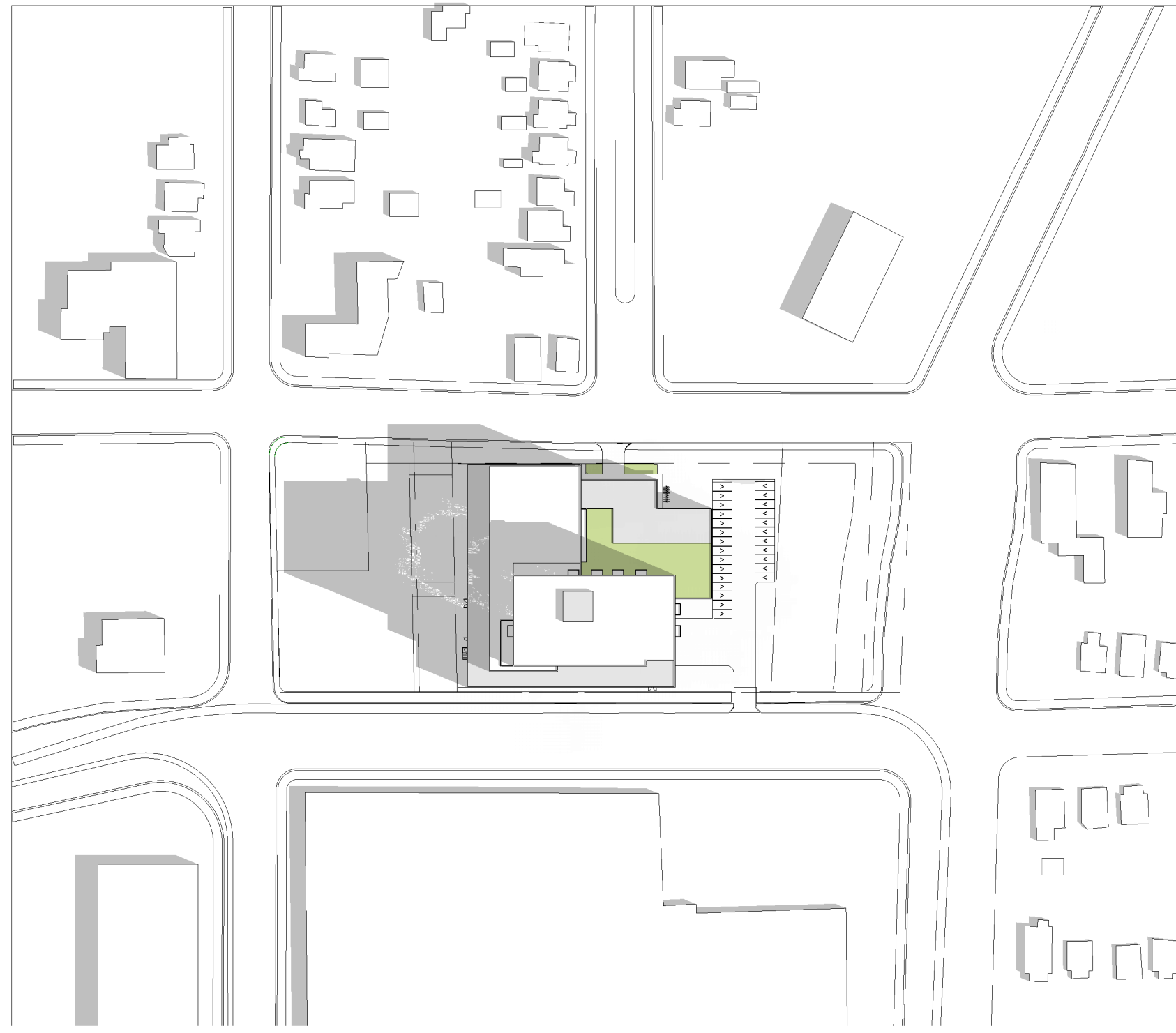
- Capitalize on the existing location of the subject lands in on the King Street East Transit Corridor, and designated Urban Corridor and Mixed Use Corridor;
- Provide for intensification that is sensitive to the existing and planned surrounding context;
- Result in a pedestrian friendly development that supports active transportation while supporting existing and planned transit services, thereby minimizing future occupants' reliance on the automobile;
- Create strong visually appealing street edges;
- Result in a more efficient and sustainable use of the property;
- Increase the variety of unit types within the area by offering smaller multiple residential units at an attainable price point; and
- Define the King Street East and Charles Street East street edges by incorporating high quality architectural detailing.

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



APPENDIX A

SHADOW STUDY



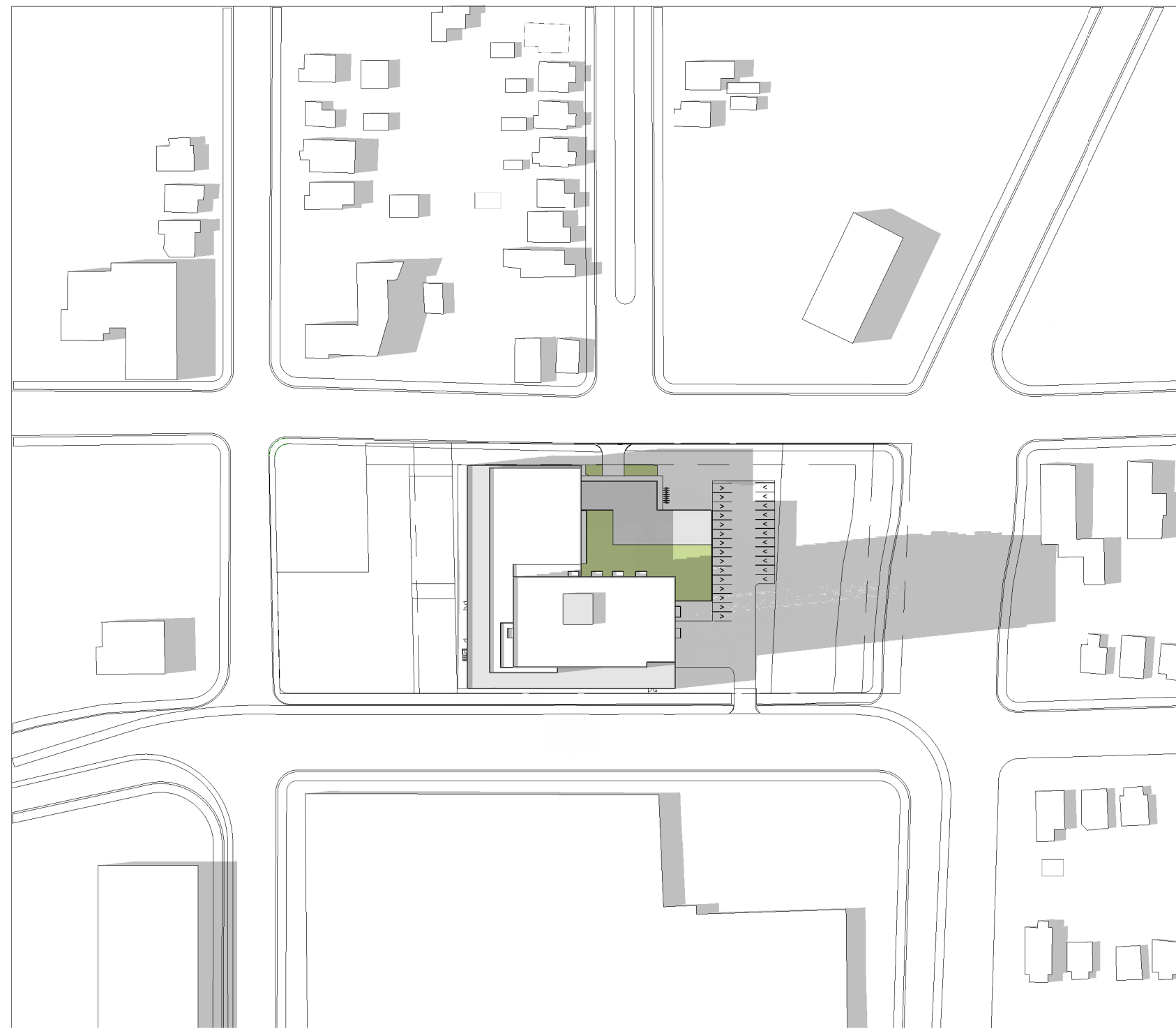
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1 : 1500



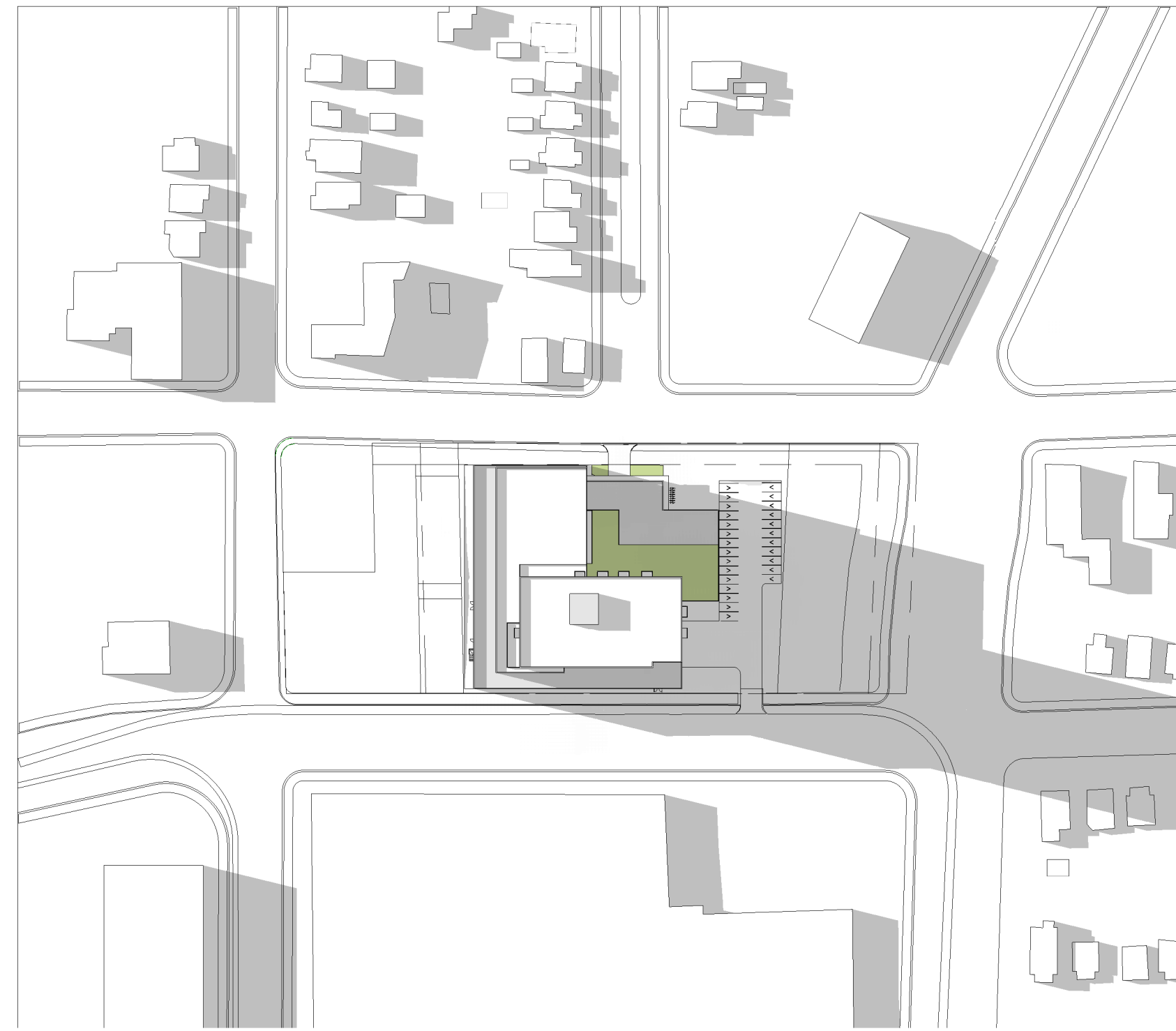
2 SUMMER SOLSTICE 12H
1 : 1500



3 SUMMER SOLSTICE 14H
1 : 1500



4 SUMMER SOLSTICE 16H
1 : 1500

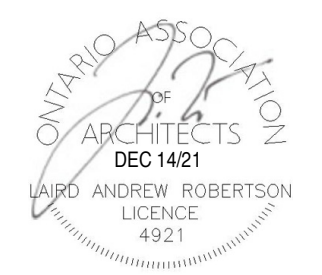


5 SUMMER SOLSTICE 18H
1 : 1500

Project Status		
No.	DAT	ISSU

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vive
DEVELOPMENT

KING - OTTAWA - CHARLES

1001 King St E

SUMMER SOLSTICE SHADOW STUDY

PROJECT No. 17 - 022
PROJECT DATE Nov 7 - 2022
DRAWN BY Author

SH03

