

URBAN DESIGN BRIEF



864-872 King Street West, Kitchener

Zoning By-law Amendment | June 2024



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

CONTENTS

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1.0 Introduction	1
2.0 Site Context	5
2.1 Existing Site Conditions	6
2.2 Surrounding Context	8
3.0 Proposed Development	15
3.1 Site Design	16
3.2 Building Design	18
3.3 Landscape Design	20
3.4 Block Plan	21
4.0 Urban Design Analysis	23
4.1 Site Design & Circulation	24
4.2 Built Form & Building Design	25
4.3 Public Realm & Landscape Design	27
4.4 Compatibility	28
4.5 Sustainability	29
5.0 Conclusion	30

1.0 INTRODUCTION



MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC Planning”) has been retained by King Pine Kitchener Inc. (the “Applicant”) to prepare an Urban Design Brief in support of a Zoning By-law Amendment application (the “Application”) for the lands municipally known as 864-872 King Street West within the City of Kitchener (the “Site”; see Figure 1.1). The Site is located at the corner of King Street West and Pine Street in central Kitchener. The Site is irregularly shaped and measures approximately 0.63 hectares, with approximately 59 meters of frontage on King Street West and approximately 78 meters of frontage along Pine Street. The Site is currently occupied by a vacant office building and associated surface parking lot.

The Applicant is proposing a 44 storey residential development with a 6 storey podium and 455 units (the “Proposed Development”; see Figure 1.2). The Proposed Development includes 261 vehicle parking spaces, 461 bicycle parking spaces, and 5,389 square metres of indoor and outdoor amenity space. The Proposed Development forms the first phase of a proposed multi-phase development on the Site.

This Urban Design Brief has been prepared part of a complete application to the City of Kitchener and includes the following topics:

- A description of the existing site conditions and surrounding context, including built form, circulation, and open spaces;
- A detailed review of the Proposed Development, including site design, building design, and landscape design;

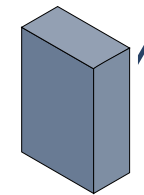
- An analysis of the proposed design features as they relate to the applicable urban design policies and guidelines;
- A summary of the conclusions regarding the proposed redevelopment of the Site.

This Urban Design Brief has been considered and must be read in conjunction with, the following plans and studies supporting the Applications:

- Planning Justification Report, prepared by MHBC Planning (June 2024)
- Architecture Package, prepared by Reinders + Law (June 14, 2024)
- Engineering Package, prepared by Reinders + Law (June 14, 2024)
- Shadow Study, prepared by Reinders + Law (June 14, 2024)
- Pedestrian Level Wind Study, prepared by Boundary Layer Wind Tunnel Laboratory (June 20, 2024)



455 Residential Units



**44 Storey Tower
6 Storey Podium**



5,389m² Amenity Space



**461 Bicycle
Parking Spaces**



**261 Vehicle
Parking Spaces**

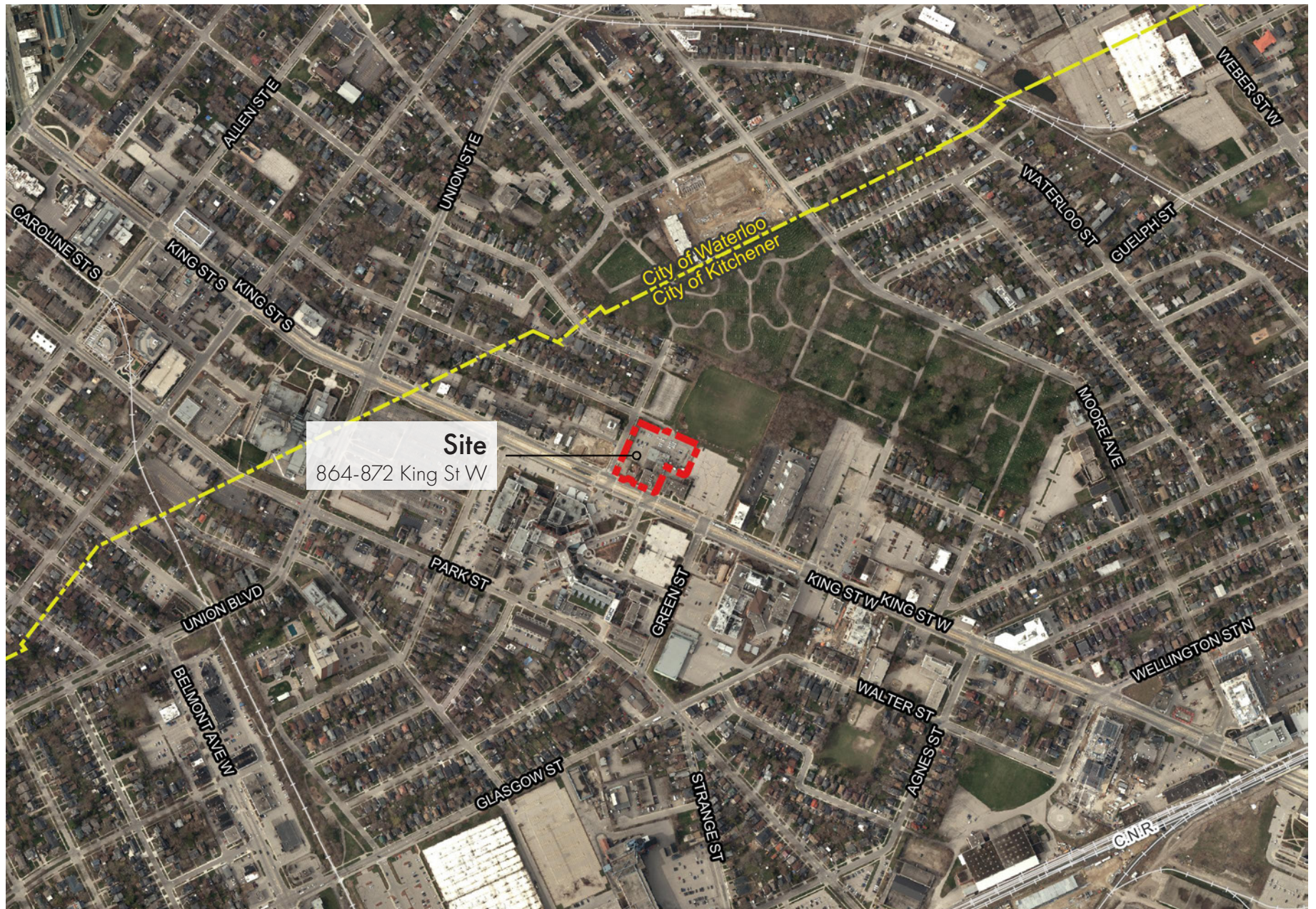


Figure 1.1 - The Site at 864-872 King St W, in central Kitchener

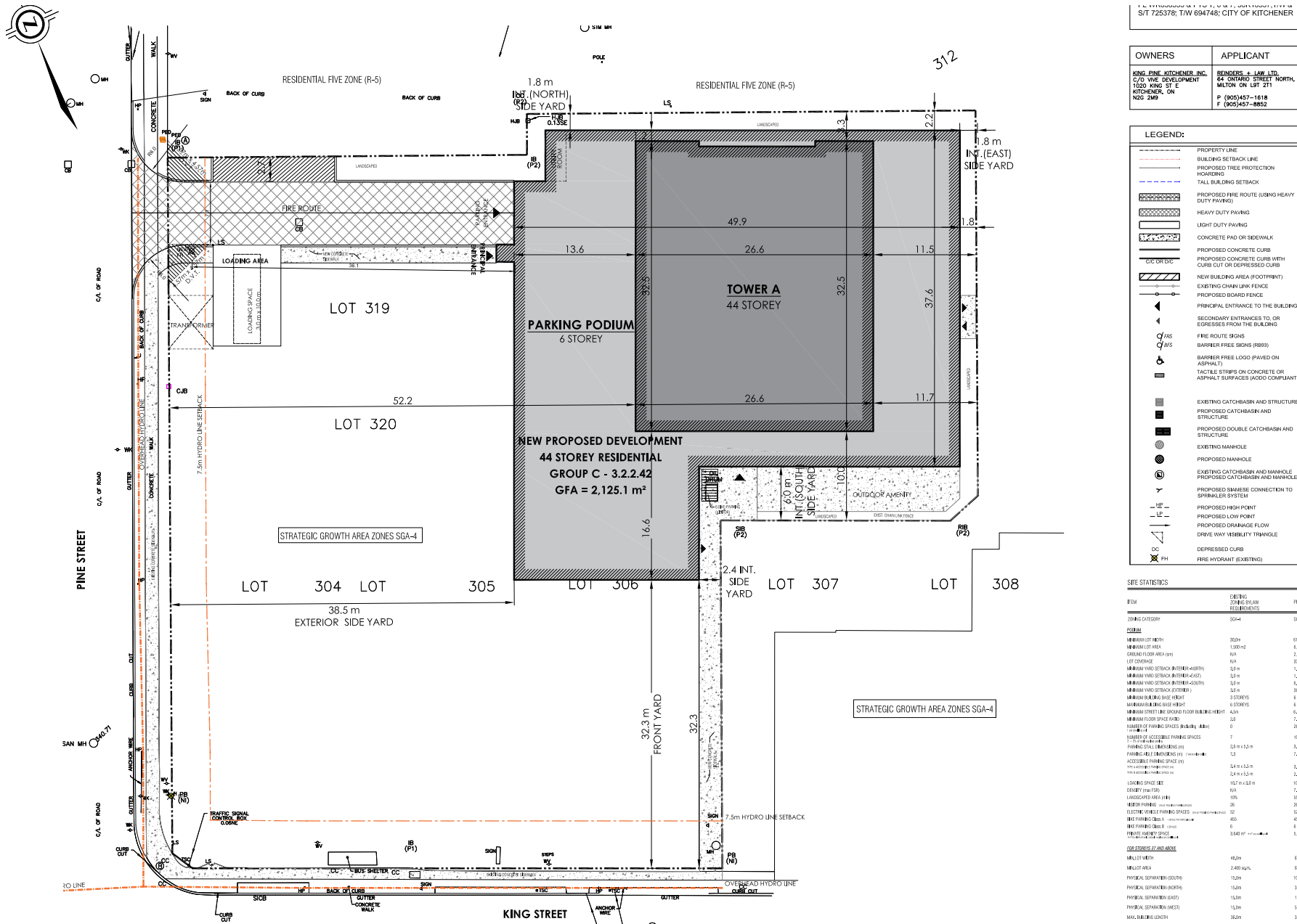


Figure 1.2 - The Proposed Development (Reinders + Law, June 14, 2024)

2.0 SITE CONTEXT



2.1 EXISTING SITE CONDITIONS

The Site is located at the corner of King Street West and Pine Street in central Kitchener (see Figure 2.3). The Site is irregularly shaped and measures approximately 0.63 hectares, with approximately 59 meters of frontage on King Street West and approximately 78 meters of frontage along Pine Street.

The Site is currently occupied by a vacant office building and associated surface parking lot (see Figures 2.1-2.2). The office building is located along the King Street West frontage, with surface parking along the Pine Street frontage at to the rear of the building.

The Site is accessed via a driveway entrance from Pine Street and a walkway connection to King Street West. The majority of the Site is covered with impervious surfaces. A row of street trees and shrubs on a low berm frames the Pine Street frontage and northern property line, providing a landscaped buffer to the park and adjacent residential uses.



Figure 2.1 - Existing office building long King Street West



Figure 2.2 - Landscaped buffer and driveway entrance along Pine Street



Figure 2.3 - Existing site conditions

2.2 SURROUNDING CONTEXT

Built Form & Land Use

The Site is located in central Kitchener, along the King Street West corridor between Downtown Kitchener and Uptown Waterloo (see Figure 2.4). King Street West is a mixed corridor of residential, commercial, and institutional uses in low-rise, mid-rise, and high-rise forms. The corridor has seen significant development in recent years, primarily as a result of the ION LRT. The Grand River Hospital ION Station is located at the corner of King Street West and Pine Street, next to the Site. Blocks in the immediate context are large due to the institutional and commercial uses, with limited permeability to the surrounding residential neighbourhoods. The residential neighbourhoods on the north and south sides of the corridor are primarily low-rise with small block sizes and fine-grained permeability.

To the north, the Site abuts a parking lot and open space, with Mount Hope Cemetery beyond (see Figures 2.5-2.6). Surrounding the cemetery is a residential neighbourhood with a mix of building heights and typologies. Dwellings are primarily single-detached with additional low-rise apartment, stacked townhouse, mid-rise apartment, and high-rise apartment forms. Heights range from 1 to 10 storeys.

Immediately east of the Site is a two-storey building associated with the Grand River Hospital. Lands fronting onto King Street West feature a mix of uses, including mid-rise and high-rise apartments up to 13 storeys, retail and service commercial (including grocery, restaurant, medical office, and pharmacy),

office, and institutional (Kitchener Waterloo Collegiate and Vocational School and St Mark's Place) (see Figures 2.7-2.8). Buildings along the corridor generally front onto the street with surface parking areas to the side and rear.

Grand River Hospital is immediately south of the Site, across King Street West (see Figure 2.9). South of Pine Street lies a mixed residential neighbourhood with single-detached, townhouse, and apartment uses up to 16 storeys (see Figure 2.10). Belmont Village lies approximately 700m to the southwest, offering additional retail and service commercial uses within walking distance.

To the west of the Site, across Pine Street, a 25-storey mixed-use development is under construction at 900 King Street West (see Figure 2.11). The mixed use corridor along King Street West continues toward Uptown Waterloo, with a number of street-fronting commercial and residential uses (see Figure 2.12). The Sun Life Canada office building and associated parking occupy two blocks along King Street, with a recently emerging cluster of high-rise residential buildings up to 23 stories located beyond John Street.

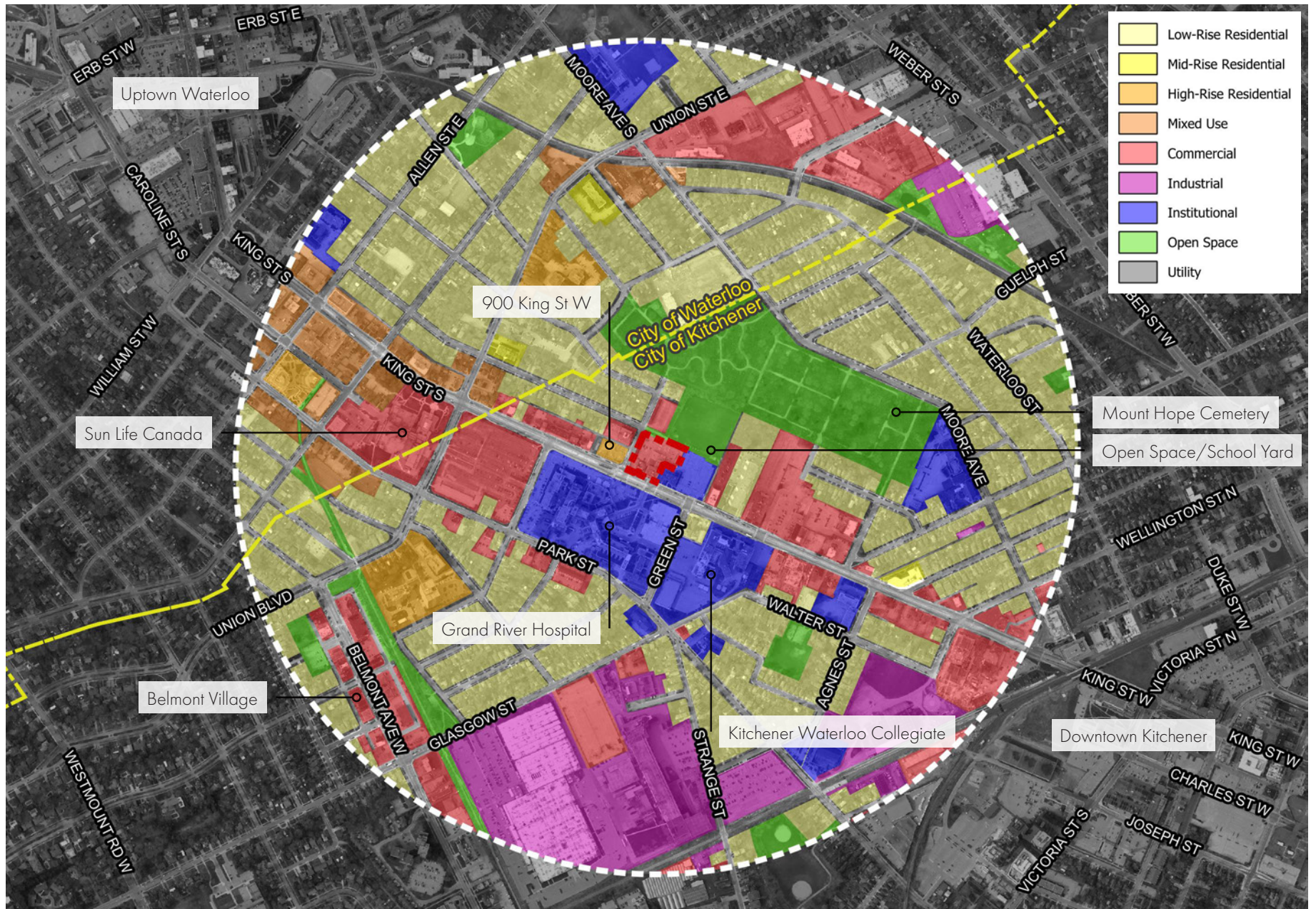


Figure 2.4 - Existing land uses within 800m of the Site



Figure 2.5 - Residential uses north of the Site along Pine Street



Figure 2.7 - High-rise residential building along King Street West



Figure 2.6 - Mount Hope Cemetery entrance from Pine Street



Figure 2.8 - Kitchener Waterloo Collegiate and Vocational School on King Street West



Figure 2.9 - Grand River Hospital south across the Site



Figure 2.11 - Multi-residential development under construction west across Pine Street



Figure 2.10 - Low-rise residential neighbourhood between Park Street and York Street



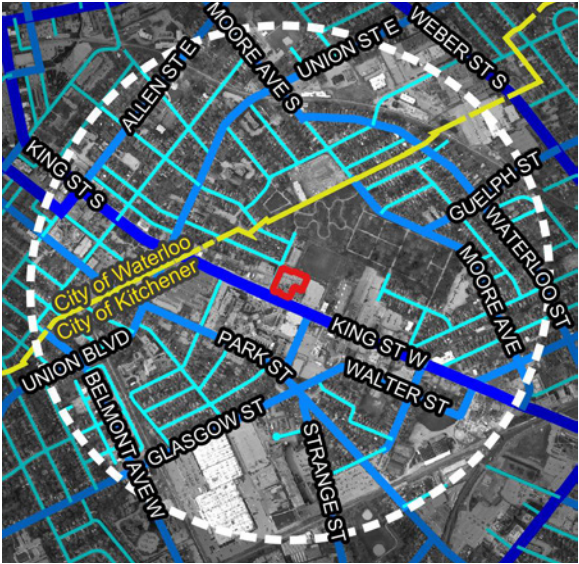
Figure 2.12 - Commercial uses along King Street West

Circulation

The mixed street pattern and block sizes provide a variable circulation pattern within the surrounding neighbourhood. The overall street pattern includes larger lots along King Street West that transition into more fine-grained streets in the residential neighborhoods to the north and south (see Figure 2.14). King Street West is a Regional Road with two vehicle lanes, the ION LRT tracks, sidewalks, and hard-scaped boulevards. The King Street corridor serves as the central commercial corridor in the Region, linking Waterloo, Kitchener and Cambridge. Pine Street is a Local Street with two vehicle lanes, sidewalks, and landscaped boulevards.

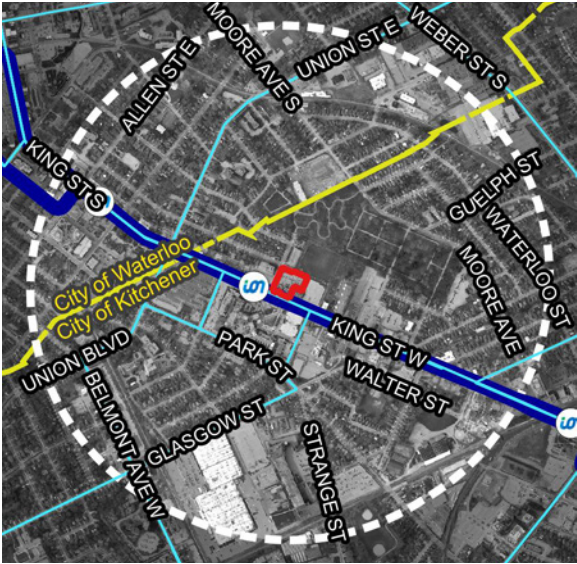
The Site is within walking distance of several public transit routes, including the Grand River Hospital ION station at the corner of King Street West and Pine Street (See Figure 2.15). The ION LRT and additional local Grand River Transit routes along King Street West, Union Street, and Glasgow Street provide convenient access to Uptown Waterloo, Downtown Kitchener, and surrounding regional destinations.

The immediate neighbourhood offers mixed connectivity for active transportation (see Figure 2.16). While the surrounding streets include dual sidewalks and the Mount Hope Cemetery offers walking path connections, the large blocks along King Street West limit pedestrian permeability to the south and east. However, a number of high-quality active transportation corridors surround the Site, including the Iron Horse Trail and Spur Line Trail, with additional bicycle lanes along Glasgow Street, Belmont Avenue West, and Park Street.



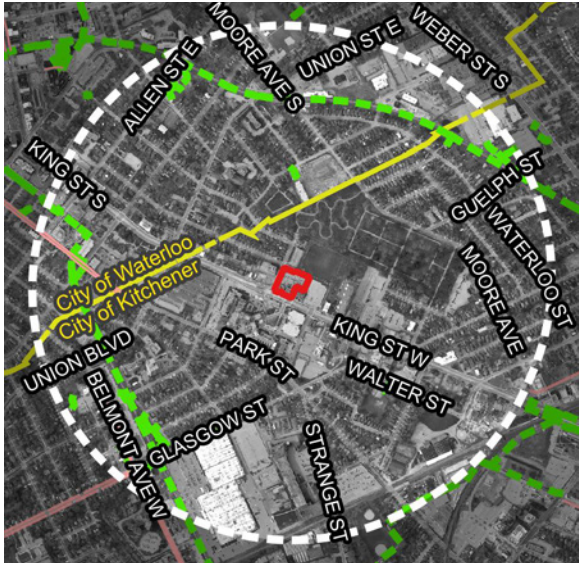
■ Regional Road/ Arterial ■ Collector
 ■ Local Street

Figure 2.14 - Surrounding vehicle circulation



🚆 ION LRT
 🚌 GRT Local

Figure 2.15 - Surrounding public transit



🚶 Multi-Use Trail
 🚲 Bicycle Lane

Figure 2.16 - Surrounding active transportation routes

Open Spaces & Natural Heritage

The Site is within walking distance of several open spaces and parks (see Figure 2.17). Immediately north of the Site is an open space and sports field owned by the school board. The Mount Hope Cemetery is adjacent to this open space, with an entrance at the terminus of Pine Street. Mary Allen Park, Uniroyal Goodrich Park, Walter Street Park, Cherry Park, Gildner Green, and Argyle Park are all located within walking distance of the Site and provide a number of recreational amenities, including baseball fields, basketball courts, playgrounds, outdoor fitness equipment, and community gardens. The Spur Line Trail and Iron Horse Trail run to the north and south of the Site, respectively, providing open space corridors between Uptown Waterloo and Downtown Kitchener.

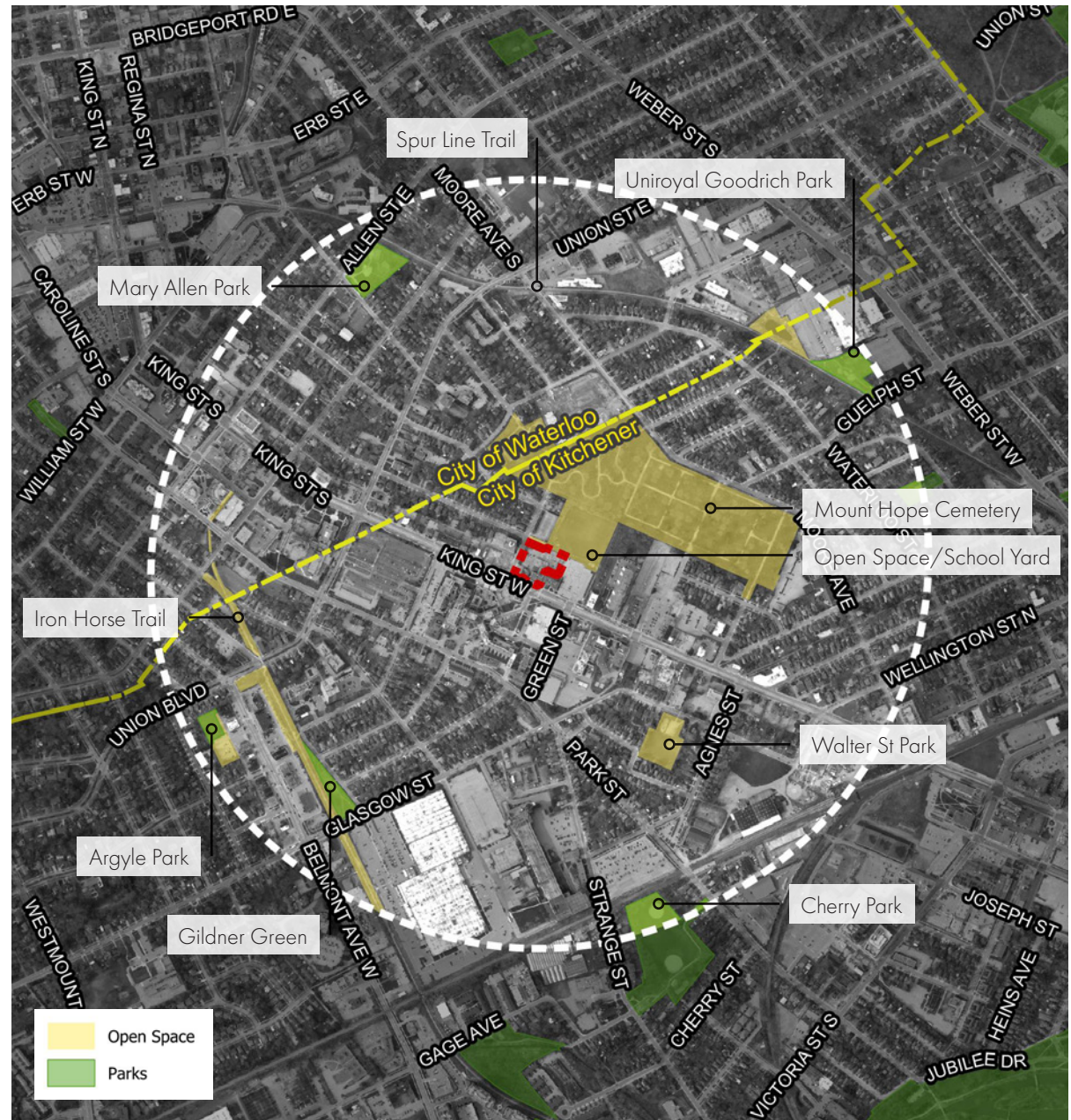


Figure 2.17 - Surrounding parks and open spaces

Policy Context

The Site is included within the council-approved Growing Together planning framework, a City-led Official Plan Amendment and Zoning By-law Amendment that updates policies and regulations in the vicinity of ION LRT stations. While the amendments have been passed by City and Regional Councils, the Zoning By-law Amendment is currently under appeal and is not in full force and effect. This report will address the existing and proposed policies, guidelines, and regulations, with emphasis on the Growing Together updates, as the changes reflect Council's direction for intensification within the central transit corridor.

To avoid repetition, the policies, regulations, and guidelines within the various documents and sections are grouped by theme and addressed simultaneously in Section 4.0.

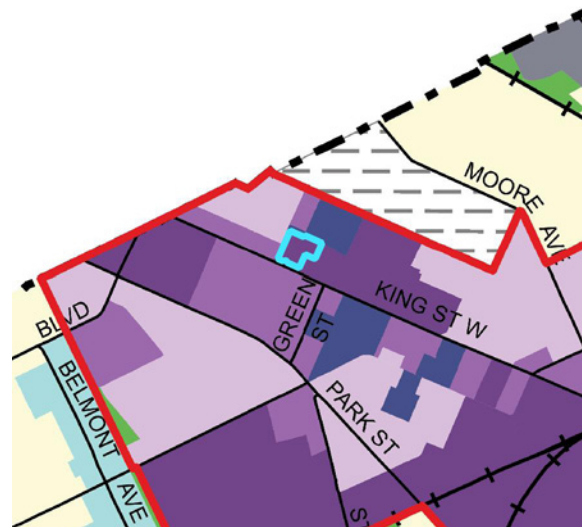


Figure 2.18 - Official Plan Land Use (Map 3)

Kitchener Official Plan

The Site is designated Mixed Use Corridor under the KW Hospital Secondary Plan and is designated Protected Major Transit Station Area (PMTSA) and the Strategic Growth Area C (SGA-C) under Growing Together (see Figure 2.18). The existing and proposed designations are intended to focus intensification in support of the Region's transit system, with SGA-C accommodating significant intensification at high density. Section 11 of the City of Kitchener Official Plan contains Urban Design policies which direct the growth and development of the city in relation to communities, neighbourhoods, sites, and buildings.

Kitchener Zoning By-law

The Site is zoned MU-3 in Zoning By-law 85-1 and is zoned Strategic Growth Area Four Zone (SGA-4) in Zoning By-law 2019-051 under Growing Together.

er. The SGA-4 zone is intended to allow for unlimited height and density within the SGA-C designation (see Figure 2.19). The SGA-4 zone also informs the massing and placement of podium and tower components by regulating building length, floor plate area, setbacks, and physical separation.

Kitchener Urban Design Manual

The City of Kitchener Urban Design Manual contains a series of guidelines related to development across the City, of which the sections relating to City-Wide Development (Section 1), Major Transit Station Areas (Section 2), Tall Buildings (Section 9), and Structured Parking (Section 13) are applicable.

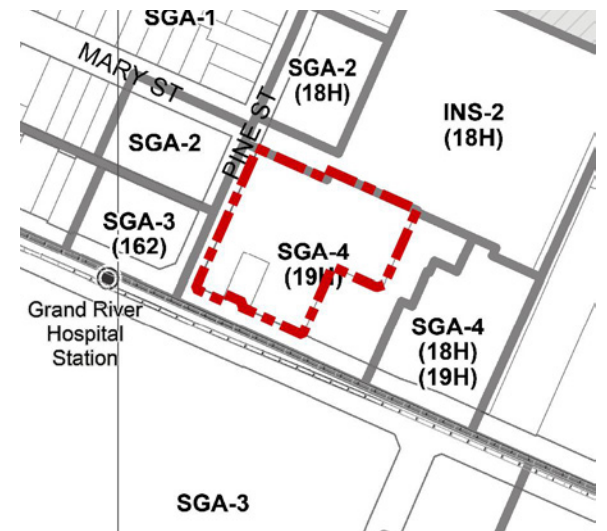


Figure 2.19 - Zoning By-law (Map 75)

3.0 PROPOSED DEVELOPMENT



3.1 SITE DESIGN

The Proposed Development is a multi-residential development with 455 units that will feature a 6-storey podium and a 44-storey tower (see Figure 3.1). The Proposed Development is intended as the first phase of a multi-phase development on the Site. The proposed podium and tower are positioned at the northeast corner of the Site to allow for a second tower at the corner of King Street West and Pine Street. Details surrounding the design and massing of future phases will be determined through subsequent applications.

The proposed building is setback 32.3 meters from King Street West, 38.5 meters from Pine Street, 1.8 meters from the rear yard (north), 1.8 meters eastern interior side yard, and 6.0 metres from the southern interior side yard. The tower portion is situated roughly in the centre of the podium and is stepped back between 1.2 and 13.6 metres from the podium.

Walkway access to the Site is provided for pedestrians from King Street West and Pine Street, with the King Street West walkway connecting to the residential lobby and adjacent outdoor amenity area (see Figure 3.2).

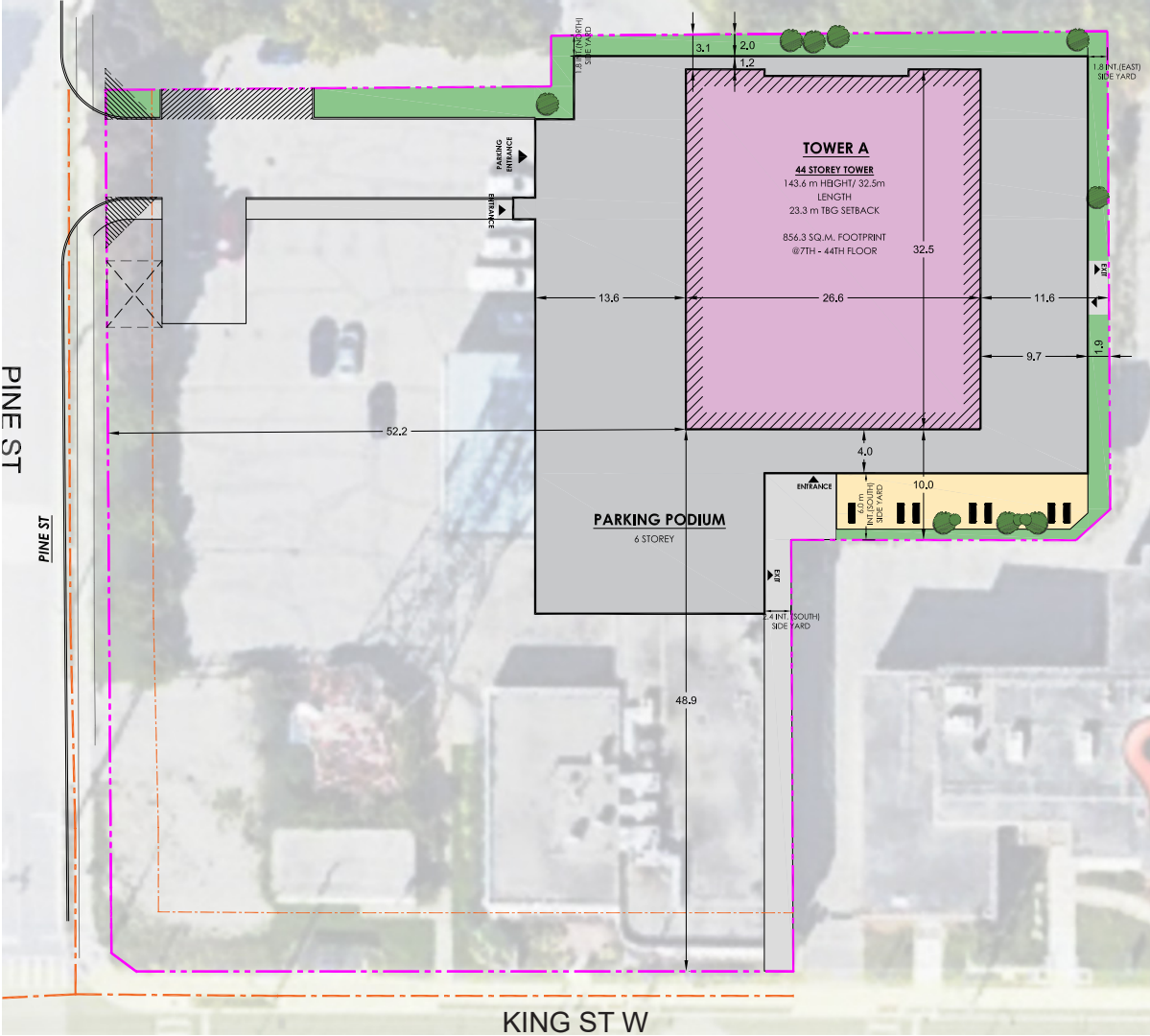


Figure 3.1 - Proposed Site Plan (Reinders + Law, June 14, 2024)

The driveway entrance off Pine Street provides access to the underground and podium parking levels, which contain 261 vehicle parking spaces and 123 Class A bicycle parking spaces. Two levels of underground parking and 7 levels of podium parking are proposed, accessed via an internal ramp system. The remainder of the Class A bicycle parking spaces are provided within individual units, with the six Class B bicycle parking spaces located adjacent to the lobby entrance. The internal circulation is designed to be integrated into future development on the Site.

A loading space is located along the driveway entrance from Pine Street. This loading area will be relocated inside the podium of a future phase to screen the space from view of the public realm. The driveway entrance and loading area allow for full truck turning and emergency vehicle access within the Site, as shown in the Truck Turning Plan prepared by Reinders + Law.

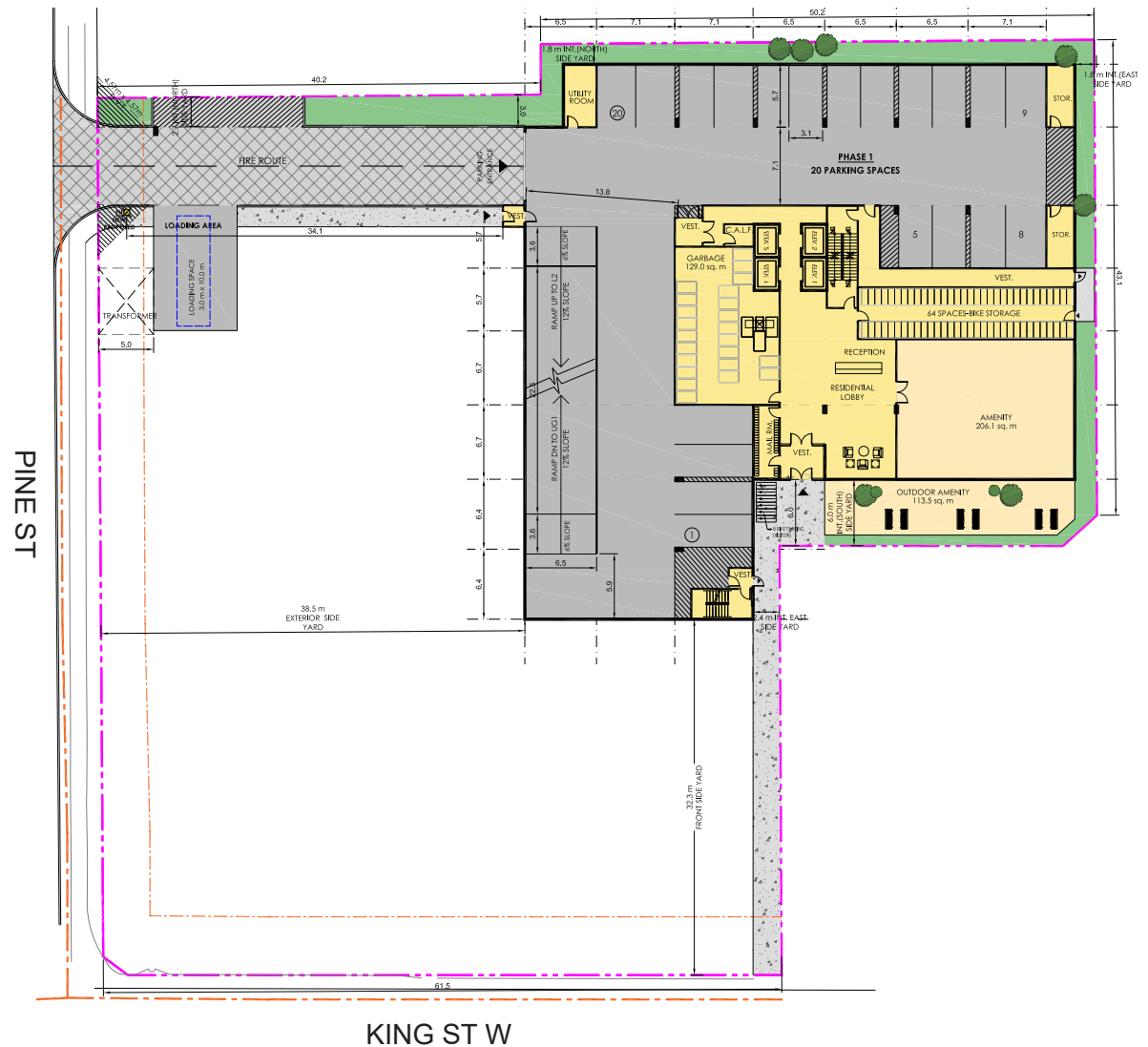


Figure 3.2 - Proposed Ground Floor Plan (Reinders + Law, June 14, 2024)

3.2 BUILDING DESIGN

The Proposed Development employs a point tower and podium form with clearly distinguished base, middle, and top portions. The ground floor is designed to house the residential lobby, indoor amenity space, and bicycle parking, while upper podium floors are dedicated to vehicle and bicycle parking.

The ground floor is articulated with concrete panels finished in horizontal textured paint, complemented by light concrete panels with a brick masonry finish (see Figure 3.3). This combination provides a solid and visually appealing foundation for the building. A regular pattern of windows provides natural surveillance on the surrounding lands, with particular emphasis on the visual connection between the indoor and outdoor amenity spaces.

Above the base, the podium design continues with concrete panels featuring a dual-tone finish, adding a further dimension to the facade. The overall podium elevation incorporates a varied material palette and color scheme. The design includes 13% façade openings across the podium facades.



Figure 3.3 - Proposed podium base, viewed from the southwest (Reinders + Law, June 14, 2024)

Above the podium, the design transitions to a point tower that is stepped back from the podium to create distinct massing (see Figure 3.4). The point tower has an 856 square meter floor plate to create a slender tower profile. The material palette features different coloured concrete panels, creating a distinctive middle design that remains consistent with the podium. The projecting pre-cast balconies, designed with frosted tempered glass, contribute to a visually appealing facade throughout the middle portion of the tower. The upper floors of the tower simplify the design to create distinct top features. The articulation of contrasting panels differs at the top, with minimal balcony projections. The proposed mechanical penthouse is screened through high parapet walls that continue the design and materiality of the top portion.



Figure 3.4 - Proposed point tower viewed from the southeast (Reinders + Law, June 14, 2024)

3.3 LANDSCAPE DESIGN

Outdoor amenity space is provided for residents adjacent to the lobby and on the podium rooftop (see Figures 3.5-3.6). A total of 5,389 square metres of amenity space is proposed.

The two proposed outdoor amenity spaces provide attractive, comfortable, and safe areas that accommodate a range of user groups. Detailed

design for the outdoor amenity areas has not been completed at this time, however, the spaces are expected to include a variety of amenities, including seating, BBQ areas, fire pits, and planting beds. Both amenity spaces are paired with indoor amenity areas, providing natural surveillance and increased programming opportunities.

Detailed designs for the amenity spaces and site landscape will be prepared through a subsequent Site Plan Approval application. Further detail surrounding the proposed streetscapes along King Street West and Pine Street will be addressed through future phases of development.

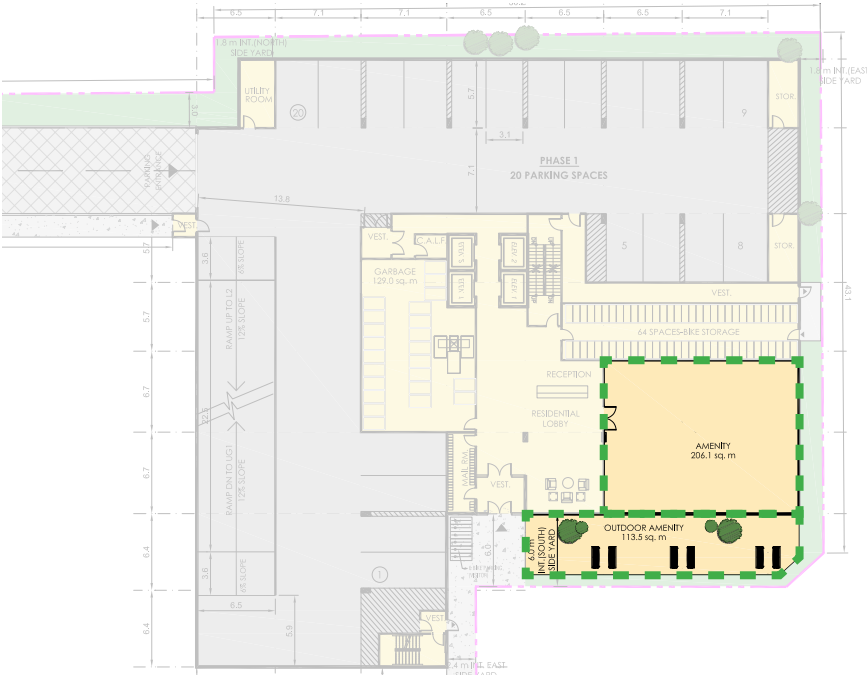


Figure 3.5 - Indoor and outdoor amenity spaces on the ground floor

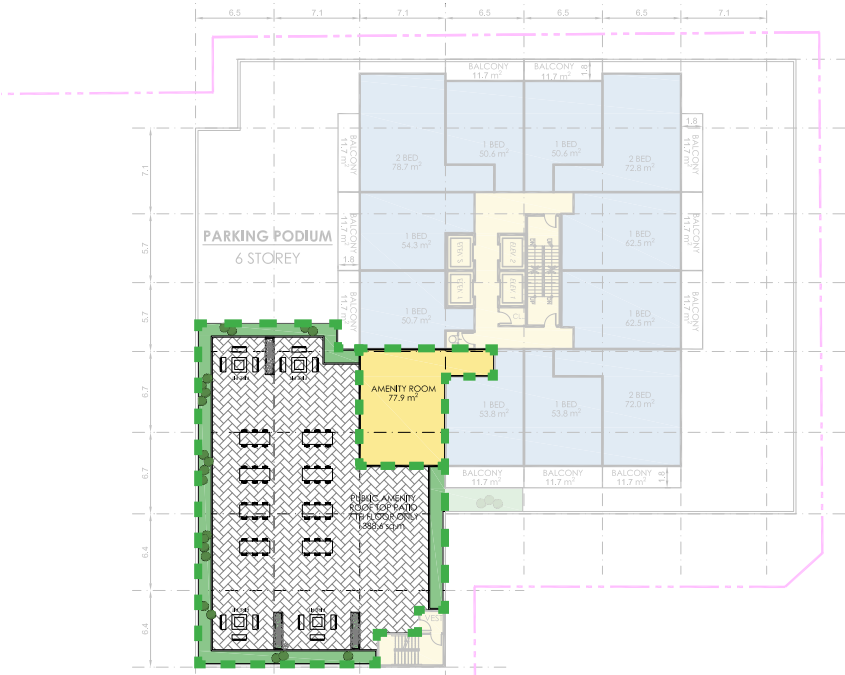


Figure 3.6 - Indoor and outdoor amenity spaces on the podium rooftop

3.4 BLOCK PLAN

A Block Plan was prepared to evaluate the Proposed Development’s impact on the development potential of the remaining lands on the Site and the surrounding parcels (see Figure 3.7). Significant intensification is anticipated on the surrounding lands as a result of their location within the PMTSA and Strategic Growth Area.

The Block Plan explores potential developments on the surrounding ‘soft sites’; underutilized parcels that are to be zoned SGA-2, SGA-3, and SGA-4. The plan represents as-of-right zoning permissions within the Growing Together planning framework, with one site-specific zoning regulation required to allow reduced setbacks to the park to the north (similar to the Proposed Development). The plan also assumes the consolidation of 828 and 850 King Street West as the existing lot fabric does not allow for the orderly development of these parcels individually.

The Block Plan demonstrates that the Proposed Development accommodates future high-rise intensification on the adjacent parcels while limiting potential impacts. Three potential towers are accommodated on the lands to the east of the Site, with physical separation distances to allow for two towers of 18 storeys along King Street West and one tower of 37+ storeys at the rear of the Site. An additional tower is also accommodated on the Site at the corner of King Street West and Pine Street, representing a potential future phase of development by the Applicant. 8 storey mid-rise buildings are shown to the north and west, with appropriate setbacks and



Figure 3.7 - Block Plan showing potential developments on the surrounding lands

stepbacks to respond to the nearby SGA-1 zones.

Sufficient physical separation is provided from property lines and between proposed and potential towers. Figures 3.8 and 3.9 show section views through the Site and lands to the east to demonstrate the interaction between the physical separation re-

quirements of the towers. The physical separation requirements within the SGA-4 zone increase with the height of the building, requiring greater separation between the upper floors of tall buildings. The sections show that an 18 storey tower will fit between the Proposed Development and King Street West and not impact the physical separation requirements

of the tower floors for floors 19 and above. The Proposed Development also allows for sufficient separation distance to a potential tower to the east with no height restriction. Finally, as the lands to the north are used as open space and not considered a soft site for intensification, the impacts of a reduced physical separation distance are minimized.

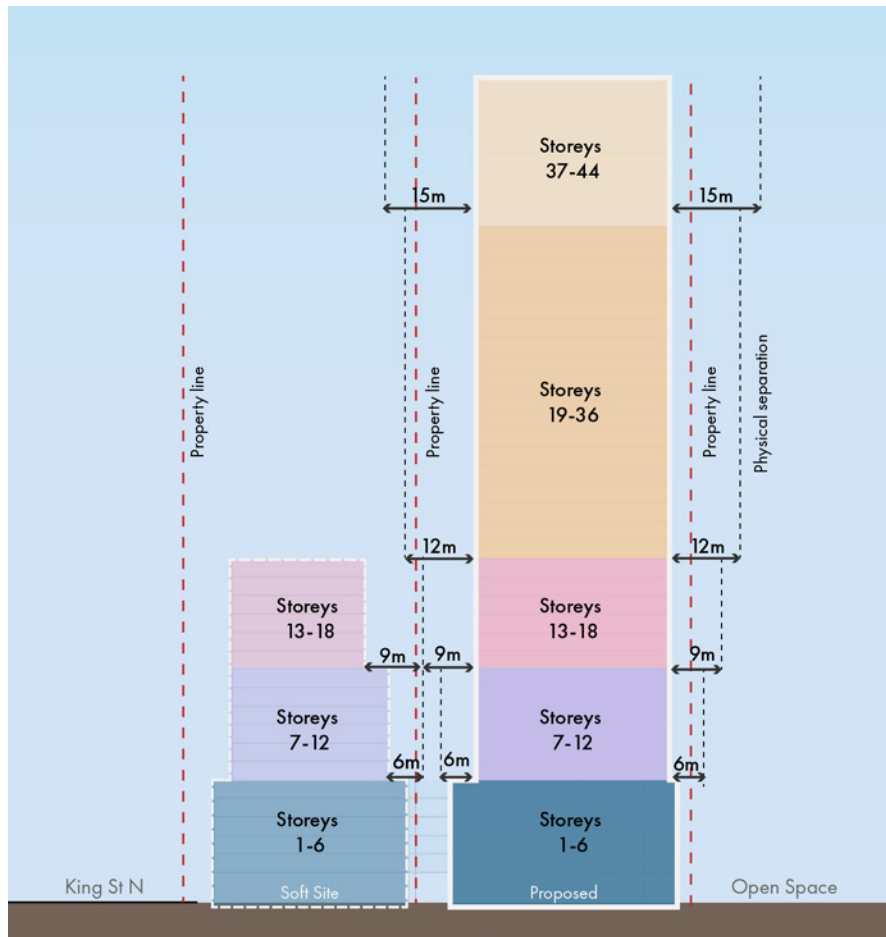


Figure 3.8 - Section A showing the separation between the proposed tower and potential tower on King St W

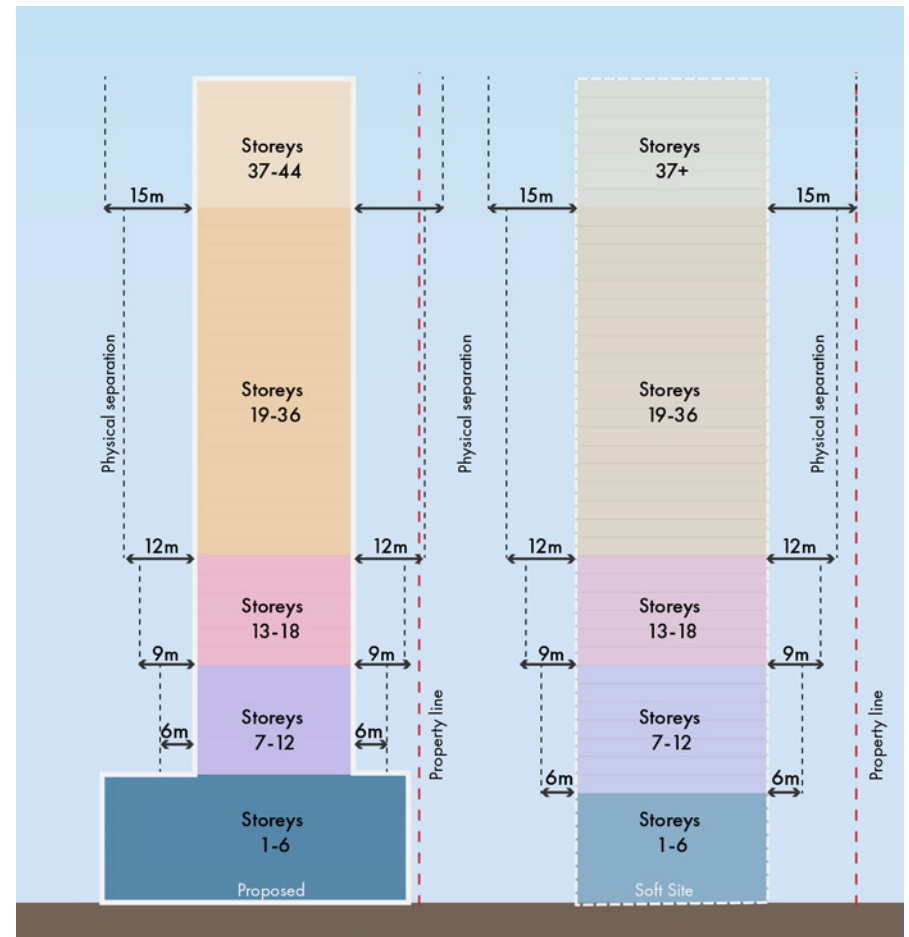


Figure 3.9 - Section B showing the separation between the proposed tower and potential tower to the east

4.0 URBAN DESIGN ANALYSIS



4.1 SITE DESIGN & CIRCULATION

(Policies 11.C.1.11, 11.C.1.14, 11.C.1.21, 11.C.1.37; Guidelines 01.3.2-3, 02.3.3, 02.4.1, 13.2.2, 13.3.5)

The Proposed Development provides the first phase of a multi-phase, mixed use development within a Strategic Growth Area. The podium is designed to occupy the northeastern portion of the Site with minimal setbacks to create a compact, urban form and enable future development along the King Street West and Pine Street frontages. Reduced setbacks to the north, east, and south allow for efficient internal building layouts. Future development is not impacted the east and south, and to the north is open space, not comprised of sensitive or residential uses. Therefore, there are no impacts on adjacent uses from the proposed podium.

Pedestrian access to the Site is provided from the existing public sidewalks, enabling connections to the nearby amenities and ION LRT stop (see Figure 4.1). Continuous sidewalks provide pedestrian priority over vehicles. The main entrance to the building faces King Street West, further emphasizing pedestrian priority and visibility.

Cycling circulation is encouraged through the inclusion of 461 bicycle parking spaces. 455 Type A spaces are located within the underground parking, podium parking, and individual units, with six Type B spaces provided at the residential lobby entrances for visitors. The bicycle parking located next to the main entrance increases convenience, accessibility, and visibility.

Vehicular access to the Proposed Development is provided from Pine Street to the underground and podium parking levels. There is no vehicular access from King Street West to maintain a focus on pedestrian circulation. A total of 261 parking spaces are proposed, including 26 visitor spaces, 52 electric vehicle spaces, and 10 accessible spaces. Accessible parking spaces are located in proximity to elevators and entrances and will include barrier-free paths of travel. Parking areas are located within the building mass and screened from view of the public realm. A loading space is provided alongside the proposed driveway from Pine Street with turning movements accommodated on Site. Emergency access is also provided through the driveway from Pine Street.

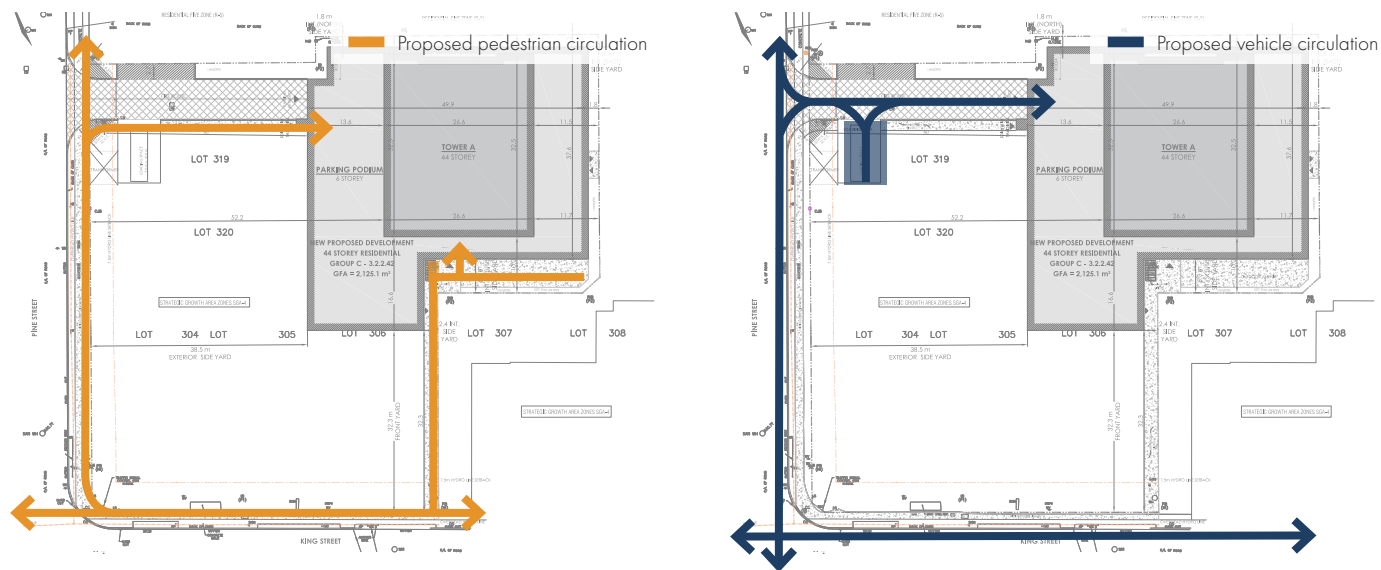


Figure 4.1 - Proposed pedestrian and vehicle circulation patterns

4.2 BUILT FORM & BUILDING DESIGN

(Policies 11.C.1.12, 11.C.1.34; Guidelines 01.3.1-2, 02.3.1, 09.2.1-2, 13.2.2, 13.3.1)

The Proposed Development includes a 44 storey tower and 6 storey podium. The development is located at the northeastern corner of the Site, with the tower portion stepped back from the podium facade. This placement will ensure limited impacts on King Street West and the surrounding residential lands, while allowing for further intensification on the Site and adjacent lands.

The overall massing includes a distinct base, middle, and top, with each portion including well articulated façades (see Figure 4.2). Complimentary material palettes between the podium and tower portions create distinct façade sections that are part of an integrated whole. Architectural rhythm is used throughout the massing through repetition of colour, material, and windows.

The 6 storey podium creates a human-scale base for the tower above. The ground floor includes parking, amenity space, a residential lobby, and vehicular access. The ground floor is designed with a 6.2 metre height to accommodate lobbies and amenities spaces, as well as a mezzanine parking level in the rear portion. The ground floor also includes transparency through window walls and opening, promoting natural surveillance onto the surrounding parcels, park, and outdoor amenity area.

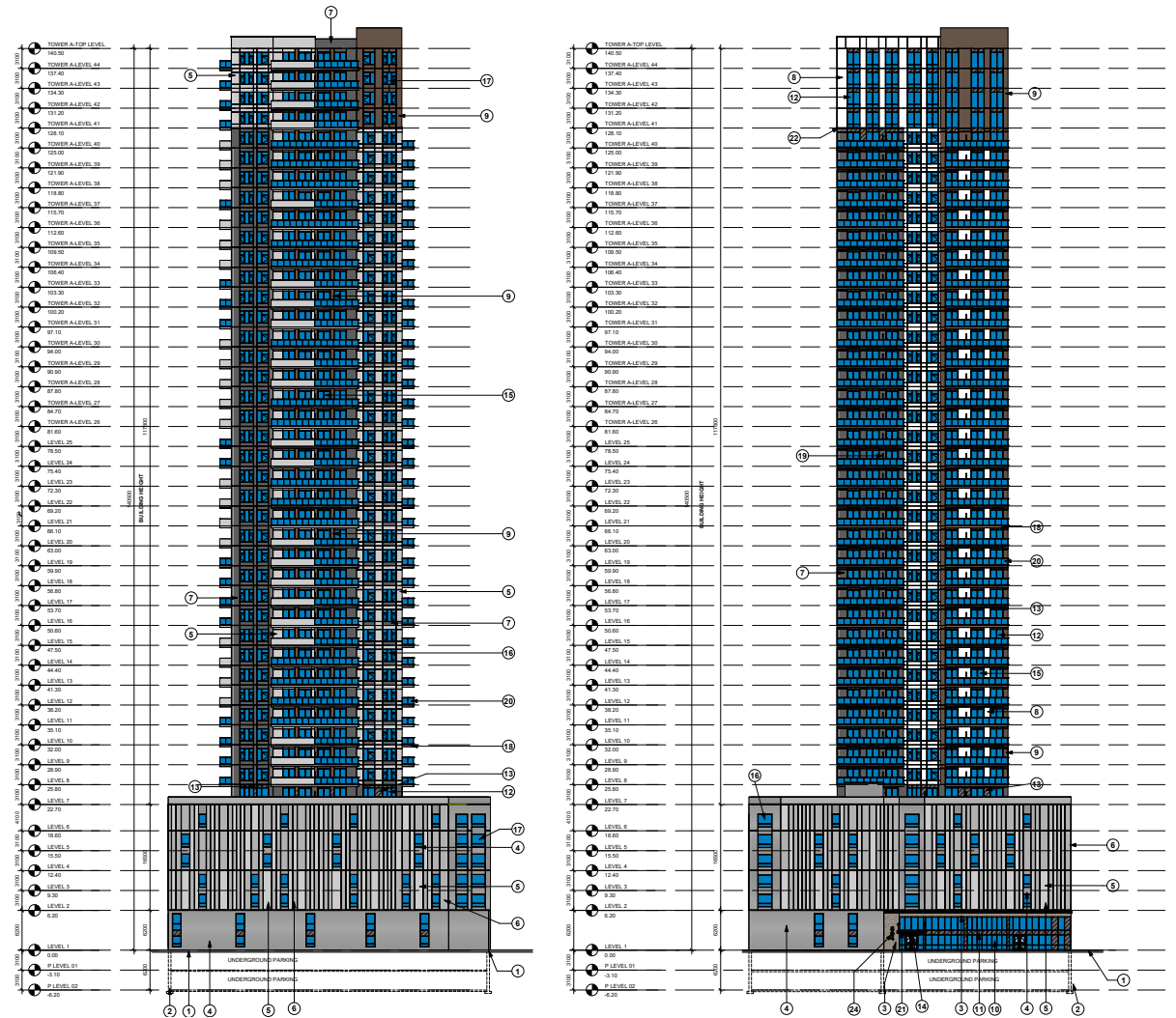


Figure 4.2 - East and West tower elevations showing distinct base, middle, and top portions (Reinders + Law, June 27, 2024)

The tower portion is offset from the podium through stepbacks on all sides, creating a clear separation of massing (see Figure 4.3). The tower is defined as a Large Point within the Urban Design Manual, with a floor plate of 856 square metres and a length to width ratio of 1.2. The point tower form helps minimize shadow and skyview impacts on the surrounding parcels.

As demonstrated by the Block Plan in Section 3.3, the proposed physical separation to the east and south does not impact the development potential of the adjacent lands. The lands to the east are a sufficient size to accommodate a multi-tower development with the required physical separation in the SGA-4 zone. The open space parcel to the north is not considered a soft site, and as such is not impacted by the reduced setbacks. In addition, the open space experiences minimal shadow impacts and no wind impacts, as will be discussed further in Section 4.4.

The building façades are well articulated with material changes, projections, and balconies to create visual interest and break up the massing. The podium, tower, and tower top utilize a complimentary architectural rhythm through the repetition of colour, material, windows, and balconies. The balconies are further used to promote a more human scale for building design, by dividing the building mass into smaller parts and creating interaction between the private and public realm. The top of the tower includes a mechanical penthouse, screened from the public realm through high parapet walls on all four façades.



Figure 4.3 - The proposed point tower in the surrounding context (Reinders + Law, June 14, 2024)

4.3 PUBLIC REALM & LANDSCAPE DESIGN

(Policies 11.C.1.13, 11.C.1.16, 11.C.1.18, 11.C.1.36-37; Guidelines 01.3.2, 02.3.2, 02.4.1, 09.3.1-2, 13.3.4)

The Proposed Development’s location at the north-west corner of the Site allows for future development along the King Street West and Pine Street front-ages. These future phases will take an active role in creating a vibrant public realm and streetscape that prioritize active transportation. Future landscape plans will include high-quality materials and planting that is native and tolerant of urban conditions (see Figure 4.4). Landscaped buffers within side and rear yards are also provided, moderating the transition to

adjacent parcels and open space.

11.8 square metres of amenity space per unit is provided through the ground floor amenity, rooftop patio, and private unit balconies. The ground floor and rooftop amenity areas will be designed to ensure universal accessibility and flexibility for users of all ages and abilities. The rooftop amenity area is placed to the southwest of the proposed tower, allowing for full sun throughout the year. The Pedestrian Level Wind Study found recommends windscreens, canopies, overhead trellises, and landscaping to address potential uncomfortable wind conditions within the two outdoor amenity spaces (see Figure 4.5).

The overall design incorporates CPTED principles by including active uses on the ground floor, and residential balconies above, leading to natural surveillance on the public realm. Views into the site from King Street West and Pine Street add further surveillance opportunities. The proposed walkways and driveways provide clear circulation patterns and a delineation between private and public spaces. Entrapment areas are avoided, with building entrances located at the end of visible walkways off of King Street West and Pine Street. A Lighting Plan will be prepared through a future Site Plan Approval application to ensure safety through adequate pedestrian-scale lighting.



Figure 4.4 - Precedent image of rooftop amenity area



Figure 4.5 - Proposed summer wind conditions on the ground floor (left) and rooftop (right) amenity spaces (Boundary Layer Wind Tunnel Laboratory)



4.4 COMPATIBILITY

(Policies 11.C.1.22, 1.C.1.34; Guidelines 02.4.1, 09.3.3, 09.3.6, 13.2.1, 13.3.1)

The Proposed Development represents a compatible intensification within a PMTSA and Strategic Growth Area. The placement of the podium and tower on the Site minimizes the potential impacts on the surrounding residential lands to the northwest. Future development on the remainder of the Site, as well as the surrounding SGA-2 zoning, will provide a transition of height and density between the Proposed Development and the adjacent SGA-1 zone.

The Shadow Study prepared by Reinders + Law demonstrates limited shadow coverage on the residential lands and open space to the north (see Figure 4.6). The slender shadows move quickly across the landscape, maintaining a minimum of 5 hours of consecutive sunlight on nearby sidewalks, open spaces, and residential properties, in accordance with the Urban Design Manual.

The proposed development results in limited wind impacts on the surrounding context. As concluded by the Pedestrian Level Wind Assessment, wind comfort classifications are expected to remain largely unchanged on the surrounding properties, with a

marginal improvement to wind conditions to the east and north of the Site (see Figure 4.7). Mitigation measures in the form of landscaping, planters, overhead canopies or trellises, porous windscreens are recommended to improve conditions along the adjacent sidewalks.

The proposed façade design complements the adjacent built form through compatible colour, scale, and materials. The use of complementary coloured materials with brick patterns and fine-grained textures takes cues from the surrounding buildings to integrate the Site into the neighbourhood.



Figure 4.6 - Selected times from Shadow Study (Reinders + Law, June 14, 2024)



Figure 4.7 - Summer wind conditions surrounding the Site

4.5 SUSTAINABILITY

(Policy 11.C.1.37; Guidelines 01.3.2, 02.3.2, 09.3.2, 09.3.5, 13.3.2)

The site design creates a compact urban form that represents an efficient use of land within the PMTSA and Strategic Growth Area. Active transportation is encouraged through the connections to the public sidewalk and provision of bicycle parking for residents and visitors. The Site's location next to the ION LRT station will also encourage public transit use. Future landscape plans will include native species that are tolerant of urban conditions and contribute to the City's urban tree canopy. Additional sustainability measures will be explored through the Site Plan Approval process, including low-carbon building materials, green roof areas, high-efficiency building systems and appliances, energy-efficient lighting, and weather protection (see Figure 4.8).



Figure 4.8 - Potential sustainability measures include green roofs and bicycle parking

5.0 CONCLUSION



This Urban Design Brief concludes that the Proposed Development incorporates a high level of urban design through the following:

- Creating a compact, urban intensification within a Protected Major Transit Station Area and Strategic Growth Area;
- Encouraging active transportation through bicycle parking and sidewalk connections to King Street West, Pine Street, and the ION LRT;
- Utilizing a point tower form that is compatible with, and minimizes impacts on, the surrounding built form
- Providing a mix of at-grade and rooftop amenity spaces

It is our opinion that the proposed Zoning By-law Amendment application reflects the intent, policies, guidelines, and regulations of the City of Kitchener Official Plan, Urban Design Manual, and Zoning By-law and represents good urban design.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jonathan Hann', with a long horizontal flourish extending to the right.

Jonathan Hann, BEDP, MScLA
Senior Urban Designer