REVISED URBAN DESIGN BRIEF

169 to 183 Victoria Street South

City of Kitchener
Zoning By-law Amendment

October 2024

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Prepared for:
1000002286 Ontario Ltd. & Legion Heights Victoria Inc.
169 Victoria Street South
Kitchener, Ontario
N2G 2B1

Prepared by:
GSP Group Inc.
72 Victoria Street South, Suite 201
Kitchener, ON
N2G 4Y9

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1. BACKGROUND

1.1 Proposal

GSP Group Inc. has been retained by 1000002286 Ontario Ltd. And Legion Heights Victoria Inc. (the "Applicant") for the property at 169-183 Victoria Street South (the "Site") in Kitchener. The proposed development will displace five buildings in total, three two-storey, one one-and-a-half-storey, and one two-and-a-half-storey dwelling(s) to develop an eight-storey apartment building containing 120 residential units with indoor and rooftop amenity space.

1.2 Purpose

A Zoning By-law Amendment ("ZBA") is required to facilitate the proposed development on the Site. An Urban Design Brief was identified as a required component of a complete application package as per the pre-submission consultation record dated April 12, 2023. The Kitchener Official Plan defines an Urban Design Brief as an "urban design document that may be required of an owner/applicant to demonstrate how a development application implements the City's Urban Design Manual," which "does not require Council approval."

Based on the matters for consideration and evaluation identified in the pre-submission consultation record, this Urban Design Brief contains:

- A description of the existing physical conditions on the Site (Section 2);
- A description and characterization of the Site's surrounding area and neighbourhood context (Section 3);
- A description of the design components of the proposed development (Section 4);
- An assessment of the proposed design concept with respect to relevant design policies and guidelines (Section 5); and,
- A summary of the report findings (Section 6).

1.3 Supporting Studies and Materials

The Urban Design Brief has considered the following plans and reports prepared in support of the subject application:

- Site Plan prepared by ABA Architects Inc.;
- Floor Plans prepared by ABA Architects Inc.;
- Elevations and Renderings prepared by ABA Architects Inc.; and
- Shadow Study Graphics prepared by ABA Architects Inc.;

2. EXISTING SITE CONDITIONS AND CONTEXT

2.1 Location and Description

The Site is located on the east side of Victoria Street S and is bounded by Park Street to the north and Henry Street to the south, and is municipally addressed as 169-183 Victoria Street S. The Site is approximately 2,025.9 square metres (0.2 hectares) in area and has approximately 62.9 metres of frontage along Victoria Street S.

2.2 Existing Conditions

In its current state, the Site is six pre-existing lots and is occupied by five existing dwelling structures, including three two-storey, one one-and-a-half-storey, and one two-and-a-half-storey dwelling(s). The main entry points to these dwelling units are on Victoria Street S, and one lot is off Park Street.

- The dwelling located at 59 Park Street is two two-and-a-half stories, with an accessory garage, driveway, and landscaped space in the front and rear of the parcel as well as rear yard patio space.
- The dwelling located at 169 Victoria Street S is two stories and is an exterior lot, with frontage along Victoria Street S and Park Street. The rear and side yards of the dwelling unit have been converted into a parking lot. There is an entry point to the dwelling unit off Park Street by the surface parking lot.
- The dwelling located at 173 Victoria Street S is two-

Fig.1: Site Location

and-a-half stories and contains a driveway spanning the entire depth of the lot, as well as an accessory garage located at the rear of the Site.

- The dwelling located at 177 Victoria Street S is two-and-a-half stories and contains a driveway spanning the entire depth of the lot, as well as an accessory garage located at the rear of the Site. Adjacent to the rear of the dwelling unit is a patio amenity space.
- The dwelling located at 179 Victoria Street S is one-and-a-half stories and contains a driveway that spans to the midpoint of the parcel from Victoria Street S.
- Finally, the dwelling located at 183 Victoria Street S is two-and-a-half stories and is an exterior lot, with frontage along Victoria Street S and Henry Street. The rear and side yards of the dwelling unit have been converted into 5 surface parking spaces. There is an additional entry point to the dwelling unit off Henry Street by the surface parking lot.

To facilitate the proposed development, these buildings on Victoria Street S are proposed to be removed. The building at 59 Park Street will remain, however, its accessory garage will be removed.

2.3 Existing Vegetation and Topography

The Site is primarily flat, with a 1 metre grade change sloping down toward Park Street from Henry Street. Similarly, there is a slight grade change of half a metre sloping down toward Victoria Street S and Henry Street from the rear yards of lots 169-179 Victoria Street S. Ground cover primarily consists of grassed lawn areas in the front of the dwelling units with pathways leading to entry points connected by municipal sidewalks. For the dwellings located at 169 and 183 Victoria Street S, there is minimal vegetation in the rear yard, and it is primarily hardscape materials. There is minimal tree cover on the Site, with small trees only present on lots 173-183 Victoria Street S and 59 Park Street, and a larger tree present on lot 179 .

Rear and side yards at 169 Victoria Street South converted into a parking lot.

Rear and side yards at 189 Victoria Street South converted into a parking lot.

3. NEIGHBOURHOOD CONTEXT AND CHARACTER ANALYSIS

3.1 Surrounding Context and Analysis

The Site forms part of the "Mixed Use Corridor" of the Victoria Park Secondary Plan and are adjacent to the City's Urban Growth Centre to the northeast. As such, the Site is surrounded by a range of uses including residential, retail, commercial, open spaces and other such amenities. The Site is located within the Victoria Park neighbourhood; defined as the area bound by Victoria Street, Joseph Street, West Avenue, Highland Road, And Queen Street, and is anchored by Victoria Park.

The Victoria Park neighbourhood predominantly consists of low-rise and mid-rise residential, including some multi-residential units on the neighbourhood's fringe. The residential development within the neighbourhood is characterized by a mixture of Victorian-style low-rise architecture with a mix of post-war residential. Primary building materials include red, white, and beige brick with different coloured siding and/or shingle accents on the roof peaks. The majority of the residential buildings contain covered porches supported by brick pillars that match the colour of the dwelling.

There are pockets of mid-rise multiple residential buildings of similar typology as the proposed development, specifically at 214, 310 and 560 Queen Street S as well as at 243, 205, and 215 Victoria Street S. Its fabric is characterized by a loose, organic grid with narrow streets containing large deciduous boulevard trees that surrounds and prioritizes movement into the inner-neighbourhood and Victoria Park.

The neighbourhood is well-serviced by parks and amenity spaces. Anchoring the neighbourhood is Victoria Park, the most prominent greenspace and attraction in Kitchener's core, which includes a play structure, open greenspace, splash pad, pavilion, and will have a future restaurant along Jubilee Drive. Further east of the Site, outside of the Victoria Park neighbourhood is Cherry Street Park which features open space as well as a baseball field. Beyond Victoria Park is Woodside Park, featuring a pool and two sports fields, and Highland Courts Park, which features a lawn bowling facility.

Courtland Avenue Public School is located within close distance of the neighbourhood on Courtland Avenue E, which connects to Jubilee Drive. Similarly, adjacent to the east side of the Site are St. Johns Catholic School and St. John's Roman Catholic Church off Strange Street, which connects to Victoria Street S to the south of the Site.

The neighbourhood is well serviced, directly, and indirectly by transit, with a transit stop directly adjacent to the Site on the corner of Victoria Street S and Park Street, as well as a transit stop at the corner of Victoria Street S and Henry Street. Additionally, the Site is in close proximity to Central Station, with many Grand River Transit stops, including access to the light rail transit network clustered at King Street and Victoria Street S, as well as many stops along King Street E, Queen Street S, and Highland Road. The routes that service the neighbourhood are routes 301 (light rail), 6, 7, 8, 12, 16 and 20 as well as the 204 iXpress. The future Regional Transit

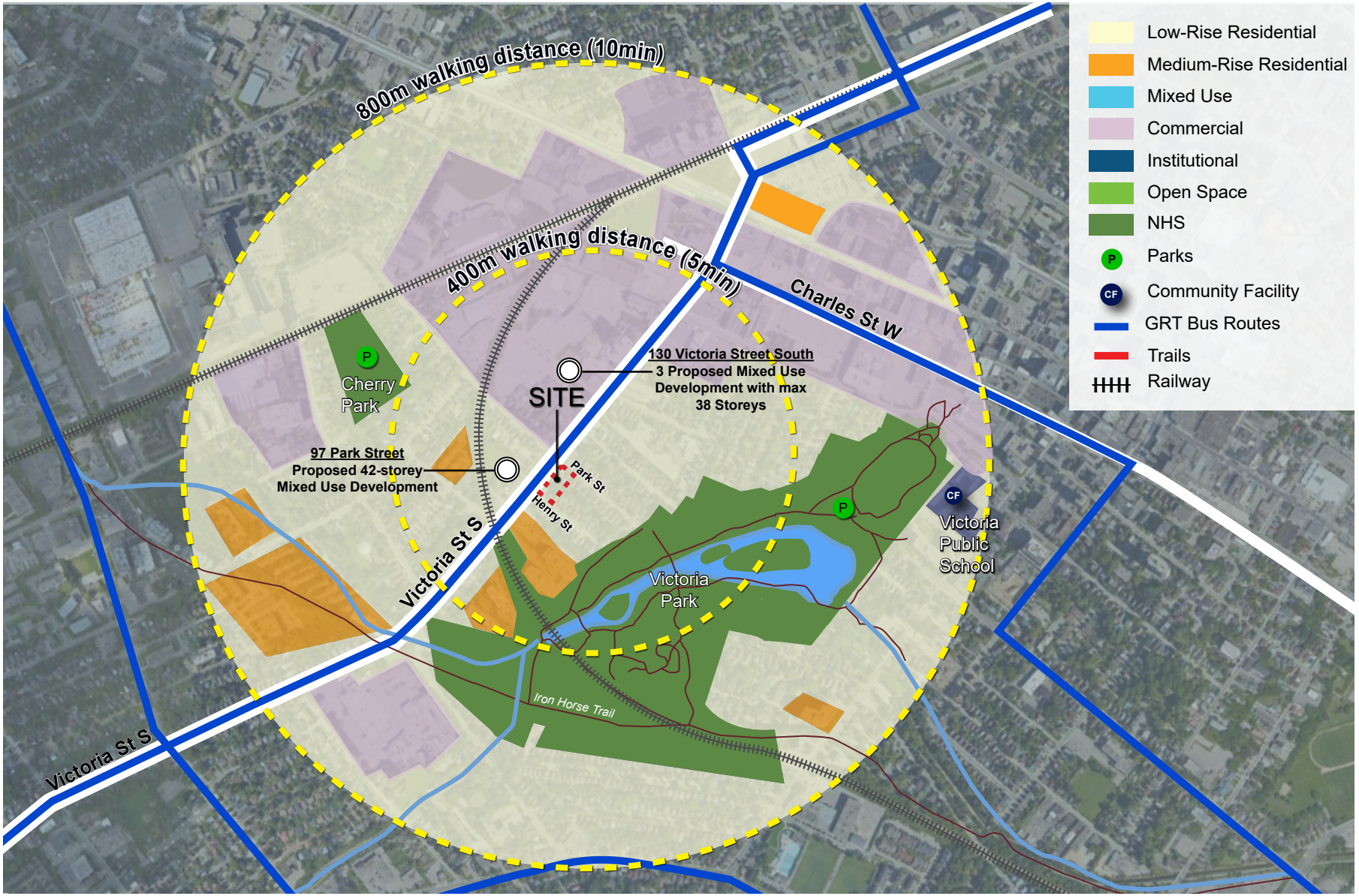
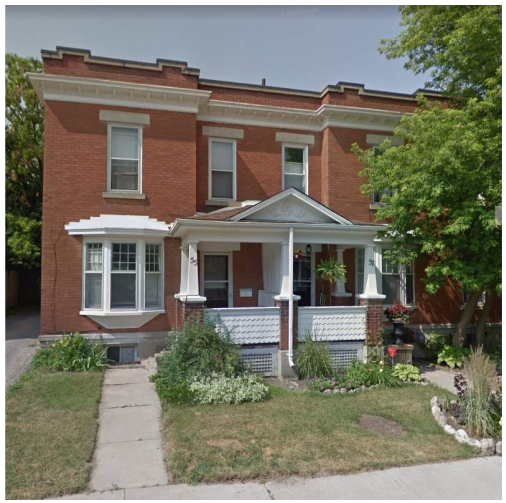


Fig.2: Surrounding site context

Hub is also located at Central Station, which provides access to regional transit options through GO Transit and VIA Rail.

The proposed development has consideration for the proposed and approved development occurring in the immediate area. The proposed development would act as a logical extension of high-density development occurring along Victoria Street South, both in and adjacent to the Urban Growth Centre.

Fig.3: Proposed and Approved Developments in the surrounding site context



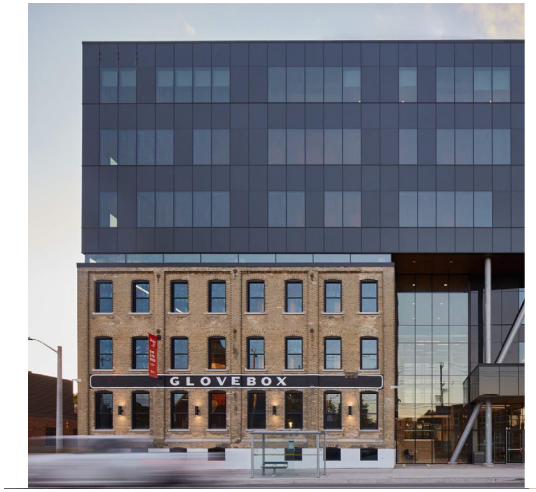


Fig.4: Surrounding Buildings

3.2 Immediate Site Context

NORTH: Immediately to the north of the Site is Park Street. Adjacent to the north of Park Street is a music store located within a single-storey residential building converted for commercial use. Further north of this use is low-rise residential dwellings, predominantly two-and-a-half storeys in height with associated porches, greenery, and driveways. Immediately at the corner of Victoria Street S and Park Street is a Grand River Transit stop (204 iXpress).

Residential dwellings along Park Street

Residential dwellings along Henry Street

EAST: Immediately to the east of the Site are low-rise, single-detached dwellings, predominantly two-and-a-half storeys in height with associated porches, backyard amenity space, greenery, and driveways. Further adjacent to these dwellings is Victoria Park.

SOUTH: Adjacent to the south of the Site are commercial and residential uses. Directly south of the Site is an exterior townhouse building with approximately 21.50 metres of frontage on Henry Street and 26.0 metres of frontage on Victoria Street S with parking in the rear of the lot. Adjacent to the south of the townhouse building, further down Victoria Street S, is a commercial building products establishment. Further along Henry Street are residential dwellings, predominantly two-and-a-half storeys in height with associated porches, greenery, and driveways. Adjacent to the south of these residential dwellings are two apartment buildings, seven and nine stories in height, respectively, with associated greenspace and parking facilities.

WEST: Adjacent to the west of the Site is Victoria Street South. The uses abutting Victoria Street South are commercial uses in existing single-detached dwellings. These buildings are predominantly two-and-a-half storeys in height with associated porches, greenery, and driveways. The rear yards of these properties are primarily used for parking with limited green space. Further along Park Street are single-detached dwellings of similar typology to the above-mentioned commercial units.

4. DESIGN POLICY AND GUIDELINES REFERENCES

4.1 Official Plan

Urban Structure Element

The Subject Site is in the Major Transit Station Area of the Kitchener Official Plan. The Major Transit Station Area is planned as the focus for accommodating growth by supporting transit services, promoting connectivity between transportation modes, and fostering pedestrian-friendly built environments.

Land Use Designation

The Site is part of the Mixed Use Corridor of the Victoria Park Neighbourhood Secondary Plan located within a Major Transit Station Area. The Mixed Use policies permit a range of residential uses. Several general objectives of the Mixed Use district speak to urban design:

15.4.5. To ensure that lands designated Mixed Use are transit-supportive, walkable and integrated and interconnected with other areas of the city.

15.4.6. To ensure uses, built form and building design are compatible with surrounding low rise neighbourhoods and are pedestrian-oriented and human-scaled in order to positively contribute to the public realm.

15.4.7. To ensure that development and redevelopment of lands within lands designated Mixed Use implement a high standard of urban design.

4.2 General Urban Design Policies

Section 11 of the Official Plan contains general urban design policies that are used to evaluate movement patterns, the relationship between built form and open spaces, integration of natural and cultural resources and development impacts. They include:

- General urban design policies that speak to the city's skyline, CPTED principles, fire prevention, barrier-free accessibility, and shade.
- Site Design policies speak to street relationships and landscaping to improve abutting streetscapes; developments to improve aesthetic quality and be safe, comfortable, functional and provide circulation for all transportation modes; and site servicing and utilities to be screened from public view.
- Building Design, Massing and Scale design policies speak to human-scale proportions to support a comfortable and attractive public realm, including attractive building forms, façades, and roof designs; complementary design of new buildings; and architectural innovation and expression.

Section 17.E.10.5 identifies that urban design briefs/reports together with other design-related are meant to be used to

- demonstrate that a proposed development or redevelopment is compatible;

- address the relationship to and the privacy of adjacent residential development; and,
- ensure compatibility with the existing built form and the physical character of the established area and/or neighbourhood.

4.3 Urban Design Manual

PART A – Design Guidelines

Part A contains design guidelines on various land uses, built types, geographic areas, and urban structure elements. The below are relevant to the Subject Site and the proposed development:

The City-Wide design guidelines seek the design of Kitchener as an inclusive, safe, accessible, comfortable, and appealing place to live, work and play. The Site Design guidelines in the City-Wide address built form, open space and site functionality.

The Major Transit Station Areas guidelines apply generally for areas surrounding ION Stations; the Subject Site is within the Station Area of the Central Station. The guidelines indicate they do not apply to Downtown sites, but they do inform design.

The Tall Buildings guidelines provide form and site guidance to buildings greater than 8 storeys in height and are meant to be applied on a case-by-case basis.

PART C – Design Standards

Part C contains design standards with specifications on technical details. Several standards are applicable to the proposed development, including those for access to roads, surface parking, outdoor lighting, accessibility, pedestrian-supportive development, transit-supportive development, rooftop mechanical equipment screening, emergency services, multiple residential, landscaping and natural features, and landscape design. These technical aspects of the detailed design will be evaluated at a later stage of the review process through Site Plan Approval.

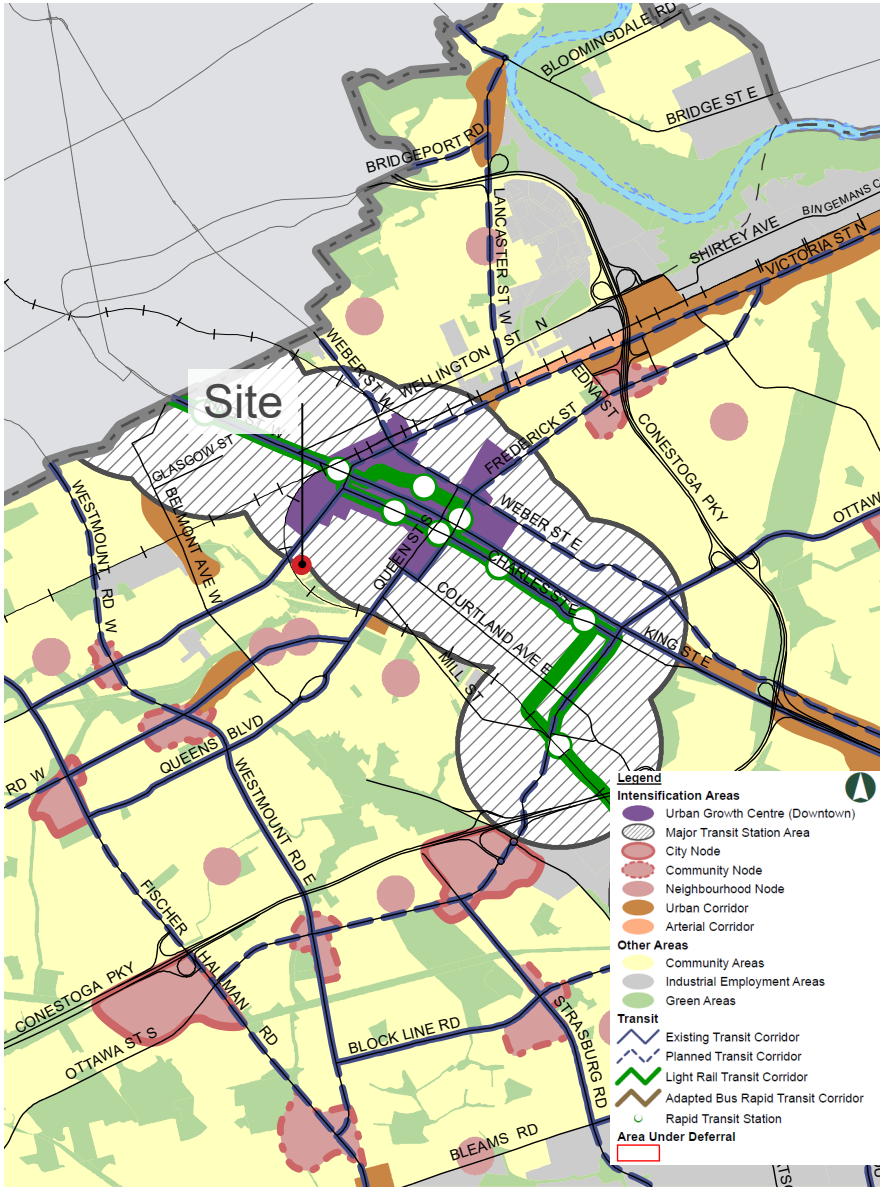


Fig.5: Urban Structure (Map 2) in City of Kitchener Official Plan

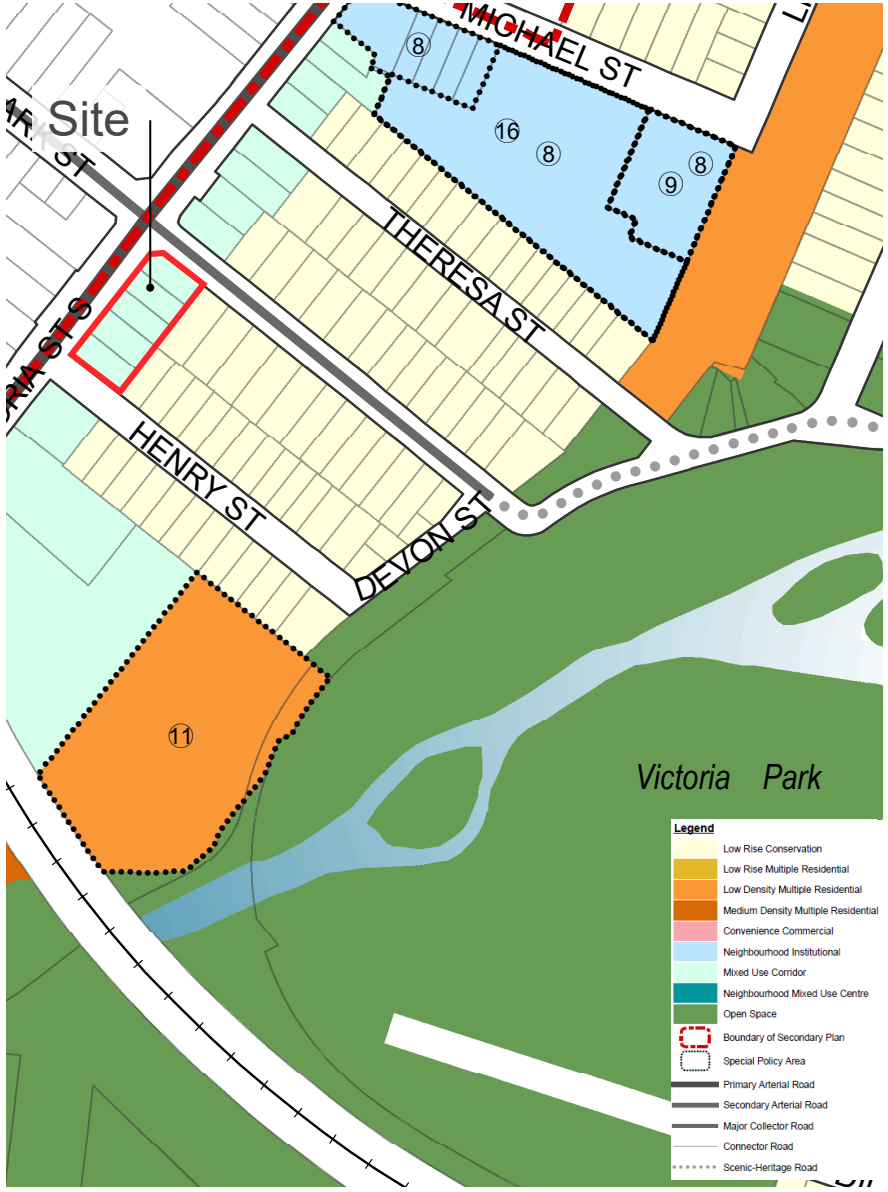


Fig.6: Land Use Plan (Map 3) in City of Kitchener Official Plan

5. PROPOSED DEVELOPMENT

The proposed development will be displacing five existing residential dwellings to construct an eight-storey, 28.8 metre-tall mid-rise apartment building containing 120 dwelling units. The building will include two levels of underground parking and eight above-grade storeys featuring a mix of 1- and 2-bedroom units. Amenities include at-grade common areas, private balconies, a rooftop terrace, and bicycle parking facilities.

A total of 53 underground parking spaces will be provided, including 4 barrier-free spaces. Additionally, 128 bicycle parking spaces will be available—120 of these will be in dedicated indoor bike storage rooms (Class A), and 8 outdoor racks (Class B) will be located behind the building at grade, near the indoor bike room. No surface parking is proposed for the development.

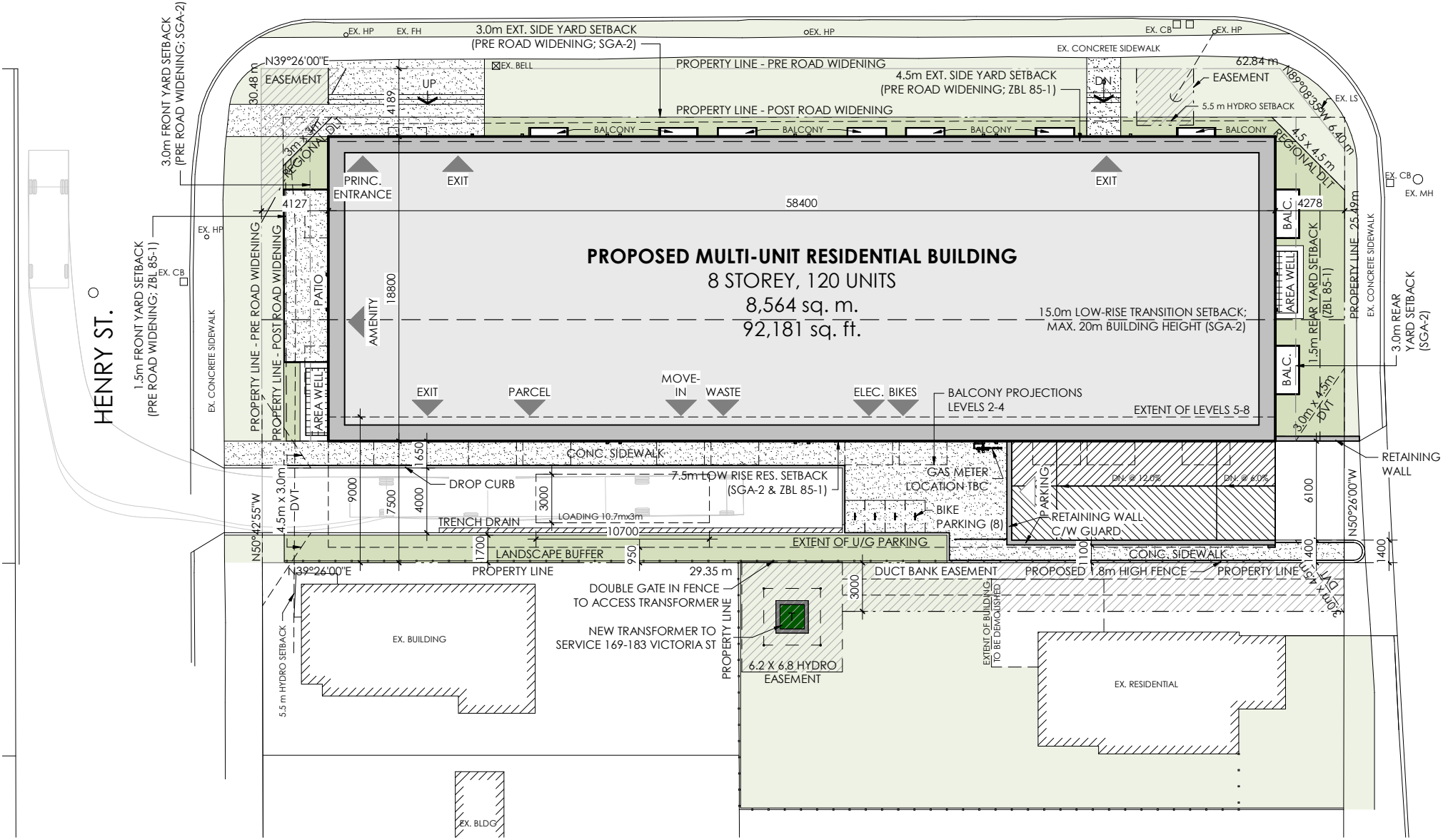
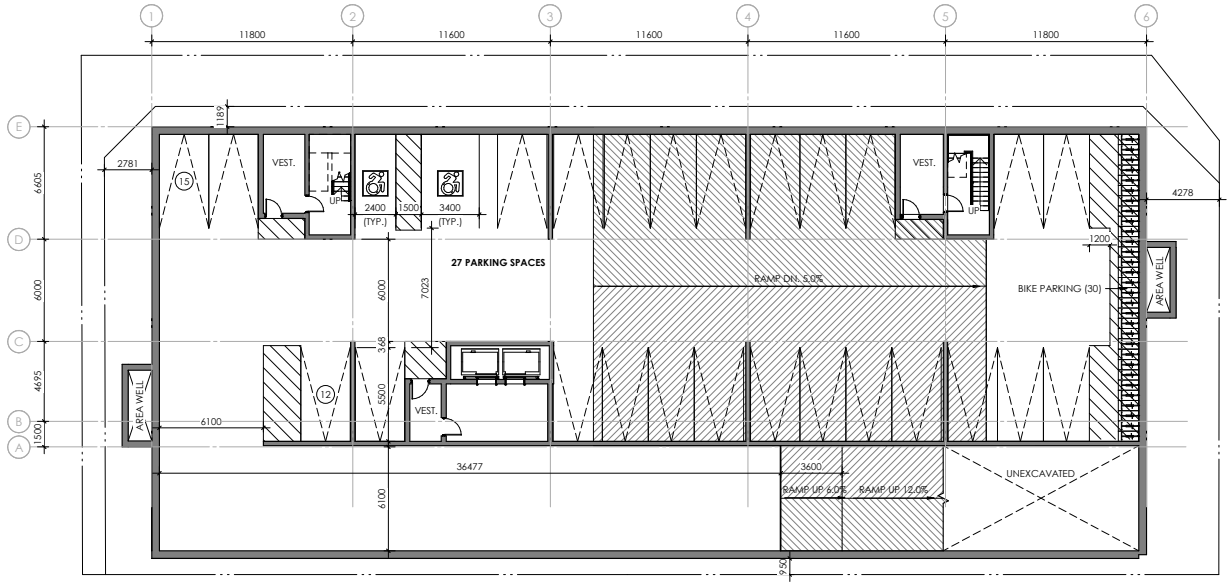
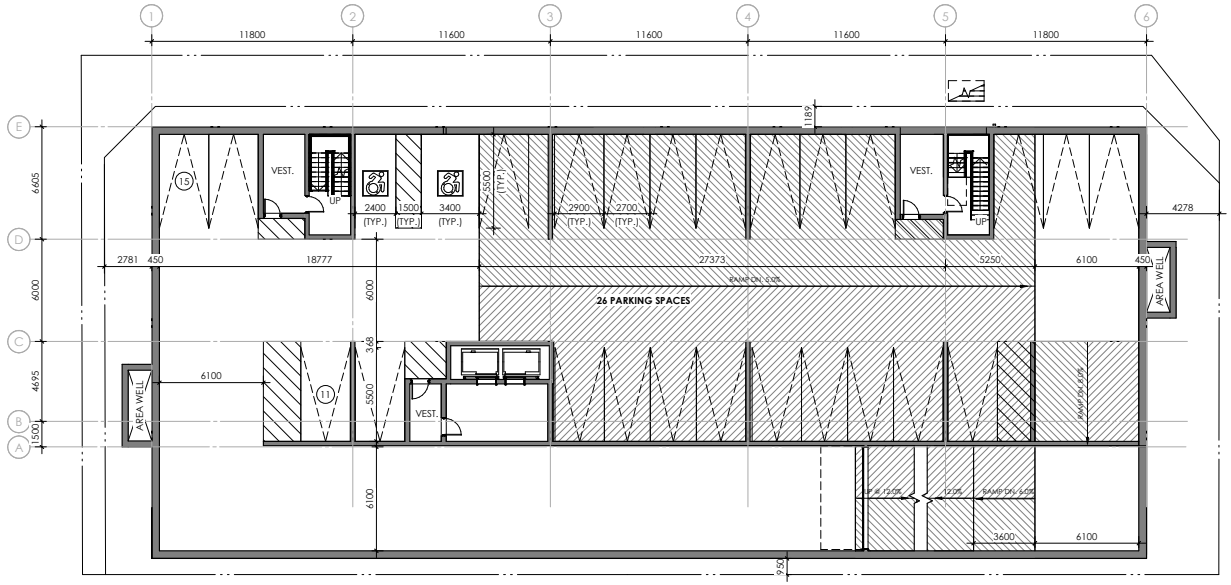


Fig.7: Site Plan prepared by ABA Architects Inc.



Level P2



Level P1

Fig.8: Underground Floor Plans prepared by ABA Architects Inc.

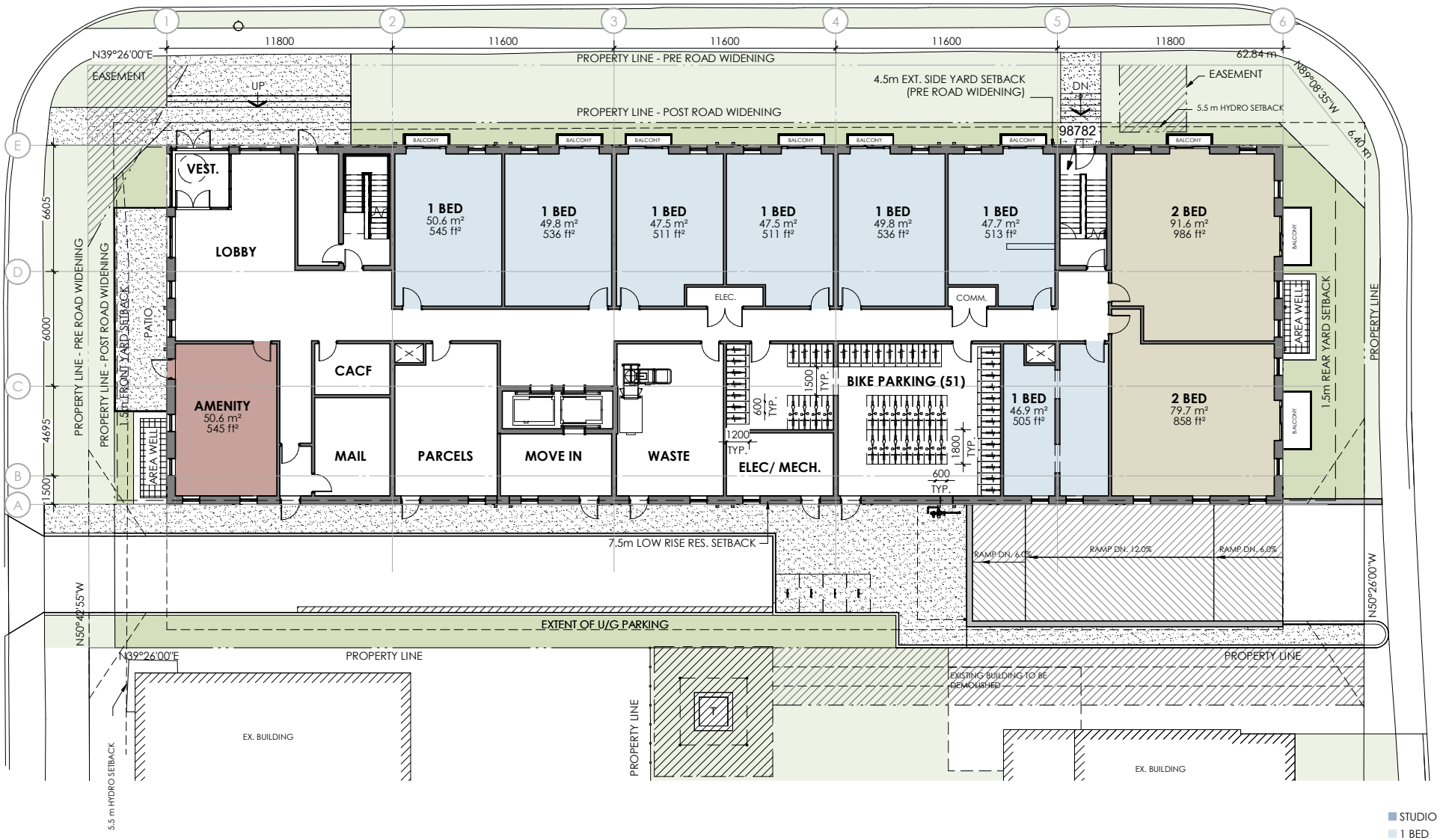


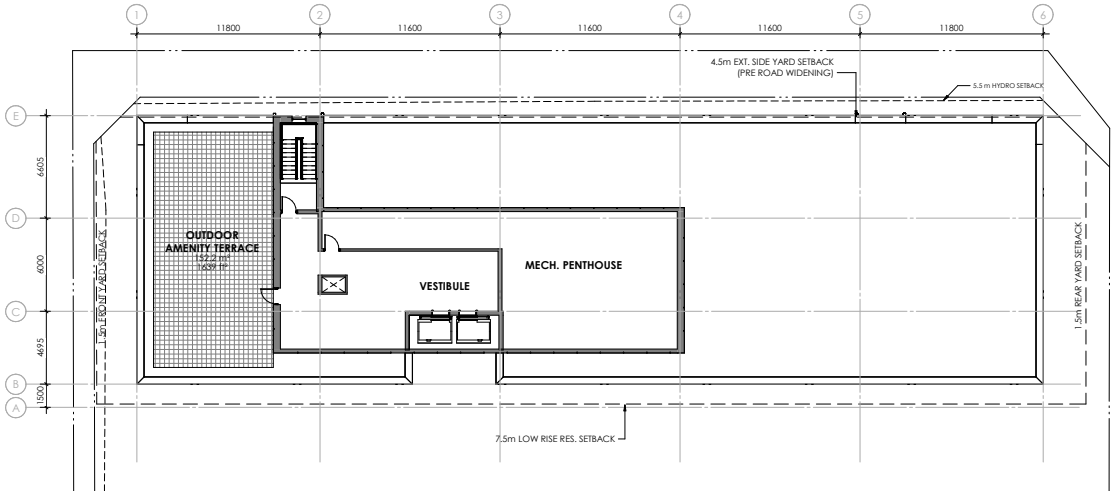
Fig.9: Level 1 Floor Plan prepared by ABA Architects Inc.

Levels 2-4

Level 5

Fig.10: Floor Plan prepared by ABA Architects Inc.

Levels 6-8



Mechanical Penthouse

Fig.11: Floor Plan prepared by ABA Architects Inc.

5.1 Building Positioning

The proposed building is positioned parallel to the westerly property line along Victoria Street South, with the main building façade facing toward Victoria Street South. The building is setback 4.18 metres from the westerly lot line, pre-road widening of Victoria Street South and is setback 1.18 metre post road widening of Victoria Street South; 7.50 metres from the easterly lot line, which accommodates walkways, landscaping, and bicycle parking from an access point along Henry Street and a ramp to the below-grade parking structure from an access point along Park Street. To the southern lot line (Henry Street), a setback of 4.13 metres is provided (pre-road widening), with patio space for the included amenity room being provided on the south side as well. To the northern lot line, a setback of 4.28 metres is provided. Individual balconies for the at-grade residential units are also featured on the northern side of the Site.

A 11.7 metres separation distance is maintained between the proposed building and the existing residential building situated behind the Site, facing Park Street.

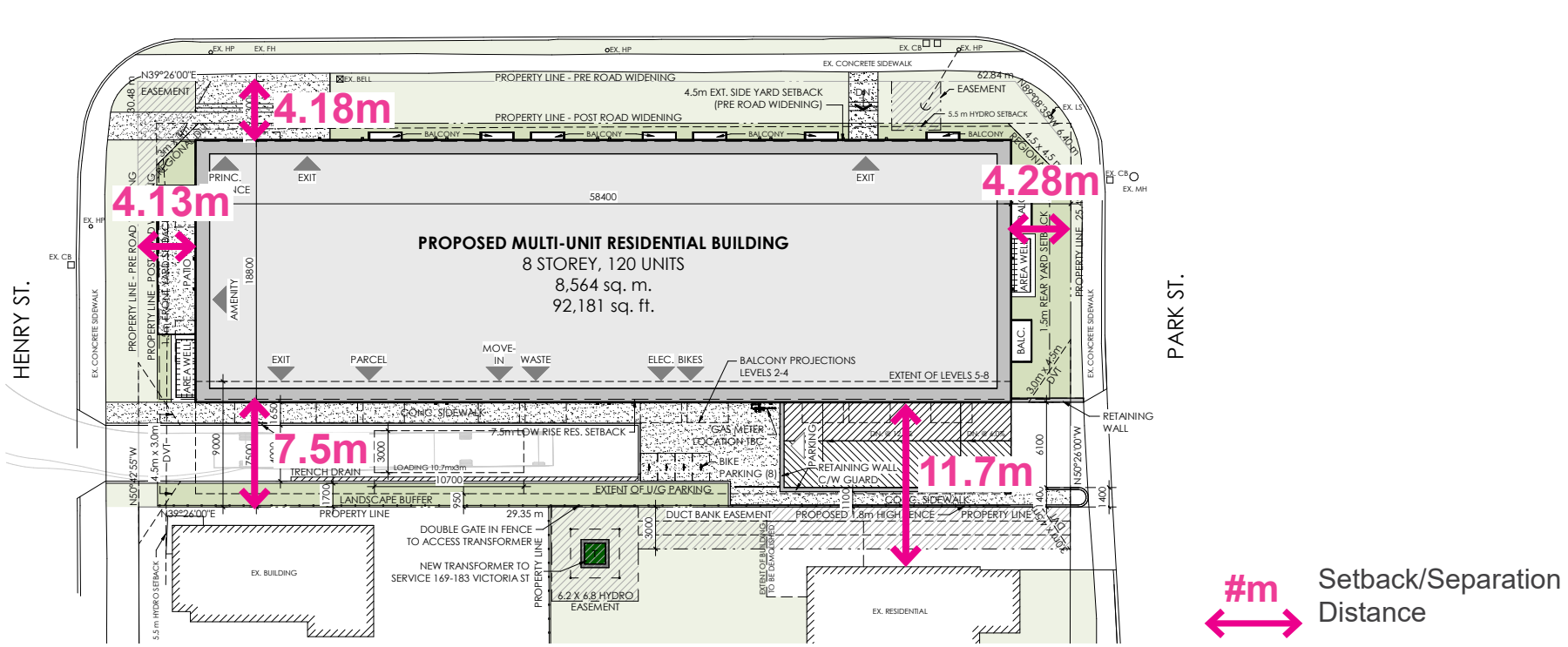


Fig.12: Building Setbacks And Separation Distances Diagram.

5.2 Building Scale and Massing

The proposed building is eight storeys in height in total, with an overall height of 28.8 metres (excluding mechanical penthouse). The ground floor of the building is 4.5 metres in height. The building footprint is approximately 1,097.9 square metres, measuring 18.8 metres by 58.4 metres. The proposed building is considered a mid-rise building, and its height does not warrant a defined podium and tower portion. The proposed building generally maintains a similar setback to the uses along Victoria Street S, as well as a more generous setback compared to the existing uses on Park Street and Henry Street.

The massing is designed to create a comfortable, safe, and engaging pedestrian environment. This is established and enhanced by the at-grade amenities, including amenity patio space as well as individual residential balconies. Additionally, a 1.5-metre building stepback is proposed behind the building for the upper storeys above the 4th floor, where it abuts the low-rise residential properties. This stepback helps to reduce the visual impact and bulk of the building, ensuring a more compatible transition to the neighbouring lower-density residential area.

Furthermore, the proposed building setbacks from the lot line allow for the building to maintain the human scale, ensuring the building respects the neighbourhood context and surrounding uses. The residential balconies on the upper levels contribute to the creation of a secure neighbourhood, creating “eyes on the street” to enhance and provide a sense of security.

Finally, the Heritage Impact Assessment incorporates an angular plane analysis, demonstrating an evaluation of the development’s impact on the heritage properties and the low rise properties.

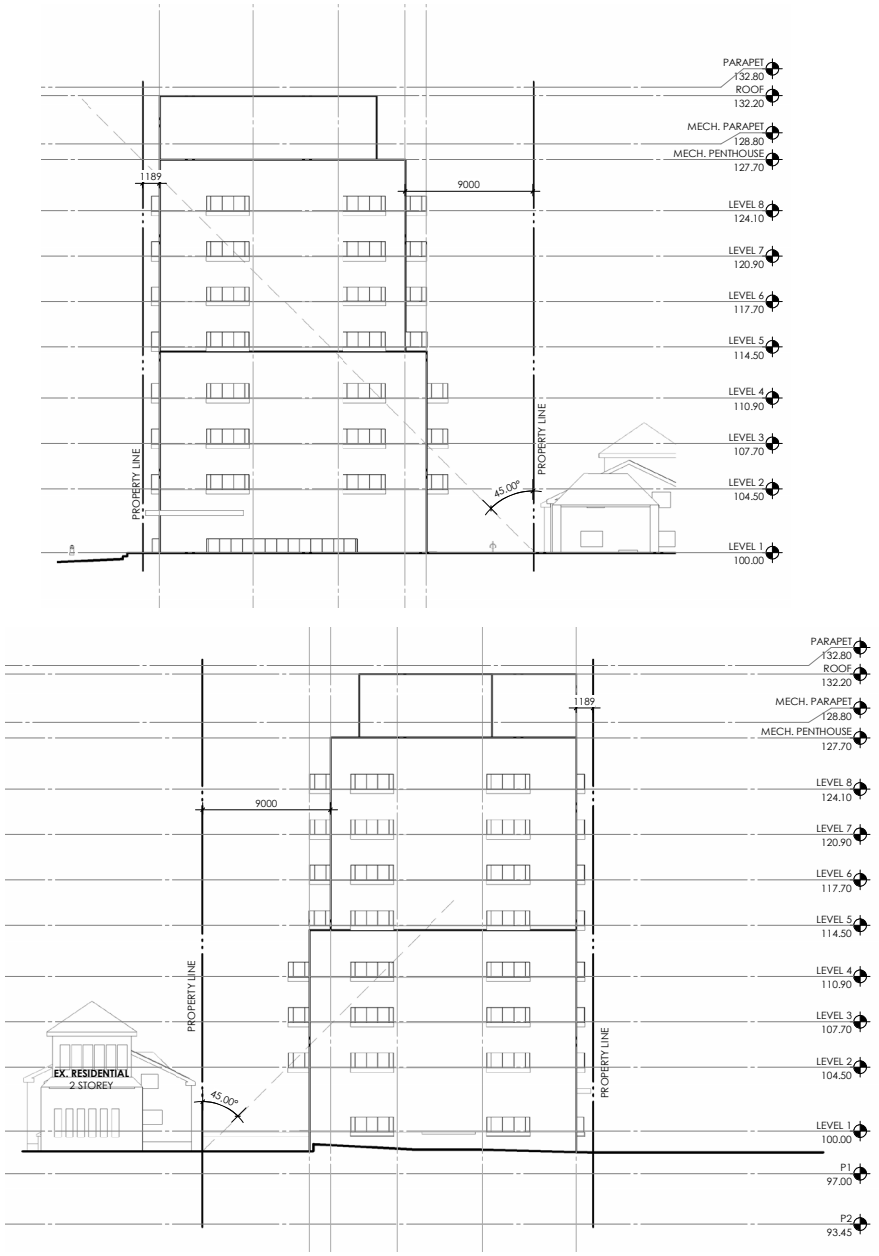
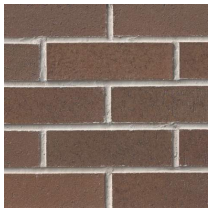


Fig.13: Angular Plane Diagrams (top: west side and bottom: east side)

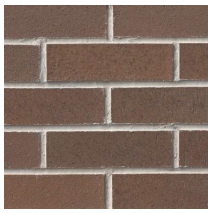


PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: MOCHA
MORTAR COLOUR: GREY

PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: WHITE VELOUR
MORTAR COLOUR: GREY

PRECAST CONCRETE WALL PANEL
FINISH: WOOD SIDING FORMLINER
COLOUR: DESERT OAK

Fig.14: View of the 3D rendering of the proposed development from Victoria Street South.

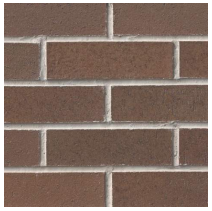


PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: MOCHA
MORTAR COLOUR: GREY

PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: WHITE VELOUR
MORTAR COLOUR: GREY

PRECAST CONCRETE WALL PANEL
FINISH: WOOD SIDING FORMLINER
COLOUR: DESERT OAK

Fig.15: View of the 3D rendering of the proposed development from Henry Street.

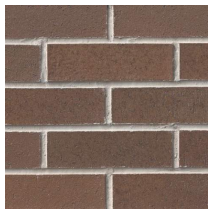


PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: MOCHA
MORTAR COLOUR: GREY

PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: WHITE VELOUR
MORTAR COLOUR: GREY

PRECAST CONCRETE WALL PANEL
FINISH: WOOD SIDING FORMLINER
COLOUR: DESERT OAK

Fig.16: View of the 3D rendering of the proposed development from Park Street.



PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: MOCHA
MORTAR COLOUR: GREY

PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: WHITE VELOUR
MORTAR COLOUR: GREY

PRECAST CONCRETE WALL PANEL
FINISH: WOOD SIDING FORMLINER
COLOUR: DESERT OAK

Fig.17: View of the 3D rendering of the proposed development from Victoria Street South and Park Street

MATERIAL LEGEND

1 PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: MOCHA
MORTAR COLOUR: GREY

3 PRECAST CONCRETE WALL PANEL
FINISH: WOOD SIDING FORMLINER
COLOUR: DESERT OAK

5 GLAZED BALCONY RAILING
COLOUR: BLACK

2 PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: WHITE VELOUR
MORTAR COLOUR: GREY

4 VISION GLAZING
GLAZING: CLEAR
FRAME COLOUR: BLACK

Fig.18: North elevation

Fig.19: East elevation

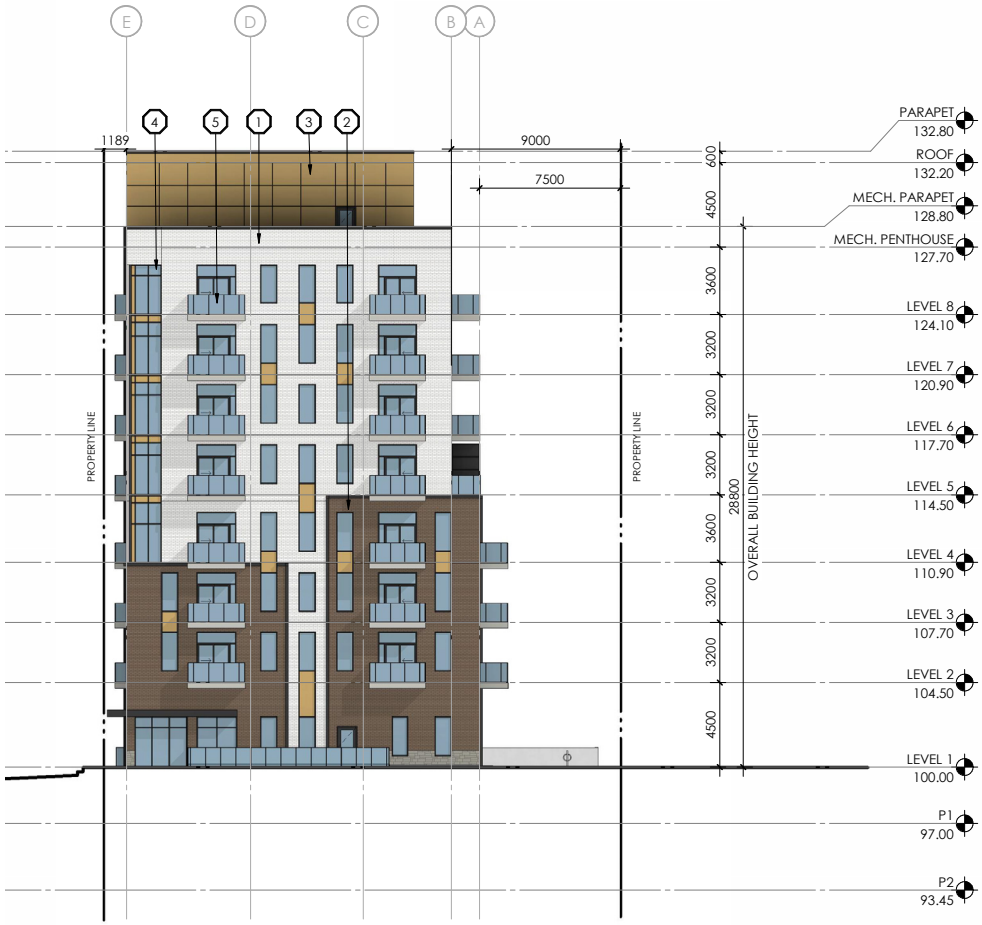


Fig.20: West elevation

MATERIAL LEGEND

1 PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: MOCHA
MORTAR COLOUR: GREY

2 PRECAST CONCRETE WALL PANEL
FINISH: BRICK FORMLINER
COLOUR: WHITE VELOUR
MORTAR COLOUR: GREY

3 PRECAST CONCRETE WALL PANEL
FINISH: WOOD SIDING FORMLINER
COLOUR: DESERT OAK

4 VISION GLAZING
GLAZING: CLEAR
FRAME COLOUR: BLACK

5 GLAZED BALCONY RAILING
COLOUR: BLACK

Fig.21: South elevation

5.3 Access and Circulation

The proposed site design contains one principal entrance point located at southwest corner of Victoria Street South, directly accessible from the public sidewalks at Victoria Street South and Henry Street. The site design contains two primary entrance/exit points for vehicular access, one located on Henry Street which provides access to the rear side of the building to the back-of-house activites such as move-in area, garbage room, outdoor bicycle storage racks, and bicycle storage room. The second vehicular access point is off Park Street, which provides entrance and exit access from the below-grade parking garage. Pedestrian access to the move-in, outdoor bicycle storage racks, bicycle storage room and rear entry is provided on Henry Street, with access off Park Street made available through a sidewalk abutting the eastern lot line.

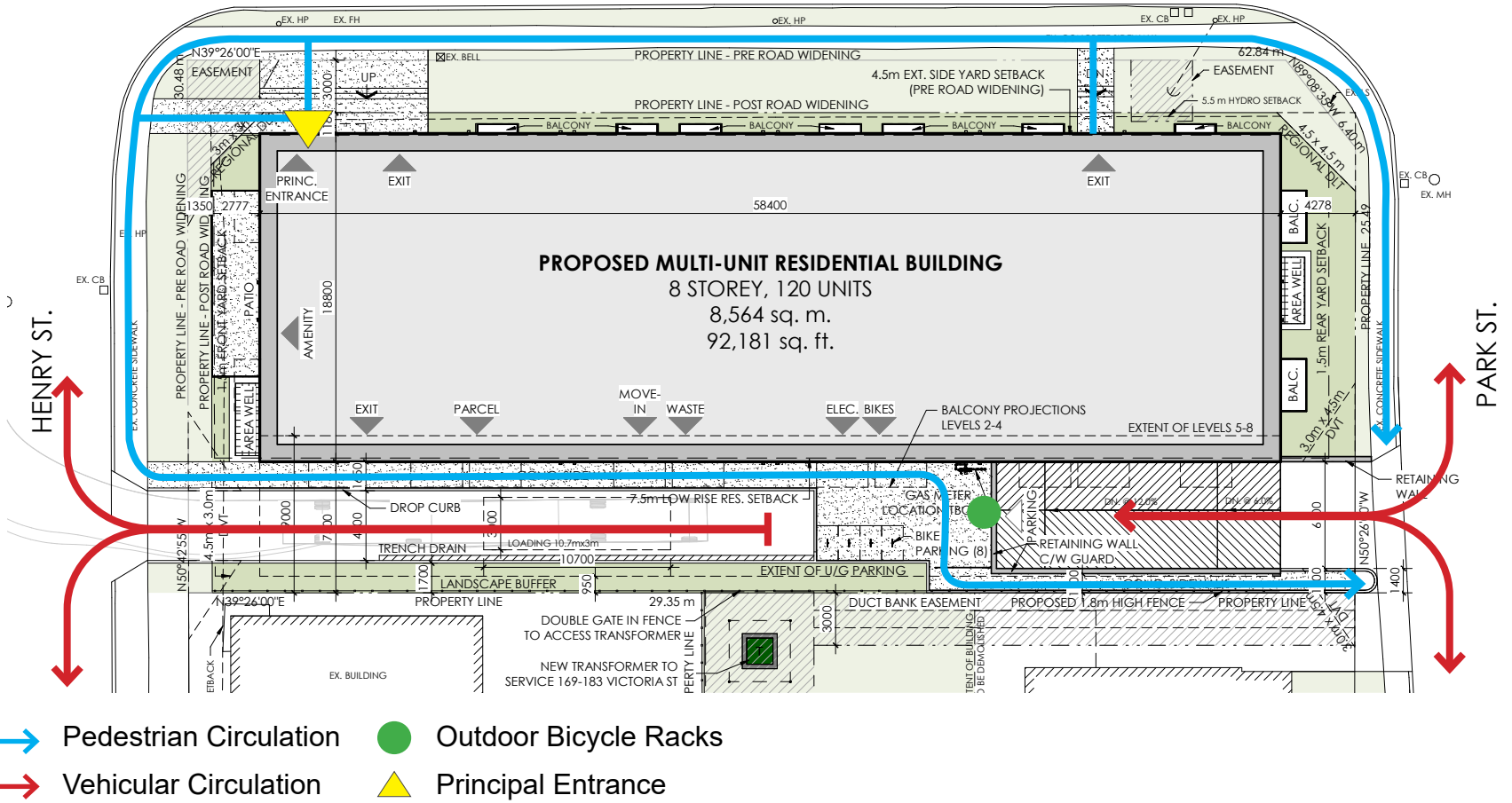


Fig.22: Circulation Diagram

5.4 Parking

The below-grade parking level, consisting of two levels, contains 53 parking spaces, which includes 4 barrier-free spaces. The entrance and exit to/from the below-grade parking area are provided off Park Street and directly abut the proposed building. The barrier-free spaces are located directly adjacent to the vestibule, providing quick and convenient access to the two proposed elevators.

The building's ground floor features a 62-stall (Class A) bike storage room with an entrance located at the rear of the Site with access points from Henry Street and Park Street. Additional bike storage is provided in the parking garage (P2 level), accommodating 58 bicycle parking spaces (Class A). In an area well-serviced by transit, the bicycle storage room will allow residents to securely store their bicycles, which can reduce automobile dependency and can limit vehicle trips in and out of the Site. Additionally, 8 outdoor bicycle racks (Class B) are proposed at the back of the building for short-term visitor parking. In total, the proposal includes 89 bicycle parking spaces, catering to the residents' needs and promoting sustainable transportation options.

5.5 Service and Loading Areas

The loading and service area for the Site is off Henry Street and is directly adjacent to the rear sidewalk. The loading area driveway is separated from the adjacent lot to the east by a 1.7-metre-wide landscape buffer. This loading area and service area driveway provide access to the proposed garbage room, move-in room, mail room, and electrical/mechanical room.

The loading and service area is located and oriented away from the pedestrian connection point. For vehicles turning in and out of the area, the building is set back in a way that allows for clear sightlines of pedestrians and/or service vehicles, limiting the possibility of conflict.

A 1.8 metre high fence is proposed along the easterly property line to provide additional screening for back-of-house activities.

5.6 Streetscape Design

The proposed building is positioned with a 4.18-meter setback from Victoria Street South, and its main orientation faces this street. However, after the planned road widening of Victoria Street South, the building will be situated much closer, with a reduced setback of 1.18 meters. Given this reduced setback, the residential units at grade facing Victoria Street South will incorporate Juliette balconies, complemented by landscape treatments to soften the transition between the street and the building. It should be noted that, due to the grade difference between the building and Victoria Street South, establishing direct walkway connections from the street to these residential units is challenging.

The absence of a drive aisle along Victoria Street South reinforces the pedestrian-friendly design, reducing potential conflict points and promoting a safer, more walkable environment. Tree plantings will be incorporated where possible along the street frontages, providing shade and enhancing the outdoor spaces, including the patio area along Henry Street. These trees will help to soften the transition between the street and the building, improving the overall aesthetic of the development.

The primary entrance to the building will be framed by plantings on both sides, creating an attractive, landscaped approach that naturally delineates the entry point and adds to the building's curb appeal. At the rear of the site, a landscape buffer will be provided between the development and the neighboring dwellings on Park Street and Henry Street. A 1.8-meter-high fence will be installed along these property lines to limit the visual impact of the drive aisle and the rear of the building.

Pedestrian access will be enhanced by a sidewalk that connects Park Street to Henry Street, running along the rear of the site. This sidewalk will improve mobility within the site, offering convenient access for pedestrians and further contributing to the development's pedestrian-friendly nature.

The proposed development does not comply with the minimum ground floor façade openings requirement of 40%. Currently, the development provides 29% façade openings, falling short of this standard.

Additionally, the development does not meet the requirement for a minimum of 50% of the ground floor to be occupied by community or commercial use. Instead, the proposed design features residential units at grade with balconies and a prominent residential entrance, but no community or commercial uses, which results in non-compliance with this requirement.

While the proposed design does not fully adhere to these zoning standards, the intent is to create a high-quality residential frontage that engages with the street. The large windows and Juliette balconies on the ground floor provide visual interaction between the building and the street, albeit in a residential context rather than a commercial one. The prominent residential entrance serves as a focal point that creates an active, welcoming street presence, even without commercial or community uses.

The absence of commercial uses aligns with the overall vision for the development, which aims to offer more residential opportunities in an area that already has access to surrounding amenities. The building's design still contributes to the public realm by providing an attractive, pedestrian-friendly streetscape.

5.7 Amenity Area

The building's ground floor contains an indoor amenity area measuring 50.6 square metres (545 square feet) in size, which leads to an outdoor patio space fronting Henry Street. An outdoor rooftop amenity terrace of 152.2 square metres is proposed on the topmost floor, adjacent to the mechanical penthouse.

Landscape concept plans for the at-grade outdoor amenity area and for therooftop terrace area has been prepared by GSP Group.

The proposed landscape concept design for the at-grade patio space will include glass panel decorative fencing, decorative paving, moveable planters, harvest table with umbrella and playful precast concrete seating with bistro table.

The proposed design for the rooftop terrace is primarily a hard-surfaced space for durability and ease of maintenance. Different types of seating arrangements using moveable furnishings and shade structures are proposed to accommodate various group sizes, including sofa seating with coffee tables, dining tables with chairs, harvest tables with umbrellas, and Muskoka chairs around a central fireplace feature. Additionally, moveable planters add landscape elements to the rooftop terrace.

Due to the site's limited size, providing a large active amenity area on-site is challenging. However, the owner is committed to creating activity spaces on the rooftop terrace. A portion of the rooftop can be designed with rubber flooring and small activity areas for children, potentially incorporating sensory and educational elements (see Figure 24 for an example). Additionally, the surrounding area is well-serviced by nearby parks, including Victoria Park and Cherry Street Park, offering various outdoor amenities and activity spaces for residents to enjoy.

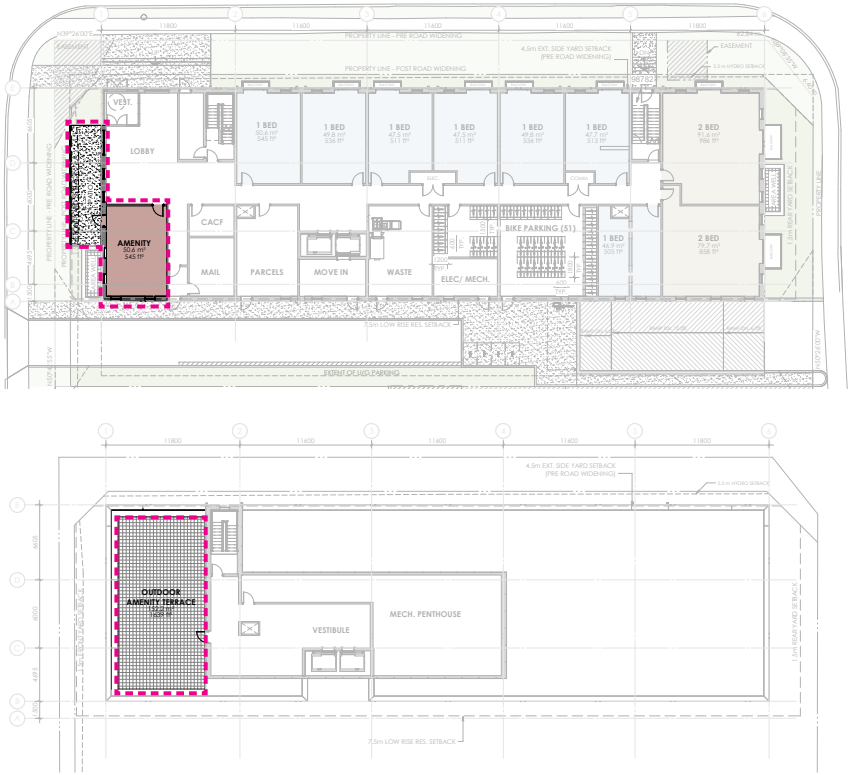
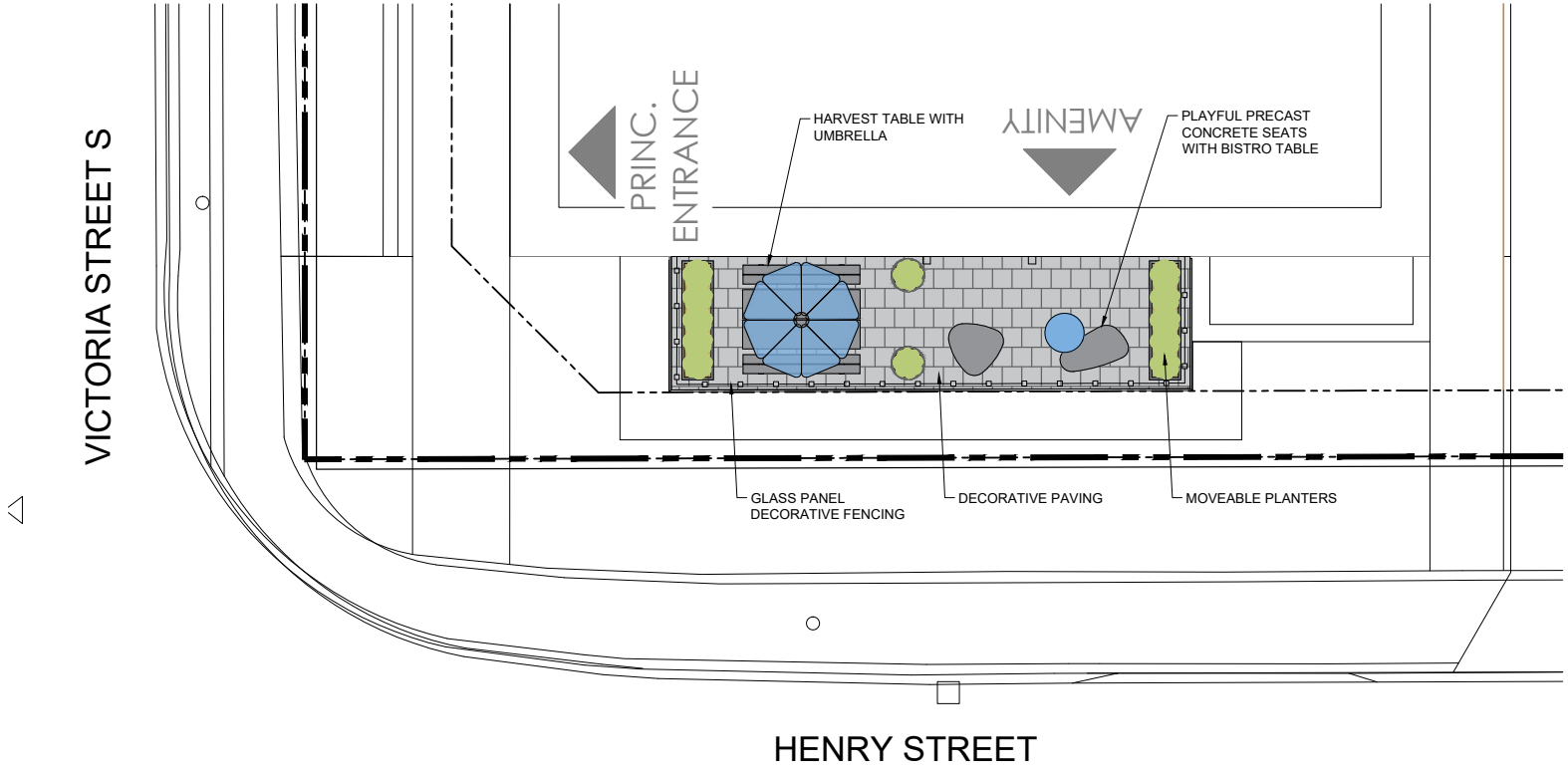


Fig.23: Location of Indoor (top) and Outdoor Amenity Spaces (bottom)

Fig.24: Representative example of Rooftop Play Area



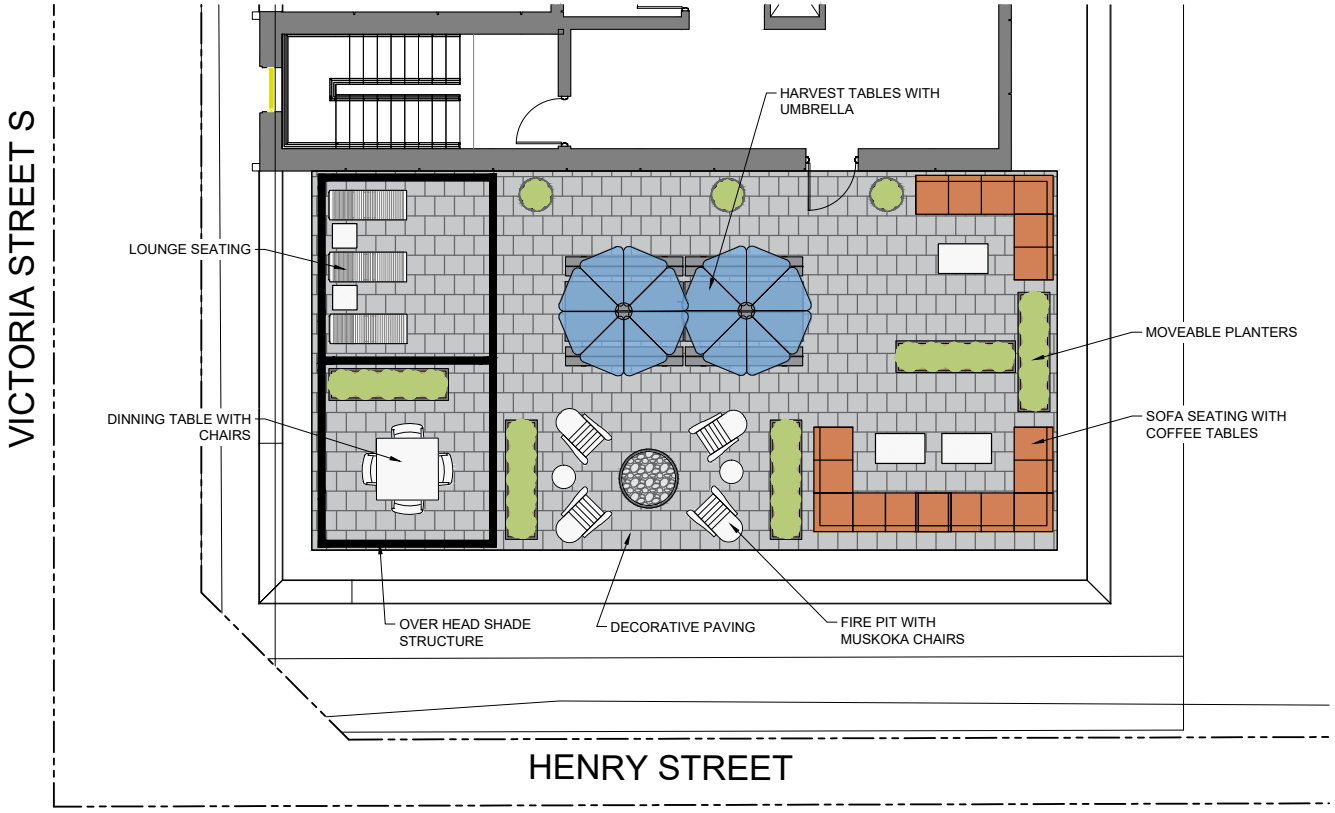
LANDSCAPE CONCEPT

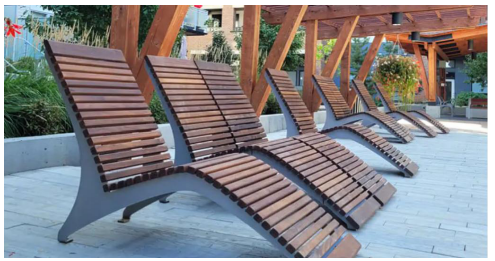
169-183 Victoria Street S | At-Grade Amenity

1 0 1 2 4
1:100 (m)

Scale 1:100 (11x17 PLOT) | October 2, 2024 | Project No.: 23101 | Drawn By: RE

Fig.25: At-grade Amenity Area Concept Plan prepared by GSP Group





LANDSCAPE CONCEPT

169-183 Victoria Street S | Rooftop Amenity

1 0 1 2 4
1:100 (m)

Scale 1:100 (11x17 PLOT) | October 2, 2024 | Project No.: 23101 | Drawn By: RE

GSP group

Fig.26: Rooftop Terrace Concept Plan prepared by GSP Group

5.8 Building Articulation

The building's articulation is designed to create visual interest and break up the massing through a combination of materials, balconies, and carefully planned setbacks. The balconies are evenly distributed across the façade, creating depth and movement. The glazed balcony railings with black frames contribute to a modern, light appearance, providing transparency and allowing the façade to feel less bulky.

A key element of the building's design is the variation in materials, which serves to visually differentiate sections of the building. The lower portion features precast concrete wall panels with a brick formliner finish in a rich mocha tone, grounded by grey mortar. This darker base gives the building a sense of stability and strength, grounding it within the urban landscape. As the building rises, the materials transition to lighter tones, using white velour precast concrete panels that soften the visual impact and make the building feel lighter as it moves upward. The use of traditional materials like brick

Fig.27:Precedent Images

enhances the connection to the surrounding context, providing a sense of continuity with nearby buildings while integrating more modern elements like glazing and sleek finishes.

Vertical accents are introduced through the use of wood siding form panels in a warm desert oak finish. These accents break the horizontal lines and add warmth to the façade, creating a contrast to the cooler concrete tones and further articulating the building's form. The upper floors of the building step back slightly, creating terraces that reduce the perceived height of the building and offer outdoor spaces for residents. This stepback also serves to transition the building's scale more harmoniously with the surrounding neighborhood, ensuring that the development complements the existing urban fabric. The combination of modern design elements with traditional materials allows the building to stand out while still maintaining a sense of place within its context.

5.9 Microclimate Impact Analysis

Shadow Analysis

Shadow impacts are reasonable where they maintain a certain threshold of sunlight on different spaces and areas. For private properties, generally the common municipal criterion is 4 hours of sunlight on private amenity areas. For the public realm, the Tall Building Guidelines specifically identify that shadow analysis should demonstrate how a proposed building maintains "daily access to at least 5 hours of cumulative direct sunlight under equinox conditions" on nearby open spaces and sidewalks.

The Shadow Analysis modelling in Appendix A shows the potential shadowing from the proposed development. It models hourly times for the period generally 1.5 hours after sunrise and 1.5 hours before sunset for each of June 21, September 21, and December 21.

Based on this analysis provided in Table 1 (see next page), the shadows cast by the proposed development are reasonable and in keeping with the general criteria. While the December 21 periods offer less than the suggested 4 hours of the criteria on outdoor spaces, this is mitigated by the fact of more limited use of outdoor spaces in December, the fact that many of assessed yards and amenity areas are already shadowed by the existing fabric, and the fact that sidewalks would be shaded even under an as-of-right building podium.

Noise and Vibration Impact Study

RWDI conducted a Noise and Vibration Impact Study (NVIS) for the proposed Victoria and Park Redevelopment in Kitchener, Ontario. The recommended noise control measures are:

1. Install central air-conditioning to keep windows closed.
2. Include noise warning clauses for:
    - Transportation sound levels at the façade
    - Proximity to the railway line
    - Proximity to commercial/industrial areas and the GO layover yard
3. Use windows that meet Ontario Building Code requirements, as upgraded glazing is unnecessary.

The site is more than 75 meters from the CN spur line, so train vibrations were not assessed further. While quantitative assessment of the development's noise impact on itself and its surroundings wasn't possible at this stage, it is expected to

meet criteria through best-practices acoustical design. Detailed acoustical requirements should be reviewed by an Acoustical Consultant once specific plans are available.

Overall, the development is considered feasible regarding noise and vibration impact.

Table 1 summarizes the Shadow Analysis graphics

Building Impacts On	Opposite side of Park Street sidewalk (north)	Low rise residential properties (east)	Opposite side of Henry Street sidewalk (south)	Opposite side of Victoria Street sidewalk (west)
March 21	None between 10am and 2pm (4 hours)	None between 10am and 4pm (6 hours)	None between 10am and 6pm (8 hours)	None between 2pm and 6pm (4 hours)
June 21	None between 12pm and 6pm (4 hours)	None between 8am and 4pm (8 hours)	None between 8am and 4pm (8 hours)	None between 12pm and 4pm (6 hours)
September 21	None between 10am and 2pm (4 hours)	None between 10am and 4pm (6 hours)	None between 10am and 6pm (8 hours)	None between 2pm and 6pm (4 hours)
December 21	Partially shaded throughout the day and fully shaded after 4pm	None between 10am and 2pm (4 hours)	None casted by the Proposed Development	Partially shaded throughout the day

6. RESPONSE TO POLICY AND GUIDELINE FRAMEWORK

6.1 Response to Official Plan Policy

At eight storeys the scale of the proposed development conforms to the Medium Rise Residential designation of the Official Plan and the urban design policies because:

1. It provides opportunity for residential intensification and the provision of a housing alternative in the neighbourhood;
2. It is located within walking distance of core ION Stations and local bus routes and Iron Horse Trail through a street-oriented building form with bicycle parking facilities.
3. It accommodates safe and direct pedestrian connections from Victoria Street South frontage;
4. It incorporates both indoor and outdoor amenity spaces for the future use of the buildings' occupants;
5. It includes an eighth-storey height that serves as an appropriate transition given the evolving density of the area, acting as a natural extension of the increasing high-density developments along Victoria Street South.

The proposed development is designed in keeping with the General Urban Design policies in Section 11 of the Official Plan as it:

- Provides for "eyes on the street" and implements other CPTED measures;
- Provides access for emergency service vehicles.
- Is barrier-free accessible.
- Is transit supportive.
- Contributes to the variety of housing typologies in the local area.
- Includes amenity spaces suitable for all age groups.
- Supports walkability through siting, human scaled built form and animation with windows along all building facades.
- Provides access for vehicles, pedestrians, and cyclists.
- Provides secure parking for both vehicles and bicycles.
- Provides high quality building materials and architectural detailing on all elevations that complement surrounding buildings in the neighbourhood.
- Internalized garbage and recycling storage areas and away from the public realm.

The proposed mid-rise building is designed in keeping with the design policy direction of Official Plan Section 11, as further explored in detail as part of the Urban Design Manual analysis in the following section.

This Urban Design Brief, per Official Plan Section 17.E.10.5, demonstrates that the proposed development is compatible development with the surrounding area, as outlined below.

6.2 Response to Urban Design Manual Guidelines

Compatibility
CITY-WIDE
MID-RISE BUILDINGS

- The proposed development is massed to all public street frontages with at-grade residential units with balconies, residential lobby and amenity areas lining Victoria Street, Henry Street and Park Street frontages.
- Proposed mid-rise form fits within the mixed context of surrounding mid- and high-rise residential buildings and low-rise dwellings.
- Human scaled-relationship along Victoria Street, Henry Street and Park Street achieved through ground floor height, ground floor uses and activities, and ground floor and upper storey detailing and material treatment.
- The proposed building sets back from Victoria Street to maintain similar front yards and establish a coherent relationship with the surrounding buildings.
- Contemporary architectural style, detailing and materiality are to be refined through the detailed design stage and will ensure colour and texture on the facades are consistent with and complement the surrounding context.
- The proposed eight storey height is an appropriate increase in height, keeping it consistent with the new developments (200 Victoria Street and 92-110 Park Street and 146-162 Victoria Street South) in the neighbourhood.

Building Components (Base Design)
MID-RISE BUILDINGS

- Ground floor respects Mid-Rise Building guidelines with taller ground floor height of 4.5 metres.
- The ground floor of the building is defined with a covered entranceway with a landing area, located at the corner of the building.
- Site layout maximizes permeability of pedestrian flow, facilitating movements either from principal building entrance or on-site walkways from the public sidewalk to the areas behind the building (parking garage, or building entrances/exits).
- The ground floor has highly transparent glazing windows along all street facing building elevations facing Victoria Street South, Henry Street and Park Street.
- The front yard is designed with soft landscaping to contribute to the quality of the pedestrian environment along Victoria Street South.
- The length of the proposed building on the ground floor is 58.40 metres (does not exceed the recommended length of 70 metres) and maintains appropriate scale.
- Residential units along the Victoria Street frontage feature individual balconies, enhancing the streetscape. Additionally, upper-story units also include balconies facing Victoria Street, further integrating the building with its urban context. Along the Henry Street frontage, at-grade outdoor patio spaces are proposed, offering additional amenity areas that contribute to the vitality of the street.

- Servicing elements and utility equipment, where required, will be accommodated in the rear area away from the public street edges.
- An at-grade indoor amenity area (fitness room) for the residents is provided on the ground floor of the building.
- Siting of the building on the site provide for screening of site functions such as loading and garbage areas from the public realm.

Building Components (Building Design)
MID-RISE BUILDINGS

- Physical separation calculation per Mid-Rise Building guidelines for proposed building is 10.13 metres (34.7 metres height times 58.4 metres building length). The proposed building separation distance towards the rear side lot line is 7.5 metres and 9 metres for the upper storey. While the separation distances towards the rear side lot line are slightly smaller than recommended, measures are taken to mitigate potential privacy impacts and overlook. Moreover, a separation distance of 11.7 meters is maintained from the proposed building to the existing structure fronting Park Street. The presence of mature tree canopies in the neighboring residential properties further aids in reducing privacy concerns and enhancing visual screening
- Building design employs a clean and contemporary building form with a consistent pattern of articulation and material treatment are used to accentuate the depth of the building elevations coinciding with projecting elements and to distinguish between the building base and the upper storeys to reduce the perception of mass.
- A 1.5-metre stepback is proposed for the floor above 4th storey to provide appropriate transitions towards the low-rise surrounding neighbourhood.
- Side stepbacks for upper storeys are not warranted given the site is a through lot with street fronting building form, ensuring skyviews and sunlight accesses.
- Integrated mechanical penthouse is positioned away from the street frontages and building sides, clad with complementary materials.

Inclusive Design
CITY-WIDE
MID-RISE BUILDINGS

- The design incorporates natural surveillance by situating residential units at ground level along Victoria Street South and Park Street, featuring windows and balconies that overlook the public realm. Additionally, an outdoor patio adjacent to the lobby and indoor amenity space, bordering Henry Street, enhances surveillance of private shared spaces.
- The site design emphasizes direct connections between the building interior and the adjacent public sidewalks. Multiple access points are strategically placed along both the primary building elevation and the rear, ensuring accessibility and safety for occupants and pedestrians alike.
- The proposed building will define pedestrian-scale lighting at detailed design stage and will ensure even illumination of exterior areas.
- The site design prioritizes barrier-free pedestrian walkway

connections with direct access from the Victoria Street and Henry Street public sidewalks.

- There is a mix of different sizes of one-bedroom and two-bedroom units to provide flexibility of housing choice.

Design for Sustainability
CITY-WIDE
MID-RISE BUILDINGS

- Direct connections from the principal building entrance to the Victoria Street and Henry Street public sidewalks are proposed, providing residents with convenient access to nearby amenities and outdoor areas.
- Employ high quality design, materials and construction practices that can withstand changing climate conditions, and which encourage building longevity.
- Stormwater on the site will be controlled through onsite measures to reduce peak flows to existing conditions levels, limiting pressures on the existing sewers.
- The landscaping design will incorporate native planting materials and will employ low-impact development practices.
- During detailed design stage, considerations will be given to implementing a rainwater recovery system for the entire development to provide water for non-potable demand (toilets, washing machine, irrigation), thereby reducing demand from City services and further managing storm water.
- Enhanced building envelopes with above average standards for insulation, windows and air tightness will be explored.
- LED light fixtures will be installed in the new units along with motion detectors in common areas.
- Deep well waste and recycling collection areas will be proposed to encourage the collecting and recycling of waste produced by residents and tenants.

Design for Outdoor Comfort
CITY-WIDE
MID-RISE BUILDINGS

- Shadow Analysis demonstrates acceptable sun exposure conditions for affected sidewalks, public spaces, and adjacent low-rise properties.
- Noise and Vibration Impact Study demonstratesthat proposed development is feasible, recommending central air-conditioning, Ontario Building Code-compliant windows, and noise warning clauses for nearby transportation, railways, and commercial areas.

Shared Spaces
CITY-WIDE
MID-RISE BUILDINGS

- Building design addresses pedestrian weather protection through recessed vestibules from public sidewalks and generous covered landing spaces.
- Varied colours between the different building elevations and diverse planting plans provide visual interest throughout the seasons.

- Along the Victoria Street frontage, where at-grade residential units are situated, the proposed design incorporates sufficient front yard setback to allow for the planting of street trees and foundation beds, contributing to an inviting and pedestrian-oriented streetscape.
- Lobby area and indoor amenity space with outdoor patio are proposed at the southwest corner of the building on the ground floor easily accessible from Victoria Street South and Henry Street.
- Amenity spaces include an indoor amenity area with an outdoor patio at grade as well as an outdoor rooftop terrace for the residents.
- The pedestrian pathway will be finished with a non-slip surface treatment and will be maintained to accommodate pedestrians during all weather conditions.
- Balconies are proposed for all units on all sides of the building, provide natural surveillance for the surrounding context.

Site Function
CITY-WIDE
MID-RISE BUILDINGS

- A total of 53 parking spaces is proposed below ground screened from the public realm and a single site driveway access is proposed from Park Street, minimizing disruption to pedestrian and cyclist movements.
- A total of 128 indoor and outdoor bicycle parking spaces are proposed. The long-term indoor bike storage rooms are proposed within the below grade parking garages as well as at-grade, located for ease of convenience. Outdoor bicycle racks are proposed on the rear side of the building with direct on-site walkway connections to the public sidewalks.
- Entrances and landing spaces in front of entrance to be designed to universal accessibility standards.
- Detailed design of private on-site servicing, utilities and HVAC will be done at the detailed design stage and efforts will be made to minimize their visual impact.
- Garbage and recycling storage areas are located interior to the Site and designed such that:
  - they do not negatively impact the streetscapes, amenity areas or building occupants;
  - they do not obstruct fire routes or parking;
  - they will be screened from view from the public realm.

7. CONCLUSION

The proposed development includes an eight-storey residential building that contributes to the intensification along Victoria Street South and is appropriate within the emerging and planned built form context and contributes to the enhancement of the existing residential character along Victoria Street South. The proposed development provides an active interface with the public realm and introducing a built form that improves the existing character of the Site, while providing an adequate transition towards existing residential uses and potential future developments.

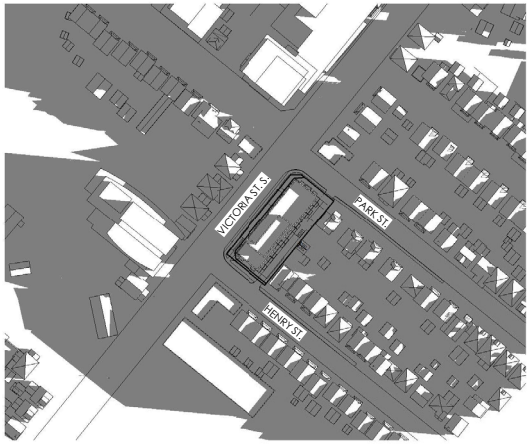
Parking and Site functions (including loading, move-in, mail space, and garbage collection) are located in the interior of the Site and off of Victoria Street South, limiting the entrance points to the Site off of Victoria Street South. The building is arranged on the Site to face Victoria Street South and have a minimal impact on Park Street and Henry Street, while contributing to intensification efforts along Victoria Street. The scale of the building, with the appropriate front-, side-, and rear-yard setbacks and building articulation contribute to a human-scaled streetscape and site design while being designed in a way that is high quality and contributes to an attractive and engaging streetscape. The siting, landscape and built form complete a contiguous tree line along each of the respective abutting streets, which creates a well-designed transition from street to building.

The proposed development embraces the Site's context of excellent transit proximity to core ION Stations and local bus routes through a street-oriented building form with bicycle parking facilities.

Based on the foregoing urban design merits, the proposed development conforms to the Urban Design policies of the City of Kitchener Official Plan and reflects the direction of the City's Urban Design Manual, particularly the guidelines for City-wide and Mid-rise Buildings. It is an appropriate development for the immediate and broader downtown context and reflects principles of good urban design.

APPENDIX A

Shadow Study



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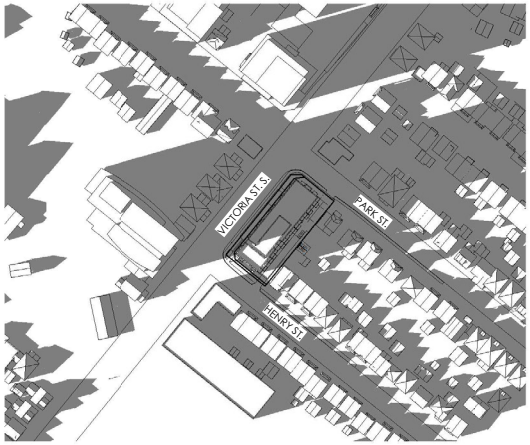

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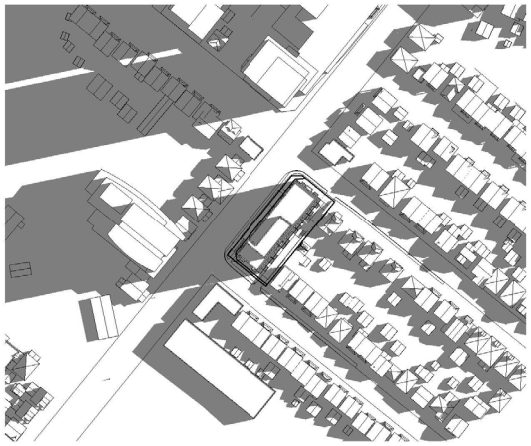

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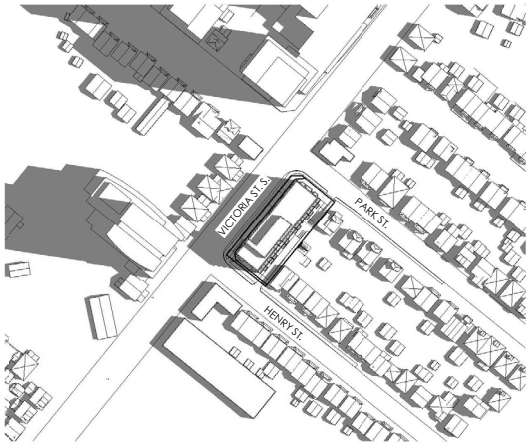

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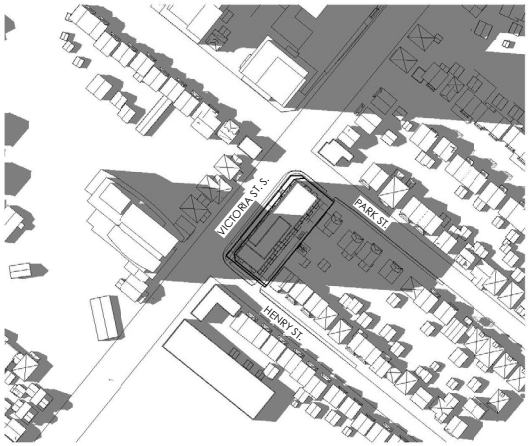

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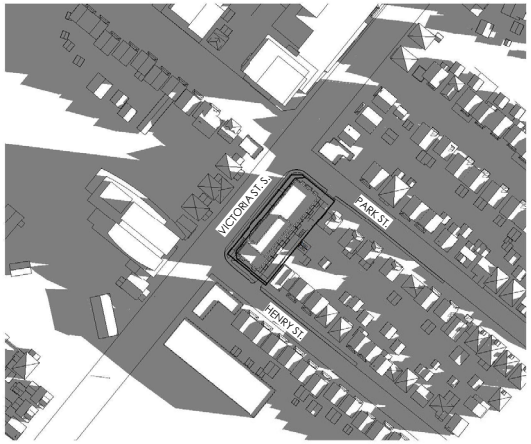

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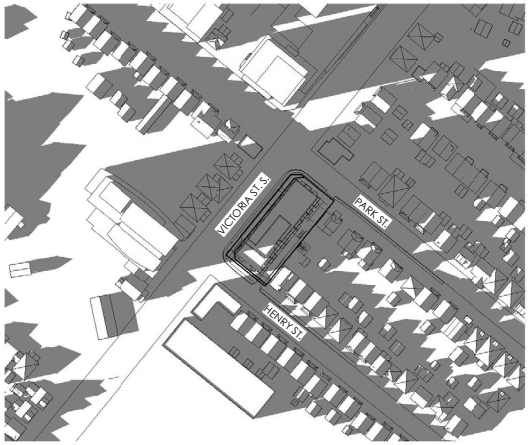

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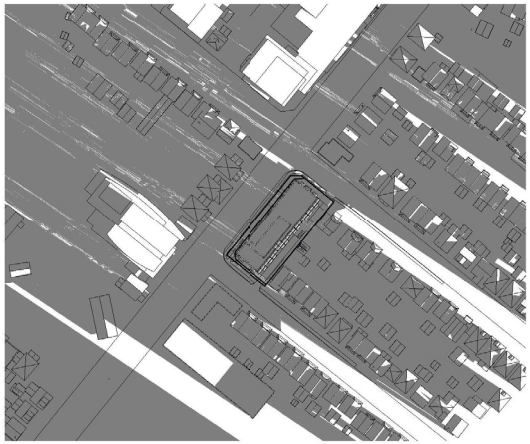

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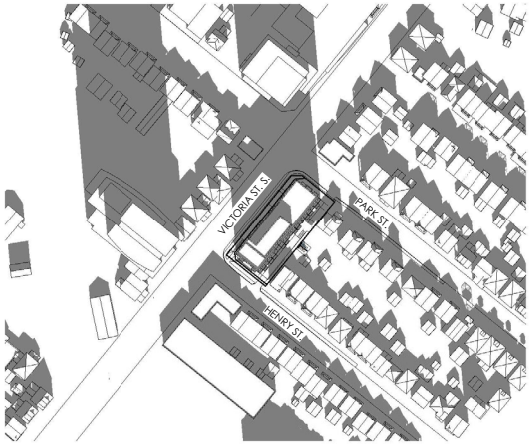

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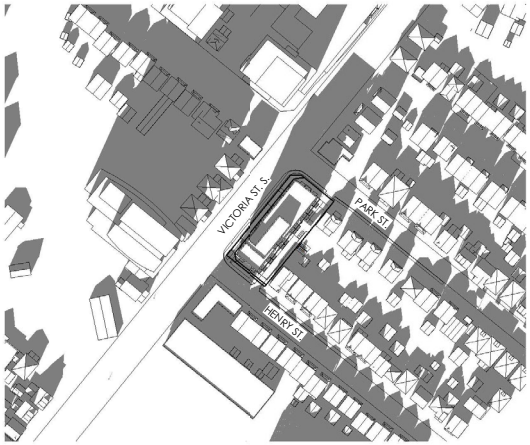

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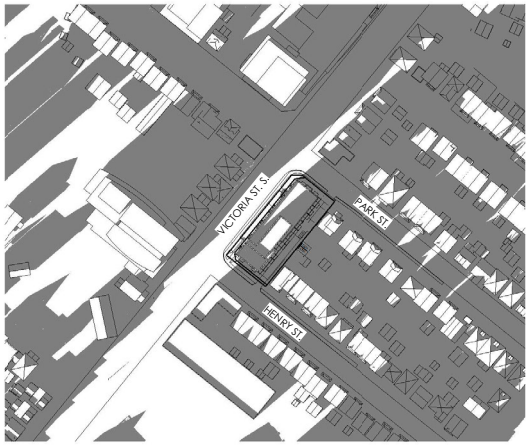

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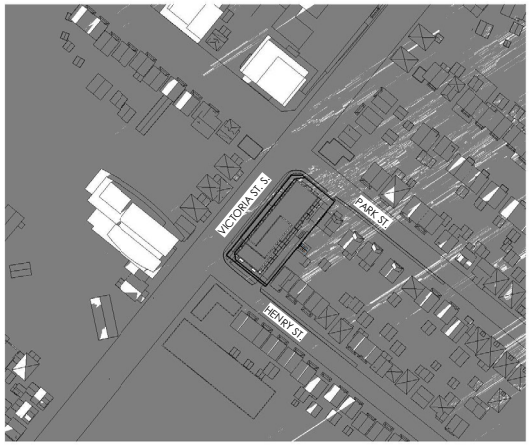

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