

83 & 87 WEBER STREET EAST KITCHENER, ON

URBAN DESIGN BRIEF

File No. 15213BF

JUNE
2023


MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE





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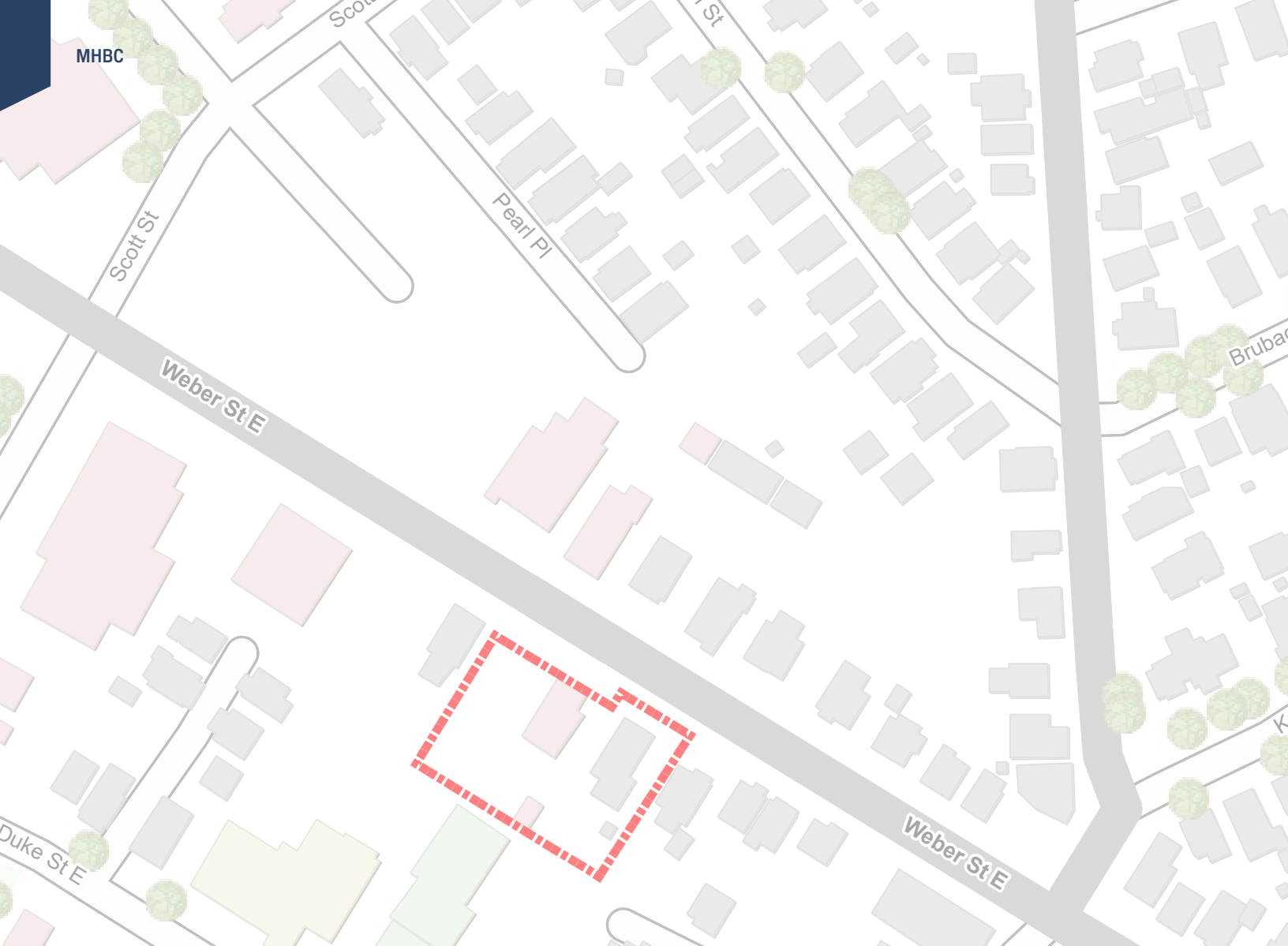
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APPENDIX A | SHADOW STUDY



MHBC

Scott St

Pearl Pl

Weber St E

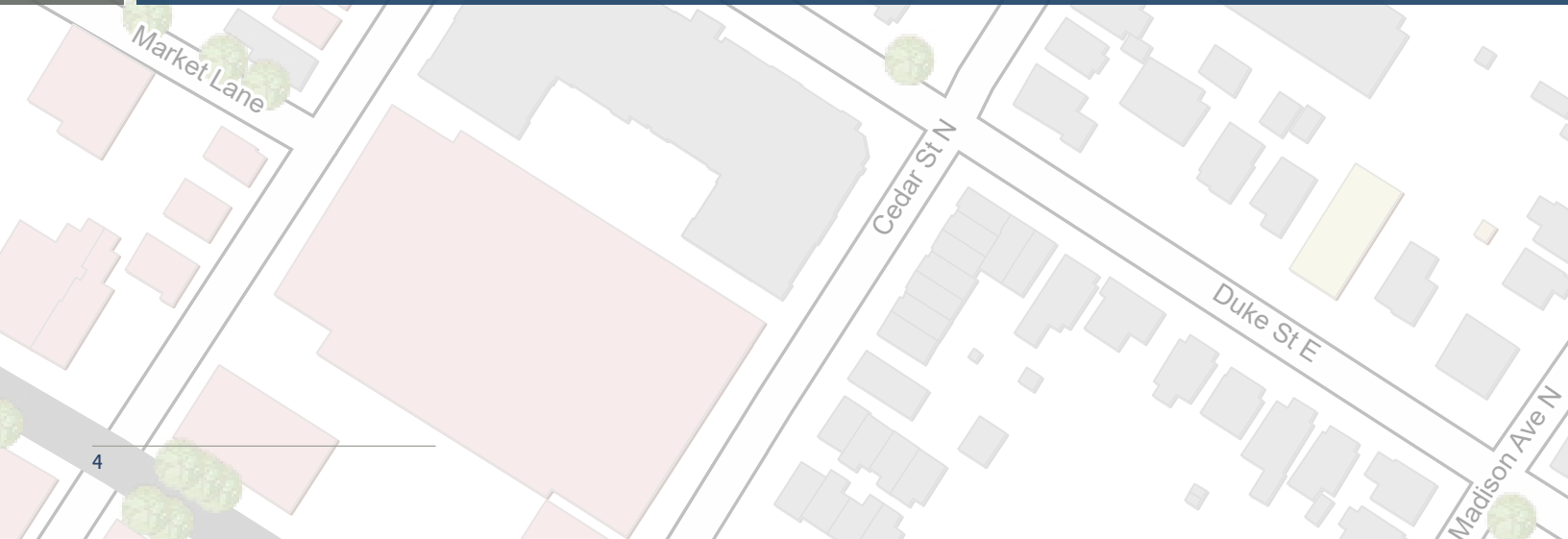
Brubaker St

Duke St E

Weber St E

Weber St E

INTRODUCTION & SITE DESCRIPTION



Market Lane

Cedar St N

Duke St E

Madison Ave N

1.0 | INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (hereinafter “MHBC”) has been retained by 83 & 87 Weber St E, Brigade Holdings Corporation (hereinafter the “Owner”), to prepare an Urban Design Brief in support of Official Plan and Zoning By-law Amendment applications for the properties municipally addressed as 83 and 87 Weber Street East, in the City of Kitchener (hereinafter called “the subject lands”).

The subject lands have combined area of approximately 1,902.2 sq.m. (0.19 hectares). The lands are located on the south side of Weber Street East between Scott Street and Cedar Street North and are currently occupied by a converted two storey single detached dwelling containing four units (87 Weber St. E) and a single detached residential/commercial building (83 Weber St. E). The proposed development includes the redevelopment of the subject lands to include an 25-storey mixed-use building with an 8-storey podium consisting of 336 dwelling units, ground floor commercial uses and a common rooftop amenity area sitting ontop of the podium.

POLICY FRAMEWORK

The City of Kitchener Official Plan designates the subject lands as being within the Urban Growth Centre and more specifically, within the Market District. The subject lands are also within a Major Transit Station Area which provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels. The Official Plan also identifies the site as being located on a Regional Road (Weber Street East). The Urban Growth Centre designation is intended to promote vibrant residential intensification accompanied by other uses such as commercial, office, and recreational. The Market District designation encourages mixed-use buildings. The subject lands are currently zoned as Commercial Residential Zone (D-5) in the City’s Zoning By-law 85-1.

The proposed development will support the vision of the City of Kitchener’s Official Plan and Urban Design Guidelines, including the City’s Design for Tall Building Guidelines. The proposed development will provide a high quality mixed-use development that will enhance the streetscape and encourage pedestrian connection with its vibrant and contemporary design.

OUR APPROACH

The purpose of this Urban Design Brief is to illustrate how the proposed development is compatible with the surrounding neighbourhood and implements the design objectives outlined in the City of Kitchener’s Official Plan. This design brief recommends a preferred design that will be further refined through the more detailed site plan design process. Recommendations are also advanced in order to give direction to the design and more detailed planning processes such as design considerations relating to site plan.

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, Tall Building Guidelines, and the Urban Growth Centre.

MHBC on behalf of 83 and 87 Weber St E, Brigade Holdings Corporation has prepared this Urban Design Brief to illustrate how the proposed development has met the design vision of the City’s of Kitchener’s 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

2.0 | HOW TO READ THIS BRIEF

5.0 | SITE DESIGN

The applicant is proposing a 25 storey mixed-use building with an 8 storey podium and commercial units at-grade. The current design extends 17 storeys above the podium providing for appropriate setbacks that maintain a pedestrian scale base, visually appealing tower design and an active streetscape with commercial uses along the Weber Street East frontage. The mixed-use building proposes a total of 336 residential units with approximately 327.3 sq.m of commercial/retail space at-grade (planned for two storeys in height).

This development will activate the block at Weber, Scott, and Cedar Streets by providing for a pedestrian-scaled built form podium and a dense tower above. The built form at the base will activate the underutilized street frontage along Weber Street East. The proposed density is planned to enhance and support the Frederick Street Transit Station, by providing supportive densities in a planned Transit Station Area.

One level of structured parking with 14 parking spaces is proposed on the ground level of the proposed building. The structured parking and service areas are located behind the commercial units, to ensure the street frontage is activated to create a pedestrian scaled environment. Access to the structured parking area and service area is located off of Weber Street East. A separate loading dock is proposed just east of the parking garage entrance to access the garbage and loading area. Secure bicycle parking will also be provided within the structured parking area containing 452 parking spaces for residents and employees of the commercial units.

The proposed development will assist in the continued intensification of Downtown Kitchener through the addition of a new building and the improvement of an existing building along a prominent street within the City. The proposed development will support and enhance the visibility of the existing mix of uses within the Urban Growth Centre.

The proposed development and site layout integrates the following principal elements:

- Residential uses, with 327.3 square metres of ground floor commercial uses.
- A maximum building height of 25 storeys and approximately 76.5 metres.
- Building entrances facing Weber Street East.
- Vehicular access from Weber Street East with structured parking.
- A total of 336 units and 458 bedrooms.

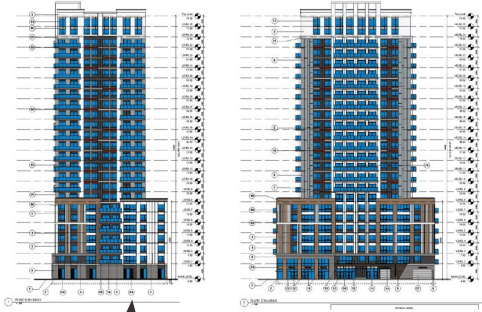


5.1 BUILT FORM, MASSING & ARTICULATION

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. An eight storey podium has been designed to further break up the massing of the proposed development and creates visual interest and thoughtful transitioning to adjacent land uses.

The building tower commences on the 8th storey and aligns with the ground floor along Weber Street East. Each unit above the 8-storey podium will contain private amenity areas in the form of exterior balconies that provide additional visual interest along the building facade.

Additional outdoor amenity space will be located on top of the podium as a common outdoor amenity space that would be available for use by all residents. The fully enclosed mechanical penthouse is stepped back from the street-facing elevations, with further step-back to the top rooftop.



Reference to key design principle being acknowledged

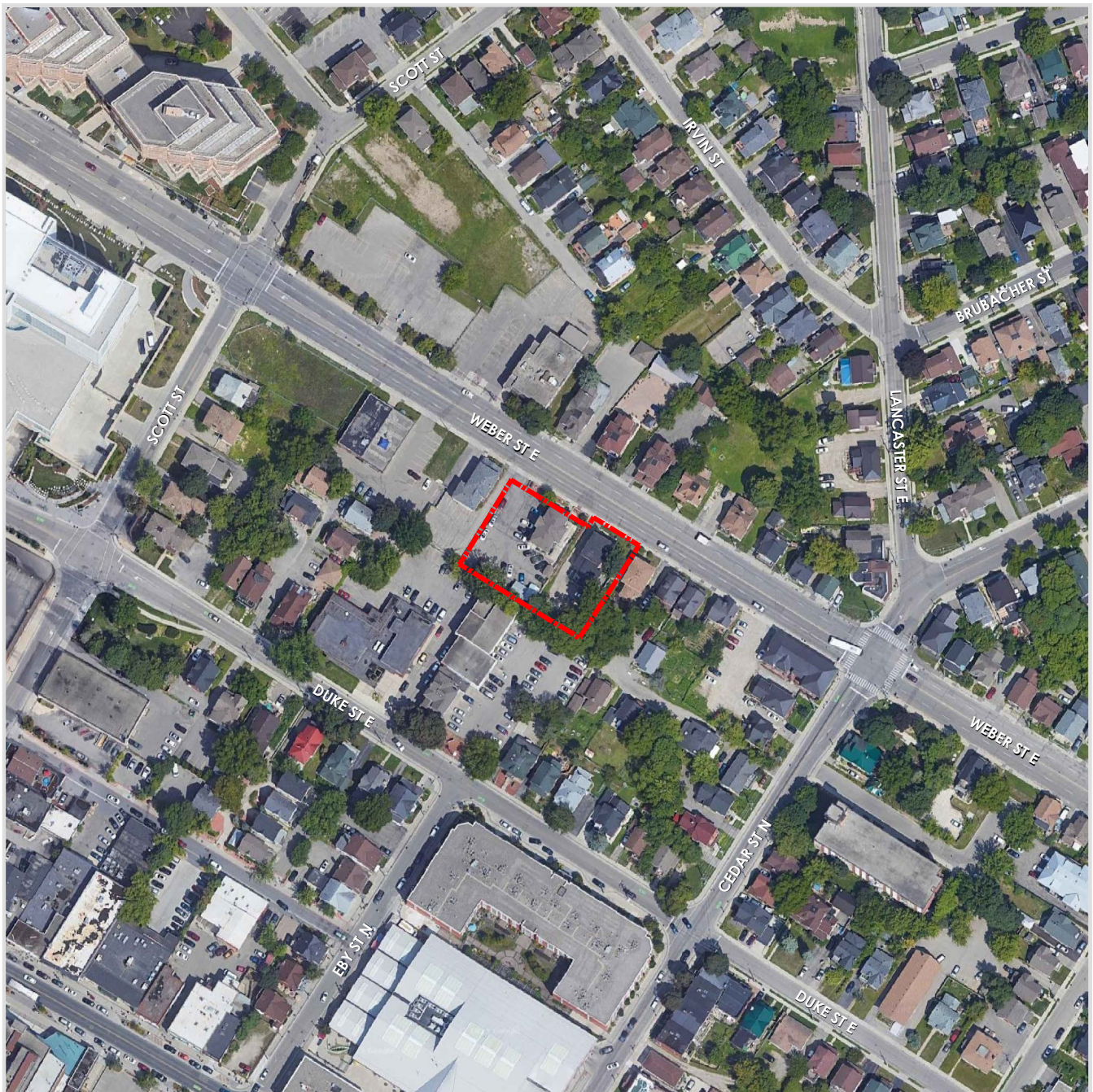
Response to design policy and guidelines from the

Figure/Image illustrating adherence where applicable

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.


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.

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.



Aerial Location Plan

LEGEND

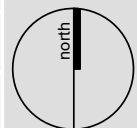
 Subject Lands

DATE: May 2023

SCALE: 1:2,000

FILE: 15213BF

DRAWN: LC



K115213BF - 83-87 WEBER STREET EAST, KITCHENER\RP\LOCATION.DWG

83-87 Weber St E
City of Kitchener
Region of Waterloo

 **PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**
200-540 BINGEMANS CENTRE DR, KITCHENER, ON, N2B 3X9
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

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

3.0 | BACKGROUND & EXISTING CONDITIONS

3.1

DESCRIPTION OF SUBJECT LANDS

The subject lands are located at 83 & 87 Weber Street East in the City of Kitchener within the Region of Waterloo. The subject lands are approximately 0.19 hectares (0.47 acres) in size with approximately 53.7 metres of frontage on Weber Street East.

The subject lands are currently occupied with two existing structures. 83 Weber Street East currently contains a fourplex, of which 3 units are tenanted. 87 Weber Street East consists of an existing residential commercial building. The units in 87 Weber Street East are expected to be unoccupied in the near future. Both properties currently contain surface parking areas to the side and rear to support the parking needs of the existing uses. Access to the subject lands is obtained through individual driveway accesses to the parcels via Weber Street East. All existing structures and driveways are proposed to be demolished and removed as part of this redevelopment.

The subject lands comprise part of a growing community in Kitchener's Urban Growth Centre and if developed as proposed, would contribute to the overall planned population and housing densities of the City of Kitchener as well as a mix and range of unit types to provide choice and attainable housing options.

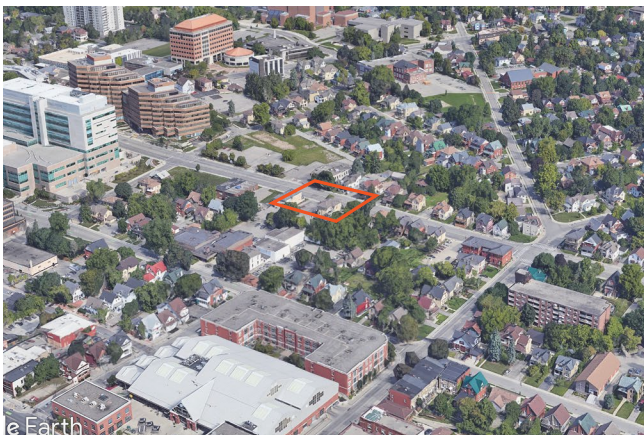


Figure 3.1.2 - View looking north across the Subject Lands.

3.2

ANALYSIS OF SITE CONTEXT

Community Context

The subject lands are well-connected to the existing City and Regional road network via Weber Street East, which is classified as a Regional Arterial road. King Street East is a primary arterial road running parallel to Weber Street East to the south and provides direct connections to Highway 7/8. These roads provide links to additional major employment, commercial, institutional, retail and shopping opportunities. Weber Street East runs in an east/west direction with four 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) Frederick Street station is also located approximately 800m to the west of the subject lands providing additional connections to major services within the City of Waterloo, Kitchener and Cambridge.

The subject lands are surrounded by a variety of uses including commercial establishments, offices, high-rise residential, institutional and recreational uses, and retail uses mixed-in with low rise residential dwellings. The surrounding context is described in detail as follows.



Figure 3.1.3 - View looking south across the Subject Lands.

NORTH:

Immediately to the north of the subject lands is Weber Street East, which is a Regional Road. The existing development along Weber Street East is a mix of commercial and residential uses, including a new high-rise mixed use development to the northwest at the corner of Weber and Scott Streets. Further north of the site is a stable low rise residential neighbourhood, which also includes Suddaby Public School, Region of Waterloo office buildings and the Centre In The Square. Lots on the north side of Weber Street East are generally small with one and two storey buildings (commercial and residential buildings), which transition to the stable residential lots further north.

EAST:

To the east of the subject lands is a predominantly low rise residential neighbourhood, interspersed with a range of commercial and residential/commercial lots. Lancaster and Cedar Streets are located to the east, both Major Community Collector Streets.

WEST:

To the west is the City Centre District, which contains a range of high density residential, commercial, and office buildings. Buildings such as the Waterloo Region Courthouse and the Market Square mall are within walking distance. Further west is Frederick Street, a Regional Road and Transit Corridor containing the Frederick LRT Station.

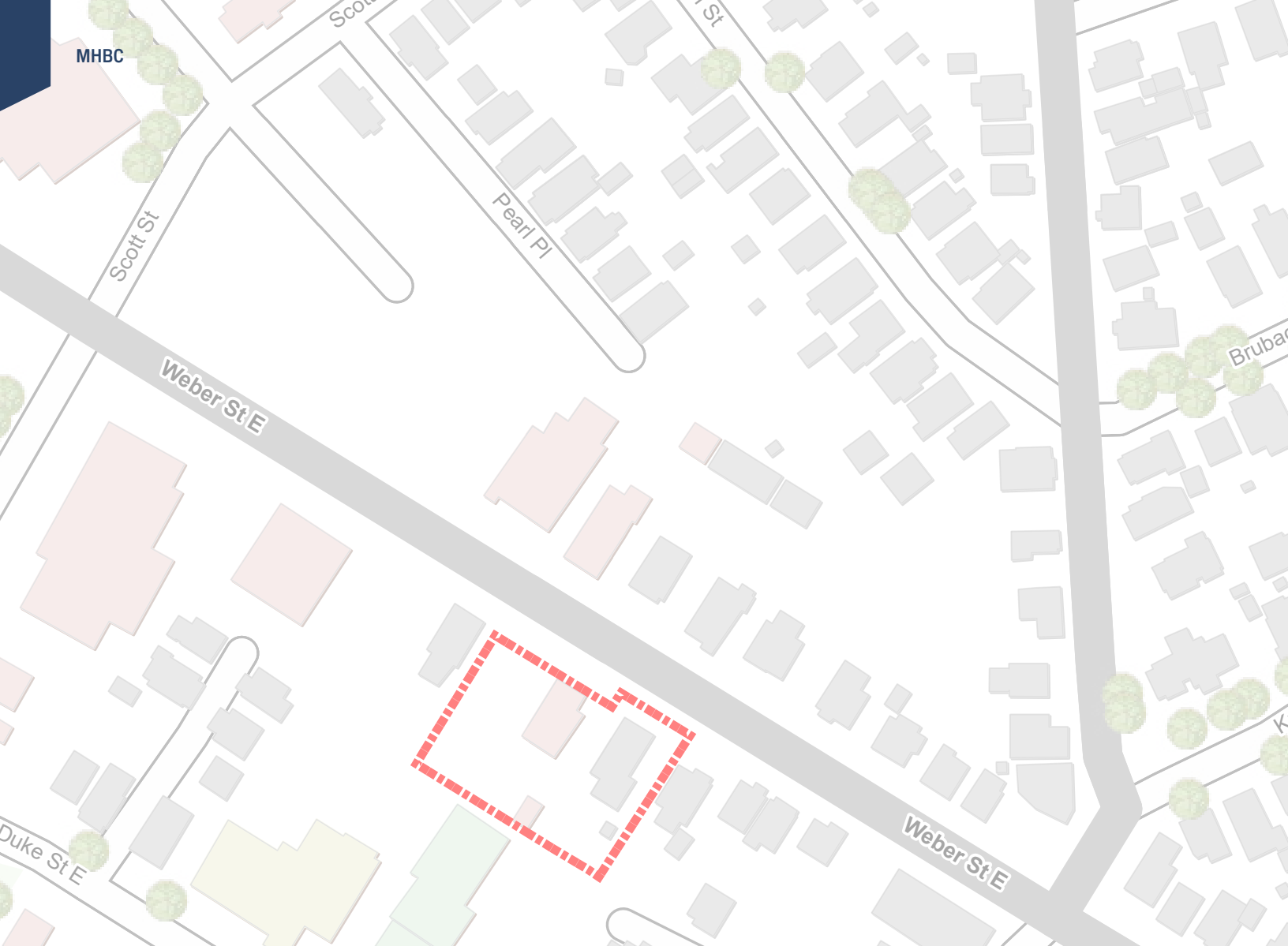
SOUTH:

To the south of the subject lands is the Market District, containing a range of low rise residential uses and commercial uses. Further south is, a City Arterial Street that is the focus of the Market District's commercial core. A number of commercial, office, and personal service uses are located along King Street, along with the Kitchener Market. Further south is the Kitchener Market LRT Station, as well as Charles Street East.

As demonstrated, the site is well located for intensification, being in such close proximity to a number of transit options, accessible to the downtown core area, and many amenities within walking distance or transit routes. The subject lands are well connected to the local and regional road network, active transportation, and existing public transit.



Figure 3.2.1 - Context View of Subject Lands in relation to its surroundings.



MHBC

Scott St

Pearl Pl

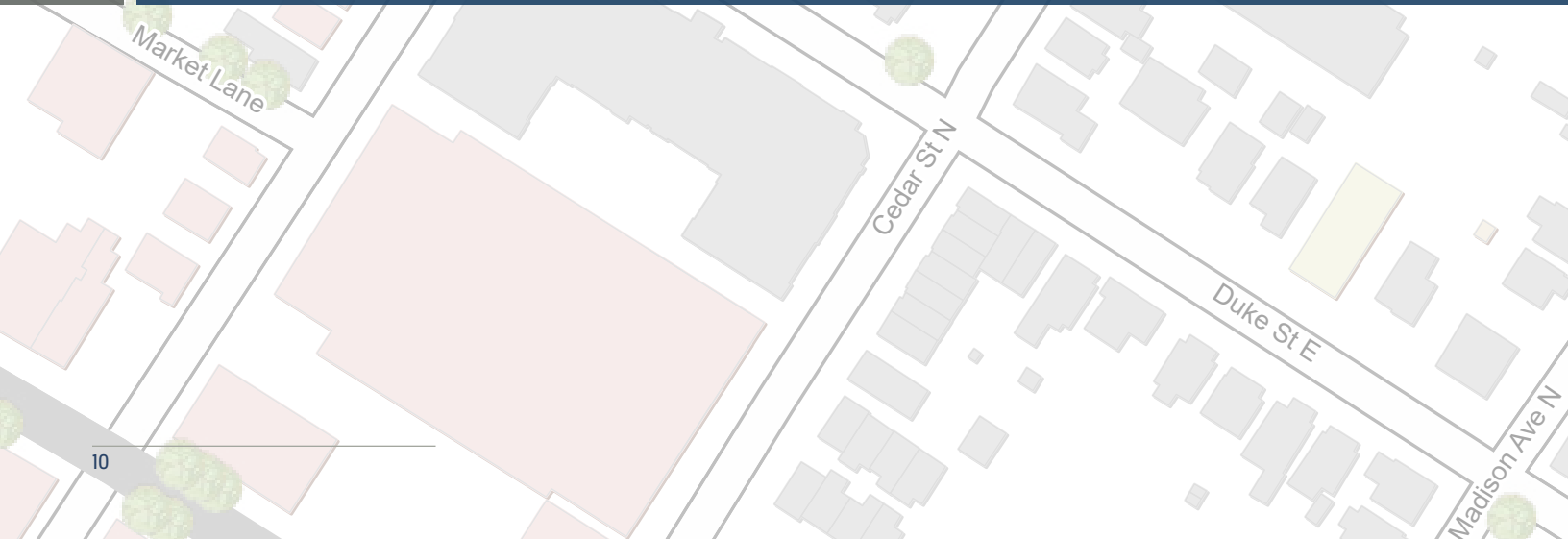
Weber St E

Brubaker St

Duke St E

Weber St E

DESCRIPTION OF THE PROPOSAL



Market Lane

Cedar St N

Duke St E

Madison Ave N

4.0 | PROJECT VISION & DESIGN PRINCIPLES

The following vision has been developed for the Subject Lands:

The proposed 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: offer commercial and a range of residential unit sizes that appeal to a broad demographic; 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 streetscape design and contributes to housing demands within the City of Kitchener.

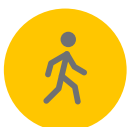
Design Principles:

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

1. Redevelop the underutilized site to provide for a high density mixed use development to provide for a more efficient use of the land.
2. Introduce residential units to the area to broaden the range of uses on the lands and in the immediate surrounding area while increasing the population and jobs within Downtown Kitchener and within a Major Transit Station Area.
3. Provide for non-residential uses, including commercial uses at grade and employment uses on the second floor.
4. Contribute to the enhancement of the public realm, through a streetscape design that respects and defines the Weber Street East frontage, providing an appropriate transition between the public and public realm.
5. 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.
6. Provide a development that through the combination of massing, orientation, pedestrian entrances, architectural elements, detail and material selection will result in a positive addition to area.
7. Design a site that is safe and accessible.
8. Create a development which incorporates sustainable design principles and techniques.
9. Provide for a design that is compatible and contextually sensitive to adjacent uses.

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

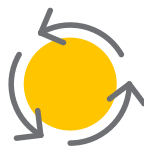
1. Site Design
2. Built Form, Massing & Articulation
3. Pedestrian & Vehicular Movement
4. Sustainability Considerations
5. Micro-climate Impacts
6. CPTED Considerations



Pedestrian-oriented



Wayfinding



Circulation



Built Form



Public Realm



Sustainability

5.0 | SITE DESIGN

The applicant is proposing a 25 storey mixed-use building with an 8 storey podium and commercial units at-grade. The current design extends 17 storeys above the podium providing for appropriate setbacks that maintain a pedestrian scale base, visually appealing tower design and an active streetscape with commercial uses along the Weber Street East frontage. The mixed-use building proposes a total of 336 residential units with approximately 327.3 sq.m of commercial/retail space at-grade (planned for two storeys in height).

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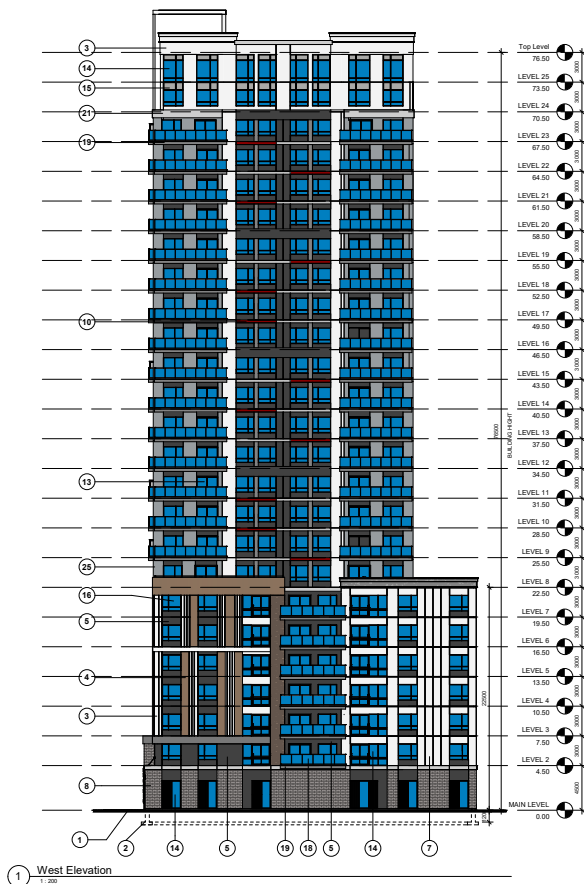
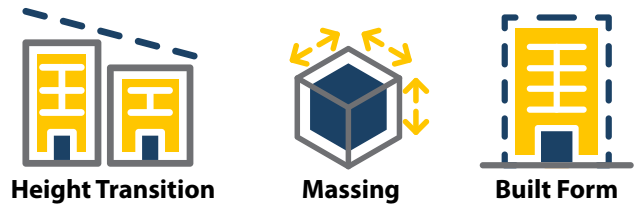
Building rendering by Reinders + Law Architecture & Engineering.

5.1 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. An eight storey podium has been designed to further break up the massing of the proposed development and creates visual interest and thoughtful transitioning to adjacent land uses.

The building tower commences on the 8th storey and aligns with the ground floor along Weber Street East. Each unit above the 8-storey podium will contain private amenity areas in the form of exterior balconies that provide additional visual interest along the building façade.

Additional outdoor amenity space will be located on top of the podium as a common outdoor amenity space that would be available for use by all residents. The fully enclosed mechanical penthouse is stepped back from the street-facing elevations, with further step-back to the top roofline.



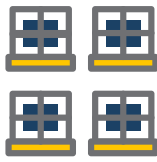
Building elevations by Reinders + Law Architecture & Engineering.

High quality materials including strong masonry elements along the building's base, a large amount of glazing and design techniques results in an attractive design that respects the existing character of the area. 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, aluminum and warmer wood features as accent materials provide for a visually appealing facade. The use of a prominent vertical glazing element, along with a step back above the podium and upper storey recessions contribute to a unique built form with well-defined roofline that appropriately blends the existing and new portions of the building.

Consideration has been given to the orientation of buildings towards the public realm encouraging active street frontages for the commercial and retail developments. The built form should support an active streetscape and create an inviting public realm for pedestrians. The front building entrance is well defined and highly visible from Weber Street East and the public realm. The building entrance point is planned to be highly visible from the road network and public realm, with weather covering and enhanced architectural features.



Setback



Articulation



Facade



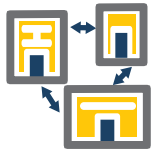
Building renderings by Reinders + Law Architecture & Engineering.

5.2 TRANSIT SUPPORTIVE DESIGN

The proposed development has been designed to prioritize active transportation and public transit. The primary building entrance is located at the Weber Street East frontage as well as the drive aisle to access the structured parking. Building design provides for a strong pedestrian realm by activating the Weber Street frontage with commercial uses and internal views.

The subject lands are well connected to the City and Region's arterial road network with direct access onto Weber Street East and have convenient access to the Provincial highway network (Highway 7/8) via King Street East. A number of existing bus routes, operated by Grand River Transit, are located in proximity to the subject lands including iXpress Routes 201 and 202, which provide express bus service to key destinations including ION Transit Stations, Conestoga Mall, the University of Waterloo and the Boardwalk. Additionally, located within 500 metres of the site (5 minute walking distance) are both the LRT Frederick Station and Market Street Stations, which provide rapid light rail transit access to both Conestoga and Fairway Stations.

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 support active transportation. The site design will also incorporate secure indoor bicycle parking for both residents and commercial employees. 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



Building renderings by Reinders + Law Architecture & Engineering.

5.3

ACCESS & 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 primary building entrance located prominently mid-point on the Weber Street East facade and recessed on the ground floor to provide weather protection and landing space for entrance and exit. The sidewalk and path network will connect to the primary building entrance to ensure continuous access and safety for pedestrians.

The proposed entranceways 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's main entrance will be covered and weather-protected with appropriate lighting to create a comfortable and well-defined pedestrian arrival and departure experience.

Parking for the site is integrated within the building design with one level of structured parking on the ground level of the proposed building. The structured parking and service areas are located behind the at grade commercial units to ensure the street frontage is activated and to provide for a pedestrian scaled development. Access to the structured parking area and service area is located off of Weber Street East.

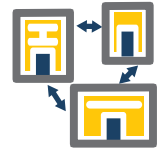
The proposed parking arrangement and design will allow for a safe and continuous vehicular movement between the parking spaces and sidewalks while ensuring accessible parking needs are prioritized and situated in close proximity to internal building entrances to ensure barrier free access is provided.



Pedestrian-oriented



Circulation



Connectivity



Rendering of street frontage along Weber Street East by Reinders + Law Architecture & Engineering.

5.4 PUBLIC REALM & STREETSCAPE

The form of building plays an important role in enhancing the public realm. The building positioning and glass transparency support an animated streetscape along Weber Street East. There are opportunities for planters and landscape elements as well as decorative paving treatments along both fronting streets for delineation of the private and public realms. Visual appeal along public and private streetscape should be designed by coordinating elements such as trees, signage, street lights, and boulevard treatment. Attention should be given to enhanced architectural details where facades interface with the public realm.

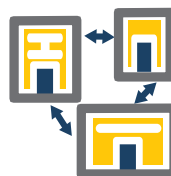
Barrier free sidewalks have been provided leading directly from the public realm and parking areas to the principle building entrances. Building entrances are planned to be highly visible and well lit with pedestrian scaled lighting. Bicycle parking will be provided within the building, as well as outside the building near main entrances for visitors. Servicing/mechanical equipment will be located on rooftops and screened from the public view where practical.

The 8th storey rooftop amenity terrace provides opportunity for seating furnishings and a BBQ area, complimented by planter arrangements throughout. The design of the rooftop amenity area will be refined during site plan. Individual balconies are proposed for all units above the podium for private amenity use.

Active building edges with non-residential uses should include elements that provide visual interest and offer a connection between activity inside the building and the public realm. This can be achieved through transparent windows, frequent building edges and entrances, articulation of facades with projections such as bays/canopies and porches and/or patios, and weather protection. Prominent building entrances help pedestrians know where to enter the building, and can contribute to the unique character of the public space.



Site rendering by Reinders + Law Architecture & Engineering.



Connectivity



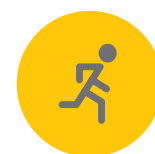
Circulation



Character



Public Realm



Animation



Compatibility

5.5 SUSTAINABILITY CONSIDERATIONS

Green and sustainable initiatives are encouraged within the development to assist in reducing the development's 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.

A Sustainability Statement will be submitted with the future site plan application which will summarize how sustainability measures are considered as part of the site design, landscaping, and building design.

Micro-climate Impacts

A wind study has been prepared to illustrate the impacts of the proposed development at various times of the day, to ensure pedestrian comfort, and identify identifies areas of accelerated flows. Overall the development is not expected to have a significant influence on winds at neighbouring occupied properties.

The main public street level areas along Weber Street E is expected to experience wind conditions consistent with the intended usage year-round, this includes the main entrances and sidewalks. The retail entrances off Weber will benefit from canopies or landscaping around the northeast building corner. Mitigation techniques at the design stage such as wind screens and planters will be discussed further at the site plan stage.

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:

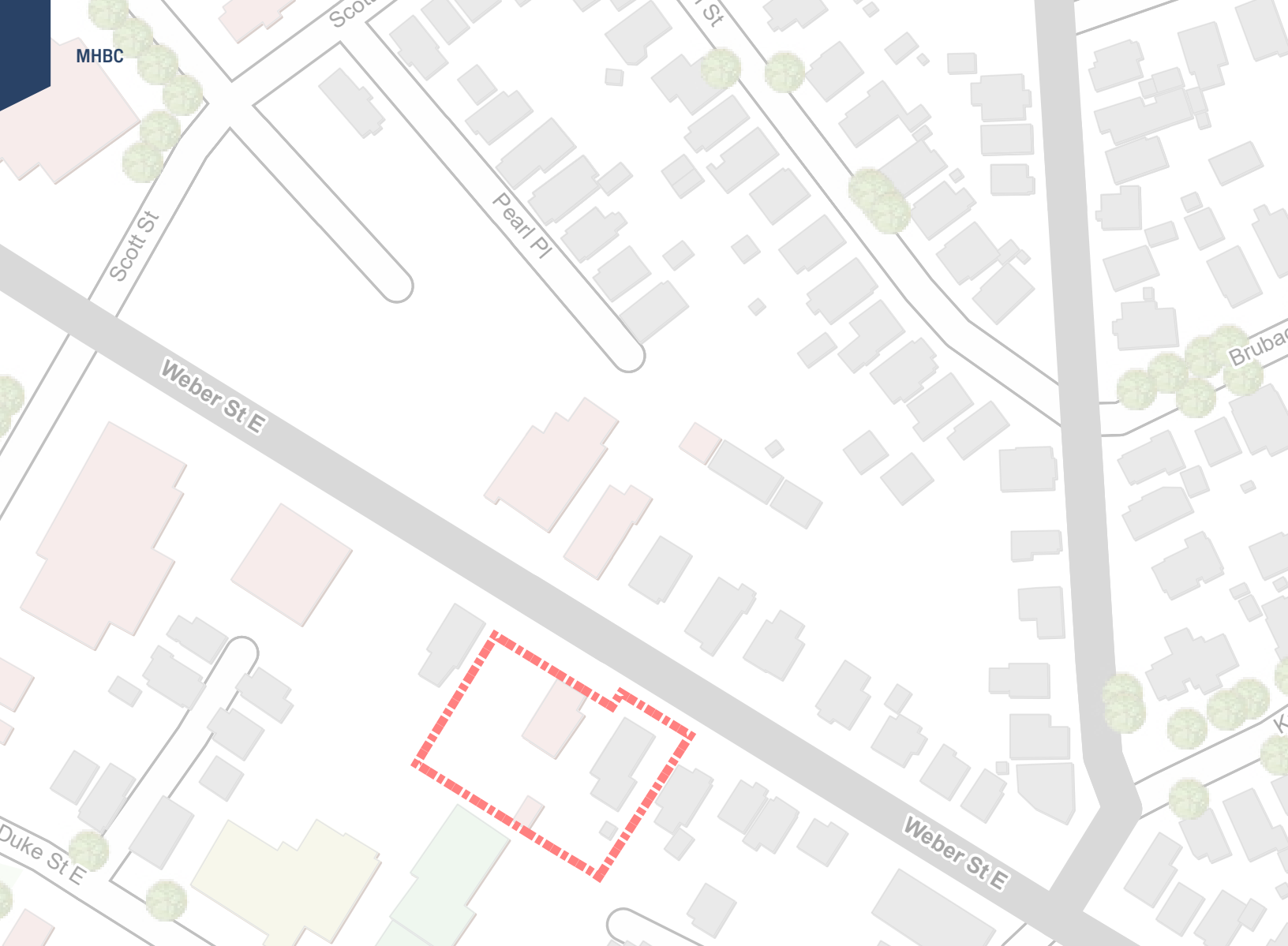
March/September 21: During the Spring /Fall time periods the properties to the west are most impacted. This property will experience some level of shadow impact for two of the five time periods tested. Additionally, the building shadow impacts multiple properties to the east, reaching Lancaster Street. All of these properties still receive a minimum of 5 hours of sunlight during the earlier hours of the day.

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. Properties to the east will only experience shadows at 4:00 pm when shadows are at their longest but will still receive a minimum of 5 hours of sun.

December 21: Many of the properties surrounding the subject lands experience shadows for the December time periods tested. However, it is noted the buildings shadow is one of many during this time of the year casting shadows over adjacent properties. The proposed building specifically is not shown to be the major contributor to the shadows at this time.

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 surrounding residential dwellings on surrounding streets.

MHBC



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 near downtown Kitchener. 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.

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 the Built-Up Area within close proximity to emergency services.

Emergency services are able to access the development from the driveway on Weber Street East. 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. The final detailed design of the building will consider and implement CPTED considerations.

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 within the Urban Growth Centre (Market District), are on a Regional road, and within a Major Transit Station Area. As such, the proposed development will be designed with high quality materials and architecture, and 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 (a 25-storey building with structured a parking as opposed to a low rise development with more dispersed surface parking). The development is located in close proximity to an existing transit routes and is close proximity to the Fredrick Station 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 Weber Street East.
- The building entrance on Weber Street shall be 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 be 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.
- Driveway access to the proposed development is located from Weber Street East. The entrance provides direct access from the street and 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.

6.2 CITY OF KITCHENER TALL BUILDING GUIDELINES

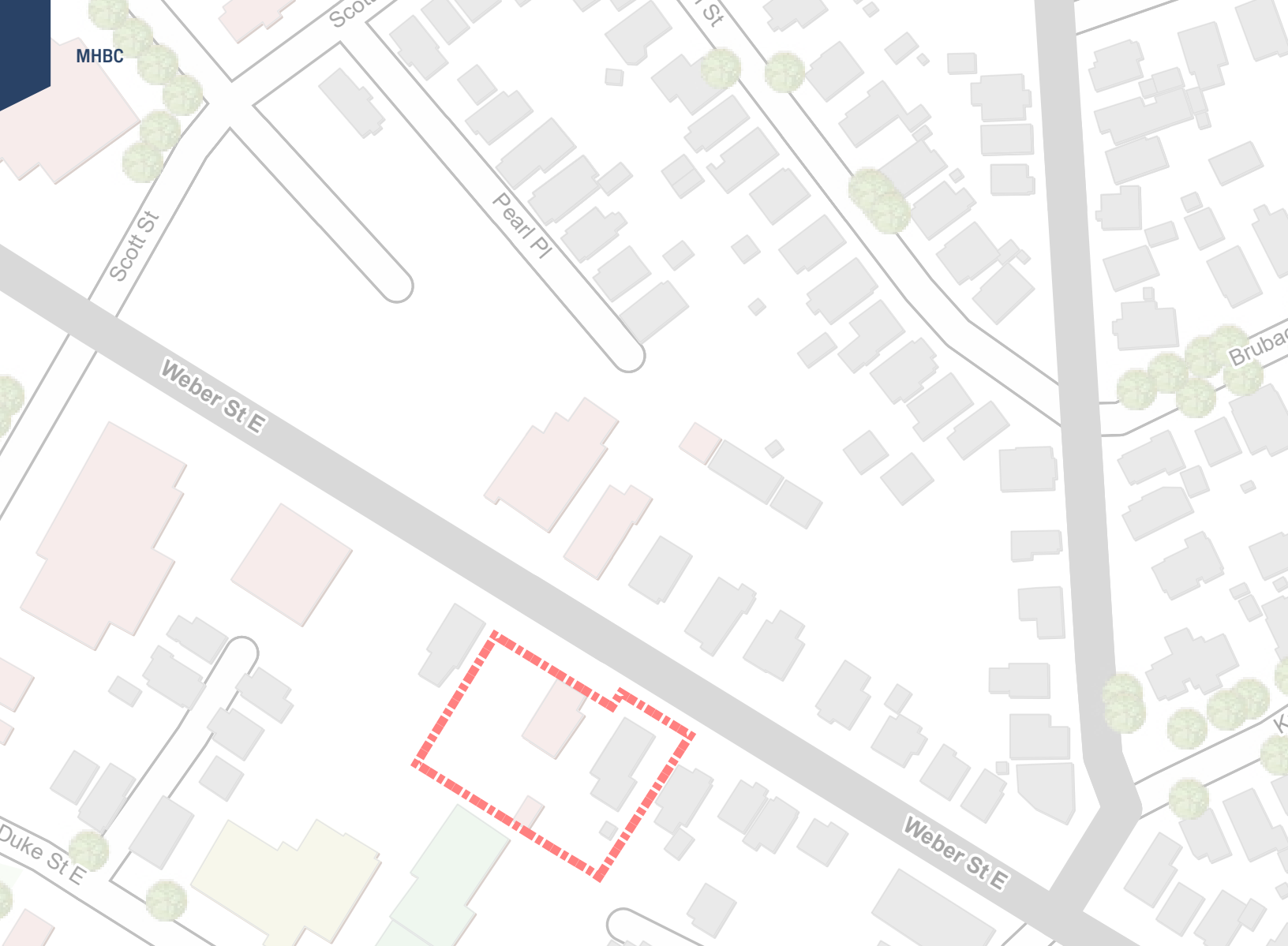
Kitchener City Council approved the Design for Tall Building Guidelines on December 11, 2017. The guidelines apply to all development proposals that are nine or more storeys in height. The following is a general assessment for the proposal relative to the various sections within the Tall Building Guidelines.

Building Components

- The Design for Tall Buildings Guidelines encourage skylines that vary in height to help transition to lower areas. The proposed tower has the opportunity to add to the variety of Kitchener's skyline with a transition to the nearby tall buildings in Downtown Kitchener.
- The proposed building tower has an area of 852.8 square metres, and a proportion of 1.26, classifying as a "Large Point".
- Physical separation calculation as per the guidelines for the proposed building is 17.94 metres. (46m in length times 78m in height/200)
- A proposed 8-storey stepback is proposed for visual interest and appropriate height transition.
- The proposed building will enhance the streetscape with its contemporary design that compliments surrounding buildings in Downtown Kitchener.
- The podium is designed to engage pedestrians and contribute to an active experience, including retail spaces along Weber Street East.
- The ground floor of the building is proposed to have large windows/ openings.
- At grade structured parking is proposed as opposed to surface parking.
- Visual variety is provided through well articulated massing and high quality materials.
- Balconies are provided for units on residential street facing elevations allowing for natural surveillance.
- Building mass has been broken up through vertical and horizontal articulation, changes in materials, and architectural features.
- Integrated mechanical penthouse positioned away from Weber Street East.
- The top of the podium provides both indoor and outdoor amenity spaces.



MHBC



CONCLUSIONS



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 Weber 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 to 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 the street frontage, 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.

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. The proposed development will support current transit initiatives and provides connectivity for future residents to community and neighbourhood amenities and support existing commercial uses.



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



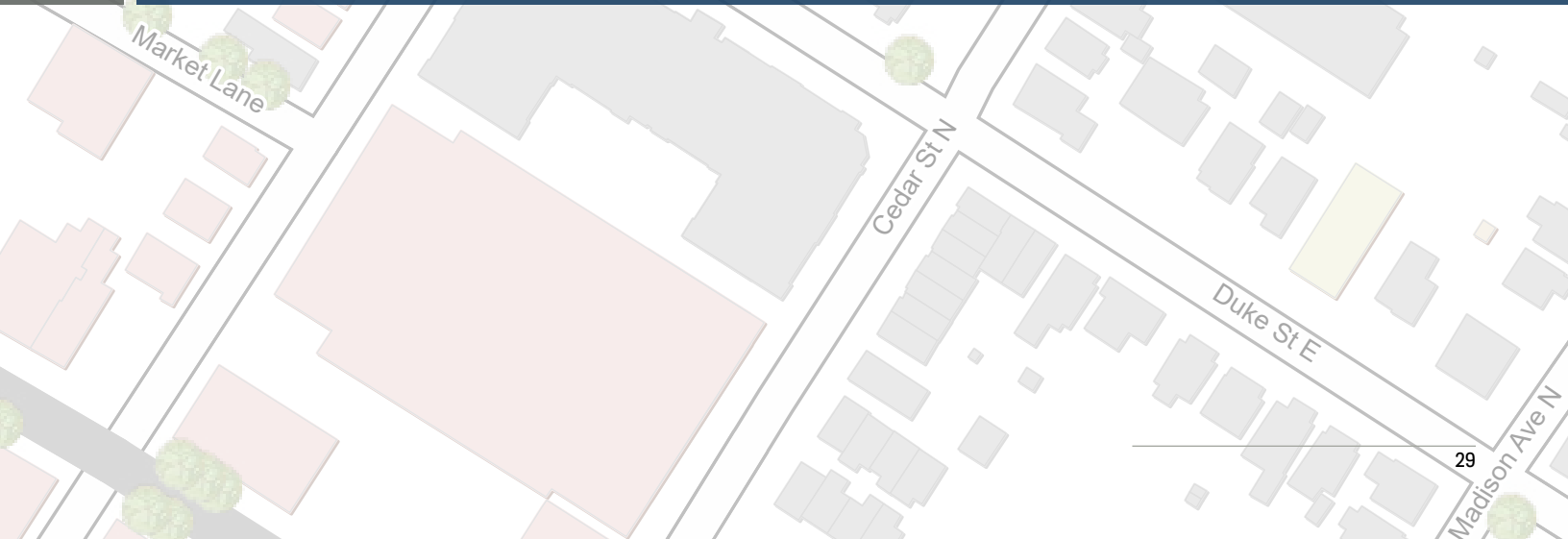
VISTA
Direct and continuous views along straight streets or open spaces



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



APPENDIX A: SHADOW STUDY



Weber St (83-87) Apt Kitchener, Ontario

Sun Study

Spring Equinox

March 21st- 10:00 AM to 6:00 PM



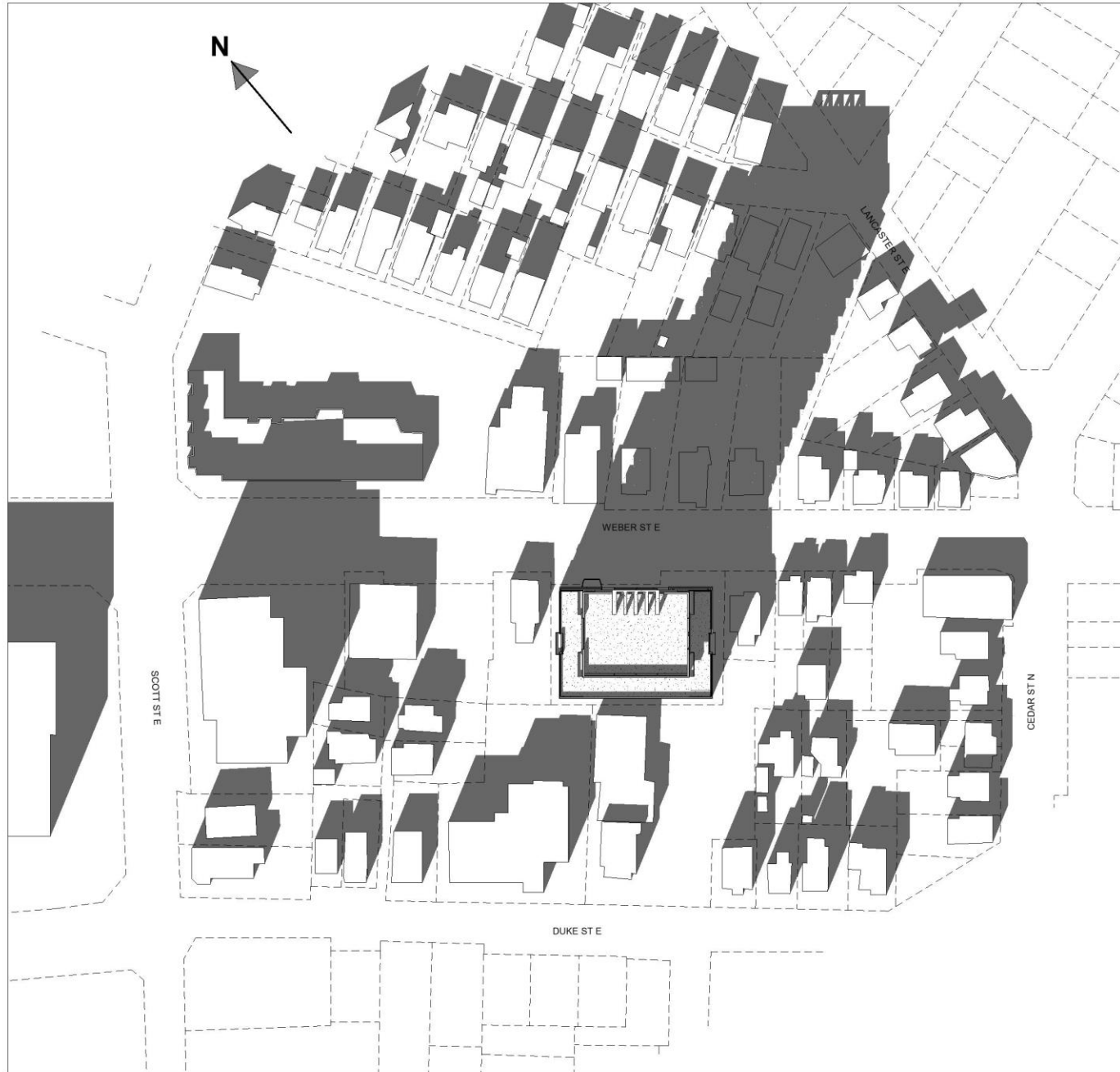
















Weber St (83-87) Apt Kitchener, Ontario

Sun Study

Summer Equinox

June 21st- 10:00 AM to 6:00 PM



















Weber St (83-87) Apt Kitchener, Ontario

Sun Study

Autumn Equinox

September 21st- 10:00 AM to 6:00 PM







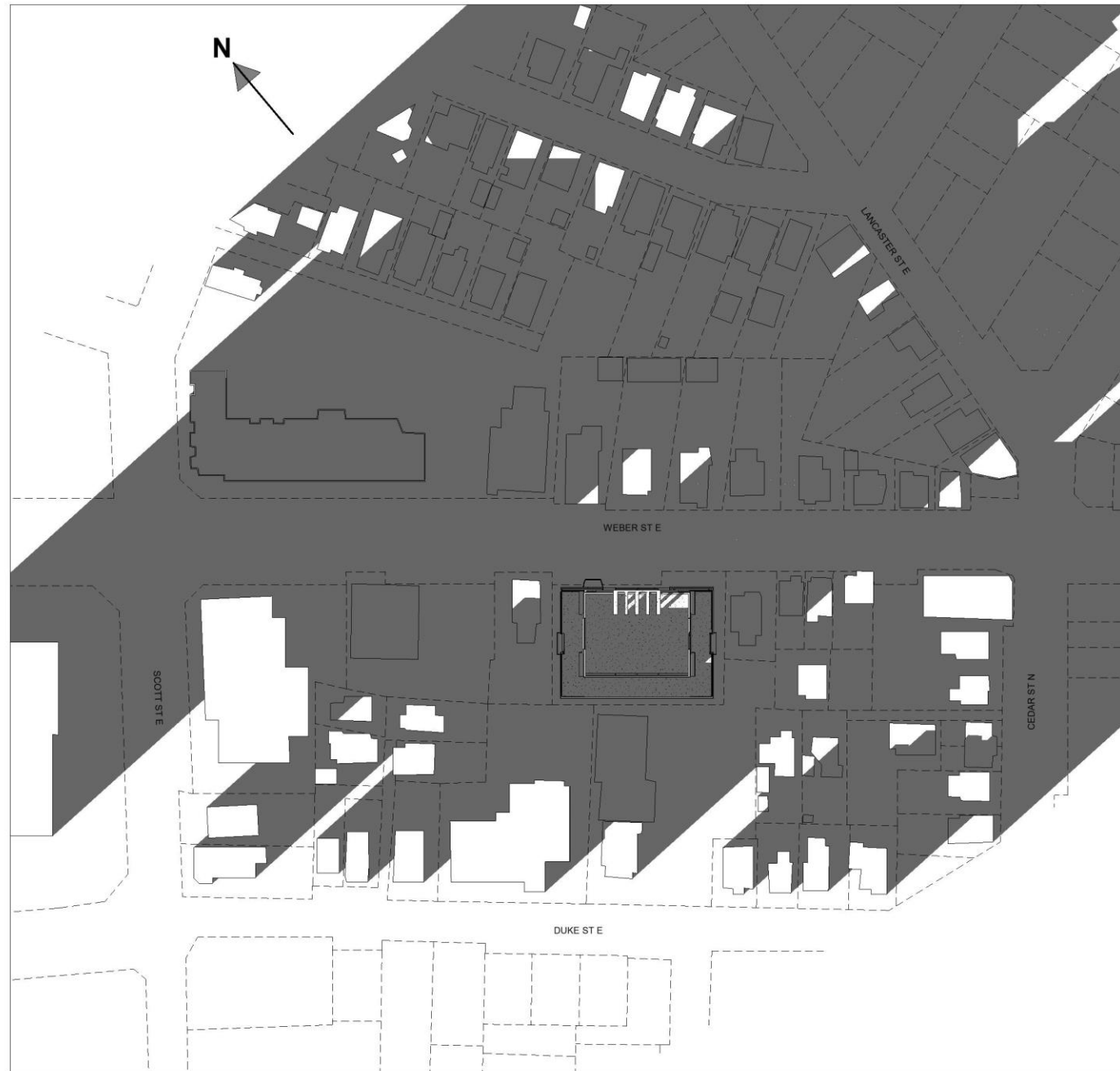












Weber St (83-87) Apt Kitchener, Ontario

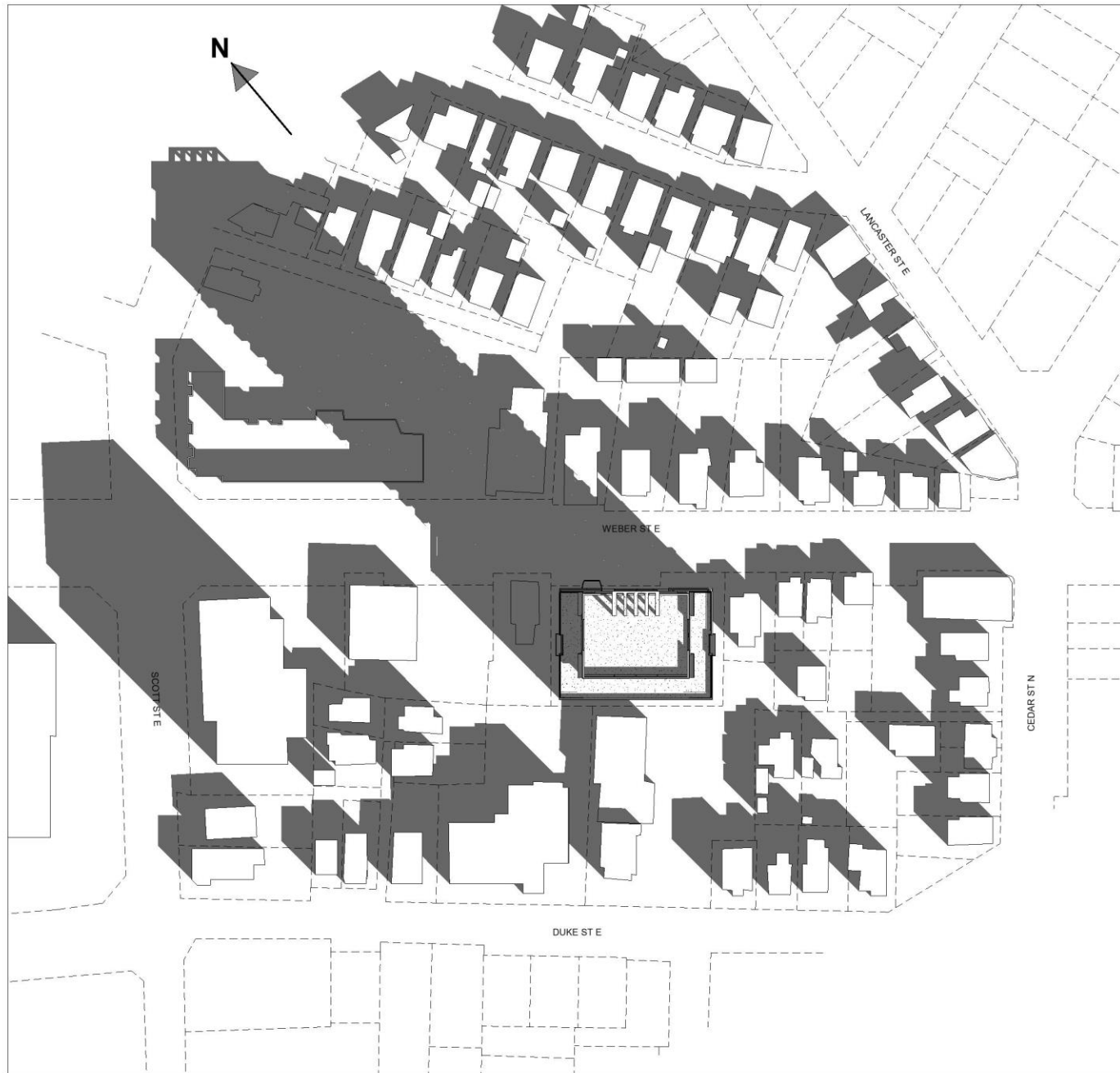
Sun Study

Winter Equinox

December 21st- 10:00 AM to 6:00 PM





















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