



# Urban Design Brief

**276 King Street East  
Kitchener**

Pioneer Tower Homes Inc.  
Official Plan Amendment & Zoning By-law Amendment

May 2022



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# 1. Background & Purpose

## Scope

Pioneer Tower Homes Inc. (“the owner”) is proposing a mixed-use development on the property at 276 King Street East (“the site”) in Kitchener. This Urban Design Brief is prepared for Official Plan Amendment and Zoning Bylaw Amendment applications for the proposed development, required per the February 2020 Pre-Submission Consultation. The Kitchener Official Plan defines an Urban Design Briefs as a “comprehensive Urban Design document which may include urban design vision, principles, objectives, guidelines and strategies” and that “may be required of an owner/applicant in support of a development application”.

## Subject Site

The site is approximately 484 square metres (0.0484 hectares) in size located at the northwest corner of King Street East and Eby Street North. The site is a narrow site, measuring approximately 12 metres wide along King Street East and 35 metres of depth along Eby Street North. The site does flare out in the northwest corner behind the abutting property on King. The site is currently an undeveloped lot at the corner of King and Eby as well as 2-stored converted dwelling (former 12 Eby Street North). The site’s grade along Eby Street drops approximately 2 metres from King Street to its rear property line with an existing retaining wall along its Eby Street flankage.





*Site frontage looking from King Street East.*



*Site flankage looking from Eby Street North towards King Street East (exiting detached dwelling part of site off to the right)*

## Proposed Development

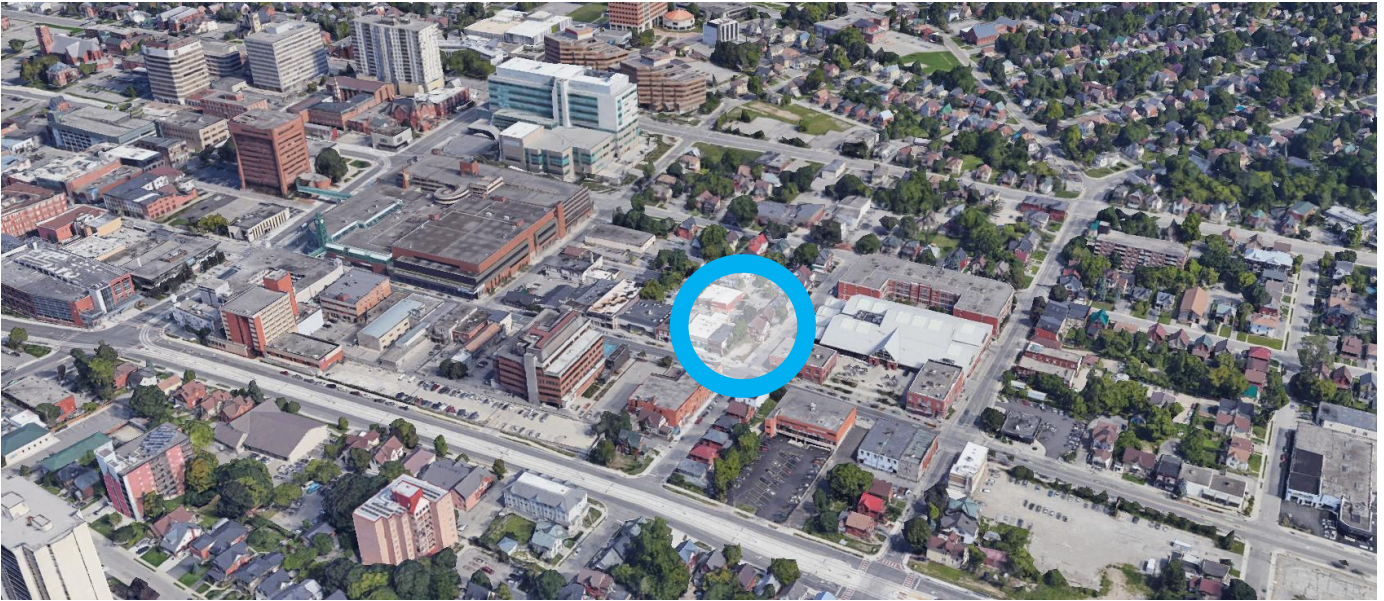
The proposed development is a 7-storey mixed-use building with ground floor commercial uses and residential units in the upper storeys. The building contains 29 units in total in the second through seventh storeys, ranging generally from 550 to 650 square feet in floor space. The proposed development is a car-free building with no parking is proposed for the residential units or commercial unit. Service functions for loading, storage and bicycling parking from the building's rear.

## Content

This Urban Design Brief is based on preliminary drawings and materials available at this stage of the approval process. As work continues on the detailed aspects of design for Site Plan Approval, such as the completion of detailed site plans, lighting plans, landscape plans, elevation drawings, the detailed aspects of the proposed development will be refined and fully demonstrated. Based on the matters identified in pre-submission consultation record, this Urban Design Brief:

- Describes the contextual relationships and fit with the surrounding area (Section 2),
- Outlines the general Official Plan design policies and Urban Design Manual that are relevant to the site's and development's design (Section 3),
- Provides an overview of the proposed site and building design (Section 4),
- Discuss the building form and design aspects of the proposed development (Section 5),
- Summarizes the microclimatic assessments, including shadow and wind impacts (Section 5),
- Assesses how the proposed development's design responds specifically above policy and guideline basis (Section 7), and
- Makes conclusions regarding the findings of the Urban Design Brief (Section 8).





## 2. Contextual Fit

### Downtown Kitchener Context

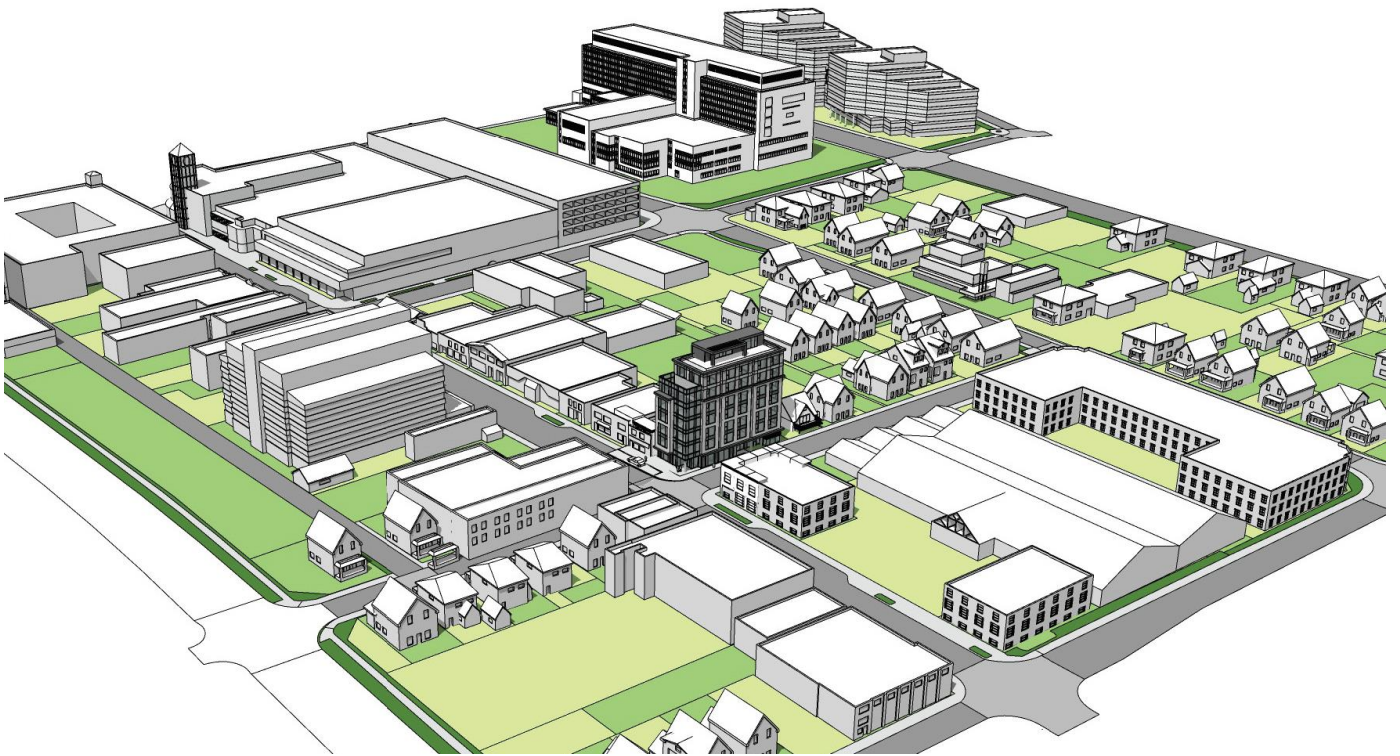
The subject site is located within the eastern end of Downtown Kitchener. Downtown is the planned focal point for intensification within Kitchener and is intended to accommodate a significant portion of the city's growth in a compact, dense and transit-supportive form. The Downtown core to the west has been undergoing a dramatic transformation with significant recent and ongoing public and private sector investment, which has begun to a lesser scale in the broader area surrounding the site.

Downtown Kitchener is at the heart of the Region's ION light rail transit system, containing 4 stations in both the westbound and eastbound routes. Immediately surrounding the site, the eastbound/westbound ION Kitchener Market sits approximately 300 to 400 metres to the south, on the east side of the Charles and Cedar intersection.

The site sits within the Market District of Downtown Kitchener, which forms the eastern entrance to the Downtown. The site is central to this small pocket of Downtown that stretches two blocks along King, Charles and Duke Streets, generally between Scott and Cedar Streets. The District, as its name implies, is anchored by the Kitchener Market facing the east side of the site.

The Market District generally exhibits a lower rise pattern of purpose-built commercial institutional, and residential buildings (and mixed-use buildings) as well as many converted residential buildings for commercial purposes surrounding the Market. This pattern of use also brings a variety of building form patterns, between "coarser" pattern of larger commercial, residential and institutional/community buildings and the "finer" grain associated generally with a main street form along King Street converted dwellings on side streets.

Although the District and surrounding urban fabric exhibits a lower-rise characteristic, there are numerous examples of existing mid-rise buildings or under construction tall buildings throughout. There is an emerging cluster of high-rise buildings around the 8-storey Waterloo Regional Courthouse, including a 39-storey mixed-use building at Frederick and Duke (under construction) and two 11-storey facing at Scott and Weber under construction and approved. Two existing mid-rise buildings (6 and 8 storeys) on the south side of King moving from the site up to Frederick. To the east, an emerging cluster includes mid-rise (7 and 8 storeys) and high-rise buildings (14/18 storeys) that are approved and/or under construction surrounding the King and Madison intersection.



## Immediate Context

### East

The Kitchener Market (300 King) faces the site on the east side of Eby Street. The Market building sits centrally on the block is a two -storey height, one storey facing the courtyard towards King Street and a two storey height to the rear with dropping grade. The Market’s canopied open air functions are on the Eby Street side of the building. A two-storey, red-brick commercial building (290 King) sits at the corner of King and Eby, directly facing the site, positioned tight to both street edges with the building’s length along King. Behind the Market building, a 3-storey residential building (165 Duke, “Market Lofts”) occupies the block’s remainder, the building situated tight to all three street sides and finished in a consistent fashion to the Market building and commercial building.



### South

A 2-storey mixed-use building (287-289 King) faces the site at the southeast corner of King and Eby, with ground floor commercial and residential above. A 3-storey (265 King) multi-tenanted commercial plaza faces the site at the southwest corner of King and Eby, the building narrow along King Street and deep facing a surface parking to the west. Both buildings are situated close to the street continuing the predominant pattern along King Street East. The south side of King Street East has a relatively consistent 2 to 3 storey height in the area surrounding the site (recognizing the mid-rise buildings identified above) and a mixed architectural character of traditional and more recent forms and styles.





## West

The properties to the site's west are characteristically a 2-storey "main street" form with ground floor commercial uses and buildings situated continuously close to the street edge. The immediately abutting property (270 King) has a 2-storey building with ground commercial and space above, recently renovated with a traditional aesthetic. Attached to the west of this building, there is a 2-storey building (254-262 King) also with ground floor commercial and space above. This building has ground floor commercial entrances as well as entrances to the upper floors at the street. To the west of this property, there is an access driveway from King connecting to a parking area to the rear.



## North

Properties to the north along Eby Street North are converted residential buildings for commercial purposes. The properties beyond (14 Eby and 16 Eby) are 2-storey converted dwelling containing a restaurant and business respectively, the former including an outdoor patio. Beyond this set of converted dwellings, Market Lane runs east-west between Scott Street and Eby Street North. Market Lane is a narrower laneway largely with a mixed character: largely with rear building walls and parking areas facing the laneway but also instances of flanking converted buildings forming interior courtyard-like spaces. There are walkway facilities on both side of the laneway as well as streetscape improvements including paving, light standards and benches.



### 3. Design Policy and Guideline References

#### 3.1 Official Plan

##### General Downtown Policies

The site is part of the Urban Growth Centre (Downtown) designation in the Kitchener Official Plan. The Urban Growth Centre is meant as Kitchener’s focal point for employment growth, residential intensification and region-wide community uses. The general policies have several urban design directions:

- Contribution to the public realm through the design of private spaces and buildings (15.D.2.11).
- Building scale and height along King Street may be limited to ensure adequate sun exposure, pedestrian enhancements, and a human scale (15.D.2.18).
- Priority to pedestrian, cycling and rapid and public transit modes over vehicular circulation (15.D.2.21).
- Quality urban design for buildings, architecture and streetscapes, including encouragement for innovation and architectural excellence (15.D.2.27).



##### Market District Policies

Further to the above policies, the site is within the “Market District” sub-designation of the Urban Growth Centre. The eastern entrance to Downtown, these

policies identify the Market District as an area that “functions as a unique village-like setting anchored by market uses”. Along King Street, Section 15.D.2.57 directs that ground floor commercial (specifically smaller retail uses) with other uses above, including residential, will be the predominant use and mixed-use buildings are encouraged. Section 15.D.2.59 establishes a maximum Floor Space Ratio of 3 for properties along King Street.

##### 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 speak to the city’s skyline, CPTED principles, fire prevention, barrier-free accessibility, and shade.
- Site Design policies speak to the building’s street relationship landscaping to improve the streetscape; 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 view from the public realm.
- 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

- a) demonstrate that a proposed development or redevelopment is compatible;
- b) address the relationship to and the privacy of adjacent residential development; and,
- c) ensure compatibility with the existing built form and the physical character of the established area and/or neighbourhood.

### 3.2 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 following topics of design guidelines are relevant to the site and the proposed building.

##### a) City-Wide

The City-Wide design guidelines apply to Kitchener as a whole. The main objective of these guidelines is to ensure Kitchener is designed as an inclusive, safe, accessible, comfortable and appealing place to live, work and play. Guidelines are divided into Community Design and Site Design. The Community Design guidelines are primarily used by the City in designing the form and structure of communities through the application of design best practices in a range of topics. The Site Design guidelines address built form, open space and site functionality.

##### b) Downtown

The Downtown design guidelines apply to properties within the Urban Growth Centre. They have general guidance for the entirety of the area as well as area-specific guidelines applying to the four design districts. The site is within the Market Design District (UG4). This district is the smallest of the four design districts, generally bound by Charles, Cedar, Duke and Scott.

##### c) Major Transit Station Areas

The Major Transit Station Areas guidelines apply generally for areas surrounding ION Stations. The site is within such an area, being 300 to 400 metres to the Kitchener Market Station. Although the guidelines indicate they do not apply to sites subject to the Downtown guidelines, they are germane to the proposed development and inform design.

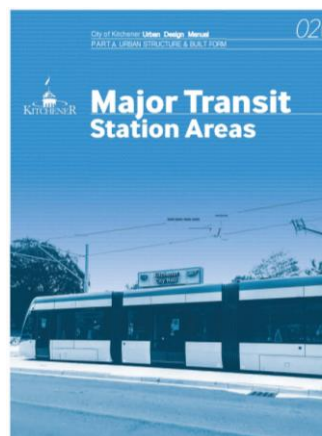
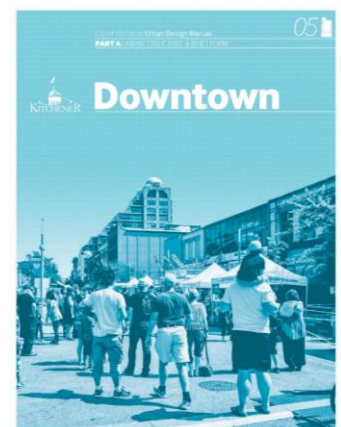
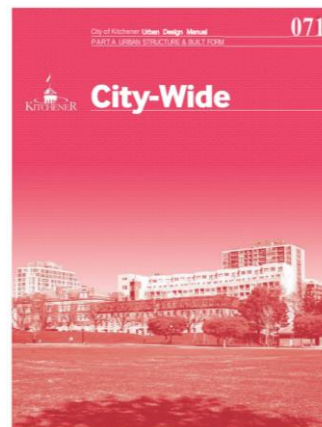
##### d) Mid-Rise Buildings

The Mid-Rise Buildings guidelines guide the design of mid-rise buildings in the city, which are defined as those between 4 and 8 storeys in height. These guidelines are meant to be read in conjunction with the policies of the

Official Plan and guidelines of the Urban Design Manual 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 parking structures, access, surface parking, outdoor lighting, barrier-free accessibility, pedestrian and transit-supportive development, rooftop mechanical equipment, emergency services, landscaping and natural features, storm water management facilities 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.



### 3.3 Central PARTS Plan

Kitchener’s Planning Around Rapid Transit Stations (PARTS) plans provide a more land use and design direction for each of the ION Station Areas within Kitchener. They are meant to provide more specific land use policy direction from that of the general Major Transit Station Area policies in the Regional Official Plan and the 2014 Kitchener Official Plan. The PARTS Central Plan was approved by City Council in 2016, which includes the subject site. Largely a land use planning document, three parts of the PARTS Central Plan, include urban design references for development within the area:

- Section 4 contains broader objectives including place-making directives,
- Section 8 contains urban design considerations for new development, and
- Section 9 contains design intent for different streetscapes within the area, including King Street and Eby Street.



# 4. Site and Building Design Overview

## 4.1 Building Positioning

The building is positioned to continuously line the King Street and Eby Street edges. Along King, the building's ground floor footprint continues the pattern set by the abutting property (270 King), set back between 0.8 and 1.4 metres generally. Above, the building wall of the 2<sup>nd</sup> through 4<sup>th</sup> storeys along King project over the ground floor, extending to the property line. Along Eby, the building sits largely at the property line, recognizing the ground recessions created for covered entranceways for the residential and main commercial doors and the upper storeys at the King and Eby corner pull back from the property line for relief. On the western side, there is a general 1.2 metre setback to the northern property line containing a gated walkway. The building is set back 4.2 metres from the eastern property line shared with 14 Eby Street North.



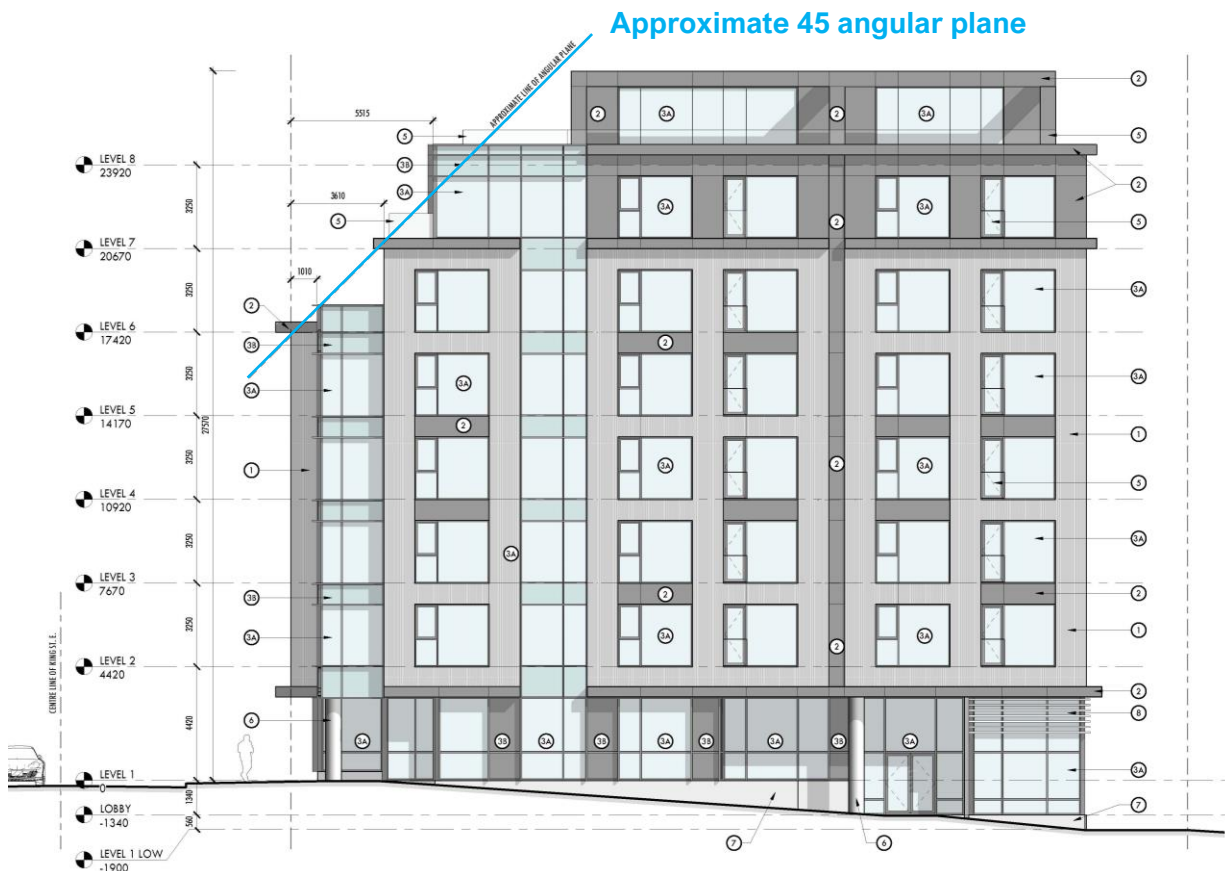
## 4.2 Building Scale and Massing

The proposed development has been redesigned to better integrate with surrounding properties. The proposed building mass has a smaller building ground floor footprint of approximately 330 square metres, measuring generally 10.75 metres wide by 30 metres long, owing to the narrow footprint of the subject site. At the King Street edge, the building is 23.92 metres to top of 7th floor roofline (plus 3.65 metres to recessed mechanical penthouse). The northeast corner of the building along Eby Street sits up to 1.9 metres lower than the King Street ground floor given the dropping grades from the King Street intersection.

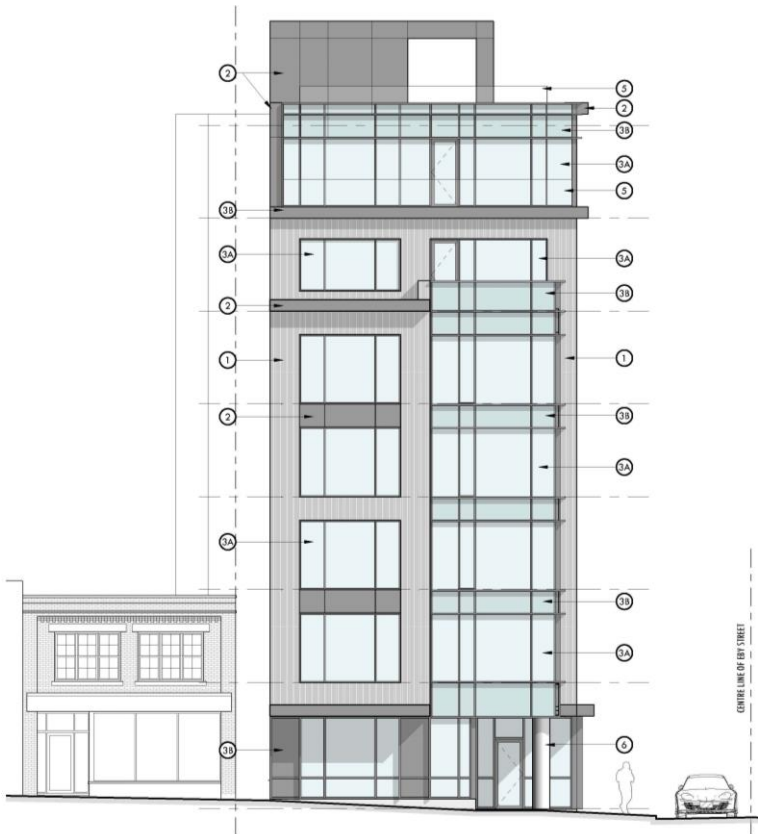
Other than the western side along King and surrounding the corner of King and Eby, the building's upper storeys have the same footprint as the ground floor. Along King Street, most of the building wall of the upper storeys projects 1.2 metres above the ground floor footprint as an overhang of the pedestrian realm. Extending around corner, the upper storeys project past the recessed ground floor at the corner, which sits 2.25 metres and 1.15 metres, respectively, at their shallowest from the King and Eby ground walls.

The apparent scale and massing of the proposed building has been redesigned to ensure that proposed development is compatible with the adjacent properties and respects the overall streetscape by integrating stepbacks at the 6<sup>th</sup> and 7<sup>th</sup> storeys (including mechanical penthouse stepped back further), glass curtain wall systems from top to bottom to soften the building design, increased appearance of glazing on street-facing elevations and recessed building entrances to reinforce human scale. A clear distinction and articulation in massing of the proposed building is expressed between the base, middle and top (mechanical penthouse) using horizontal and vertical projections along the street-facing building elevations.

The proposed building maintains the recommended 45-degree angular plane to King Street (far side-sidewalk), with step-backs at 1.0 metre and 3.6 metres to the glass railing and building's edge, respectively for the 6<sup>th</sup> storey and an additional 5.5 metres for the 7<sup>th</sup> storey. The fully enclosed mechanical penthouse is positioned entirely outside of that angular plane with further step-backs from the 7<sup>th</sup> storey rooftop of more than 5.5 metres.

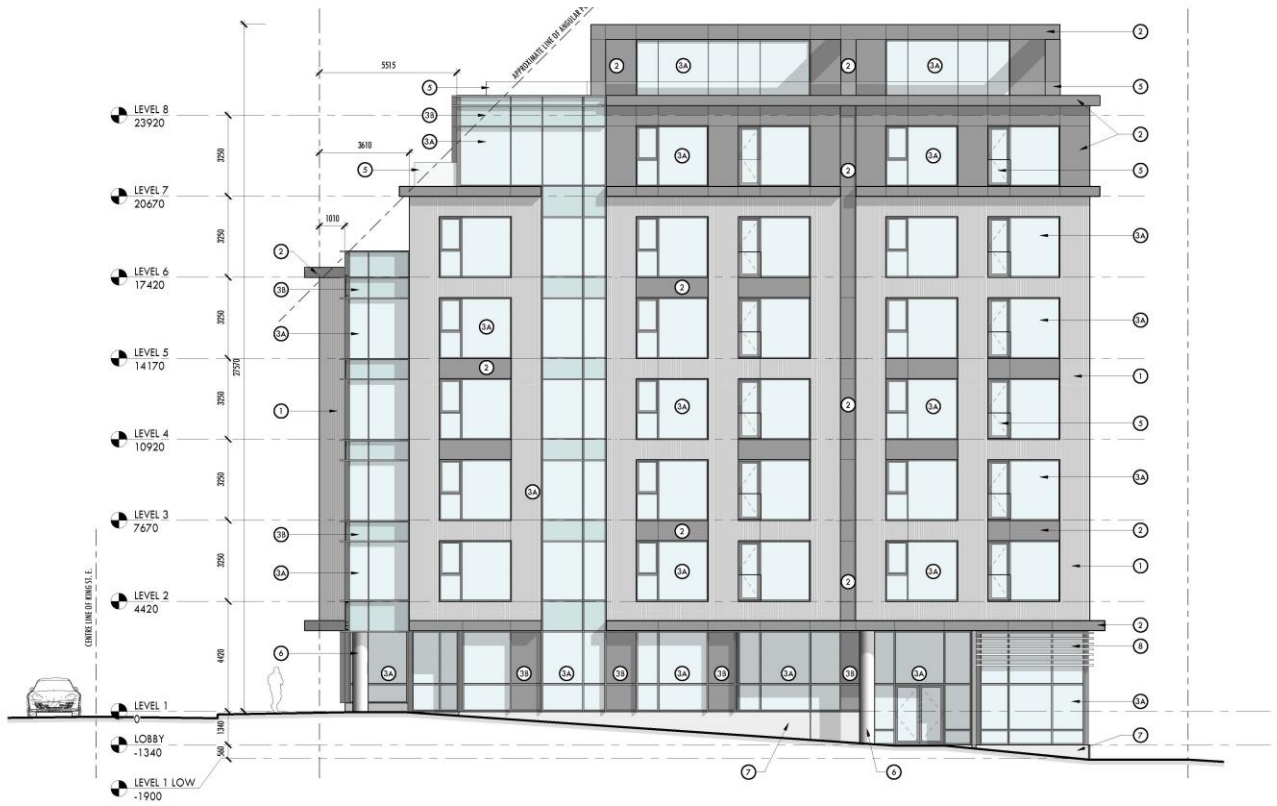


King Street facing side



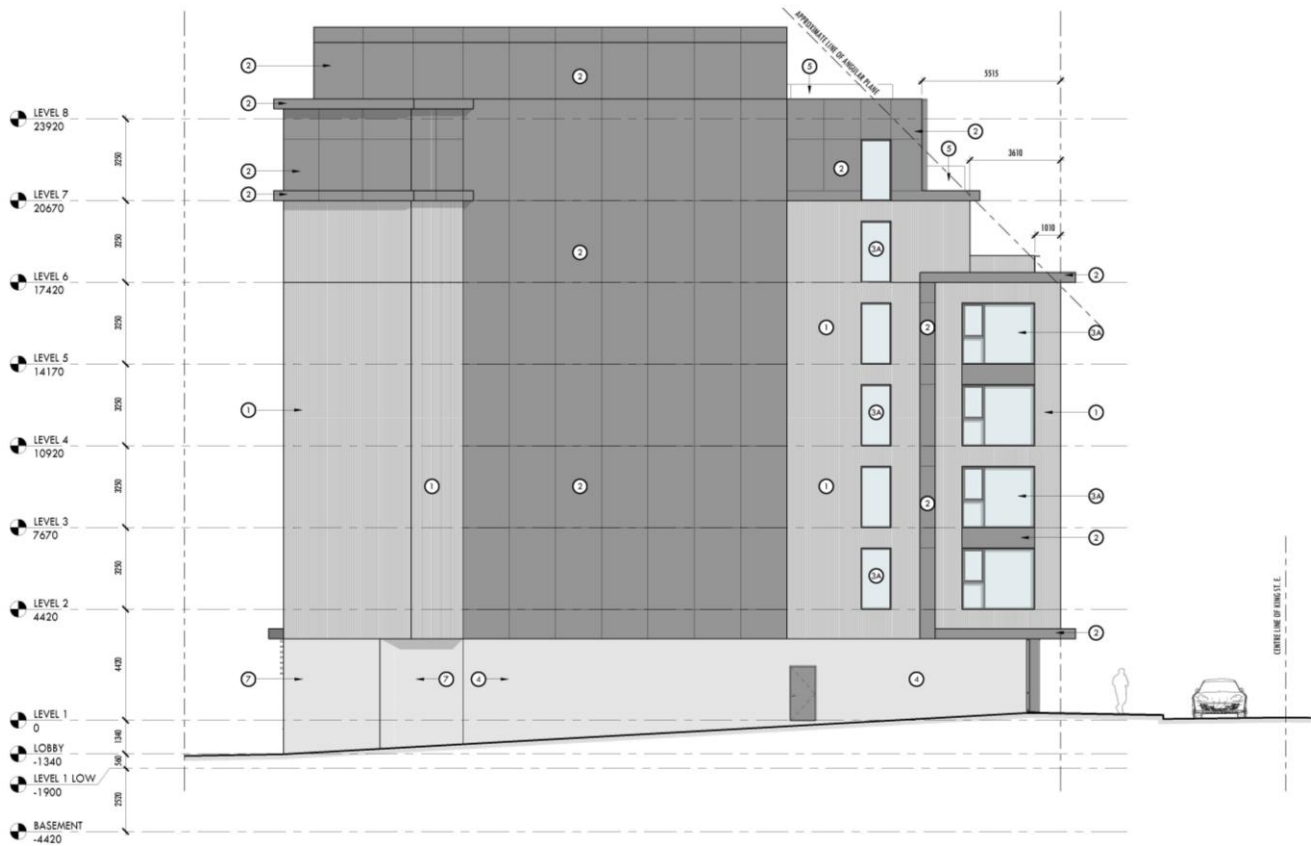
Corner of King Street and Eby Street facing side

# Eby Street facing side





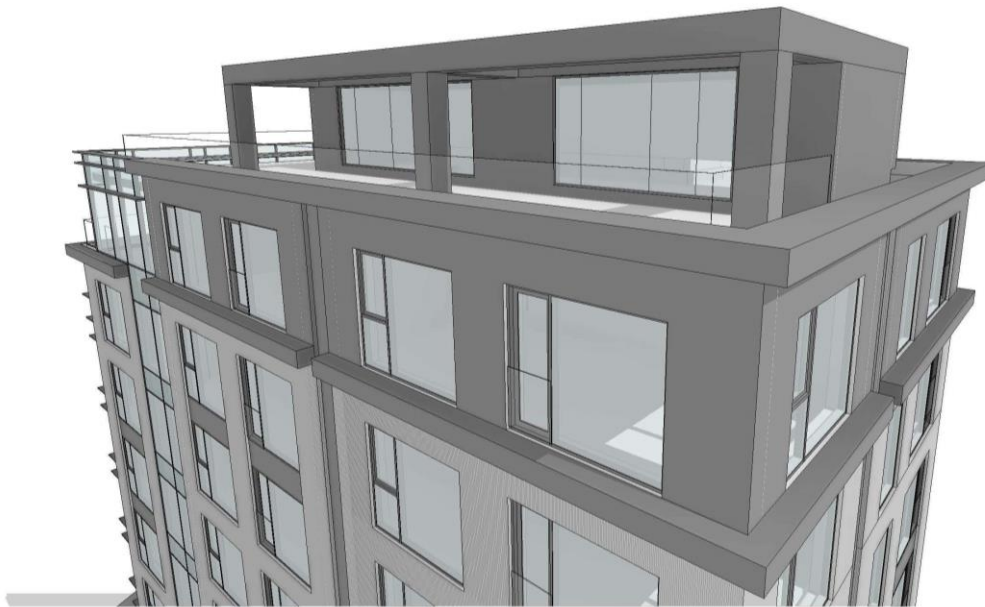
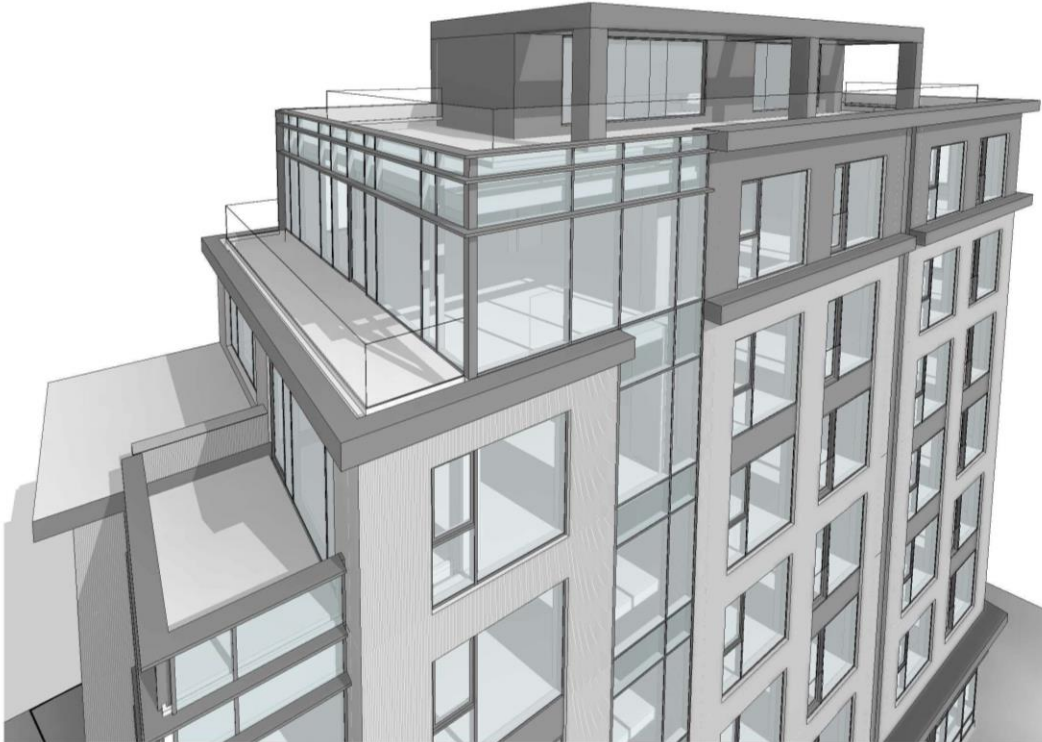
## Frederick Street facing side



## Duke Street facing side



## Upper Storeys and Rooftop Articulation



### 4.3 Access and Circulation

Pedestrian entrance to the main commercial unit is situated at the site's corner of King and Eby, easily accessed by both public sidewalks. The entrance to the residential lobby is mid-building on the eastern side, accessed directly from the Eby public sidewalk (and co-located with stairwell egress and a second entrance to the main commercial unit). The entrance to the smaller commercial unit is located on the building's northern side, accessed from a concrete walkway lining the building leading to the Eby public sidewalk.

The only vehicular access to the site will be a single loading space from Eby Street North, per the below.

Cyclists will access the site by the concrete walkways lining either the northern (from Eby) or western (from King) sides of the building. These walkways provide access to the outdoor or indoor bicycle parking, per the below.

### 4.5 Loading and Service

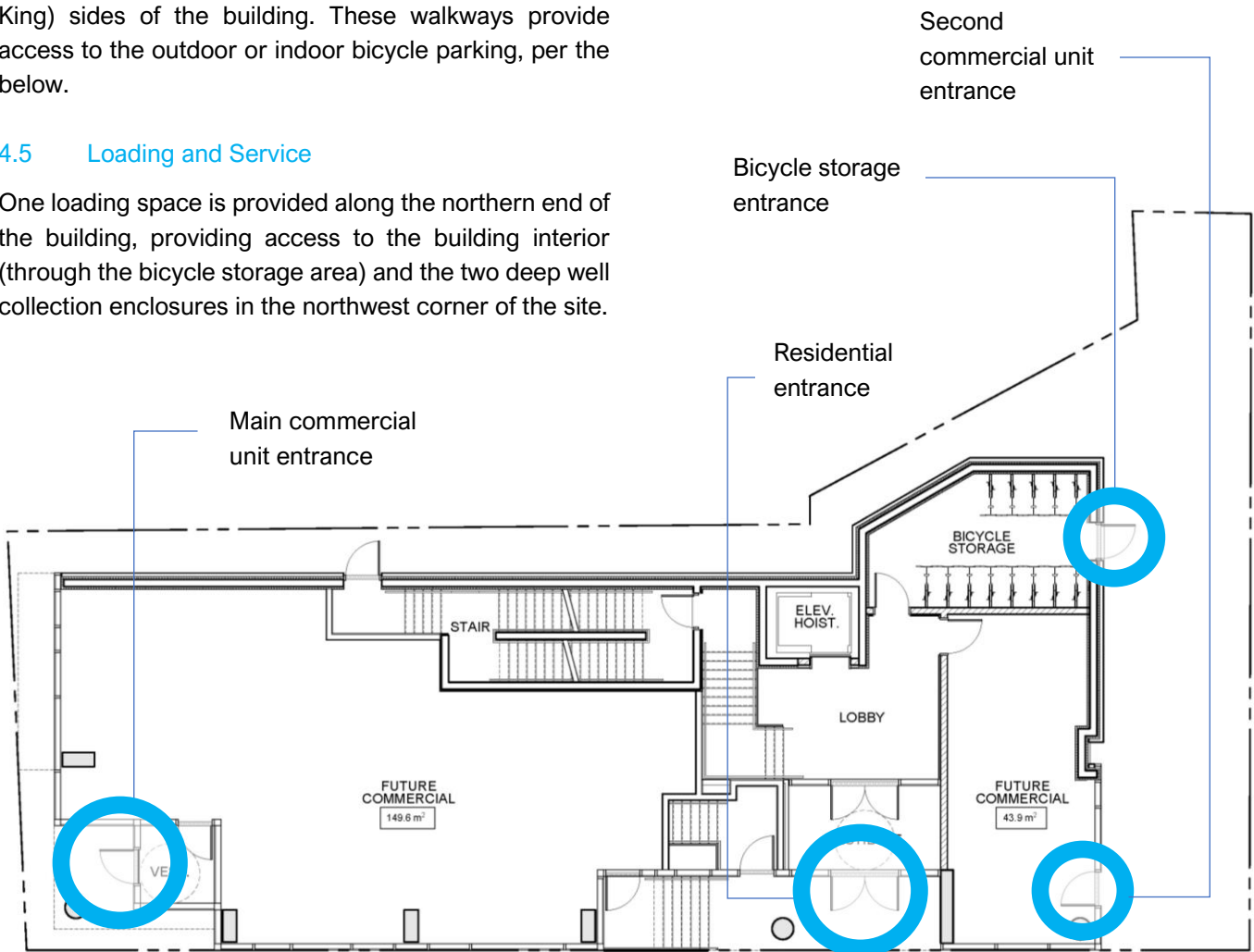
One loading space is provided along the northern end of the building, providing access to the building interior (through the bicycle storage area) and the two deep well collection enclosures in the northwest corner of the site.

### 4.6 Car Parking

The proposed building will be a car-free development with no parking for cars provided on site, instead relying on proximity to the ION Grand River station, bus routes and active transportation infrastructure nearby.

### 4.7 Bicycle Parking

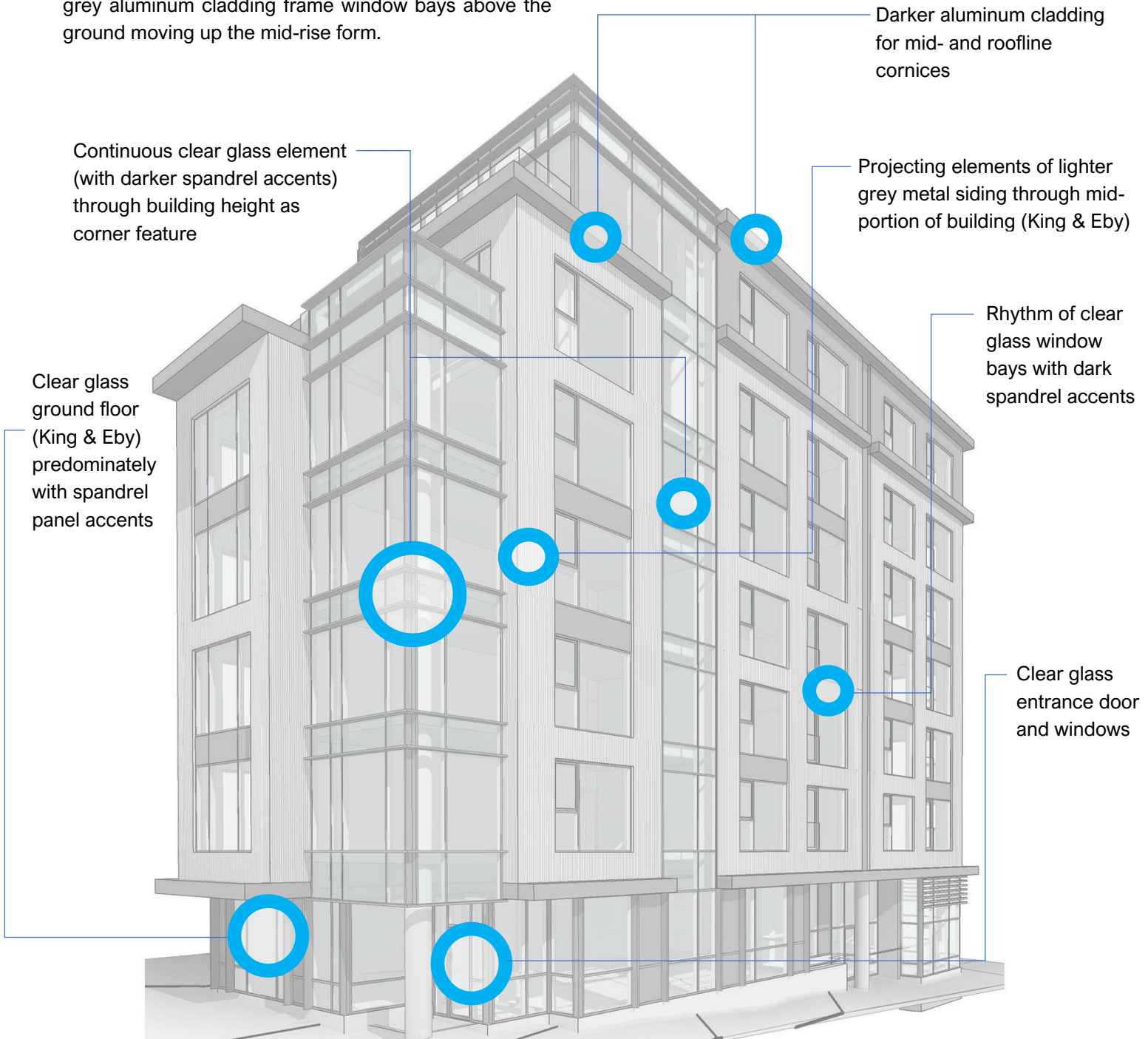
An indoor bicycle storage room (33 spaces) is in the building's northwest corner with access internally through the lobby as well as externally by way of the walkway along the northern building edge. Additionally, two outdoor racks (12 spaces) provided in the northwest corner near the end of the loading space.

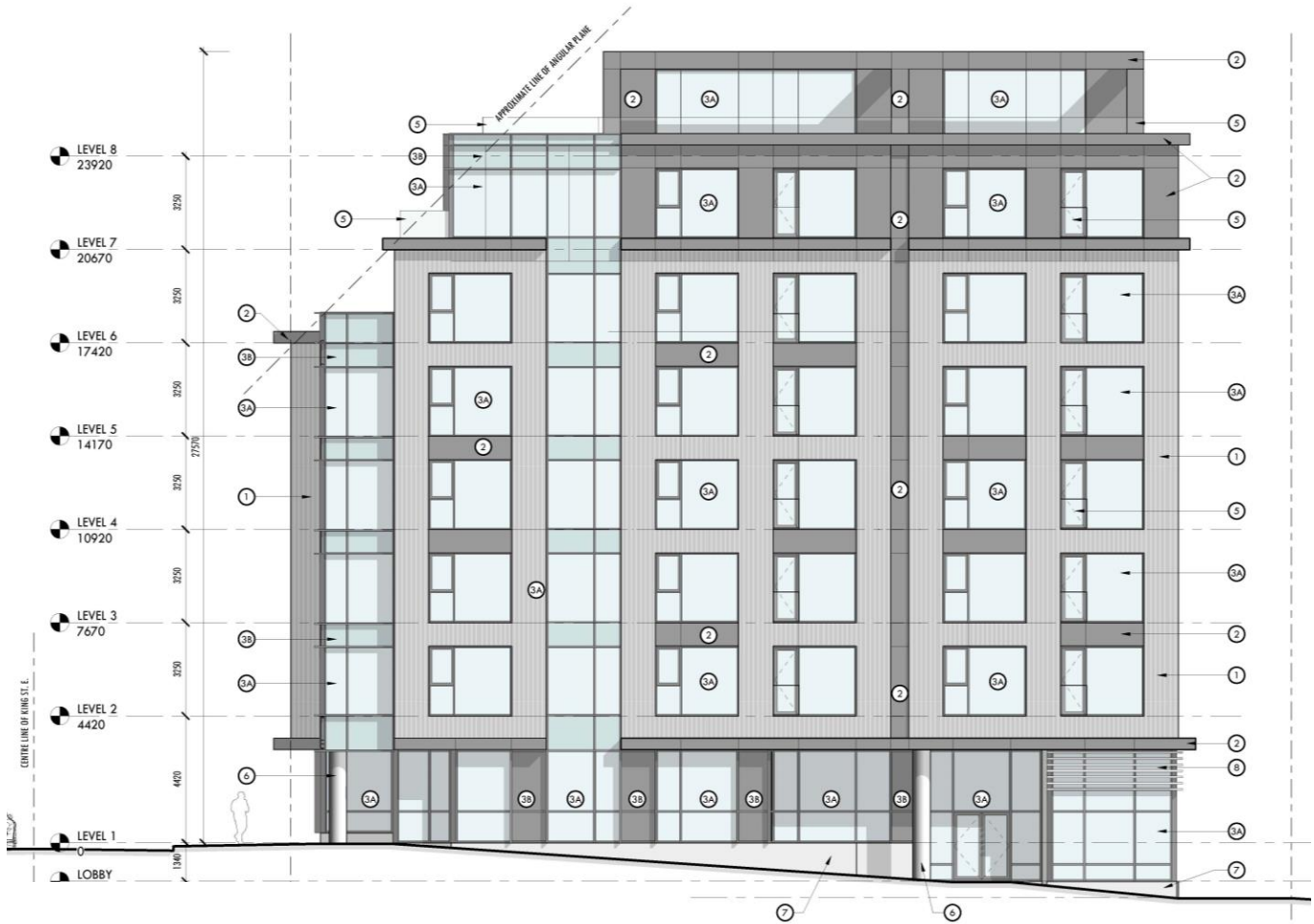


#### 4.8 Building Materials and Articulation

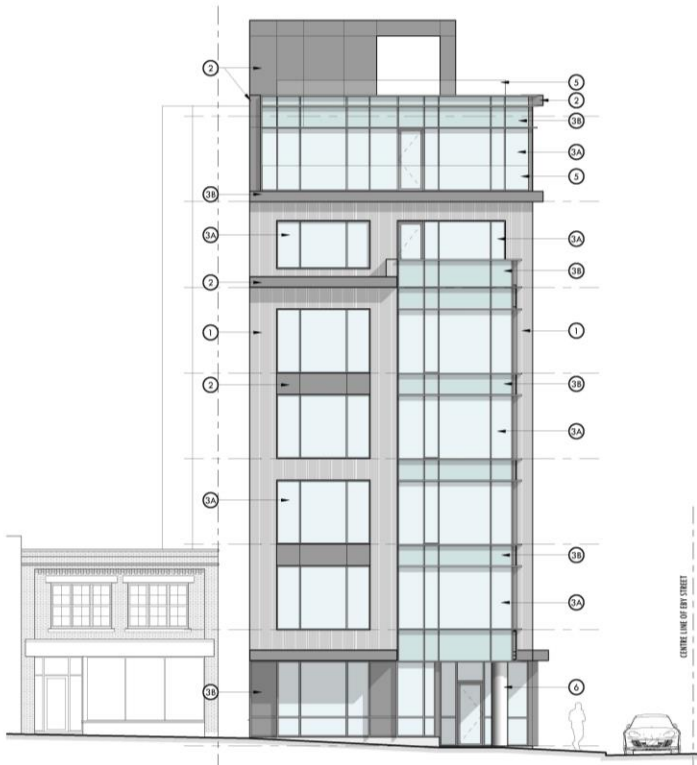
The proposed design employs a contemporary aesthetic regarding the selection and application of materials. Core cladding materials includes clear glass and metal siding panels with other accenting materials throughout. Clear glass is predominant for most of the public-facing elevations interposed with darker spandrel panels for accent effects. The ground floor facing King and Eby is entirely a glass treatment. Projecting patterns of lighter grey aluminum cladding frame window bays above the ground moving up the mid-rise form.

The corner of King and Eby is pronounced in the architecture with a continuous glass feature through the building height to the ground floor, the above recessions and the main commercial unit entrances and ground floor overhang. A series of cornice lines capped with darker aluminum cap horizontal lines mid-building and along the roofline.





**South Elevation  
(facing Eby)**



**MATERIALS LEGEND**

- |  |                                  |
|--|----------------------------------|
| ① CORRUGATED METAL SIDING  | ④ PRECAST CONCRETE WALL PANELS   |
| ② ALUMINUM COMPOSITE PANEL   | ⑤ TEMPERED GLASS GUARD           |
| ③ SEALED DOUBLE GLAZING SET IN THERMALLY BROKEN PRE-FINISHED EXTRUDED ALUMINUM FRAMING | ⑥ CONCRETE COLUMN                |
| ③A TYPE A - VISION PANEL - CLEAR   | ⑦ POURED CONCRETE WALL           |
| ③B TYPE B - SPANDEL PANEL  | ⑧ PREFINISHED ALUMINUM SUN SHADE |

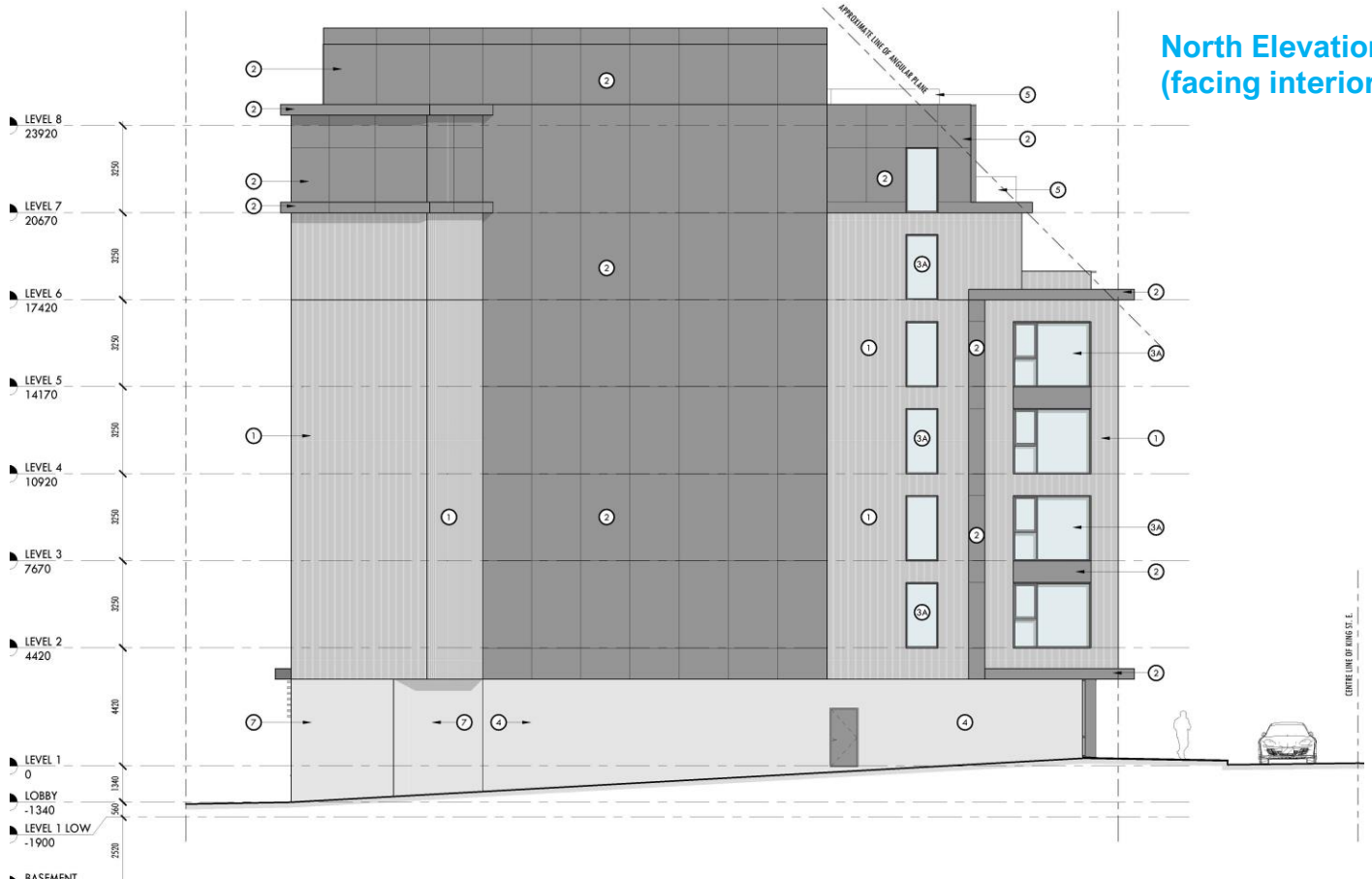
**West Elevation  
(facing King)**



## East Elevation (facing loading space)

**MATERIALS LEGEND**

① CORRUGATED METAL SIDING	④ PRECAST CONCRETE WALL PANELS
② ALUMINUM COMPOSITE PANEL	⑤ TEMPERED GLASS GUARD
③ SEALED DOUBLE GLAZING SET IN THERMALLY BROKEN PRE-FINISHED EXTRUDED ALUMINUM FRAMING	⑥ CONCRETE COLUMN
③A TYPE A - VISION PANEL - CLEAR	⑦ POURED CONCRETE WALL
③B TYPE B - SPANDREL PANEL	⑧ PREFINISHED ALUMINUM SUN SHADE



## North Elevation (facing interior)

#### 4.9 Streetscape and Landscape Design

The building's footprint on this small, narrow site limits opportunity for plantings and streetscape elements. Detailed plans have not been explored at this time. The building positioning, ground floor commercial units, and glass transparency support an animated streetscape along King Street and Eby Street. There are opportunities for movable planters along the building's King Street overhang and coordination of paving treatments with public sidewalk along this area. There are similar opportunities in the recessed space surrounding the main commercial entrance at King and Eby, as well those for modest furnishings and distinct pavement treatment for delineation of the private and public realms.



## 5. Microclimate Analysis

### 5.1 Shadow Analysis

Shadow Analysis is a complete application submission requirement per the site’s Pre-Submission Consultation meeting. The Mid-Rise Building guidelines identify that shadow analysis should demonstrate how the proposed building maintains “daily access to at least 5 hours of cumulative direct sunlight under equinox conditions” on nearby public spaces, open spaces and sidewalks, as well as targeting same for adjacent low-rise properties. To demonstrate this, shadow impact graphics are provided in **Appendix A** for March 21, June 21, September 21 and December 21 from 10am to 6pm (or 2pm for December 21).

The below analysis of equinox conditions (and Summer Solstice for reference) demonstrates the impacts are acceptable and provide sufficient sun exposure per the Mid-Rise Guidelines guidance. In summary, the proposed building:

- Maintains more than 5 hours of sunlight on the Kitchener Market Plaza across Eby Street and does not affect any other public open spaces.
- Maintains more than 5 hours of sunlight on affected public sidewalks on both sides of King and Eby.
- Respects the intended target of 5 hours of sunlight, generally, for adjacent low-rise properties recognizing that tight urban form and as-of-right shadow impacts.

<b>BUILDING IMPACTS ON:</b>	<b>Kitchener Market Plaza</b>	<b>King Sidewalks</b>	<b>Eby Sidewalks</b>	<b>Adjacent Low-Rise Properties</b>
<b>March 21</b>	None between 10am to 4pm periods (7+ hours)	Opposite – None between 10am to 6pm periods (9+ hours)  Adjacent – None between 12am to 6pm periods (7+ hours)	Opposite – None between 10am to 4pm periods (7+ hours)  Adjacent – None between 10am to 2pm periods (5+ hours)	270 King – None between 4pm to 6pm (likely 4 hours)  14 Eby – None at 10am; generally none in rear yard at 4pm and 6pm; minimal in rear yard at 12pm
<b>June 21</b>	None between 10am to 4pm periods (7+ hours)	Opposite – None between 10am to 6pm periods (9+ hours)  Adjacent – None between 12am to 6pm periods (7+ hours)	Opposite – None between 10am to 2pm periods (5+ hours)  Adjacent – None between 10am to 2pm periods (5+ hours)	270 King – None between 2pm to 6pm (5+ hours)  14 Eby - None at 10am and 12pm; generally none in rear yard at 4pm and 6pm
<b>September 21</b>	None between 10am to 4pm periods (7+ hours)	Opposite – None between 10am to 6pm periods (9+ hours)  Adjacent – None between 12am to 6pm periods (7+ hours)	Opposite – None between 10am to 2pm periods (5+ hours)  Adjacent – None between 10am to 2pm periods (5+ hours)	270 King – None between 4pm to 6pm (likely 4 hours)  14 Eby – None at 10am; generally none in rear yard at 4pm and 6pm; minimal in rear yard at 12pm



## 5.2 Pedestrian Wind Analysis

SLR Consulting prepared the Pedestrian Wind Study as part of the complete application requirements for the proposed development. The Assessment investigated the potential wind comfort and safety conditions resulting from the proposed development, based on a qualitative numerical analysis of existing and proposed conditions, and recommends mitigation measures as necessary. A detailed wind study will be undertaken during the site plan review process and mitigation techniques identified through the detailed wind study will be implemented through detailed building design and site plan review process. The Study makes the following conclusion.

- *The wind safety criterion is predicted to be met in all locations in both the Existing and Proposed Configurations.*
- *Wind conditions at the main and secondary entrances to the proposed building are expected to be suitable for the intended usage throughout the year.*
- *On the sidewalks surrounding the proposed development, wind conditions are anticipated to be suitable for the intended usage throughout the year.*
- *In the nearby Kitchener Market and Yeti Cafe, wind conditions are predicted to be similar between the Existing and Proposed Configurations.*

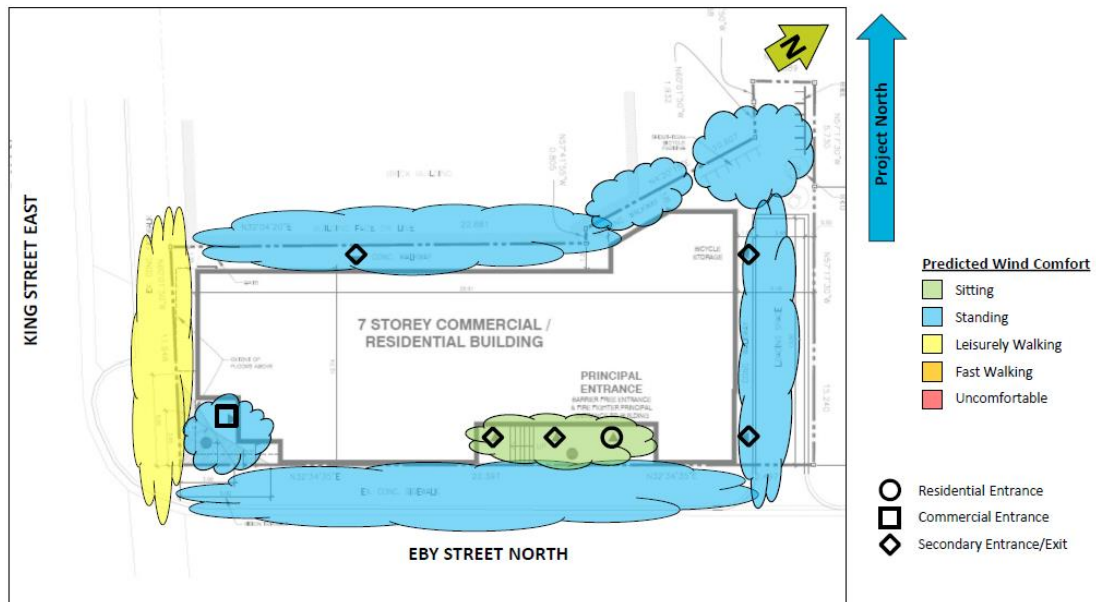


Figure 5: Summary of predicted wind comfort conditions – Grade Level  
Worst case – Winter Season

## 6. Response to Policy and Guideline Framework

### 6.1 Response to Official Plan Policy

The proposed design responds to the design direction of the Urban Growth Centre (Downtown) designation in that the proposed mid-rise building:

- Infills an existing void in the King Street streetscape with a new building that is positioned, articulated, and containing ground floor commercial uses to support the public realm of King Street.
- Fits within the existing and emerging context, scaled to respect the proportions of King Street through upper storey setbacks and demonstrating no adverse shadow or wind impacts.
- Prioritizes walking and public transit use with no parking provided in the building and generous bicycle parking facilities.
- Provides a quality, articulated and contemporary building architecture that complements the surrounding area.

The proposed mid-rise building does not compromise the Market District’s ability to maintain the “*unique village-like setting anchored by market uses*”. Rather, it complements this function with an appropriately scaled intensification that infuses new residents in this portion of Downtown Kitchener with ground floor commercial uses in keeping with the Market District policies.

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 a compatible addition to the Market District, as outlined below and that there are no expected privacy impacts given the abutting properties are converted residential dwellings for commercial purposes (together with the fact that no proposed residential units face onto the interior northern property line).

### 6.2 Response to Urban Design Manual Guidelines

#### Inclusive Design

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS  
MID-RISE BUILDINGS

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- Direct connections between the building interior and residential or commercial spaces and the abutting public sidewalks on King and Eby.
- Pedestrian-scale lighting to be defined at detailed design stage.
- Uninterrupted sight lines from the building faces to public sidewalks along King and Eby, featuring a highly transparent building elevations at the ground floor and above for natural surveillance purposes.
- Ground floor commercial units fronting directly onto King Street or Eby Street, animating the street with people and activity.
- Prominent, protected entrance vestibules to the main commercial units and residential lobby with generous outdoor landing area.
- Accessible routes that will be universally designed at the time of detailed design.
- Provides smaller one-bedroom units catering to the specific market set looking for urban lifestyle options in an accessible location without the need for parking.
- Public art installations, either in the building or on the site, have not been explored at this time.
- Common outdoor rooftop terrace atop the 7th floor for use by all residents.

#### Smart City Design

CITY-WIDE

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- Details of building interiors and building/site infrastructure not known at this time.

## Site Function

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS  
MID-RISE BUILDINGS

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- No parking proposed for the building, eliminating any design considerations for access and screening.
- Proposed design provides for on-site utility equipment and elements to be in rear or side area behind the building and away from public frontage, which is to be addressed at the time of detailed design.
- Private realm along King Street frontage between building and public sidewalk to be coordinated surface treatment for additional pedestrian space.
- Main commercial unit entrance located prominently at corner of King and Eby, recessed on the ground floor to provide weather protection and landing space for entrance and exit.
- Residential entrance located prominently mid-point on the Eby Street side, also recessed on the ground floor to provide weather protection and landing space for entrance and exit.
- Functional areas (garbage, loading, moving) positioned away from the King Street frontage and corner interface with Eby Street.
- Deep well garbage/recycling facilities access through site walkways without need to cross loading space.
- Interior bicycle storage room and outdoor bicycle parking racks in the building's northwest corner co-located in a secure and easily accessible location.
- Entrances and landing spaces in front of entrance to be designed to universal accessibility standards.

## Design for Sustainability

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS  
MID-RISE BUILDINGS

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- Compact intensification of undeveloped site within an area that is served by existing transit, commercial and community uses.
- Site is within walking distance (300 to 400 metres) to the two-way ION Kitchener Market station and near multiple stops of a higher frequency transit route (Route 7).
- Site is connected to employment, residential and institutional locations in the immediately surrounding area and throughout Downtown Kitchener.
- There are multiple active transportation connections in the vicinity with sidewalks and bicycle facilities, plus the Iron Horse Trail is situated approximately one kilometre to the southwest.
- No parking, surface or structured, proposed for the building reducing associated heat island effects and emissions.
- Indoor bicycle storage rooms and outdoor bicycle racks providing secure locations and supporting active transportation opportunities.
- Stormwater on the site will be controlled through on-site measures to reduce peak flows to existing conditions levels, limiting pressures on the existing on the Eby Street sewer.
- Architectural features (such as canopies and building overhangs) shown on plans, while building envelope considerations (Increased insulation, high-performance glazing, and lower window-to-wall ratio) to be explored through detailed design.
- Material choice and detailing addresses bird collision avoidance guidelines, which can be further explored through detailed design.
- Deep well waste and recycling collection areas to encourage the collecting and recycling of waste produced by residents and tenants.

## Design of Outdoor Comfort

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS  
MID-RISE BUILDINGS

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- The Pedestrian Wind Assessment demonstrates acceptable safety and comfort conditions around building entrances, on sidewalks, at the Kitchener Market and on surrounding commercial properties.
- The Shadow Analysis demonstrates acceptable sun exposure conditions for affected sidewalks, public spaces, and adjacent low-rise properties.
- Building design addresses pedestrian weather protection through recessed vestibules from public sidewalks and generous covered landing spaces.
- Lighting and landscape plans at the time of detailed design will address pedestrian comfort guidelines.

## Shared Spaces

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS  
MID-RISE BUILDINGS

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- A rooftop outdoor terrace (129 square metres in area) atop the 7th storey will provide shared amenity space for residents.
- Balconies are not provided on the building.

## Street Design

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS

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- Detailed landscaped design will explore opportunities for blending surface treatments between private property and public sidewalks.
- Consideration of movable planters and furnishings in certain locations to add to the streetscape will be explored through detailed design.
- Juliet balconies are proposed for every unit, plus a full balcony for the 7<sup>th</sup> level unit fronting King.

## Parks and Open Spaces

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS

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- These guidelines are not relevant for the subject site.

## Compatibility

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS  
MID-RISE BUILDINGS

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- The proposed building is placed and massed to both public street frontages, with architectural response to the corner intersection through a recessed corner entrance and glass corner feature in the upper storeys.
- Proposed building setback along King Street aligns generally with the abutting property (270 King) with cantilevered upper floors projecting past and covering the space below.
- The proposed building's upper storeys along King Street is massed to respect a general 45 angular plane to King Street (far-side sidewalk) respecting the desired urban proportions.
- The proposed mid-rise form fits within the mixed context of low-rise main street forms, larger scale community, commercial and office buildings, and converted low-rise residential buildings for commercial uses.
- Human scaled-relationship along King Street and Eby Street achieved through ground floor height, uses and activities, and exterior wall transparency as well as covered pedestrian entrances and areas.
- The contemporary architectural style, detailing and materiality is meant as a complement rather than replication of styles and materials in context, particularly given the mixed nature of styles and materials.
- There are no existing or planned mid-rise or tall buildings affecting the site from a Relative Height or

Separation perspective (addressed in Building Component below).

### Cultural & Natural Heritage

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS  
MID-RISE BUILDINGS

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- There are no immediate or relevant heritage resources affecting the site's design.
- There are no natural heritage areas in the vicinity.
- Some existing trees along western property edge (abutting 270 King building) on the subject undeveloped, which would have to be removed for construction.

### Built Form

CITY-WIDE  
DOWNTOWN  
MAJOR TRANSIT STATION AREAS

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- Proposed building provides a respectful, contemporary architectural form that complements the existing traditional styles, more recent additions and emerging character in the broader Market District and surrounding area.
- The proposed building footprint continuously lines the King Street and Eby Street edges to the property's full extent except for the side walkway along King Street and loading space entrance along Eby.
- Building footprint is massed intimately with the King Street and Eby Street property edge, the former set back 1.1 to 1.4 metres with projecting upper storeys and the latter set at the property line.
- Building form "carved out" at the corner of King and Eby for sightlines purposes and architectural effect at the prominent corner.
- King Street-facing upper storeys project 1 metre past ground floor footprint (to the property line generally) for weather protection and providing to building elevation.
- Uppermost floors (6<sup>th</sup>, 7<sup>th</sup> and Mechanical Penthouse) from King Street edge stepped back to respect the

intent of the 45 angular plane from King Street from far-side sidewalk (3.6 metres to 5.5 metres per step)

- Architectural expression at most prominent King and Eby intersection created by depth of projections and recessions, glass curtain wall system feature, and main commercial entrance oriented to the corner.
- Design employs a contemporary aesthetic for selection and application of materials.
- Core cladding materials includes clear glass and metal siding panels with other accenting materials throughout. Clear glass is predominant for most of the public-facing elevations interposed with darker spandrel panels for accent effects.
- Ground floor elevations facing King and Eby are highly transparent with an entirely glass treatment.
- Projecting patterns of lighter grey aluminum cladding frame window bays above the ground moving up the mid-rise form and provide variety and depth to building mass.
- A series of cornice lines capped with darker aluminum cap horizontal lines mid-building and along the roofline.

### Building Components (Ground Floor Design)

MID-RISE BUILDINGS

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- Ground floor respects intent of guidelines with taller ground floor height, ranging between 4.42 metres along King Street up to 6.32 metres along Eby Street.
- Most of the ground floor facing King Street and Eby Street is designed as commercial space, with the remainder as the active residential lobby entrance.
- Ground floor design "flows" from building interior to streetscape through ground floor commercial uses, coordinated surface treatment and continuous window treatment.

## Building Components (Base Design)

### MID-RISE BUILDINGS

- Proposed building base is narrow (11 metres) and short (29 metres) in keeping with the guidelines.
- Proposed building base picks up grade through taller ground floor heights.
- Visual variety of the building base is achieved through a combination of architectural depth created through projections of materials and architectural elements, recessions of building entrances and canopies, and a coherent and continuous pattern of materials throughout the building base.
- The rhythm of divisions and fenestration on the street-facing elevations respect the fine-grained rhythm along King Street generally.
- Servicing elements and utility equipment, where required, can be accommodated in the rear area away from the King and Eby street edges.
- Recessed entrances and projecting upper storeys along King Street provide weather protection for pedestrians.
- Balconies for individual units were not prudent given the unique nature of the narrow building.
- Structured parking is not proposed for the building.
- The proposed building base is set to align generally with the existing pattern established to the north along King Street (270 King).

## Building Components (Building Design)

### MID-RISE BUILDINGS

- Proposed design includes a “single-loaded” floor plan with no units facing into the lot interior to the north.
- Physical Separation calculation per guidelines for proposed building is 4.1 metres (27.3 metres height times 29.91 metres length).
- Separation to the eastern property line abutting 14 Eby Street North is achieved.

- Separation to northern property line abutting 270 King Street is not achieved; however, there are no units proposed with windows facing that direction and the challenges of main street form and limitations would limit development.
- Stepbacks provided on the principal King Street corridor respecting 45 degree angular plane from far-side sidewalk.
- Rear and side stepbacks are not proposed given the narrow lot size and unique nature of proposed building floor plans.
- Integrated mechanical penthouse positioned away from the King and Eby intersection and will be surrounded by communal outdoor rooftop terrace atop the 7<sup>th</sup> floor.

## Building Components (Materials and Details)

### MID-RISE BUILDINGS

- The architectural design incorporates contemporary, cohesive, and clean palette of attractive and durable materials.
- Durable glazing and metal materials are the core materials in a modern aesthetic of grey colours.
- Materials are used to accentuate the depth of the building elevations coinciding with projecting elements.

## Market District Specific

### DOWNTOWN

- Proposed building form fits with the stated character featuring “a variety of building types, uses, sizes and styles”.
- Proposed ground floor uses, and exterior transparency contributes the intended primary retail and pedestrian function of King Street continuing the established pattern on this undeveloped lot.
- King Street continues to act as a primary retail and pedestrian/cyclist route.

- Proposed building scale contributes to the desired priority for a “mid-rise connective fabric along King Street” with a compatible form per the discussions above and contributing to the pedestrian experience along King and Eby.
- Proposed height accommodates the desired “low-to-mid rise human scaled built form along streetscapes” while accommodating compatibility matters.
- New vehicular access is not proposed from King Street per the guideline direction.

## **PARTS Central Specific**

### MAJOR TRANSIT STATION AREAS

- The proposed building fills in the existing streetscape void on King Street resulting from this undeveloped lot with a street-oriented, transparent building form that provides for attractive, safe, and comfortable pedestrian movements.
- The proposed building is generally aligned with the building to the west (270 King), continuing the streetscape pattern.
- Except for coordinated paving treatments and movable planters and furnishings on the private property, there is limited opportunity for public realm enhancements given the building pattern.
- The proposed building (on a site on the north side of King Street) reinforces pedestrian activity through building placement, design, and architectural finish.
- The proposed building (on a site on the north side of King Street) supports transit given its proximity to the ION station, bike parking facilities and no parking provided
- The proposed building (on a site on the north side of King Street) provides a mid-rise building form that is compatible with the surrounding existing and emerging context, as outlined above.
- No structured parking or vehicular access is proposed along King Street.

## 7. Summary

The proposed 7-storey mixed-use building with ground floor commercial uses and residential units in the upper storeys. The building contains 29 units in total in the second through seventh storeys, ranging generally from 550 to 650 square feet in floor space. The proposed development is a car-free building with no parking is proposed for the residential units or commercial unit. Service functions for loading, storage and bicycling parking from the building's rear.

Based on the assessment in this Urban Design Brief, the proposed mid-rise building is appropriate and reflects good urban design. It respects the design policy and guideline direction of the Kitchener Official Plan and the multiple layers of the Kitchener Urban Design Manual, most particularly the Downtown (and Market District) guidelines and the Mid-Rise Building guidelines. Particularly, the proposed design:

- Embraces the site's context of excellent transit proximity to ION Kitchener Market Station and local bus routes through a street-oriented building form and a car-free building with ample bicycle parking facilities.
- Adds further ground floor commercial activities to supports for Kitchener Market and surrounding business environment, together with upper storey residential uses to use these businesses.
- Provides a distinct proposed building form on a narrow void within the King Street streetscape.
- Establishes street-oriented design at a prominent corner site with building massing lining both public streets, street active ground floor uses and activities, and ground floor transparency elevations.
- Provides massing that respects urban street conditions along King Street with upper storeys of building set back to respect angular plane considerations to the street.
- Employs a contemporary architectural aesthetic of form and materials that complements the existing and emerging district as part of Downtown Kitchener.



# APPENDIX A

## Shadow Impact Graphics