



206-210 DUKE ST E & 46-50 MADISON AVE N KITCHENER, ON

JULY
2022

URBAN DESIGN BRIEF

File No. 2046B


MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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INTRODUCTION & SITE DESCRIPTION

1.0 | INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (MHBC Planning) has been retained by the The Knossos Housing Corporation of the Region of Waterloo to prepare an Urban Design Brief for the redevelopment of the property municipally known as 206-210 Duke Street East and 46-50 Madison Avenue North (hereinafter referred to as the “subject lands”). In order to permit the proposed redevelopment, the approval of amendments to the City of Kitchener Official Plan and Zoning By-law are required. The following Urban Design Brief is being submitted in support of these applications to allow for the proposed redevelopment of the subject lands.

The subject lands have an area of approximately 0.22 hectares (0.54 acres) and are located within the City of Kitchener. The lands are situated with frontage along Duke Street East and Madison Avenue North and are currently vacant, but previously operated as a church and three low-rise residential buildings. The proposed development includes the redevelopment of the subject lands to include an 8-storey residential building consisting of 100 dwelling units.

POLICY FRAMEWORK

The proposed development and this Brief has considered the policies and design direction contained within the Region of Waterloo Official Plan, City of Kitchener Official Plan, King Street East Secondary Plan and the City of Kitchener Urban Design Manual.

The proposed development envisions an attractive development that is appropriate for, and well integrated with the surrounding community. A focus on pedestrian oriented built form, amenity and landscaped features, transit supportive densities and active streetscapes.

The proposal will assist the City in achieving its residential growth targets within the existing built-up area while contributing to the development of complete communities, supporting existing and future transit routes.

OUR APPROACH

The primary intent of this Design Brief is to:

- Describe the locational context of the subject lands and related design considerations;
- Confirm the vision and design principles for the development;
- Summarize how the development has considered the City’s approved Design for Major Transit Station Area, Mid-rise Buildings Guidelines, and Residential Infill in Central Neighbourhoods.

MHBC on behalf of The Knossos Housing Corporation of the Region of Waterloo has prepared this Urban Design Brief to illustrate how the proposed development has met the design vision of the City of Kitchener Official Plan and Urban Design Manual.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact the undersigned.

Yours truly,

MHBC



Figure 1.0 - Aerial View of Subject Lands in relation to its surroundings.

2.0 | HOW TO READ THIS BRIEF



Key urban design principles have been organized into categories. Each category offers a written response that demonstrates how that principle has been met. In cases where compliance is not feasible, a rationale is provided on how the design intent will still be maintained.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community.

Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0 | BACKGROUND & EXISTING CONDITIONS

3.1

DESCRIPTION OF SUBJECT LANDS

The City of Kitchener Official Plan designates the subject lands as being located within the Built Up Area and Major Transit Station Area. More specifically, the subject lands are located within the King Street East Secondary Planning Area and are designated as Medium Density Residential. The subject lands have an area of approximately 0.22 hectares (0.54 acres) and are located within the City of Kitchener. The lands are situated with frontage along Duke Street East and Madison Avenue North and are currently vacant, but previously operated as a church and three low-rise residential buildings.

The location of the subject lands are shown on Figure 1.0 of this Report. The subject lands consist of parcels of underutilized land and provide an opportunity for intensification in an appropriate location to support connectivity and active transportation linkages as identified through the King Street East Secondary Plan. Figures 3.1.1 and 3.1.2 illustrate the existing site conditions.

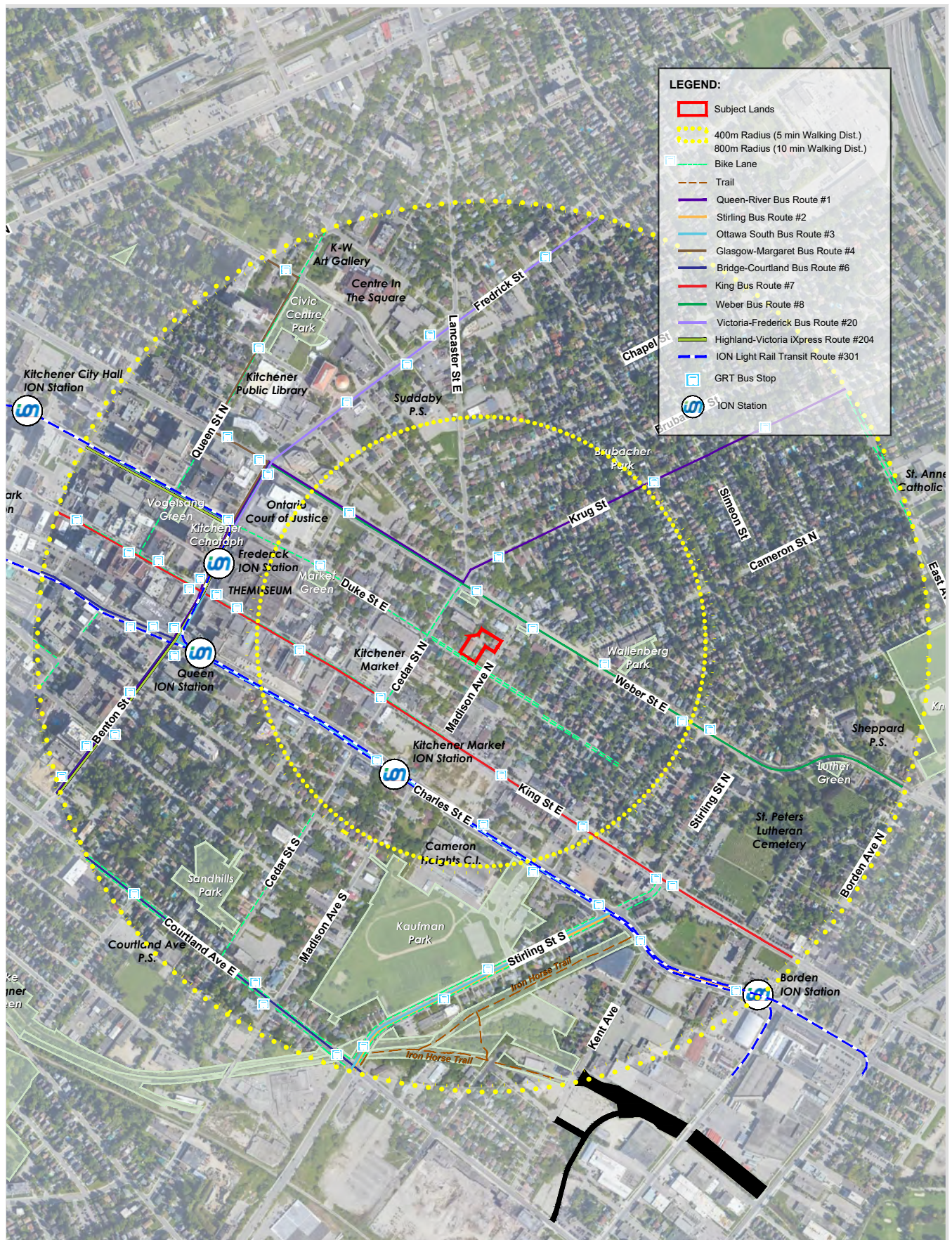


Figure 3.1.1 - Context View of Subject Lands in relation to its surroundings.

3.2

ANALYSIS OF SITE CONTEXT

The subject lands are located along Duke Street East and Madison Avenue north, which connects to King Street East which forms part of the arterial road network. King Street East is a primary arterial and provides direct connections to Highway 7/8. These roads provide links to major employment, commercial, institutional, retail and shopping opportunities. Duke Street East runs in an east/west direction with five existing Grand River Transit (GRT) bus routes within 400 metres of the subject lands and allow easy access to major institutional, commercial and retail hubs within the Region of Waterloo. The ION Light Rail Transit (LRT) route also runs along Duke Street East 500m to the west of the subject lands providing additional connections to major services within the City of Waterloo, Kitchener and Cambridge.

Sidewalks are provided on both sides of the streets along Duke Street East and Madison Avenue North. Shared-use and separated bikes are provided on Duke Street East providing connections to the greater active transportation network.

A description of the surrounding land uses is described below:

NORTH:

Immediately north of the subject lands are low and medium density residential and commercial uses. Further north is Weber Street East, a primary arterial road and existing transit corridor providing connection to the City of Waterloo.

EAST:

Directly east of the subject lands is Madison Avenue North. Madison Avenue North is a north-south two-lane local street. Madison Avenue provides direct connections to the arterial road network (Weber Street East and King Street East). Across Madison Avenue North is low rise development that provides for single family and multiple families. Moving onto King Street (to the east are a number of townhouse units).

SOUTH:

Directly south of the subject lands is Duke Street East, a collector street. Duke Street East contains shared-use and separated cycling lanes and direct access to the ION Light Rail Transit 500m to the west. A Secondary Multi-Use trail is planned along Duke Street East directly adjacent to the subject lands and will provide access to the greater active transportation network. King Street East is located further south within a 2 minute walk from the Subject Lands. King Street is major transit corridor that includes retail/office uses, commercial uses and higher density housing. Further South along Charles Street East is the Kitchener Market ION Station and Cameron Heights Collegiate Secondary School (within a 10 minute walking distance)

WEST:

Directly west of the subject lands is a 6 storey apartment building and low rise residential uses. Cedar Street North, a major community collector street is located further west and provides direct access to Downtown Kitchener. The Kitchener Market is located within a 5 minute walking distance to the West as well as other retail and commercial uses. The Fredrick Street ION LRT Station is also located further to the west within a 10-minute walk of the subject lands.

As demonstrated, the subject lands are well located in a central area comprised of a range of land uses, building types and densities. The subject lands are well connected to the local and regional road network, active transportation, and existing public transit.



Figure 3.2.1 - Looking west on Duke Street East from Madison Avenue North.



Figure 3.2.2 - Looking northeast on Madison Avenue North towards Duke Street East.



Figure 3.2.3 - Looking west on Weber Street towards Downtown Kitchener.



Figure 3.2.4 - Looking east on King Street towards Madison Avenue North.

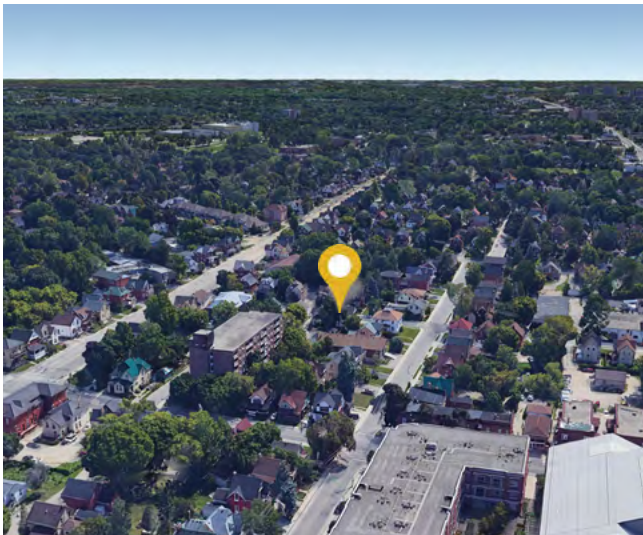


Figure 3.2.5 - View looking east across the Subject Lands.

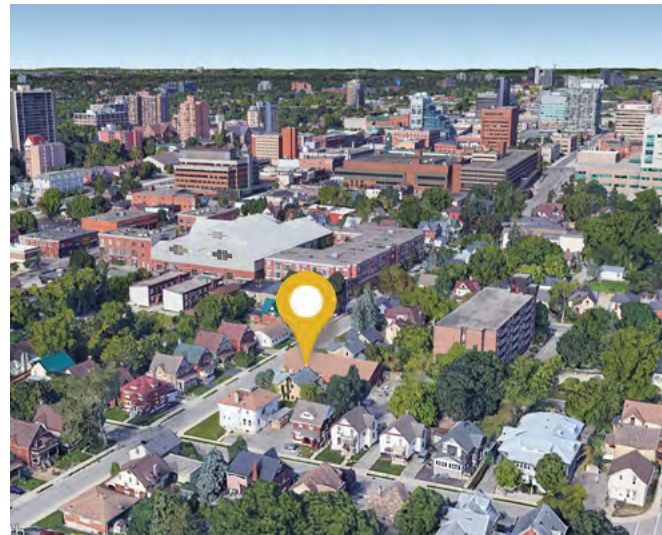


Figure 3.2.6 - View looking west across the Subject Lands.

3.3

KING STREET EAST NEIGHBOURHOOD

The subject lands are located within the King Street East 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 west. 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 consist of parcels of underutilized land and provide an opportunity for intensification in an appropriate location to support connectivity and active transportation linkages as identified through the King Street East Secondary Plan.

The King Street East Secondary Plan is part of the Official Plan dated 2014. The King Street East Secondary Plan was excluded from the 2014 update to the Official Plan as it was undergoing an area specific review for the proposed rapid transit station areas. The Secondary Plans in the 2014 Official Plan are over 30 years old and do not reflect current housing demands and densities required to support the Rapid Transit System. The King Street East Secondary Plan is part of the overall Neighbourhood Planning Review Study being undertaken by the City of Kitchener and was also part of the PARTS Central Station Area, which was approved by Council. The PARTS Central Station Area identifies the subject lands as medium density residential.

For more information on the planning policy framework applicable to the subject lands, refer to the Planning Justification Report included in this application.

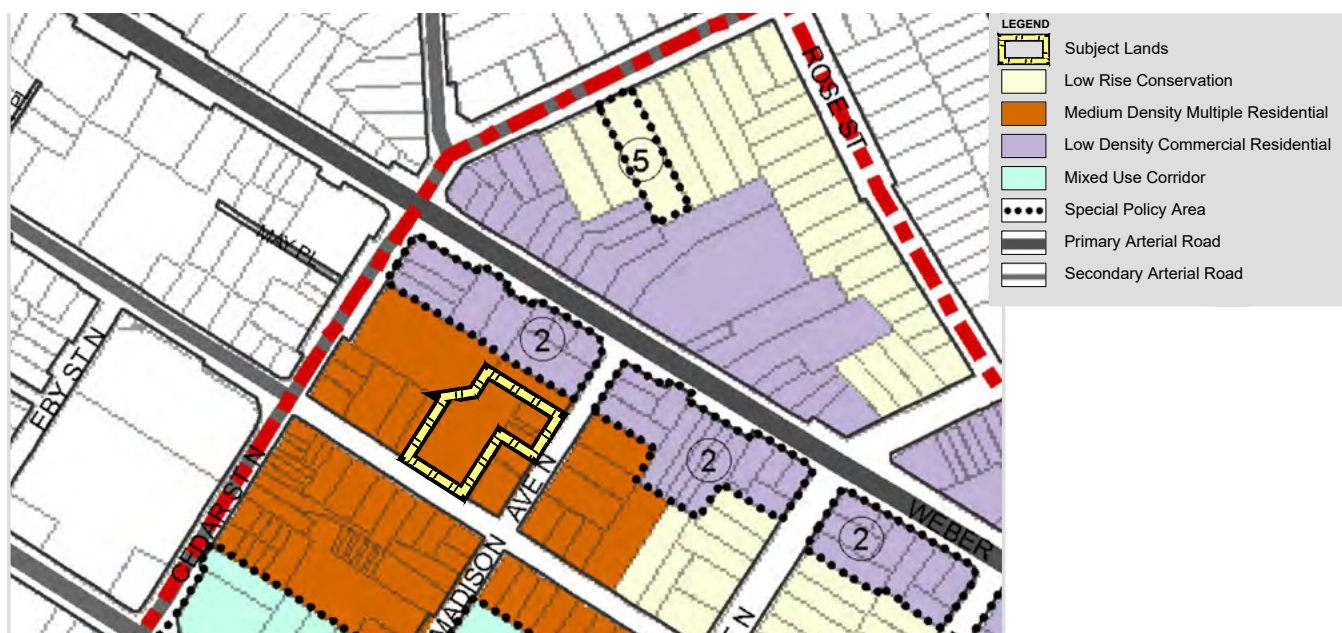


Figure 3.3.1 - King Street East Secondary Plan



PROJECT VISION & DESIGN PRINCIPLES

4.0 | PROJECT VISION & DESIGN PRINCIPLES

The following vision has been developed for the Subject Lands:

The proposed affordable housing development will contribute to a high quality vibrant community that integrates with the surrounding area, provides for connectivity to the existing and planned active transportation network. The proposed design will: achieve transit supportive densities; provide a transition in built form sympathetic to the surrounding urban context; place emphasis on the public realm through building and landscape design and contributes to affordable housing demands within the City of Kitchener.

Design Principles:

The following design principles have been prepared with consideration to the broader design principles established in the City of Kitchener King Street East Secondary Plan in order to achieve the vision for the development:

1. Create a strong visually appealing street edge that will improve the streetscape in this location.
2. Provide for a development that will be supportive of transit 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. Design a building which addresses the street in terms of architectural detailing.
4. Provide a development that, through the combination of massing, orientation, pedestrian entrances, architectural elements, detailing, and material selection, will result in a positive pedestrian experience along the adjacent street frontage.
5. Create a development which incorporates sustainable design principles and techniques.
7. Provide a building that will improve and modernize Duke Street East in this location by incorporating high quality architectural detailing and contemporary design.
8. Modestly introduce additional building height within a major transit station area in a manner that is sympathetic to surrounding uses. The building height and density are permitted under the current zoning. The upper storey is setback from the lower levels.

More detailed design principles and objectives for the community have been grouped according to the following themes:

1. Site Design
2. Built Form, Massing & Articulation
3. Pedestrian & Vehicular Movement
4. Sustainability Considerations
5. Micro-climate Impacts
6. CPTED Considerations



Pedestrian-oriented



Wayfinding



Circulation



Built Form



Public Realm



Sustainability

SITE DESIGN

5.0 | THE PROPOSED DEVELOPMENT

Site Design

The concept plan design includes the redevelopment of the subject lands to establish affordable multiple residential uses. The proposed development consists of 100 affordable dwelling units in the form an 8 storey multiple dwelling building. The 100 dwelling units include a mix of studio, one bedroom and two bedroom units ranging in size from 41.4 sq.m. to 75.3 sq.m. in size, with 33 of the 100 units being fully accessible. Two separate accesses are provided to the site. The primary entry is located at Duke Street East, where the principal lobby area is located as well as the drive aisle to access the underground parking lot. Access to the entryway is planned as barrier free. The secondary access is located off of Madison Avenue North which provides for a secondary entry/lobby area to the building and surface parking.

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

The building is setback from the existing residential uses to reduce the impacts of building height on the adjacent uses. The proposed development has been designed to provide frequent pedestrian connections to the public realm through building entrances, parking, proposed walkways and connections. Barrier free sidewalks have been provided leading directly from the public realm and parking areas to the principle building entrances. Building entrances are planned to be highly visible and well lit with pedestrian scaled lighting.

The proposed development includes a range of residential unit types with amenity areas and landscaped features throughout. An outdoor amenity space is provided at grade internal to the site, with the building cantilevering above providing shaded protection from the various elements of the four seasons. This amenity area is connected by the sidewalk/walkway system allowing pedestrians to safely move throughout the site.





Figure 5.0.1 - Concept Rendering by MHBC Planning.

Built Form, Massing & 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. A six storey podium has been designed along the Duke Street East frontage, with an additional two storeys stepped back from the façade. A six storey elevation/podium is planned along the Madison Avenue North frontage, with the additional two storeys above stepped back from the façade.

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

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

The proposed development has been designed with consideration to the existing built form context, particularly other low-rise and mid-rise both existing and planned within the area. The proposed development will assist in the continued intensification and development of a major transit station area through the addition of a residential building within walking distance to amenities within the area.



Built Form



Setback



Height Transition



Compatibility



View from Duke Street East.



View from Duke Street East.

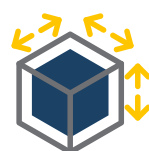


View from Madison Avenue North.

The front building entrance is well defined and highly visible from Duke Street East, Madison Avenue North and the public realm. Building entrance points are planned to be highly visible from the road network and public amenity areas, with landscaping and enhanced architectural features.

The overall proposed building design demonstrates symmetry and rhythm while promoting a high quality design through the use of materials and street-level design. Repetition of lines and windows through both vertical and horizontal articulations and the proposed stepback will be used to break up building mass. A mix of building materials and colours that complement the existing surrounding residential neighbourhood as well as contribute to a modern design, are proposed to provide visual interest along the public streets.

High quality materials including a large amount of glass will be incorporated into the facades, resulting in an attractive building design. Exterior colour packages have been designed to create a visually harmonious appearance while introducing some tasteful design elements through sharper colours and varying textures. Coloured concrete mixed with darker brick and warmer wood features as accent materials provide for a visually appealing facade.



Massing



Articulation



Facade

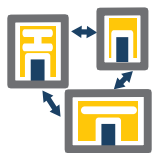


Transit Supportive Design

The proposed development has been designed to prioritize active transit and public transit. The primary entry is located at Duke Street East, where the principal lobby area is located as well as the drive aisle to access the underground parking lot. The secondary access is located off of Madison Avenue North which provides for a secondary entry/lobby area to the building and surface parking. Building design provides for a strong pedestrian realm by activating both Duke Street East and Madison Avenue North and provides mass along the street frontages.

The location of the development and existing active and public transportation infrastructure in the area encourages walking, cycling and transit use. The Kitchener Market Station is within a two block walk (less than 5 minutes), King Street East and Weber Street East offer GRT services (one block north and south of the site) and Duke Street East provides for on street cycling lanes and sharrows.

Consideration has been given to the full range of transportation modes including the provision of bike storage. Bicycle parking will be accessible near main entrance areas where feasible to supporting active transportation. A bicycle parking storage room is proposed within the underground parking garage, and at grade bicycle parking spaces will be provided near the building entrances. The site is in close proximity (walking distance) to the core area which provides services and food for the daily use and needs of residents.



Connectivity



Pedestrian-oriented



Public Realm

Pedestrian & Vehicular Circulation

The siting of the proposed building on the subject lands will promote safe pedestrian linkages through a continuous pedestrian experience along the primary frontage of the building. The internal pedestrian network proposed within the subject lands provides direct access from the surrounding neighbourhoods, amenity space, and parking lot to the proposed residential building. The sidewalk and path network will connect to the building main entrances to ensure continuous access and safety for pedestrians.

The proposed entranceway's and walkways will ensure barrier-free accessibility requirements are met by implementing sufficient walkway widths, gradual grade changes, and textured surface paving where appropriate. The building main entrances will be covered and weather-protected with appropriate lighting to create a comfortable and well-defined pedestrian arrival and departure experience.

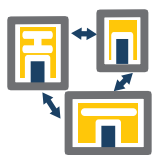
The proposed parking arrangement and design will allow for a safe and continuous vehicular movement between the parking spaces and sidewalks while ensuring accessible parking needs are prioritized and situated in close proximity to building entrances to ensure barrier free access is provided. The proposed at grade parking areas will integrate appropriate landscape treatment and accent paving materials where feasible to enhance the pedestrian and building frontage experience at grade level and to ensure a high quality landscape transition is achieved.

The majority of the proposed parking is located through one underground parking, which limits the overall amount of surface parking. Underground parking access is provided by the internal driveway. The underground parking will help to reduce surface level parking and provide opportunities for greenspace and landscaping.



Loading, storage and other services will be internalized and located at the rear of the building to minimize impacts on landscaped open space. Access to loading, storage and servicing will be located efficiently to minimize impacts on vehicular and pedestrian traffic. The overall design of the parking and service areas are designed to mitigate the overall visual impact to the public realm.

In order to strengthen the development's pedestrian amenities, car parking and service areas will be screened with thoughtfully placed vegetation and screening. Paving materials will differ from parking lots to pedestrian crossings, which will provide visual cues as well as provide a richer pallet of materials. Detailed landscaped design will be incorporated at the site plan stage of development.



Connectivity



Circulation



Pedestrian-oriented

Sustainability Considerations

Green and sustainable initiatives are encouraged within in the development to assist in reducing the developments impact on the environment, address climate change and promote sustainable initiatives.

The proposed development represents an efficient use of land through the provision of a range and mix of residential unit types. Through future site plan processes, steps to reduce salt impact to the natural environment and water systems will be undertaken. The development should incorporate the planting of native and non-invasive plant species for streetscape plans and throughout the subject lands.

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 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, including ION stops, making public transit a viable option. The inclusion of architectural features such as overhangs provide an opportunity for shelter at the building entrance. The provision of covered surface level and underground parking minimizes land consumption.

Micro-climate Impacts

A wind study was not required in support of the development. However, given the proposed development is eight storeys it is not anticipated that the proposed building will result in significant wind impacts. A shadow impact analysis was requested to allow staff to better understand the net impact the proposed massing will have on adjacent properties from a shadowing perspective. 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 the most impacted property is the building immediately adjacent to the subject lands (the commercial bakery). This property will experience some level of shadow impact for two of the five time periods tested. Similarly the residential property immediately to the north will experience partial shadows for two of the time periods tested. It is noted that the actual dwelling and associated backyard are not impacted. The impacts are on the existing shed and parking area.

June 21: During the summer time periods the shadows are, for the most part, contained on-site or fall on parking areas of adjacent buildings. Rear yards of homes on Madison Avenue will only experience shadows at 6:00 pm when shadows are at their longest.

December 21: Many of the properties surrounding the subject lands experience shadows for the December time periods tested. However, it is noted that these shadows do not impact private rear yards of low-rise residential properties.

In our opinion, the shadow study diagrams outlined in **Appendix A** demonstrate that the height and location of the building will not generate unacceptable amounts of shadows over adjacent lands, especially given the separation between the proposed development and low-rise residential dwellings on surrounding streets.

Crime Prevention Through Environmental Design (CPTED)

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

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 building to the exterior, as well as, between the street, the sidewalk, and the building.
- Proposing spaces and uses that are capable of generating activity (at-grade retail and unit balconies).
- Placing windows along all sides of the building that overlook public sidewalk and the parking area.
- 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.).

ACCESS CONTROL

Access control is achieved by clearly differentiating between public space and private space. The principal 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 the building.

Creating one well-defined site entrances for vehicular access.

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, signage, etc.
- Delineating desired pedestrian and vehicular circulation.

MAINTENANCE

The other key aspect of CPTED design 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 building’s interiors and exteriors are well maintained.



POLICY ANALYSIS

6.0 | POLICY ANALYSIS

6.1

CITY OF KITCHENER OFFICIAL PLAN

Section 11 of the City of Kitchener Official Plan contains Urban Design policies. It is intended that the urban design policies will provide guidance and direction as the city grows, develops, and evolves. The proposed development meets the City's urban design objectives (11.1.1 – 11.1.8) by achieving a high standard of urban design. The following is a summary of how the proposal meets the relevant design policies from Section 11 (Urban Design) of the current Official Plan:

General Policies

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.

The proposed building and primary building entrances will be oriented towards the street and will support the character of the surrounding area. The proposed development will have direct access to the public sidewalk system, landscaping along street frontages, and a visually appealing building façade that enhance the public realm experience. The design will be compatible with the surrounding streetscape, with regard to scale, placement, materials, and landscape and architectural features.

SAFETY:

The City will apply Crime Prevention through Environmental Design (CPTED) principles in review of new developments, redevelopments and infrastructure projects to implement crime prevention strategies that will enhance the effective use of space. Where feasible, and in compliance, with other policies of this place, the City will ensure 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.

CPTED considerations are analyzed within this brief. The subject lands are located in a Built-Up area within close proximity to emergency services.

Emergency services are able to access the development from driveways on Duke Street East and Madison Avenue North. 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.

UNIVERSAL DESIGN:

The City will encourage new sites to be designed, existing sites to be redeveloped, the public realm and community infrastructure to be planned to be barrier-free and universal accessibility by all citizens. In this regard, the City will enforce the Ontario Building Code and other accessibility related legislation and regulations.

The proposed development has been designed with accessibility in mind and in compliance with the Ontario Building Code in this regard. Main entrances are located at grade, and appropriate ramping will be incorporated if needed. Access to all floors will be available via elevators.

PRIORITY LOCATIONS:

Policy 11.C.1.21 The City will promote the utmost standard of urban design for sites located at strategic or prominent locations in the City, such as at priority locations in the Urban Growth Centre, along major arterial streets, at street intersections and at the entrance points to the City; communities, neighbourhoods or design districts.

The subject lands are located just outside the Urban Growth Centre, along Duke Street East. As such, the proposed development will be designed with high quality materials and architecture. The site has been designed as a positive, contemporary contribution to the area.

SITE DESIGN:

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

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 functional site circulation; and the appropriate incorporation of mitigation techniques to minimize adverse impacts onto adjacent properties.

BUILDING DESIGN, MASSING AND SCALE:

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, façades, and roof designs which are compatible with surrounding buildings. For infill development, the policies encourage development which compliment 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.

The proposed development will provide a unique built form that will be a positive addition to an area with a wide range of building and architectural styles. The proposed development will improve the streetscape and will contribute to central Kitchener as a rich and vibrant urban place. The proposed development has been designed to complement existing buildings while still providing thoughtful intensification of the site.



Transit-Oriented Design

In addition to the Urban Design policies contained within Section 11 of the Official Plan, there are design related policies related to Transit-Oriented Development. The following is our design response to Official Plan Policy 13.C.3.12, which provides guidance for development near planned rapid transit. As previously noted, the subject lands are located within a Major Transit Station Area and are located within close proximity to the Kitchener Market LRT stop.

The City will apply the following Transit-Oriented Development provisions as contained in the Regional Official Plan in reviewing development and/or redevelopment applications on or near sites that are served by existing or planned rapid transit, or higher frequency transit to ensure that development and/or redevelopment:

- a. creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development;*
- b. supports a more compact urban form that locates the majority of transit supportive uses within a comfortable walking distance of the transit stop or Major Transit Station Area;*
- c. provides an appropriate mix of land uses, including a range of food destinations, that allows people to walk or take transit to work, and also provides for a variety of services and amenities that foster vibrant, transit supportive neighbourhoods;*
- d. promotes medium and higher density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;*
- e. fosters walkability by creating pedestrian-friendly environments that allow walking to be a safe, comfortable, barrier-free and convenient form of urban travel;*
- f. supports a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities; and,*
- g. provides access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.*

The proposed development is located in an area which has been developed in a grid-pattern. The development is located within a highly walkable area. The proposed development is a compact urban form (an eight-storey building with underground, structured and minimal surface parking as opposed to a low rise development with more dispersed surface parking). The development is located in close proximity to an existing transit route and is one block away from the Kitchener Market ION stop.

The proposed development contributes to the range of uses in the neighbourhood by providing additional residential uses that will help to support the commercial core of Kitchener. The development will allow people to walk or to take transit to work. The proposed development supports policy 13.C.3.12 d) which promotes medium and higher density development as close as possible to transit stops. The proposed development will result in a pedestrian friendly environment, with comfortable barrier free walkways along the site perimeter. Consideration has been given to the full range of transportation modes including the provision of bike storage.

6.2

CITY OF KITCHENER URBAN DESIGN MANUAL

The City's Urban Design Manual contains detailed guidelines that apply to all development within the City. The Urban Design Guidelines contained within the Manual represent a framework for establishing Kitchener's future urban form. It sets out a number of positive design principles, which should be followed in the design of new communities, sites and buildings. These guidelines are to be reviewed and evaluated with all processes and approvals. The purpose of the Guidelines is to ensure the new development is consistent with the City's Vision for urban design. Below is analysis of how the proposed development considers applicable guidelines within Part A of the Manual.

City-Wide Guidelines

The purpose of the City-Wide Design section of the Urban Design Manual is to set forth the universal design expectation 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, the Site Design guidelines will be focused on, which include 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 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, variations in colour, materials, and texture, which when combined, aid in the reduction and diversification of the building massing.
- The building is designed with defined entrance features and attractive façades to enhance the public realm along Duke Street East and Madison Avenue North.
- The building entrances on the Duke Street East and Madison Avenue North are designed to be visible and directly accessible from the public street.
- The design of the building provides for pedestrian weather protection through the use of covered building entrances.
- The site has been designed with reductions in parking to reduce the demand of private automobiles.

- All building elevations will be designed to provide transparency, architectural continuity, visual interest, and is contextually sensitive. No blank walls are proposed. Through the inclusion of proposed windows and balconies, there will be sufficient natural surveillance onto the surrounding public street.
- The proposed building will be designed in a contemporary fashion, meaning that the building represents present-day architecture, with varied details, materials, colours and textures.
- Lighting will be designed according to City standards, and will minimize glare and light spilling onto surrounding areas.
- Energy efficient light fixtures will be used, and over lighting will be avoided throughout the development.
- The location of the underground parking access and ground level parking area is located away from the street, and is screened from view of the public realm and streetscape.
- Driveway access to the proposed development is located through two points on both Duke Street East and Madison Avenue North. The entrances provide direct access from the street and provide connections to the surrounding neighbourhood.

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

4.1 Central Neighbourhoods

The following is a summary of how the proposed development has considered the guidelines related to Central Neighbourhoods.

- The proposed development will contribute to lively, attractive, pedestrian-friendly streetscapes.
- The proposed development respects the existing neighbourhood character through compatible building massing (ensuring appropriate building setbacks and building height), building design principles and streetscape elements.
- Building materials are similar to those found in the existing neighbourhood. More contemporary building materials will also be incorporated to ensure that proposed development reads as a current unique architectural expression.
- The ground floor level facing the street is emphasized with strong vertical and horizontal articulation, window openings and building entrances.
- A specific massing option is proposed that establishes an appropriate relationship to the surrounding built form.

5.0 Site Design

The following is a summary of how the proposed development has considered the guidelines related to site design.

- Barrier free sidewalks are provided leading directly from the public street to the principal building entrances.
- Pedestrian and vehicular crossings on site are minimized.
- Indoor bicycle parking is proposed.

6.0 Building Design & Massing

The following is a summary of how the proposed development has considered the guidelines related to Building Design and Massing.

- The main building facades are directed towards the surrounding public streets.
- Principal walls have windows along the street to provide casual surveillance and break up the building mass.
- The proposed building has been broken up into distinct sections including a strongly defined base element to improve the pedestrian environment, an articulated middle section to minimize bulk and a defined top section which contributes to an interesting skyline.



Figure 5.0.1 - Concept Rendering by MHBC Planning.

A map of a city street grid. The streets shown include Scott St, Duke St E, Cedar St N, King St E, Weber St E, Krug St, Charles St E, and Pandora St. A red dashed outline highlights a specific block bounded by Cedar St N, King St E, and Weber St E. The map is overlaid with a dark blue banner at the bottom containing the word 'SUMMARY' in white capital letters.

SUMMARY

7.0 | SUMMARY

The proposed development presented in this Urban Design Brief addresses the City of Kitchener's Official Plan policies and urban design objectives as well as the site specific goals and objectives identified on Page 13 of this Brief. Overall, the proposed redevelopment represents a significant investment in Kitchener and will create new residential units in a landmark development, all of which contribute positively to the neighbourhood.

In summary, the proposed redevelopment will:

- Provide a compact urban form on an underdeveloped site located nearby existing transit opportunities, with direct access to services and amenities;
- Be designed in manner that a high standard of urban design is proposed to create a focal point in a highly visible location on Duke Street East. The high quality of design proposed will create an attractive and vibrant public realm within the community to foster a sense of identity;
- Capitalize on the existing location of the subject lands adjacent Downtown Kitchener and adjacent/near major employment within the Region;
- Provide for intensification that is sensitive to the 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.
- Increase the variety and viability of central Kitchener as a destination for residents, employers, employees, and visitors by contributing to the mix of uses in the broader area.
- Contribute additional visual interest along multiple street frontages, through building design and streetscape design that is appropriate for the surrounding neighbourhood;
- Encourage healthy and safe movements and interactions, through a pedestrian scaled site design and active transportation supportive uses (i.e. attractive and safe pedestrian experience along street frontages, development in close proximity to transit);
- Provide opportunities for additional social interaction in the community through the design of the public and private realm; and,
- Conform to Official Plan policies, including the urban design policies set out in the Official Plan, and incorporate zoning provisions to implement the appropriate design and development of the site.

In our opinion the proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of this central neighbourhood adjacent Downtown Kitchener. The proposed development will support current transit initiatives and provides connectivity for future residents to community and neighbourhood amenities and support existing commercial uses.

It is our opinion that the proposal is in keeping with the City's design intent and that the proposed applications should be approved. Additional design elements and details will have an opportunity to be considered at the Site Plan stage.

8.0 | DESIGN TERMS



ACCESSIBILITY

Providing for ease, safety, and choice when moving to and through places



ADAPTIVE REUSE

Converting an existing building into a new use



ANGULAR PLANE

A geometric measurement that maintains solar access and height transition



ANIMATION

Support sustained activity on the street through visual details, engaging uses, and amenities



ARTICULATION

The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



BUILT FORM

The physical shape of developments including buildings and structures



CHARACTER

The look and feel of an area, including activities that occur there



CIRCULATION

The movement patterns of people and vehicles through a site or community



COMPATIBILITY

Similar size, form and character of a building relative to others around it



CONNECTIVITY

The ease of movement and access between a network of places and spaces



DESIRE LINE

Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



FACADE

The exterior wall of a building exposed to public view



FIGURE GROUND

The visual relationship between built and unbuilt space



FINE GRAIN

A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT

A prominent feature or area of interest that can serve as a visual marker



GATEWAY

A signature building or landscape to mark an entrance or arrival to an area



HEIGHT TRANSITION

The gradual change in height between buildings within a community



LANDMARK

Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING

The effect of modifying the height and bulk of the form of a building or group of buildings



NODE

A place where activity and circulation are concentrated



PEDESTRIAN-ORIENTED

An environment designed to ensure pedestrian safety and comfort for all ages and abilities



PUBLIC REALM

Public spaces between buildings including boulevards and parks; where pedestrian activities occurs



RHYTHM AND PATTERN

The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK

The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



STEP BACK

A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



STREETWALL

The consistent edge formed by buildings fronting on a street



STREET FURNITURE

Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks



SUSTAINABILITY

Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



URBAN FABRIC

The pattern of lots and blocks in a place



VIEW TERMINUS

The end point of a view corridor, often accentuated by landmarks



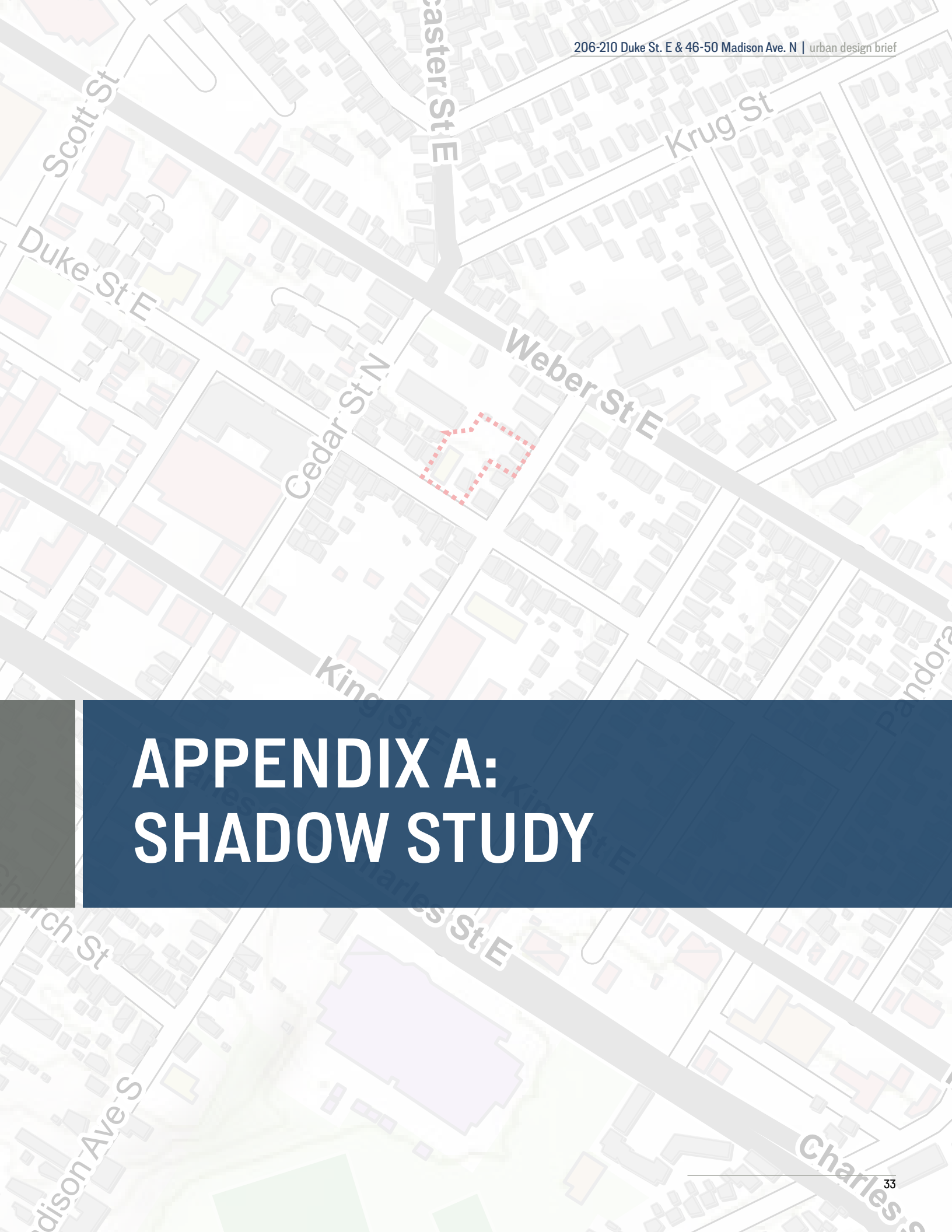
VISTA

Direct and continuous views along straight streets or open spaces



WAYFINDING

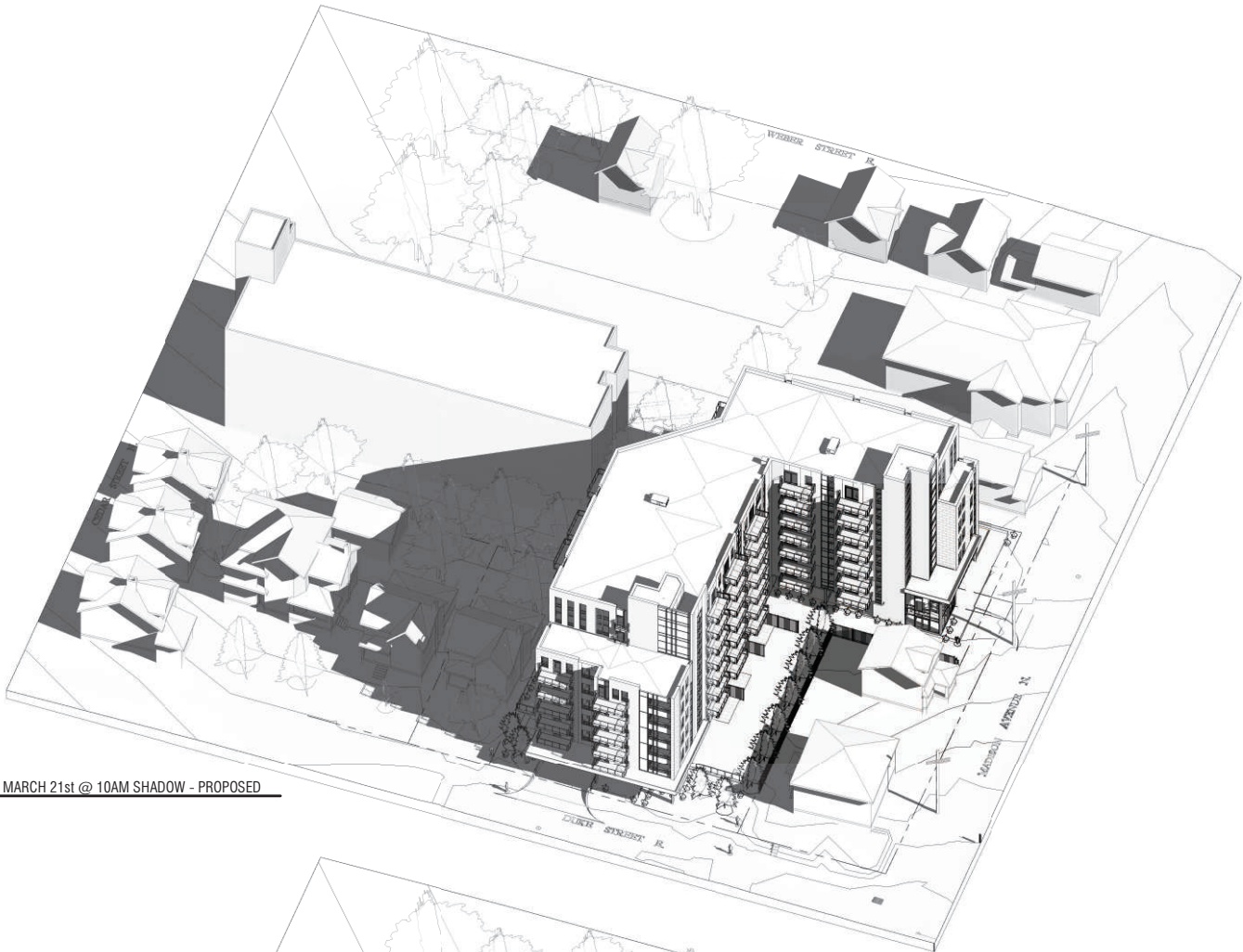
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

An aerial map of a city block. A red dashed rectangle highlights a specific area in the center of the block, bounded by Cedar St N to the west, Weber St E to the east, and a street running north-south to the south. The map shows various buildings, streets, and green spaces. Street names visible include Scott St, Duke St E, Cedar St N, Weber St E, Krug St, King St, Charles St E, and Madison Ave S.

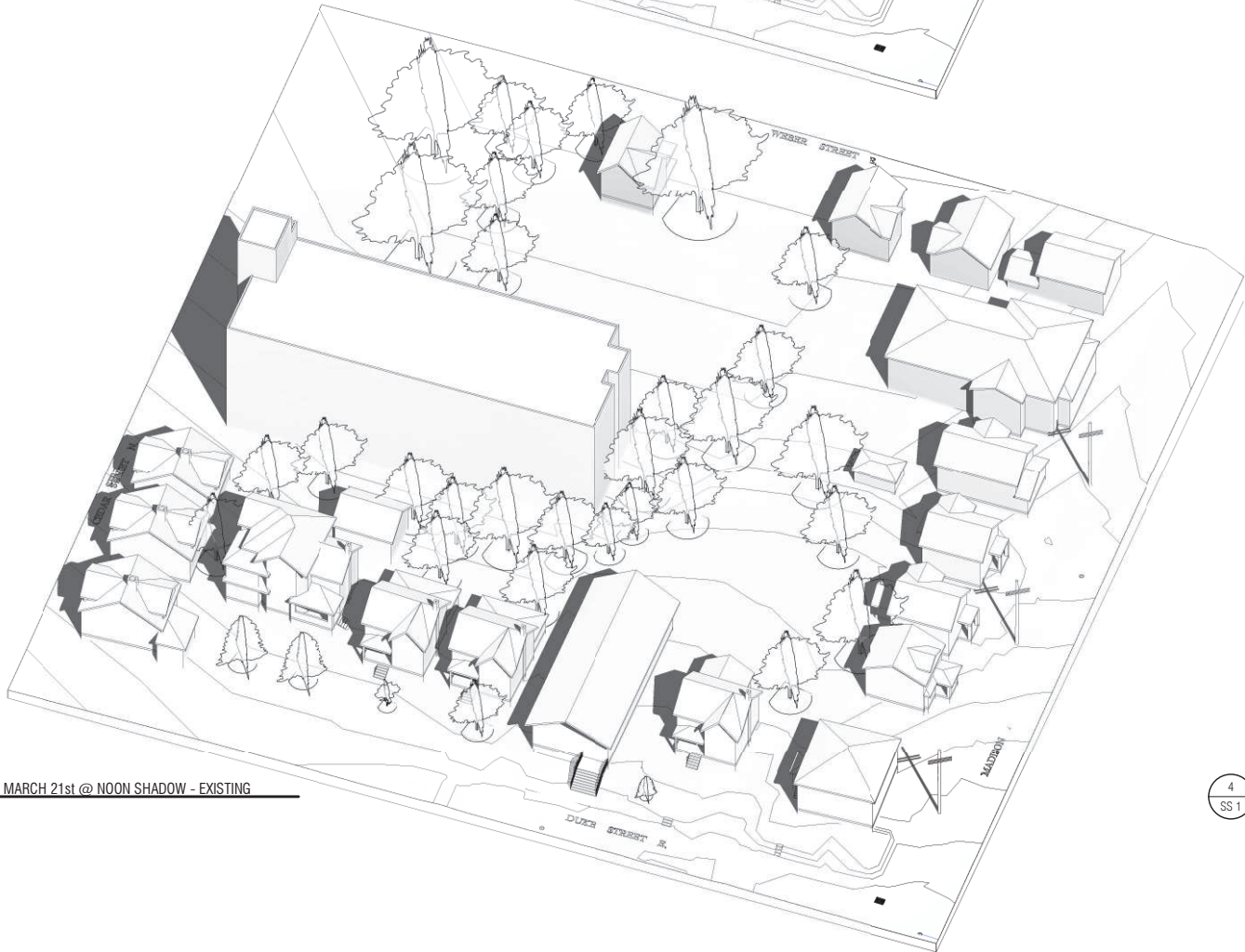
APPENDIX A: SHADOW STUDY



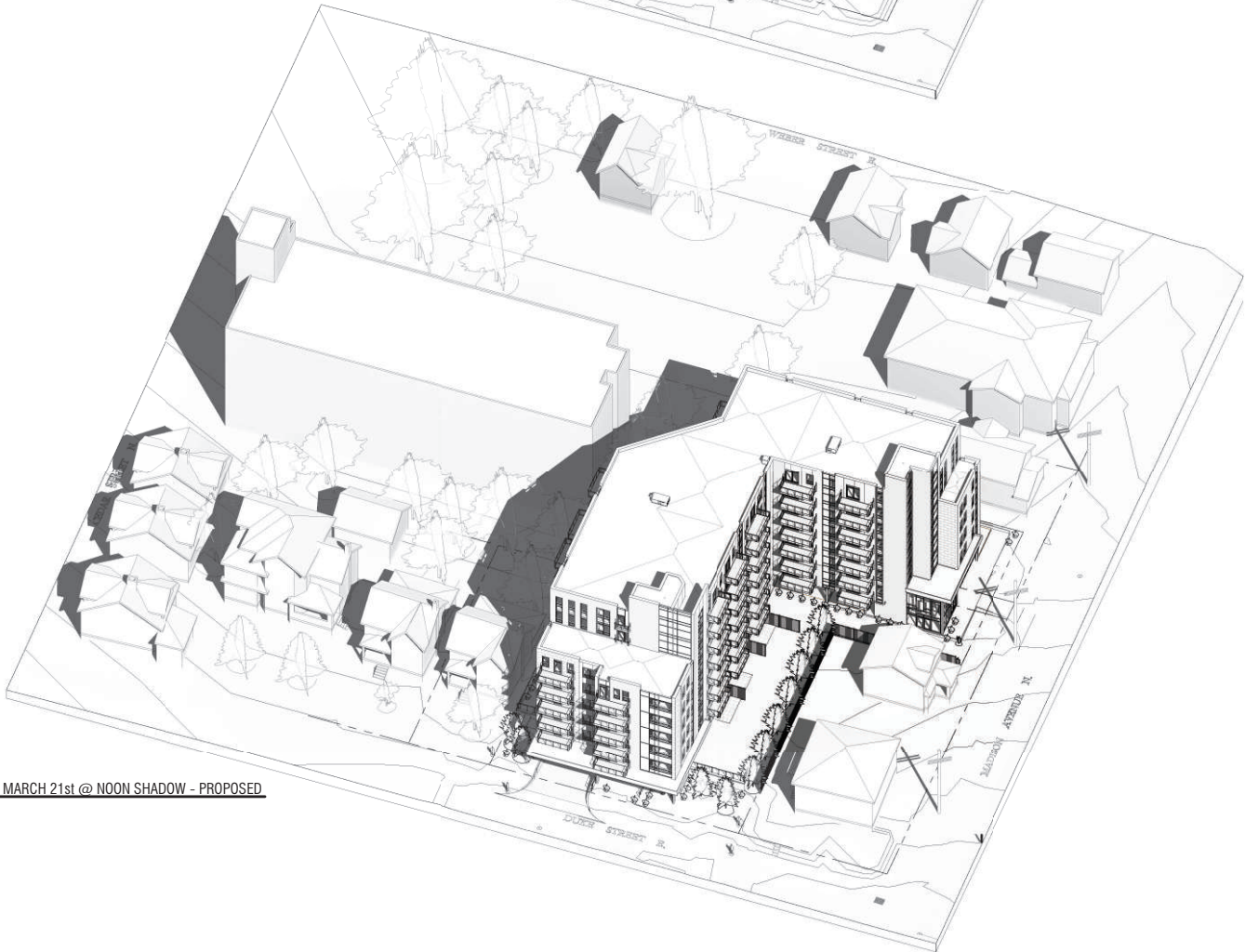
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2 MARCH 21st @ 10AM SHADOW - PROPOSED
SS 1



3 MARCH 21st @ NOON SHADOW - EXISTING
SS 1



4 MARCH 21st @ NOON SHADOW - PROPOSED
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Job No.	21003
Sheet No.	

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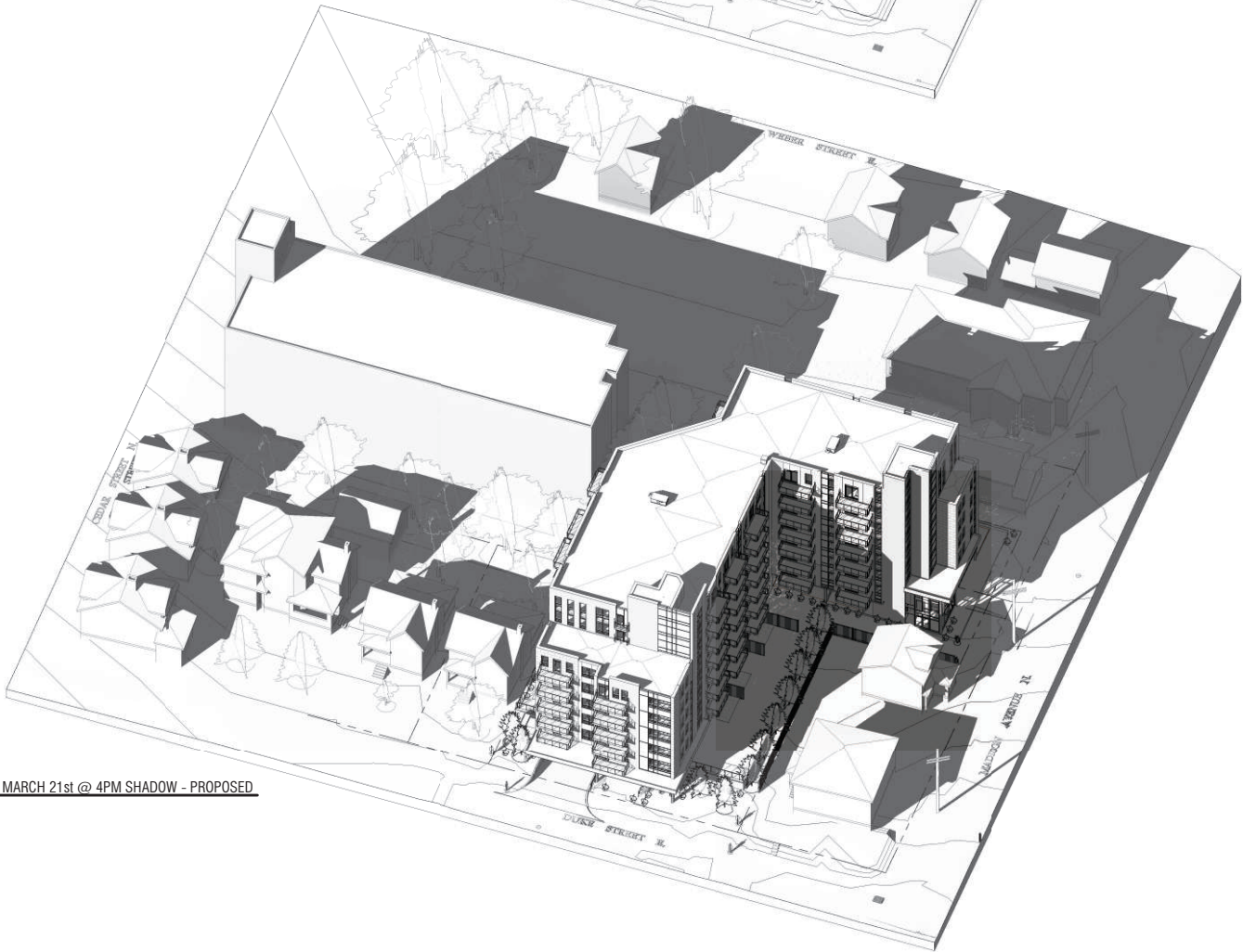
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2 MARCH 21st @ 2PM SHADOW - PROPOSED
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3 MARCH 21st @ 4PM SHADOW - EXISTING
SS 2



4 MARCH 21st @ 4PM SHADOW - PROPOSED
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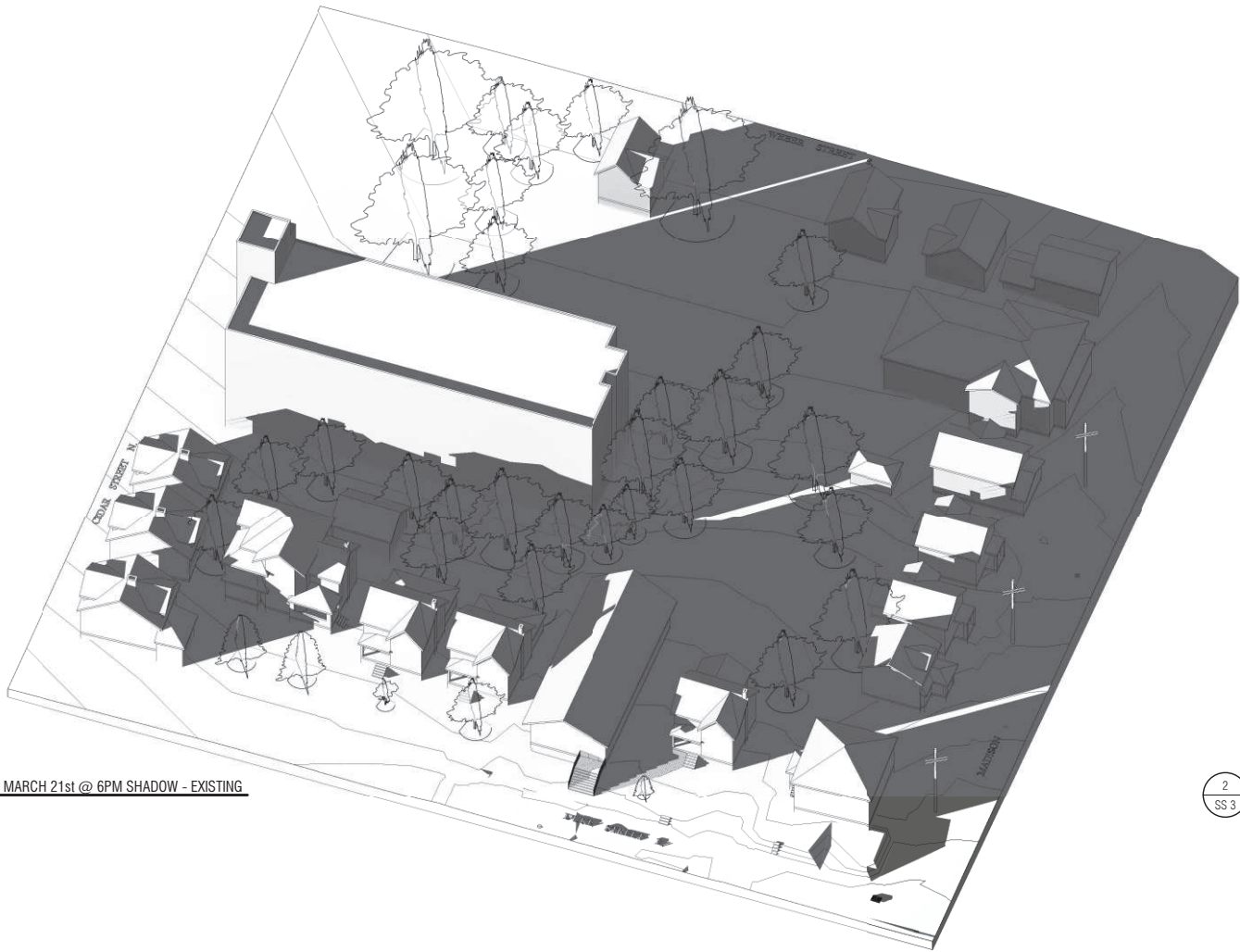
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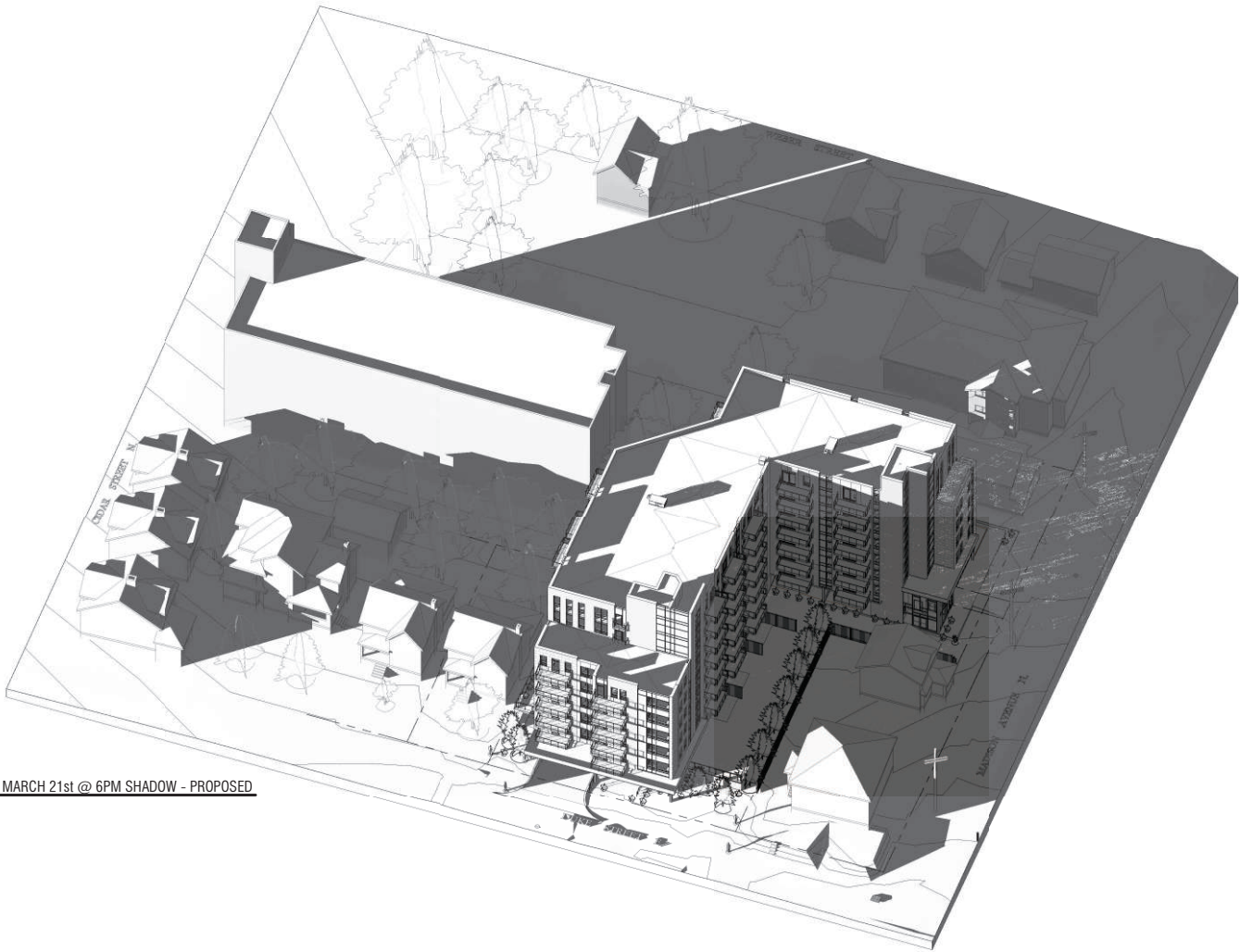
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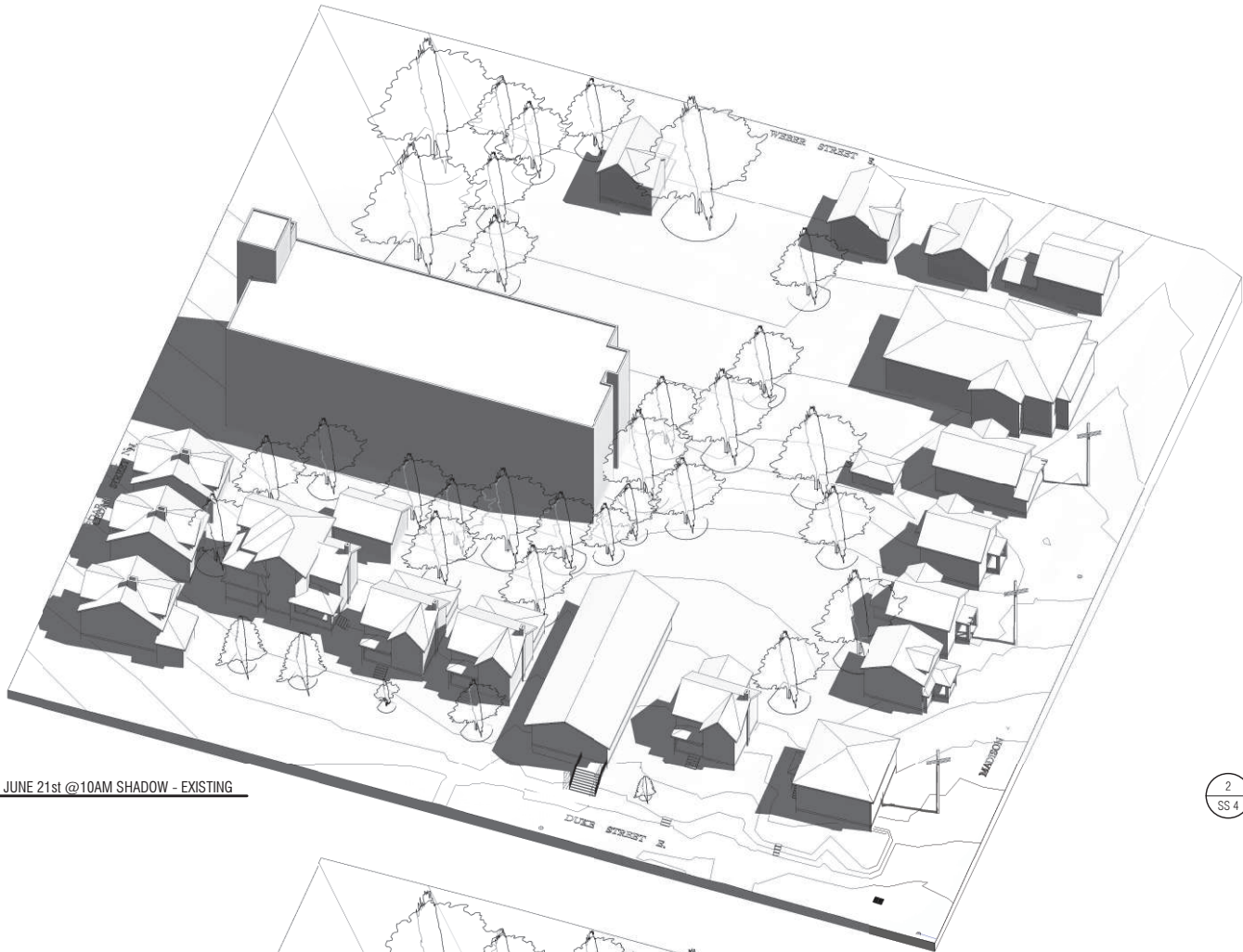
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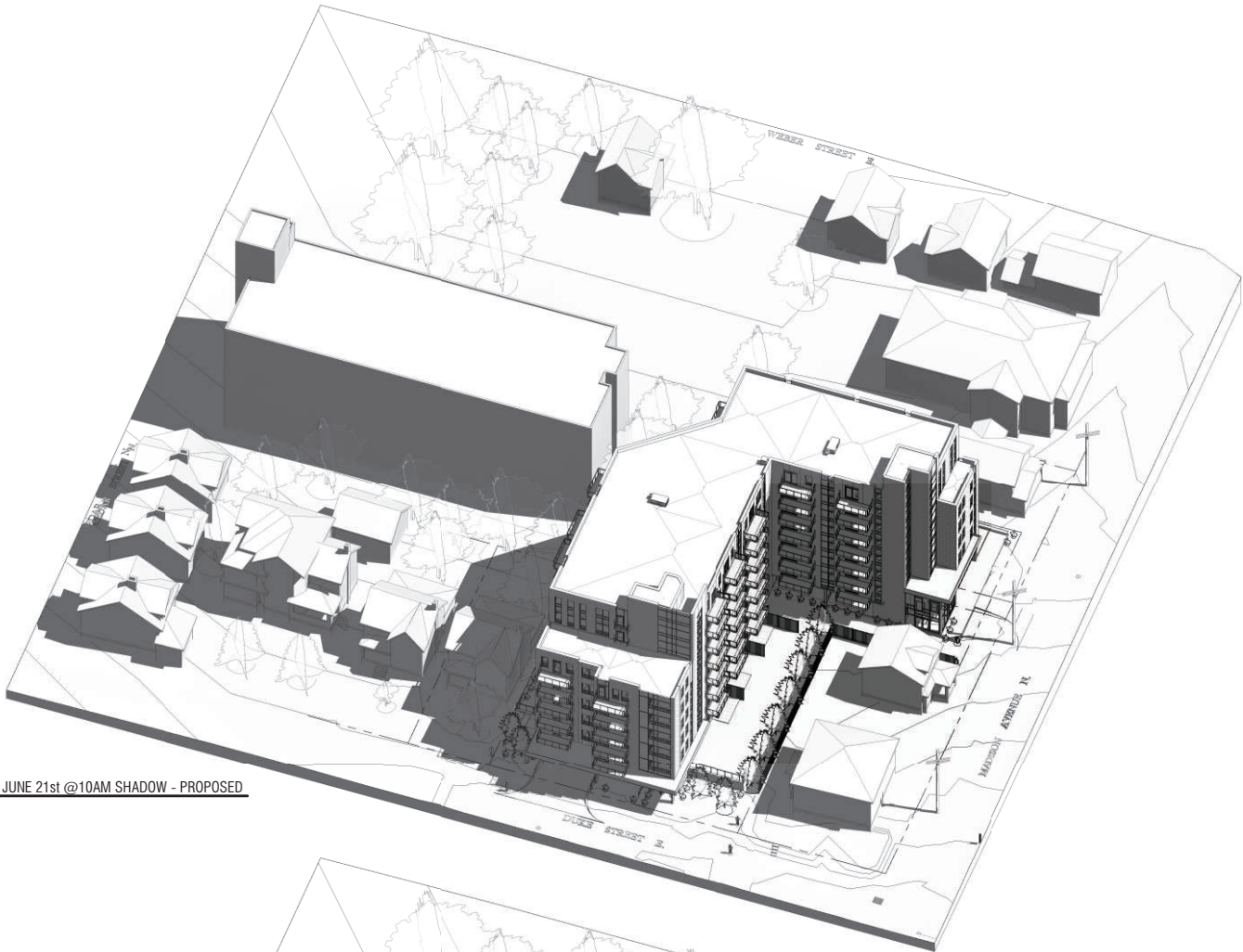
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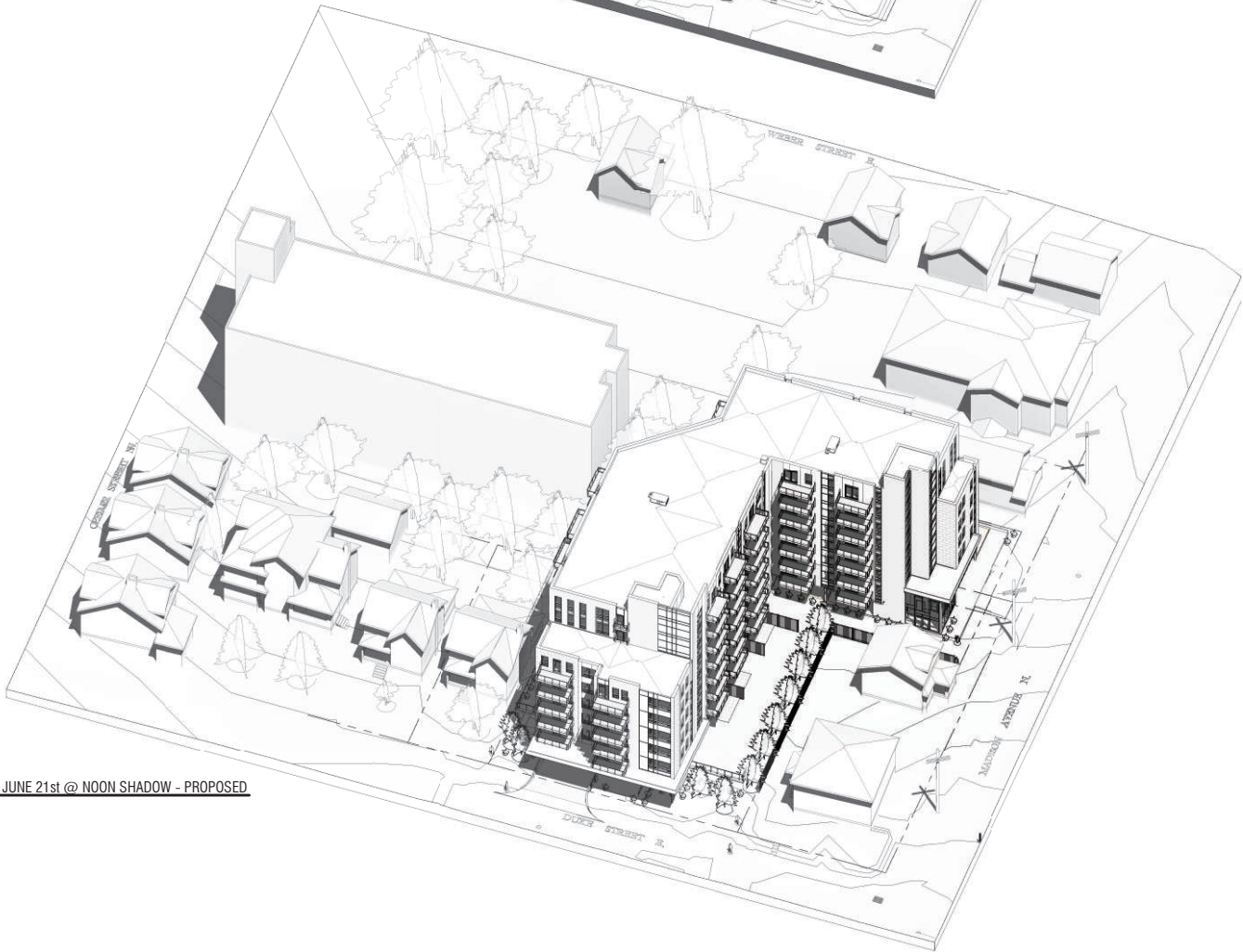
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4 JUNE 21st @ NOON SHADOW - PROPOSED
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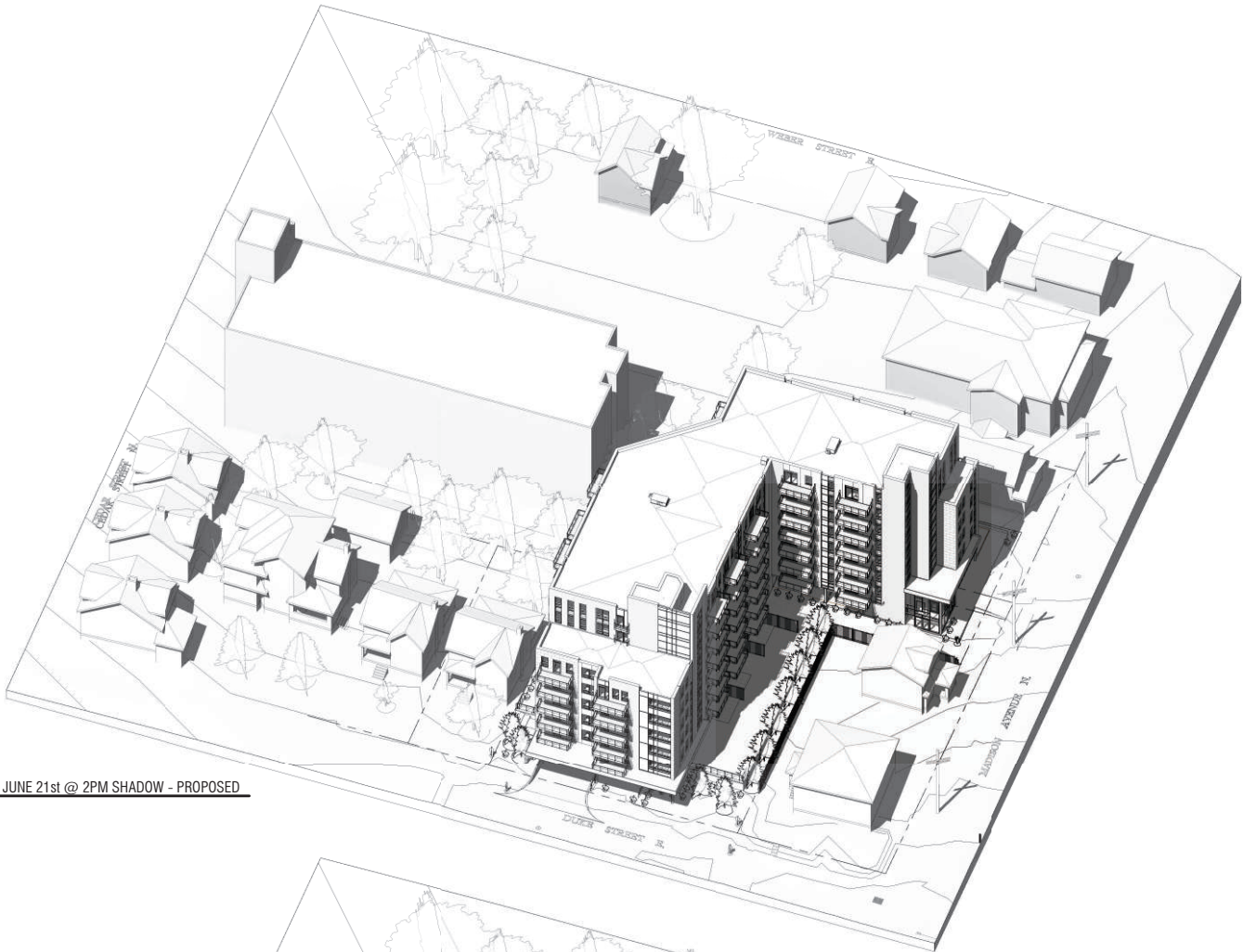
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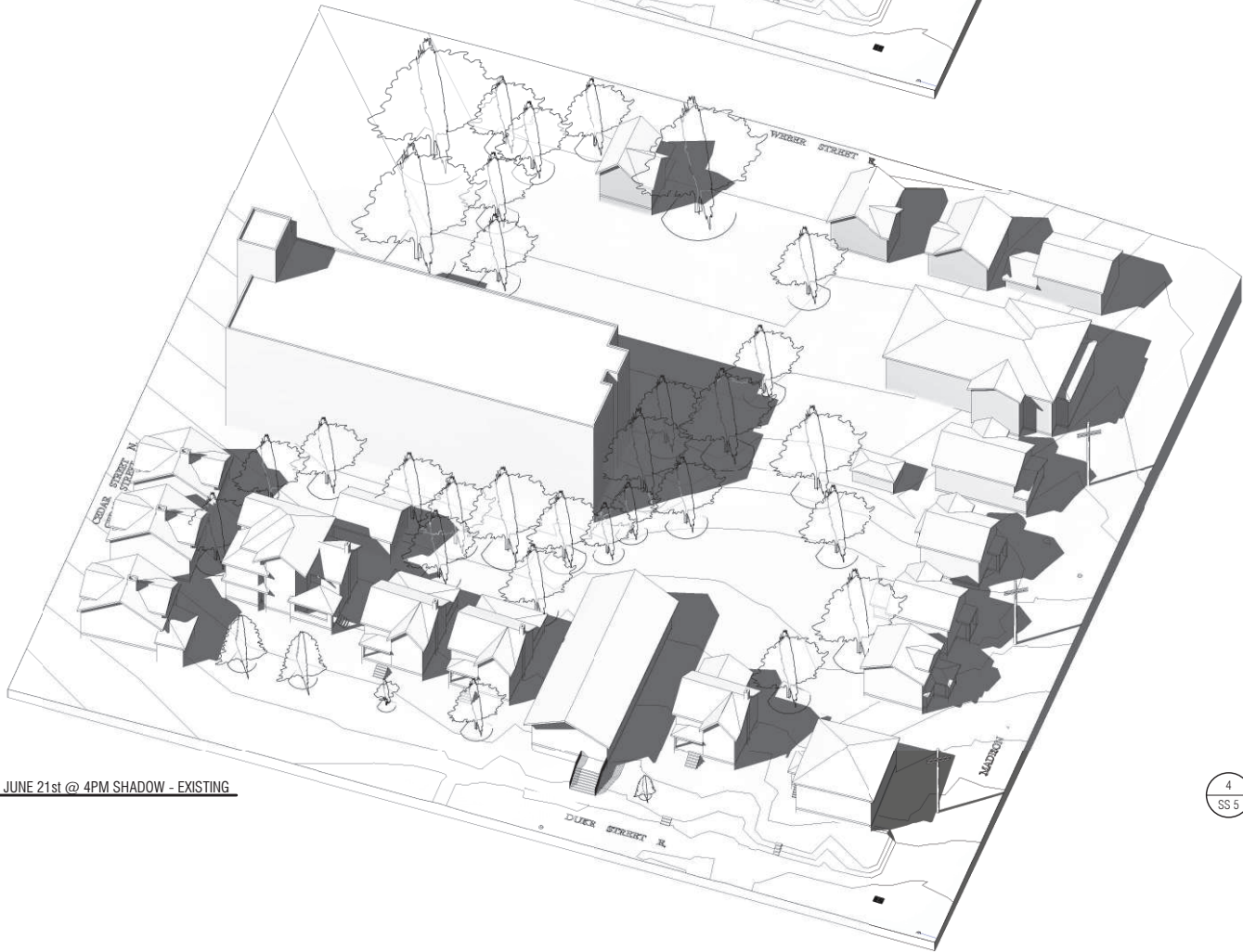
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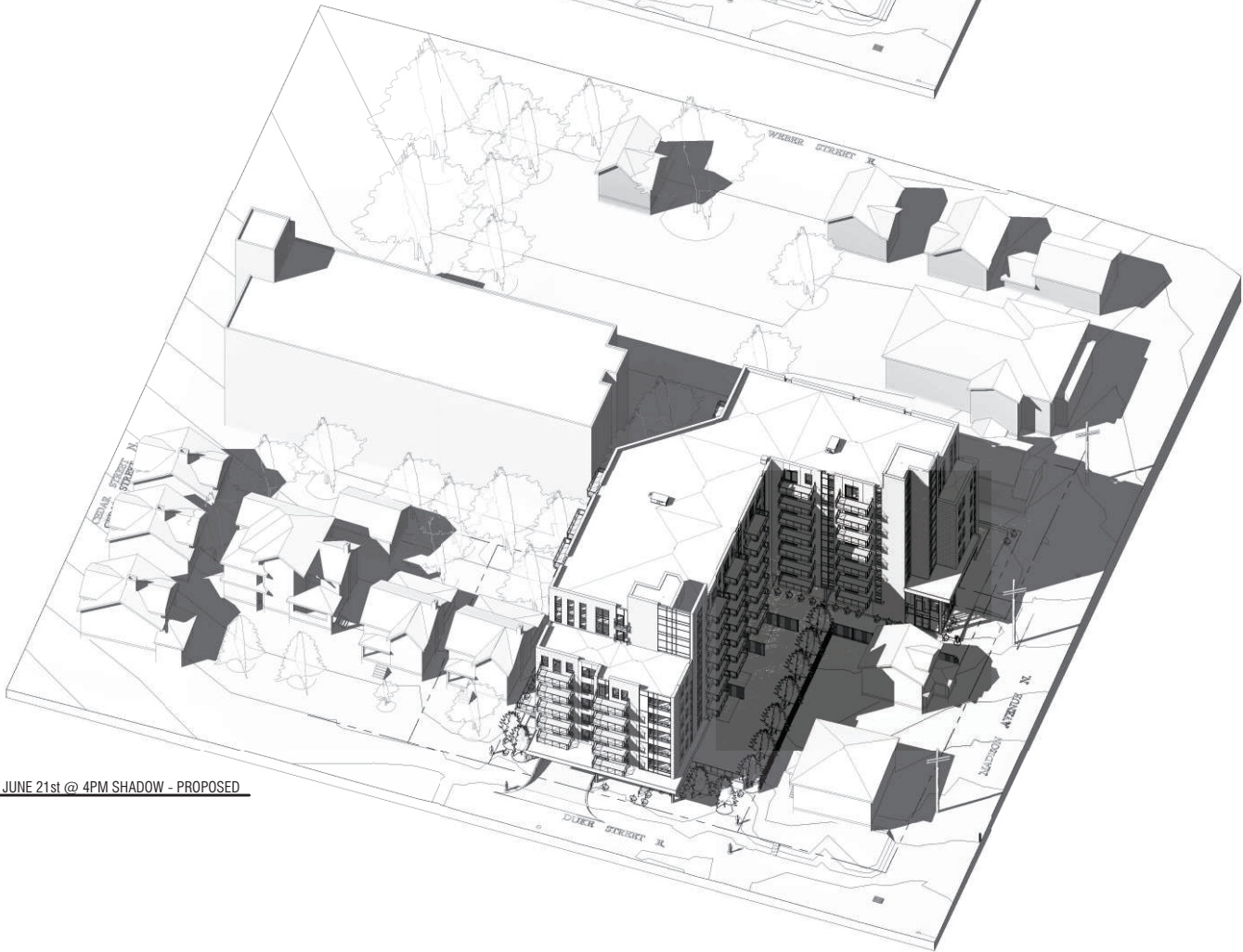
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4 JUNE 21st @ 4PM SHADOW - PROPOSED
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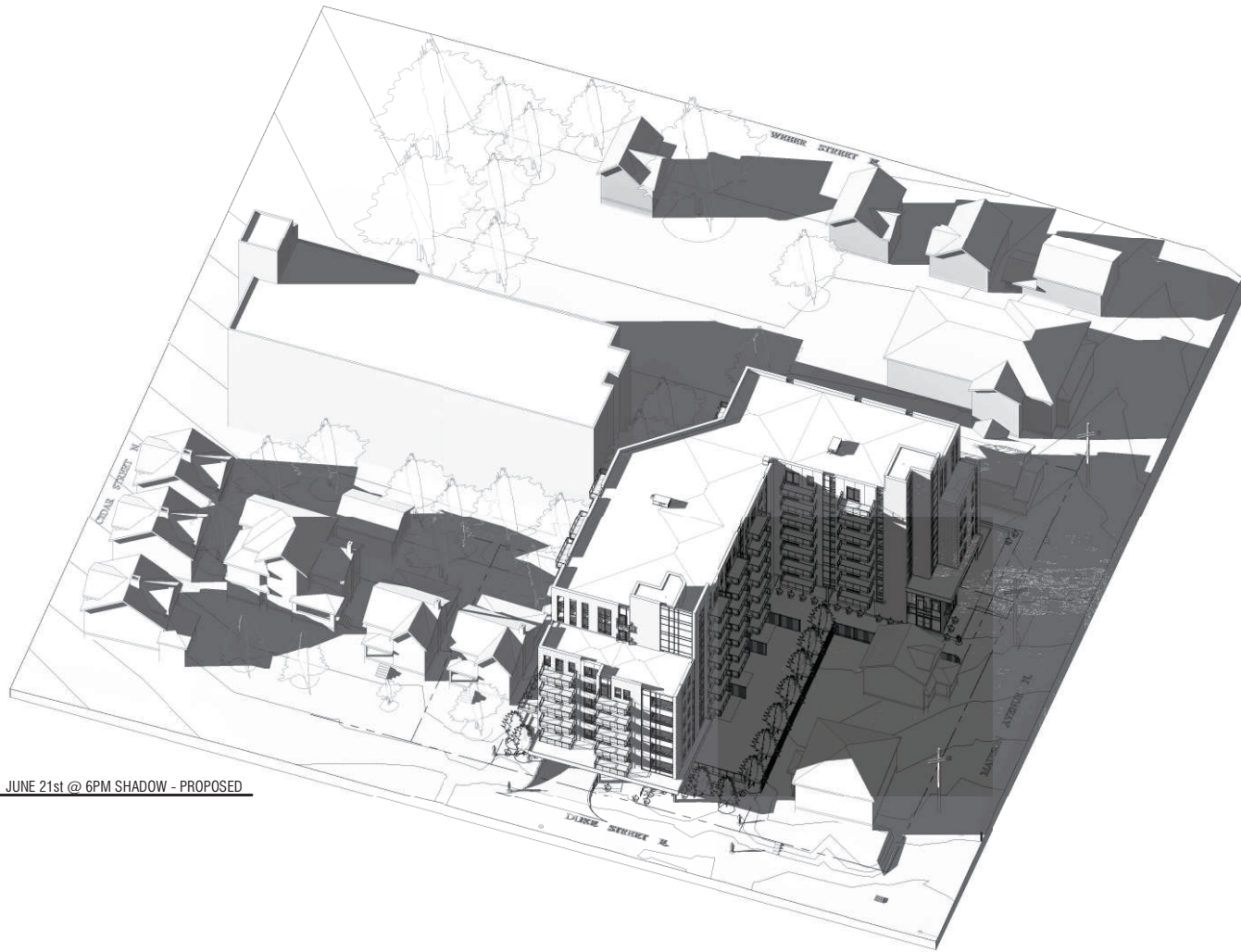
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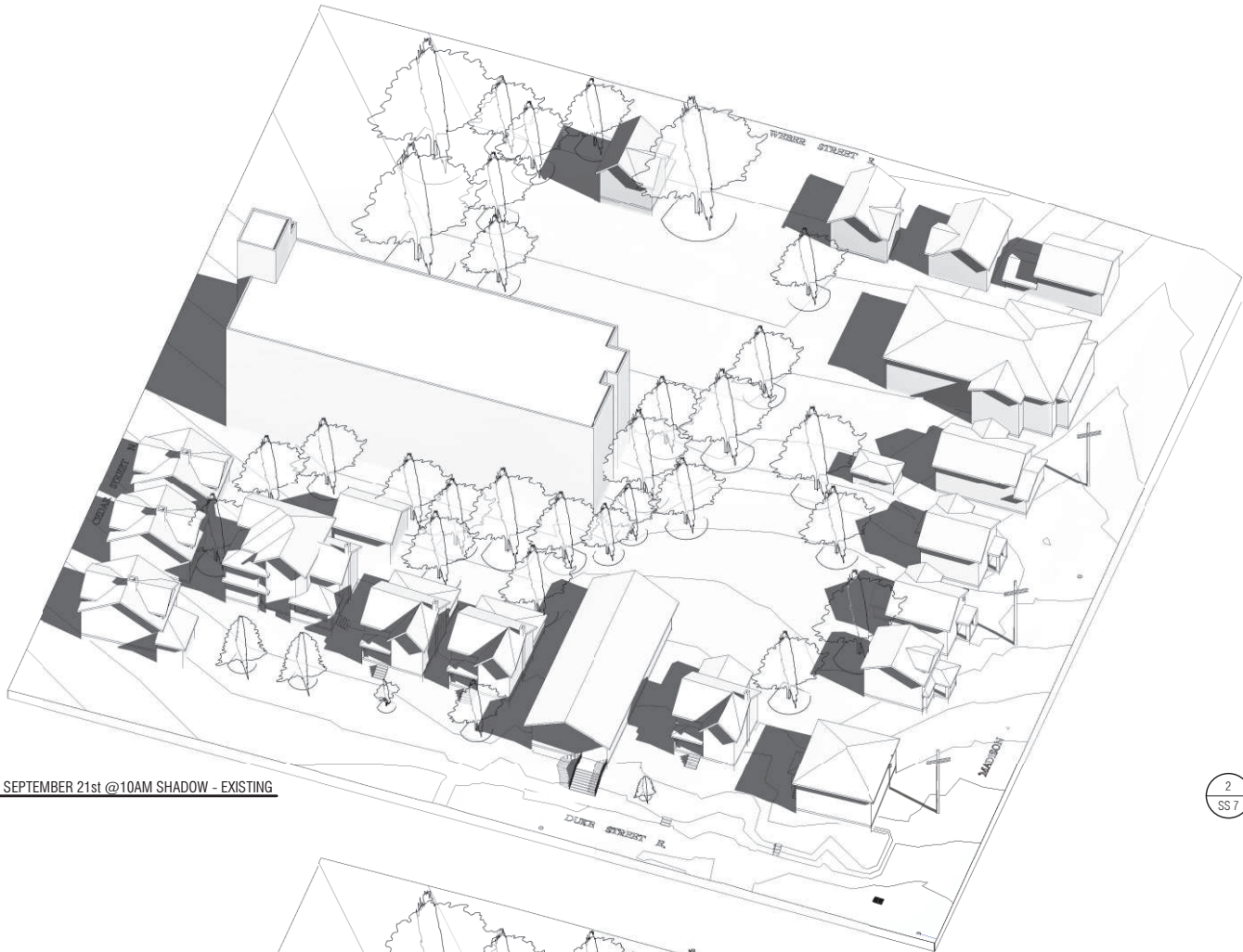
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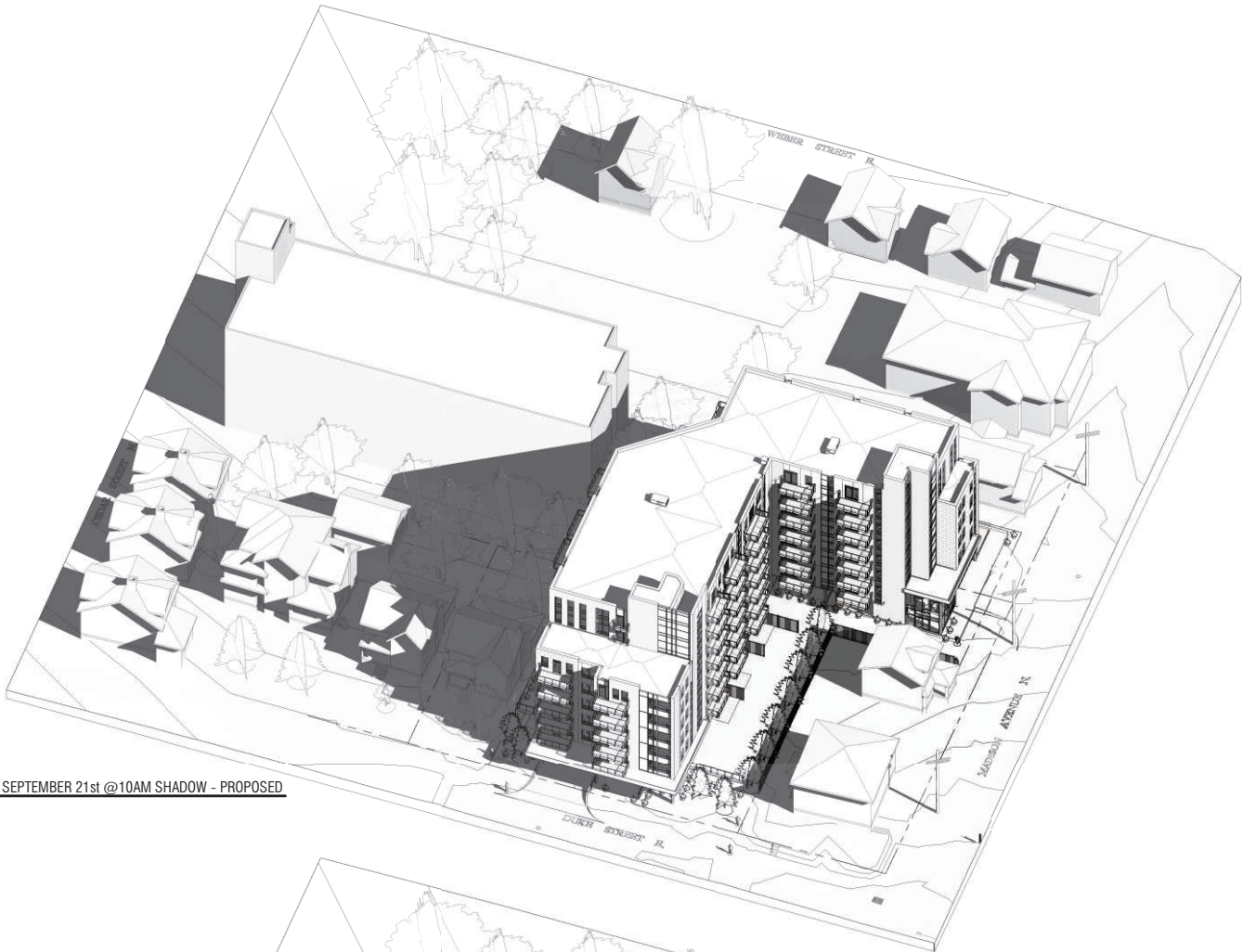
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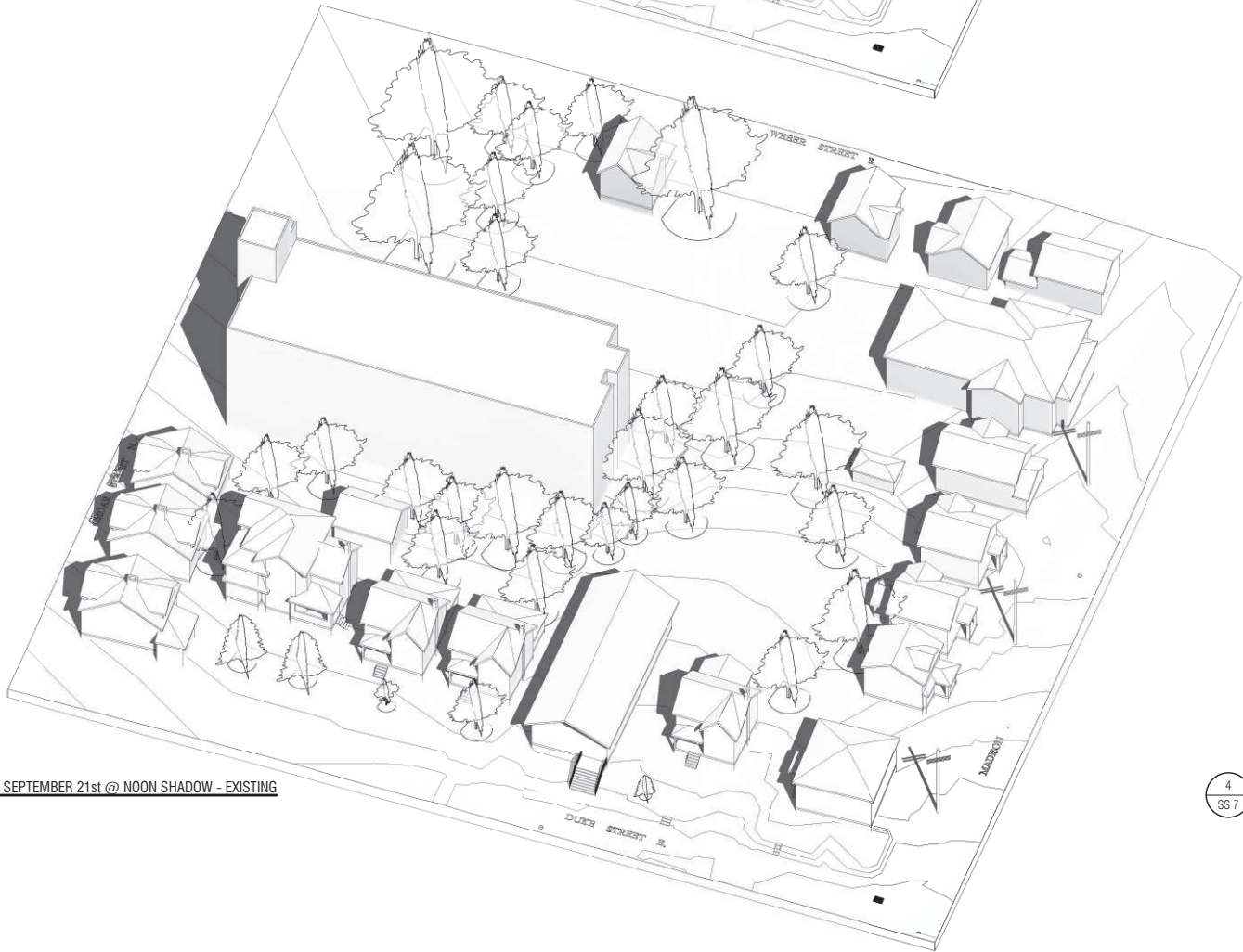
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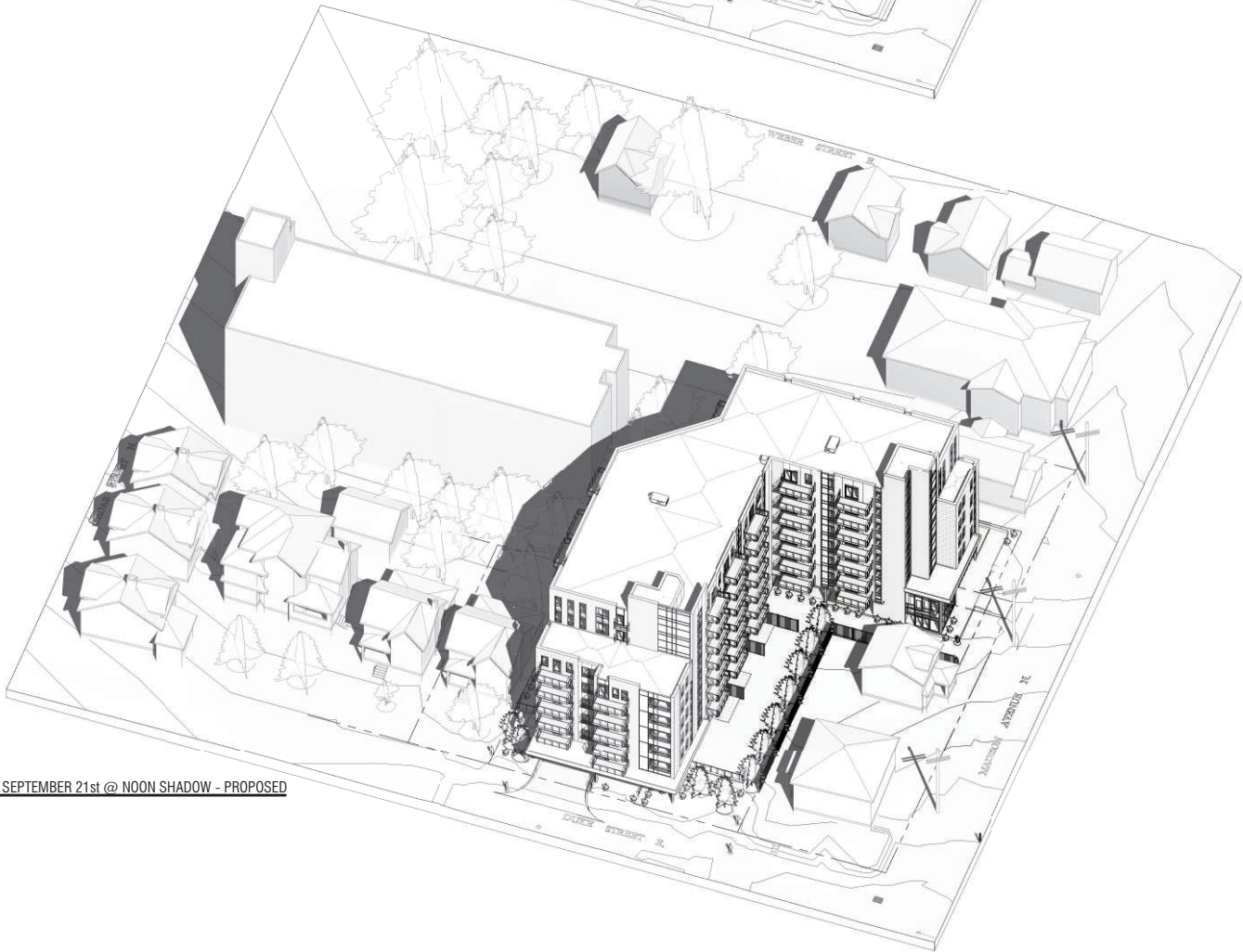
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SS 7



3 SEPTEMBER 21st @ NOON SHADOW - EXISTING
SS 7



4 SEPTEMBER 21st @ NOON SHADOW - PROPOSED
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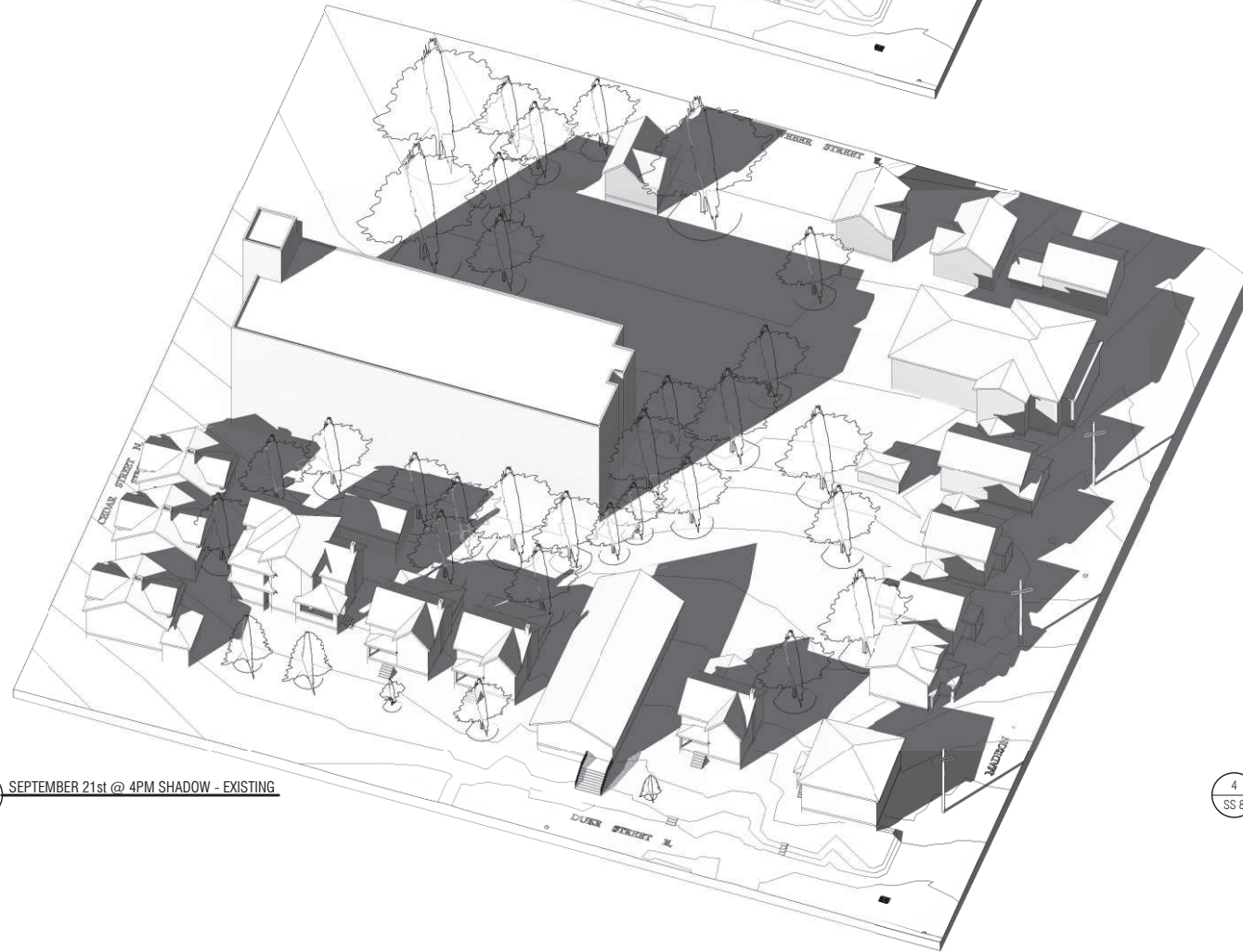
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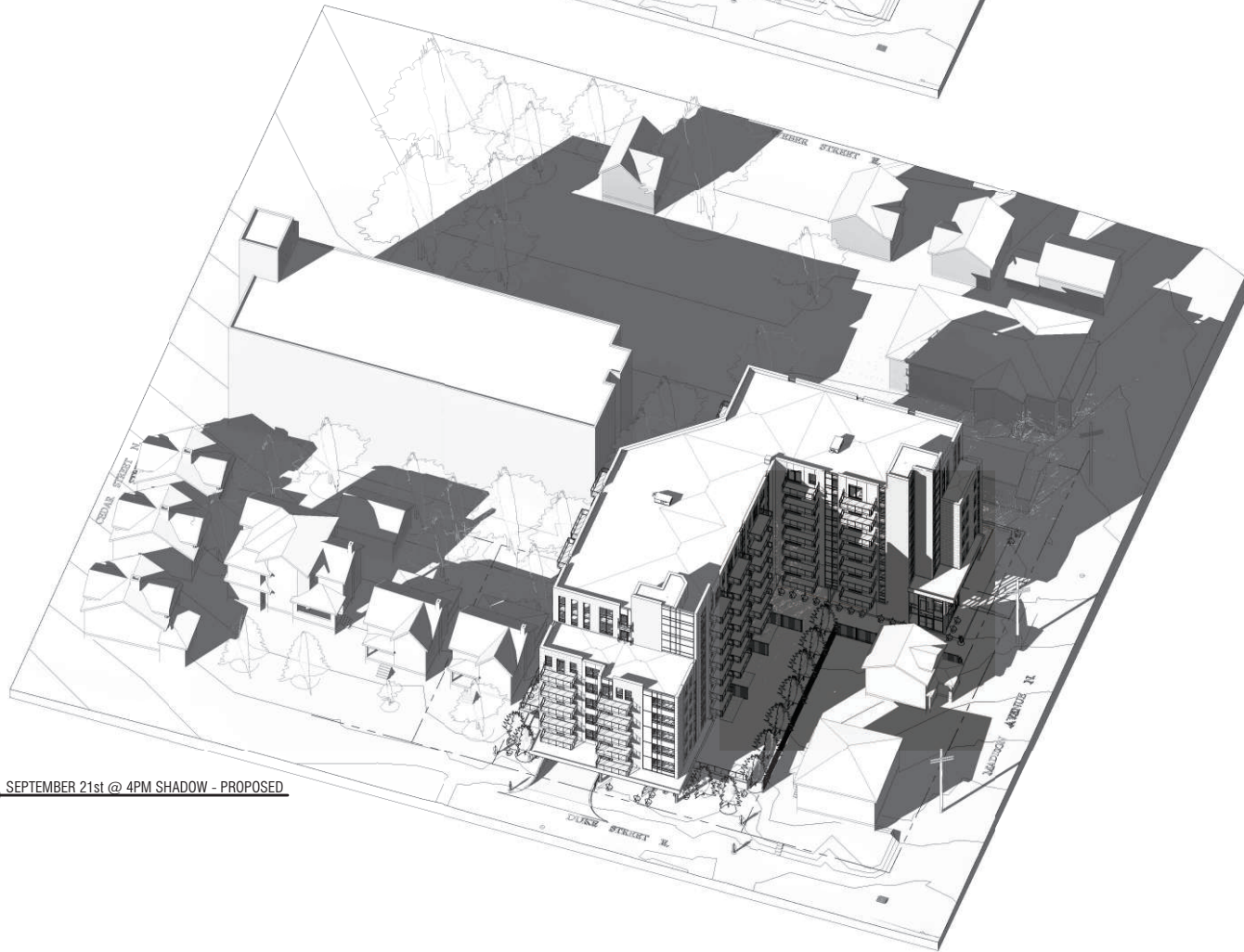
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4 SEPTEMBER 21st @ 4PM SHADOW - PROPOSED
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PROJECT
NORTH

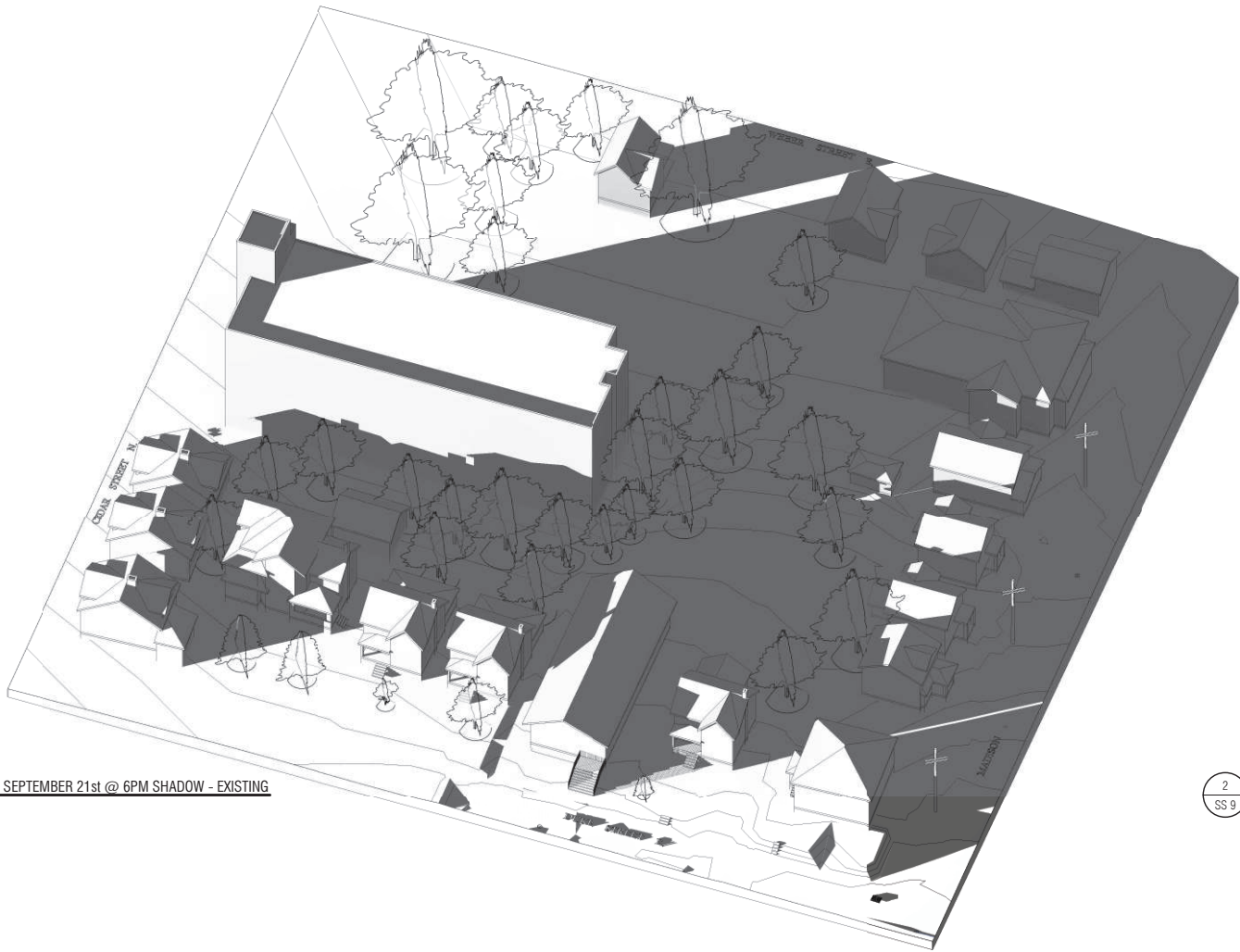
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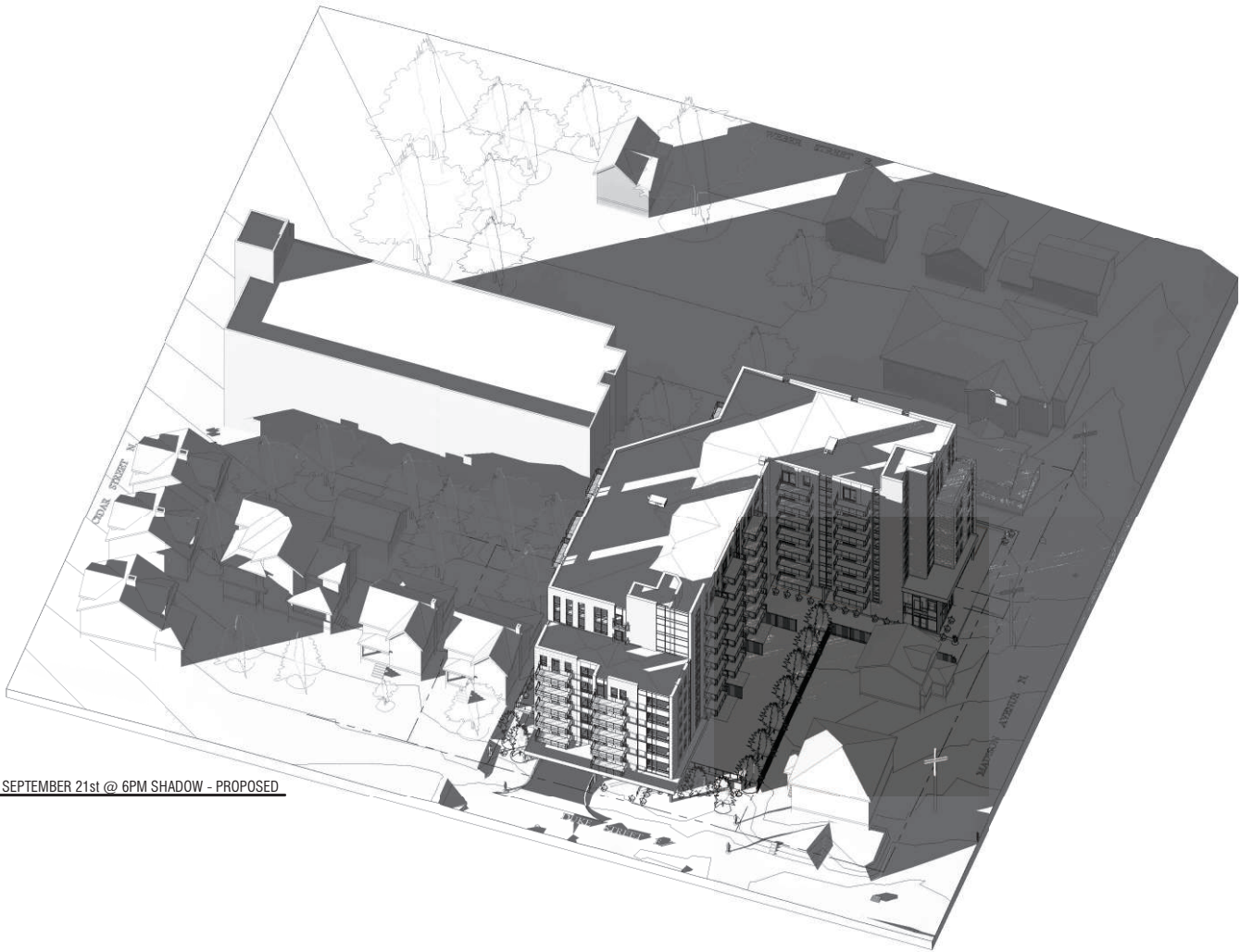
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SS 8



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SS 9
SEPTEMBER 21st @ 6PM SHADOW - PROPOSED

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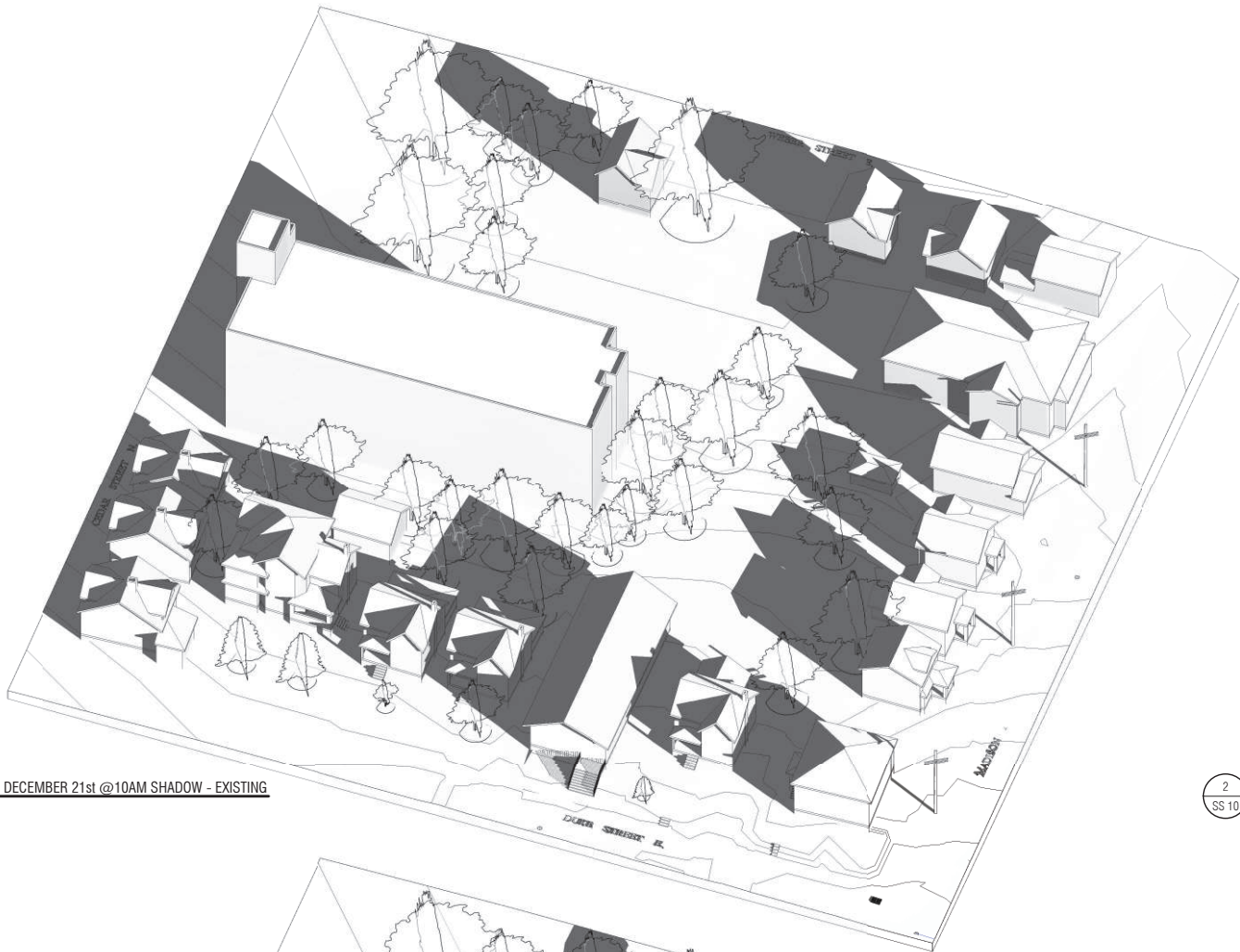


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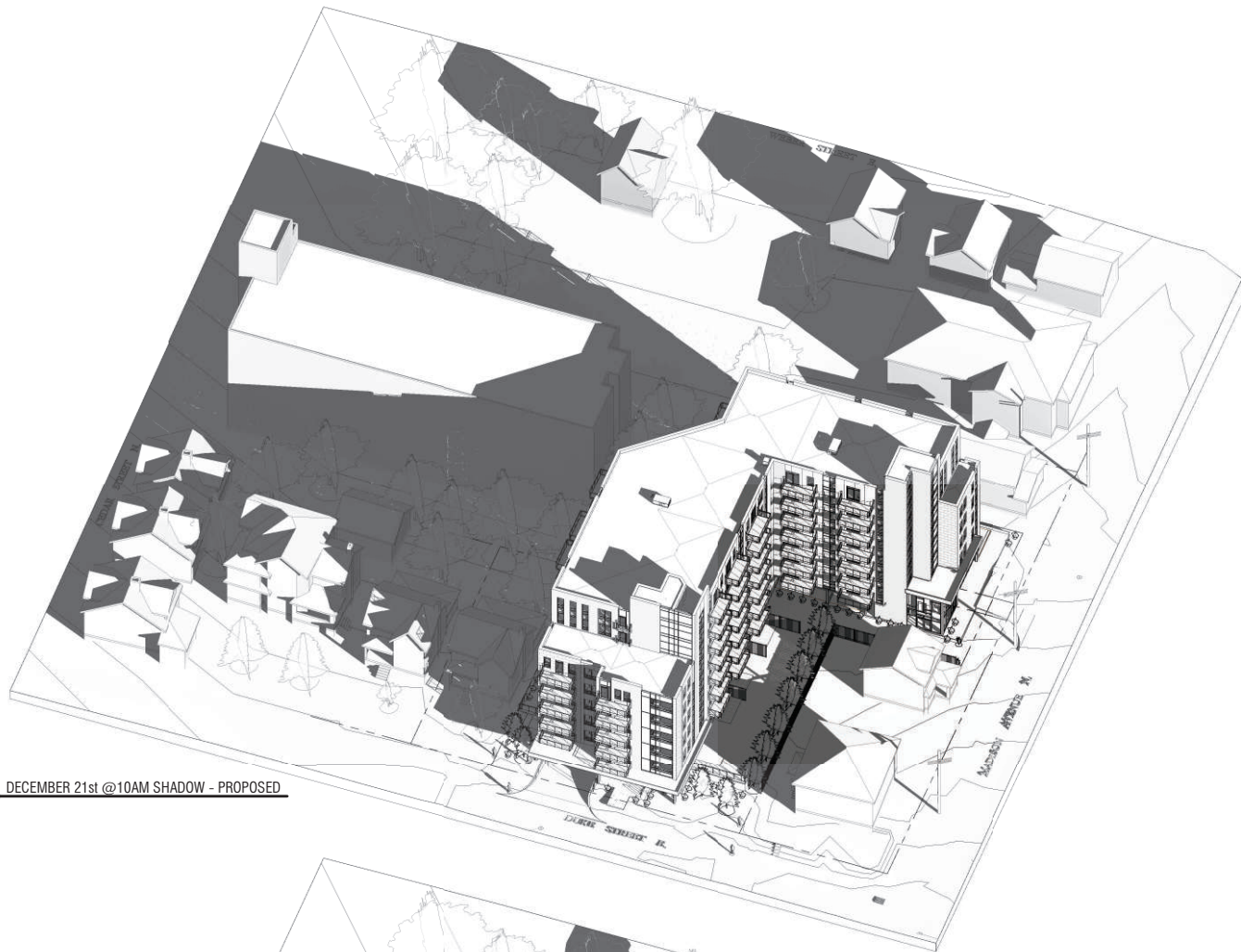
KNOSSOS HOUSING COMPLEX
DUKE & MADISON, KITCHENER, ON.
SHADOW STUDY - SEPT. 21st
(EVENING)

Status: PRELIM
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Check By: Author1116v7 (2022.02.25)rv
Scale: Checker
Date: 2021.03.05
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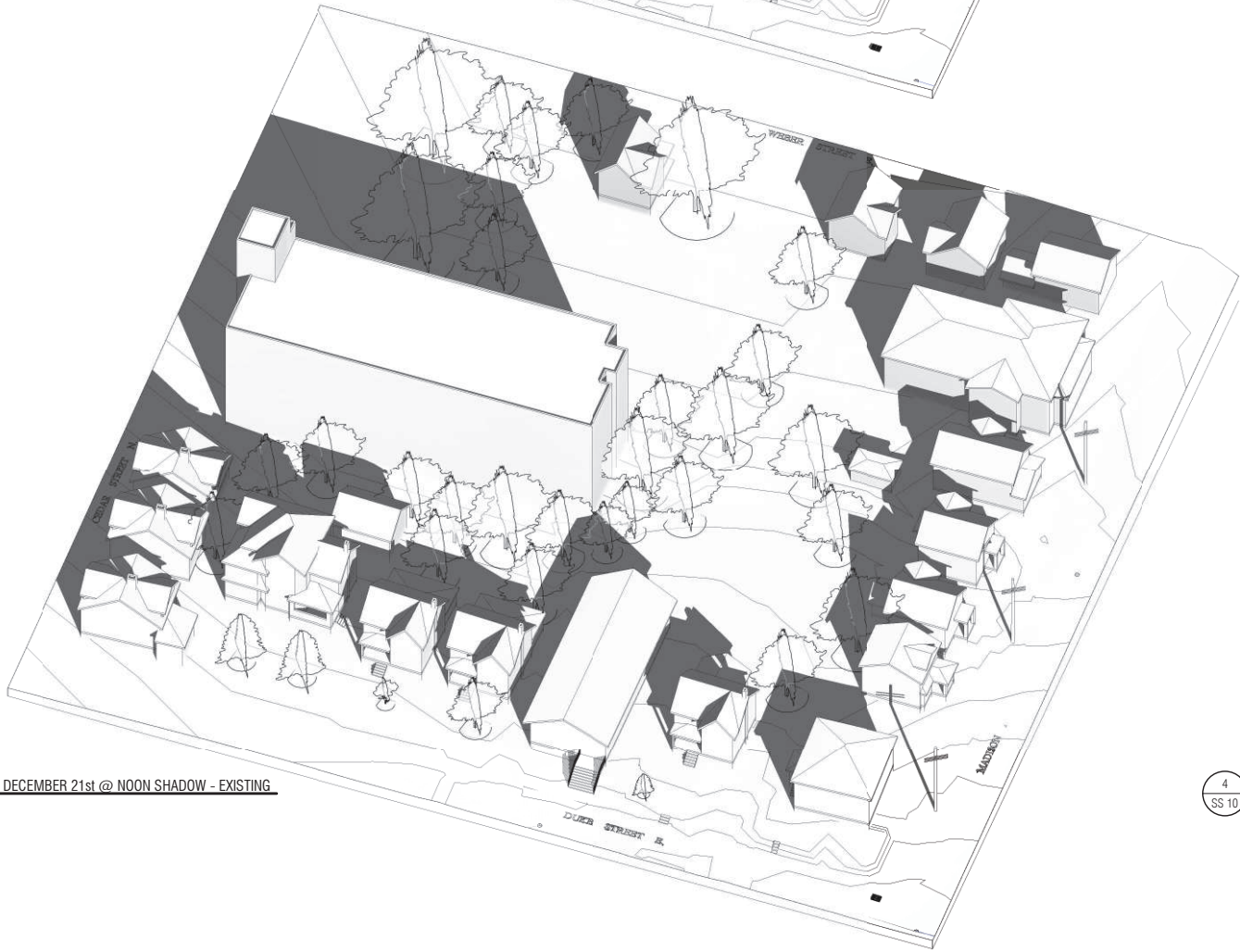
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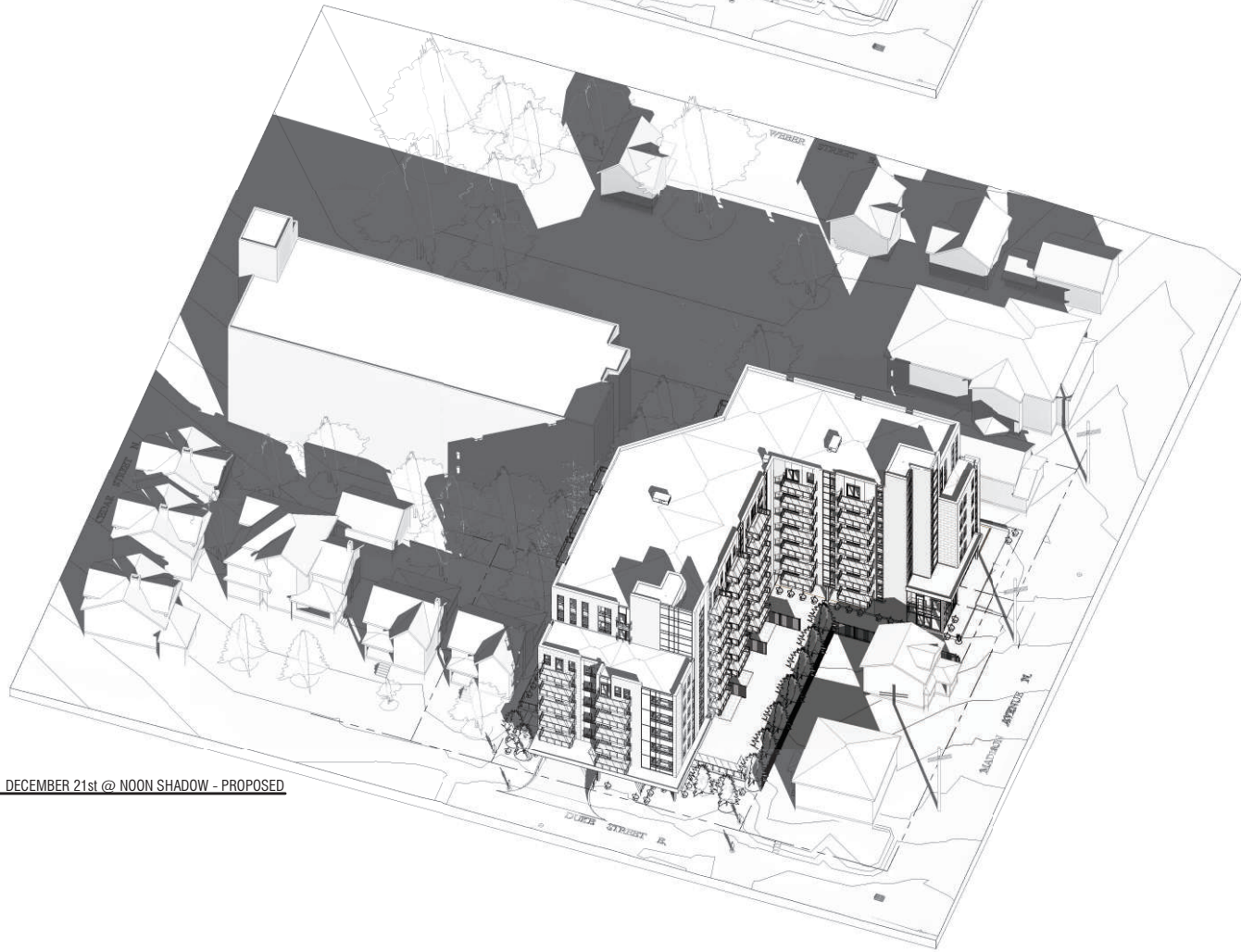
1 DECEMBER 21st @10AM SHADOW - EXISTING
SS 10



2 DECEMBER 21st @10AM SHADOW - PROPOSED
SS 10



3 DECEMBER 21st @ NOON SHADOW - EXISTING
SS 10



4 DECEMBER 21st @ NOON SHADOW - PROPOSED
SS 10

THE CONTRACTOR SHALL CHECK ALL DIMENSIONS
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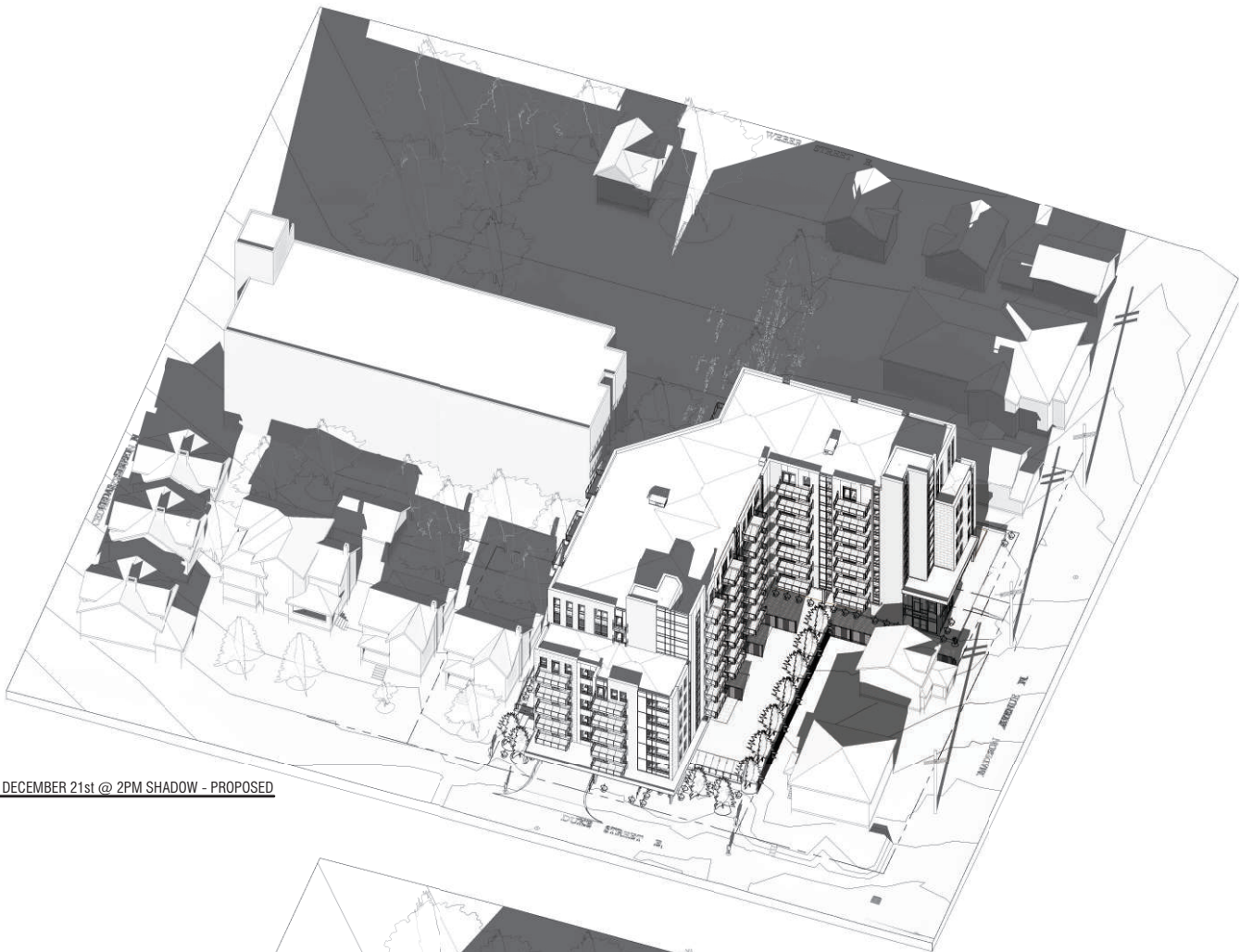
KNOSSOS HOUSING COMPLEX
DUKE & MADISON, KITCHENER, ON.
**SHADOW STUDY - DEC. 21st
(MORNING)**

Status	PRELIM
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Drawn By	Author
Check By	Checker
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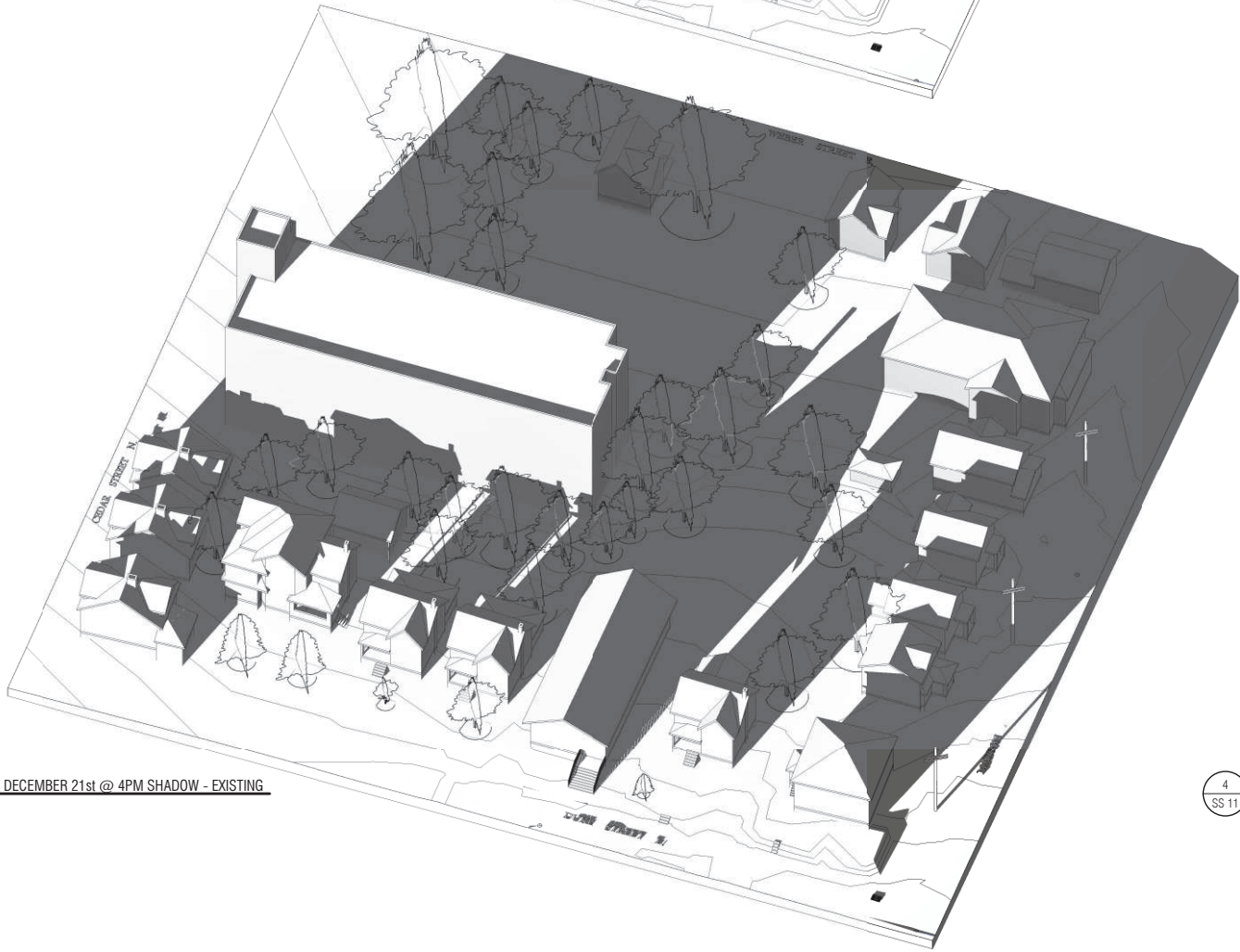
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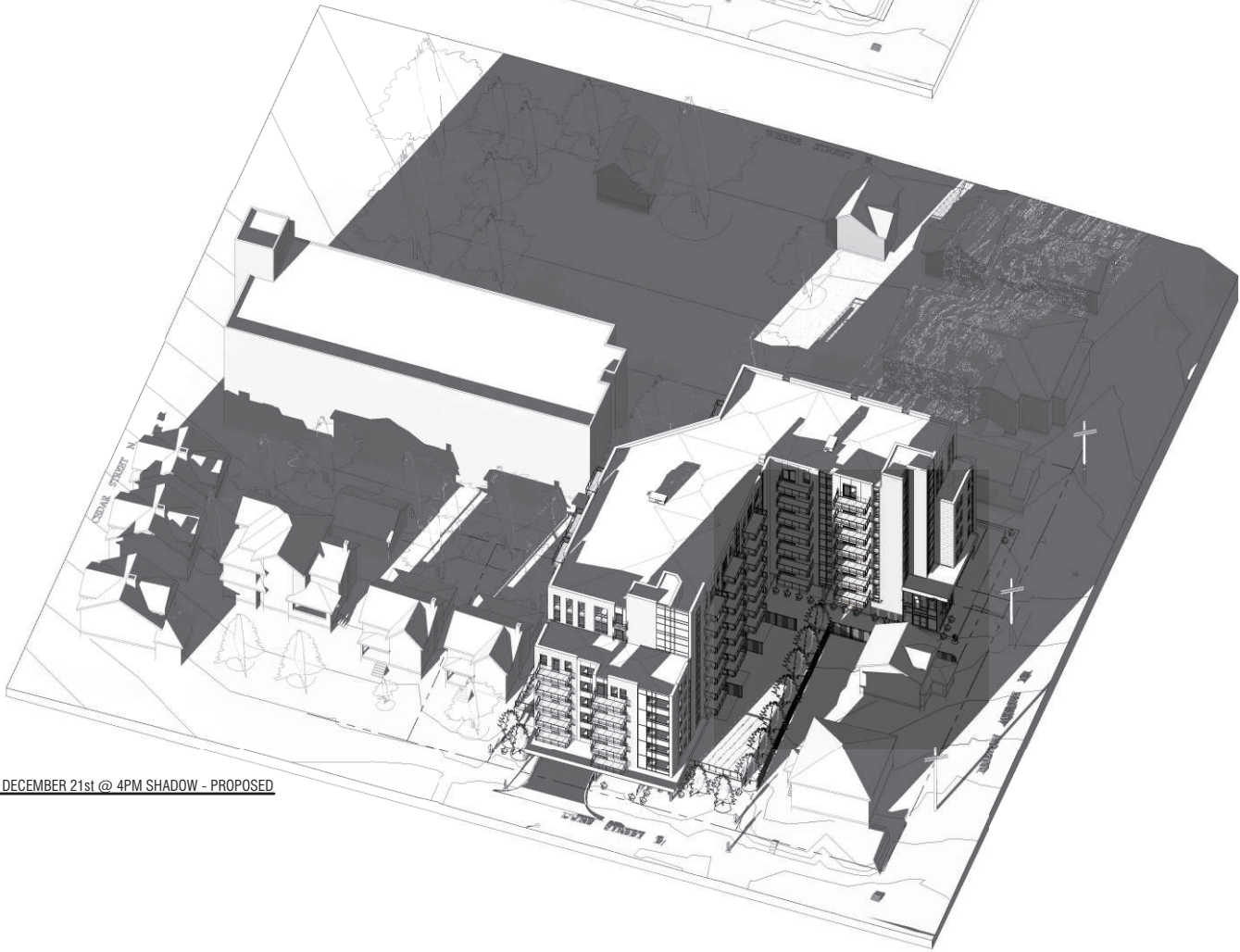
1 DECEMBER 21st @ 2PM SHADOW - EXISTING
SS 11



2 DECEMBER 21st @ 2PM SHADOW - PROPOSED
SS 11



3 DECEMBER 21st @ 4PM SHADOW - EXISTING
SS 11



4 DECEMBER 21st @ 4PM SHADOW - PROPOSED
SS 11

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No.	DATE	ISSUE

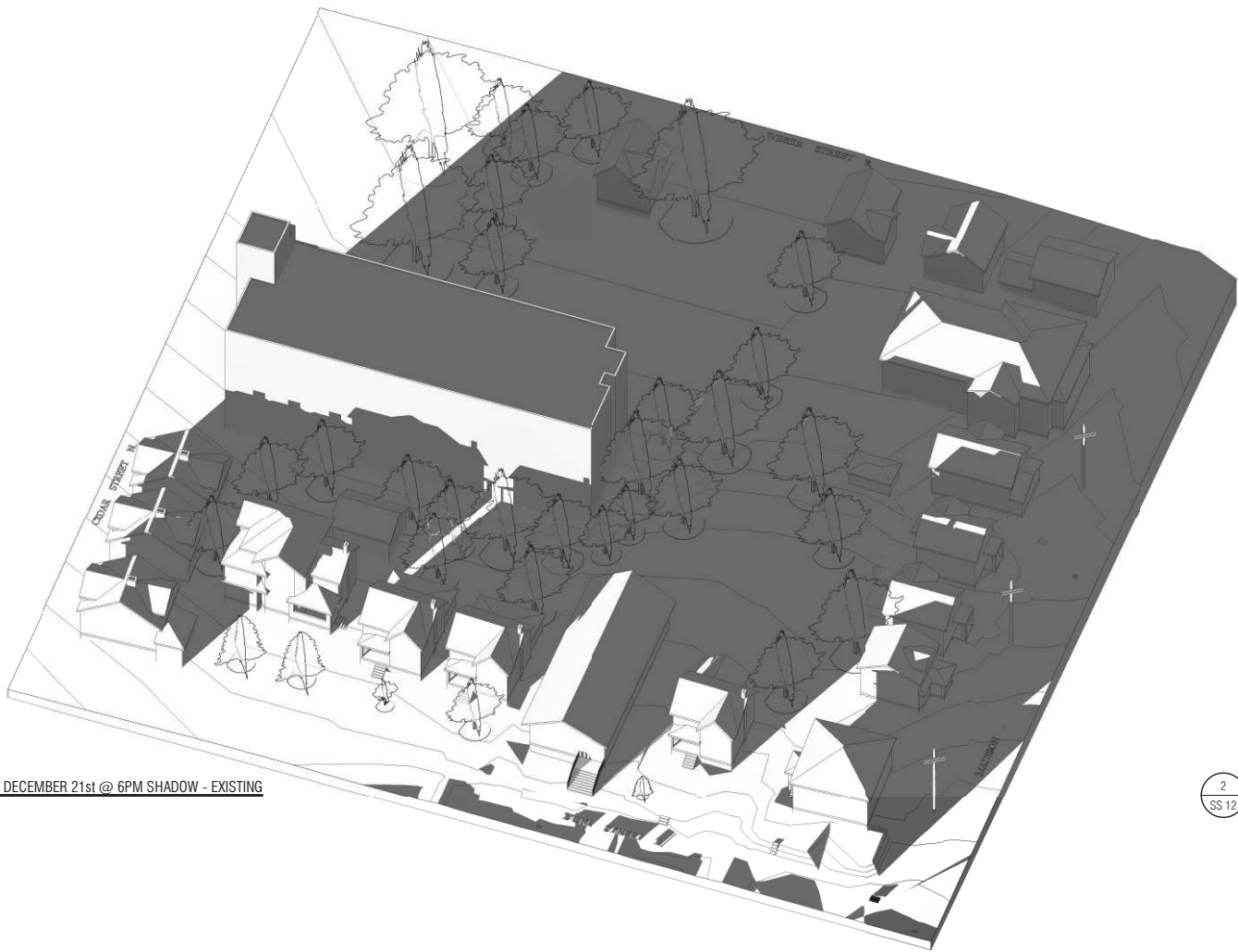


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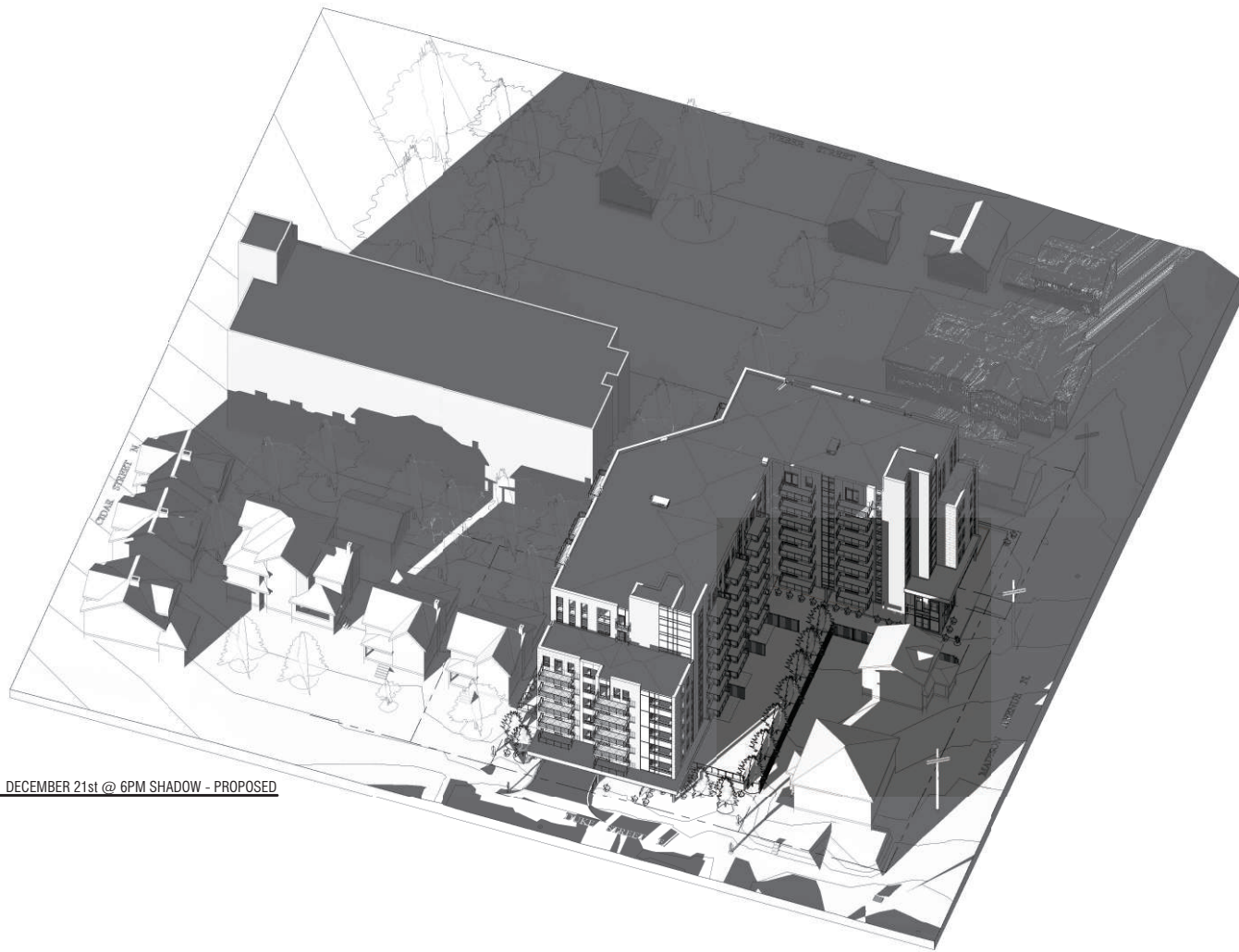
KNOSSOS HOUSING COMPLEX
DUKE & MADISON, KITCHENER, ON.
SHADOW STUDY - DEC. 21st
(AFTERNOON)

Status: PRELIM
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Check By: Checker
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Job No.: 21003
Sheet No.:

SS 11



1
SS 12
DECEMBER 21st @ 6PM SHADOW - EXISTING



2
SS 12
DECEMBER 21st @ 6PM SHADOW - PROPOSED

THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AGAINST ARCHITECTURAL DRAWINGS AND REPORT INCONSISTENCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

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SHADOW STUDY - DEC. 21st
(EVENING)

Status	PRELIM
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SS 12

