



URBAN DESIGN BRIEF

236-264 Victoria Street North, Kitchener

Official Plan Amendment and Zoning By-law Amendment | December 2023



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

CONTENTS

Prepared by

MHBC Planning, Urban Design
& Landscape Architecture
540 Bingham Centre Drive, Suite 200
Kitchener, ON N2B 3X9
519 576 3650

1.0 Introduction	3
2.0 Site & Surrounding Context	6
2.1 Existing Site Conditions	7
2.2 Surrounding Context	9
3.0 Proposed Development	14
3.1 Site Design	15
3.2 Building Design	18
3.3 Landscape Design	20
4.0 Policy & Design Response	21
4.1 City of Kitchener Official Plan	22
4.2 City of Kitchener Urban Design Manual	23
5.0 Conclusion	25



1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC Planning”) has been retained by Falco Group (the “Owner”) to prepare an Urban Design Brief in support of Official Plan Amendment and Zoning By-law Amendment applications (the “Applications”) for the lands municipally known as 236 and 264 Victoria Street North within the City of Kitchener (the “Site”; see Figure 1). The Site is located in central Kitchener, spanning the majority of the block bounded by Victoria Street North, Margaret Avenue, the Metrolinx rail corridor, and St Leger Street. The Site is rectangular, measuring approximately 11,863 square meters, with approximately 245 meters of frontage on Victoria Street North and 40 meters of frontage on St Leger Street. The Site is currently occupied by a 3-storey office building and a vacant large-format commercial building.

The Owners propose the construction of a two-tower mixed-use development with 1,076 residential units and 1,114 square meters of commercial space (the “Proposed Development”; see Figure 2). Building heights range from 18 to 40 storeys with a 4 to 6 storey podium. The Proposed Development includes 916 vehicle parking spaces and 1,574 bicycle parking spaces.

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

- A description of the existing site conditions and surrounding context, including built form, transportation network, landscape features, and cultural heritage landscapes;

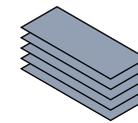
- A detailed review of the Proposed Development, including site design, building design, and landscape design;
- An analysis of the proposed design features as they relate to the applicable urban design policies and guidelines;
- A summary of the conclusions regarding the proposed redevelopment of the Site.

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

- Planning Justification Report, prepared by MHBC Planning (dated December 2023)
- Architectural Drawing Package, prepared by Reinders + Law (dated October 2, 2023)
- Sun Study, prepared by Reinders + Law (no date)
- Heritage Impact Assessment, prepared by MHBC Planning (dated December 2023)
- Sustainability Statement, prepared by MHBC Planning (dated December 2023)
- Transportation Impact and Parking Study, prepared by Paradigm (dated December 2023)
- Pedestrian Wind Comfort Assessment, prepared by RWDI (dated November 10, 2023)



1,076 Residential Units



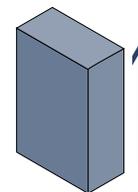
1,114m² Commercial



916 Vehicle Parking Spaces



1,574 Bicycle Parking Spaces



**18-40 Storey Towers
4-6 Storey Podiums**



Figure 1 - The Site at 236 & 264 Victoria St N, in Central Kitchener



Figure 2 - The Proposed Development (Reinders + Law, October 2, 2023)



2.0 SITE & SURROUNDING CONTEXT

2.1 EXISTING SITE CONDITIONS

The Site is located along the north side of Victoria Street North, occupying the eastern portion of the block bounded by Victoria Street North, Margaret Avenue, the Metrolinx rail corridor, and St Leger Street (see Figures 3 to 5). The Site is rectangular, measuring approximately 11,864 square meters, with approximately 245 meters of frontage on Victoria Street North and 40 meters of frontage on St Leger Street. The Site slopes significantly from east to west, falling approximately 6 meters from the western property line to St Leger Street.

Currently, the Site is occupied by a 3-storey office building and a vacant large-format commercial

building, along with associated surface parking areas. The existing buildings are setback from Victoria Street North and St Leger Street, with vehicle parking along both street frontages. Both buildings are built to the rear property line, abutting the rail corridor.

The property at 236 Victoria Street North contains the original Western Shoe Co. Ltd building, which has a historical connection to Greb Industries and Bauer Hockey. The heritage value is vested in this association and is not physically represented by heritage attributes. The Site is also located within the Warehouse District Cultural Heritage Landscape, characterized by original brick, concrete, and steel

warehouse and factory buildings along the rail corridor. No structures or features within the Site have been listed or designated on the heritage register.

The majority of the Site is covered with impervious surfaces, with small planting beds at the ends of the existing parking rows and small landscaped boulevards along Victoria Street North and St Leger Street. The Site is accessed via three driveway entrances (two from Victoria Street North and one from St Leger Street) with no direct pedestrian connections to the sidewalks on either street frontage.



Figure 3 - The existing building at 236 Victoria St N and associated surface parking



Figure 4 - The existing building at 264 Victoria St N with auto-oriented streetscape



Figure 5 - The Site and immediate surroundings

2.2 SURROUNDING CONTEXT

Built Form

The Site is located within central Kitchener, north of the Downtown. Victoria Street North represents a significant mixed use corridor within the City's urban structure and is generally surrounded by residential uses (see Figures 6 to 14).

To the north, the Site abuts the Metrolinx rail corridor, which is lined with mixed commercial and employment uses. Beyond the rail corridor lies a residential area, with a mix of single detached, townhouse, and apartment uses, as well as supporting institutional uses. Heights range from 2 to 12 storeys.

To the east, the Victoria Street corridor continues with commercial and employment uses, with low- and mid-rise residential uses to the north and south. The built form along Victoria Street North is generally auto-oriented, with one to two storey buildings set back from the street and surface parking along the street frontage.

To the south, Victoria Street North is fronted primarily with single-detached dwellings, some of which have been converted to commercial uses. Further south lies the Civic Centre neighbourhood, with a mix of single-detached dwellings, mid-rise apartments, and high-rise apartments. A new 6 storey apartment is being constructed on the block between Ellen Street West and Margaret Avenue. Further south lies the institutional civic district, with the Centre in the Square, Central Library, and Region of Waterloo headquarters.

Immediately west of the Site, occupying the remainder of the block, is a small restaurant in a converted single-detached dwelling. The Metrolinx rail corridor and pattern of commercial and employment uses continues to the west, with the existing Kitchener GO/VIA train station and a number of small scale commercial uses along Victoria Street North. These uses mark the edge of Downtown Kitchener, which is characterized by a full mix of residential, commercial, and employment uses and amenities. Existing height range from 1 to 39 storeys, with mixed-use buildings up to 45 storeys currently under construction.

There are no significant natural heritage features within the surrounding context.

Cultural Heritage

The Site is adjacent to the Civic Centre neighbourhood, a Part V Heritage District. The Civic Centre neighbourhood is known for its historic residential character and well-maintained homes from the late 1800s to early 1900s. There are a variety of unique buildings, including churches and commercial buildings, which are landmarks within the neighbourhood. The streets are framed by mature trees, grassed boulevards, and consistent building setbacks.

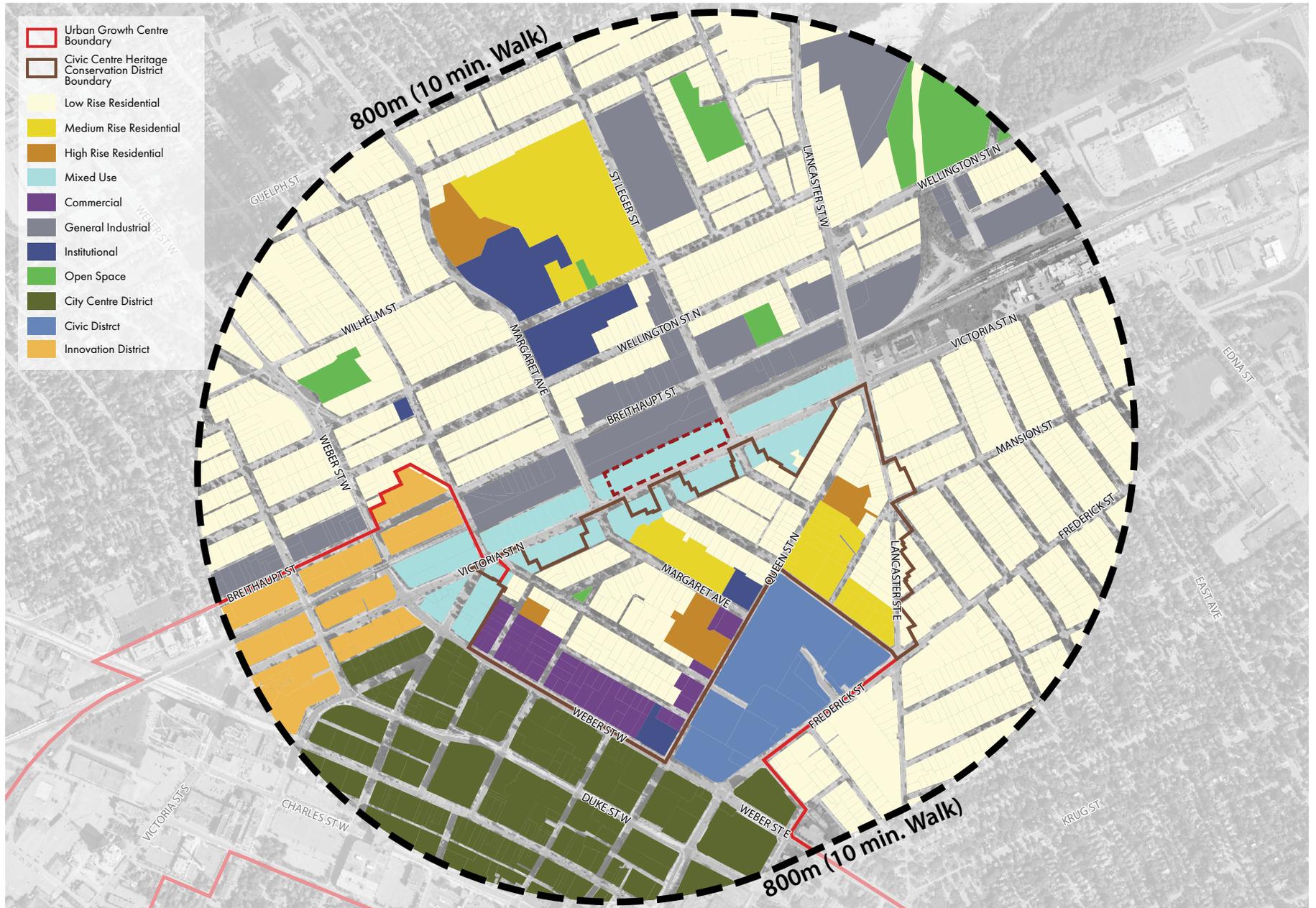


Figure 6 - Surrounding land uses



Figure 7 - Metrolinx rail corridor to the north of the Site



Figure 9 - Mixed use corridor along Victoria St N, to the north of the Site



Figure 8 - Existing residential along Wellington St N



Figure 10 - Existing single-detached along Victoria St N, with new mid-rise apartment under construction



Figure 11 - Regional of Waterloo Headquarters within the Civic District



Figure 13 - Existing single-detached houses within the Civic Centre HCD



Figure 12 - Mixed residential character within the Civic Centre HCD



Figure 14 - Kitchener GO/VIA train station to the west of the Site

Circulation

The Site is well connected to the existing City and Regional road network (see Figure 15). The Site has frontage onto Victoria Street North, a Regional Road with a five lane cross section, and St Leger Street, a Minor Neighbourhood Collector Street with a two lane cross section. Victoria Street North has a curb face sidewalk and no street trees, while St Leger Street has a landscaped boulevard, sidewalk, and planting strip. Victoria Street North connects with Downtown and Highways 7 and 85, providing connections to Waterloo Region, Guelph, and the 401. The surrounding area is built on a regular street grid. While the grid is interrupted by the adjacent rail corridor, regular crossings are provided, including at St Leger Street and Margaret Avenue. The local streets to the north and south include narrow boulevards, mature street trees, and direct driveway accesses.

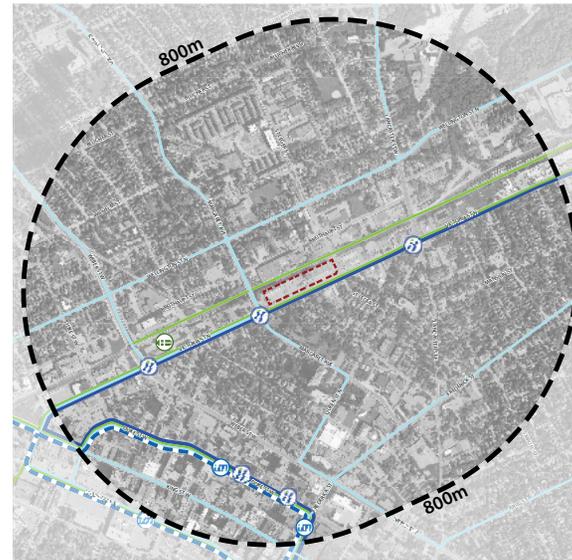
The Site is located within walking distance of a number of public transit routes (see Figure 16). The Site is approximately 350 meters from the existing GO/VIA train station at Victoria Street North and Weber Street West and approximately 800 meters from the Central ION Station and proposed Multi-Model Transit Hub. The 204 iXpress runs along Victoria Street, with a stop at Margaret Avenue, providing express east-west travel across the City.

The Site is also well connected to the active transportation network (see Figure 17). The majority of the surrounding streets contain dual sidewalks, while a number of nearby bike lanes and multi-use trails enable cycling trips. The Spur Line Trail is approximately 300m to the west, providing connections to Uptown Waterloo and the Downtown Cycling Grid, while new infrastructure on Margaret Avenue and Otto Street provides access to the City Centre and Central Frederick neighbourhoods.



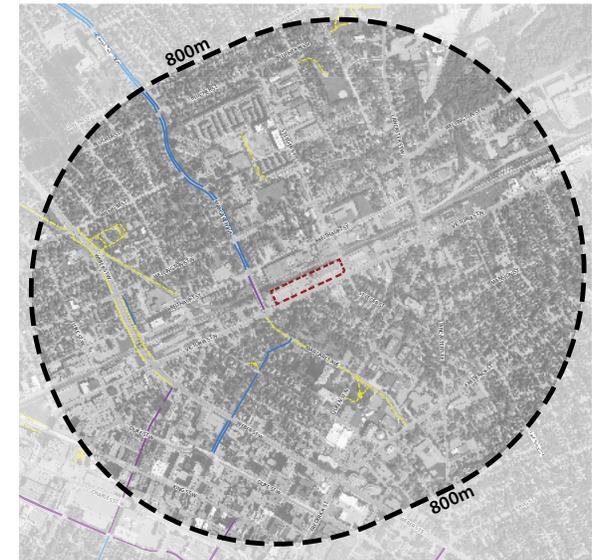
- Regional Road
- City Arterial
- Major Collector
- Minor Collector
- Local Street

Figure 15 - Surrounding vehicle circulation



- GO Transit
- ION LRT
- iXpress
- GRT Local

Figure 16 - Surrounding public transit



- Multi-Use Trail
- Cycle Track
- Bicycle Lane

Figure 17 - Surrounding active transit routes



3.0 PROPOSED DEVELOPMENT

3.1 SITE DESIGN

The Owner is proposing a two-tower mixed-use development with 1,076 units and 1,114 square meters of ground floor commercial space (see Figures 18 and 19). The two residential towers are placed at the east and west portions of the Site and are connected through a shared podium. Tower A, at the east end, is 40 storeys, with a 6 storey podium and 18 storey midtower. Tower B, at the west end, is 35 storeys with a 4 storey podium.

The proposed podiums are oriented to the streets, with minimal setbacks. The podium facade is setback 0.8m from St Leger Street, 1.5m from Victoria Street North, 1.8m from the western property line, and 6.9m from the rail corridor. The eastern portion of the ground floor is setback an additional 1.5m along Victoria Street North, creating a weather-protected pedestrian arcade. The centre of the podium is cut out, revealing a small urban square approximately at the terminus of Ellen Street West.

Above the podium, the tower portions are stepped back from the podium face to create a clear separation of massing and preserve the pedestrian scale of the podium. Tower A is stepped back an additional 5.5m from St Leger Street and Victoria Street North, and 2.8m from the northern podium edge. Tower B is stepped back 5.5m from Victoria Street North, 25.5m from the western podium edge, and 2.8m from the northern podium edge. The combination of setbacks and stepbacks places tower Tower B 27.3m from the western property line, allowing sufficient tower separation should the adjacent lands be redeveloped in the future.

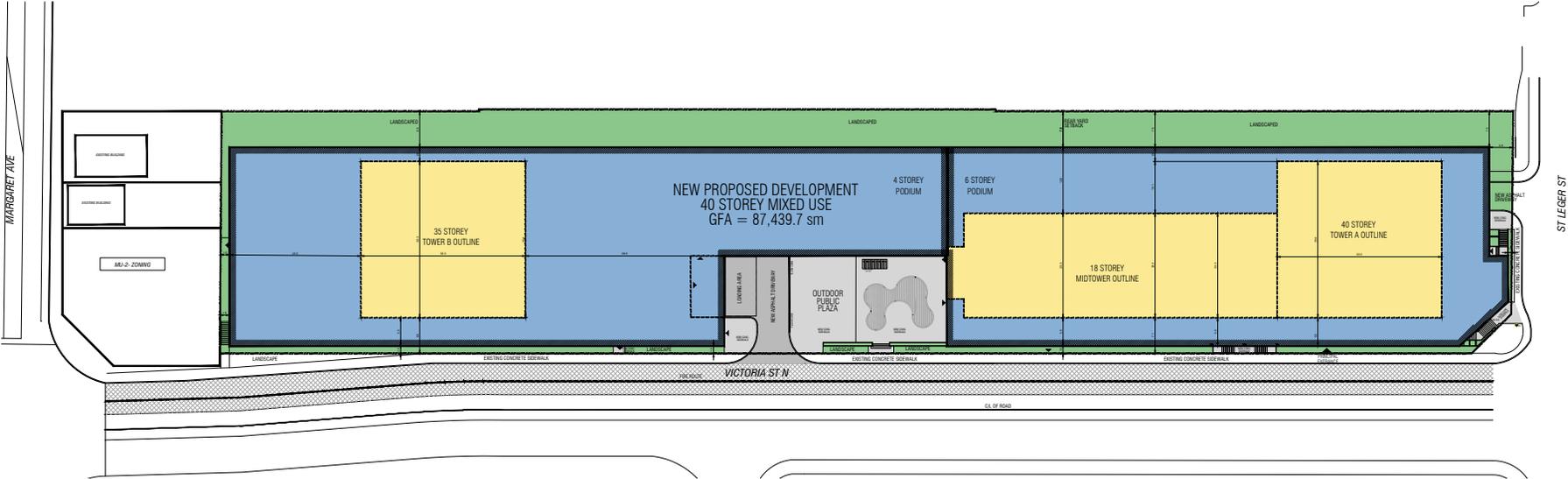


Figure 18 - Proposed Site Plan (Reinders + Low, December 8, 2023)

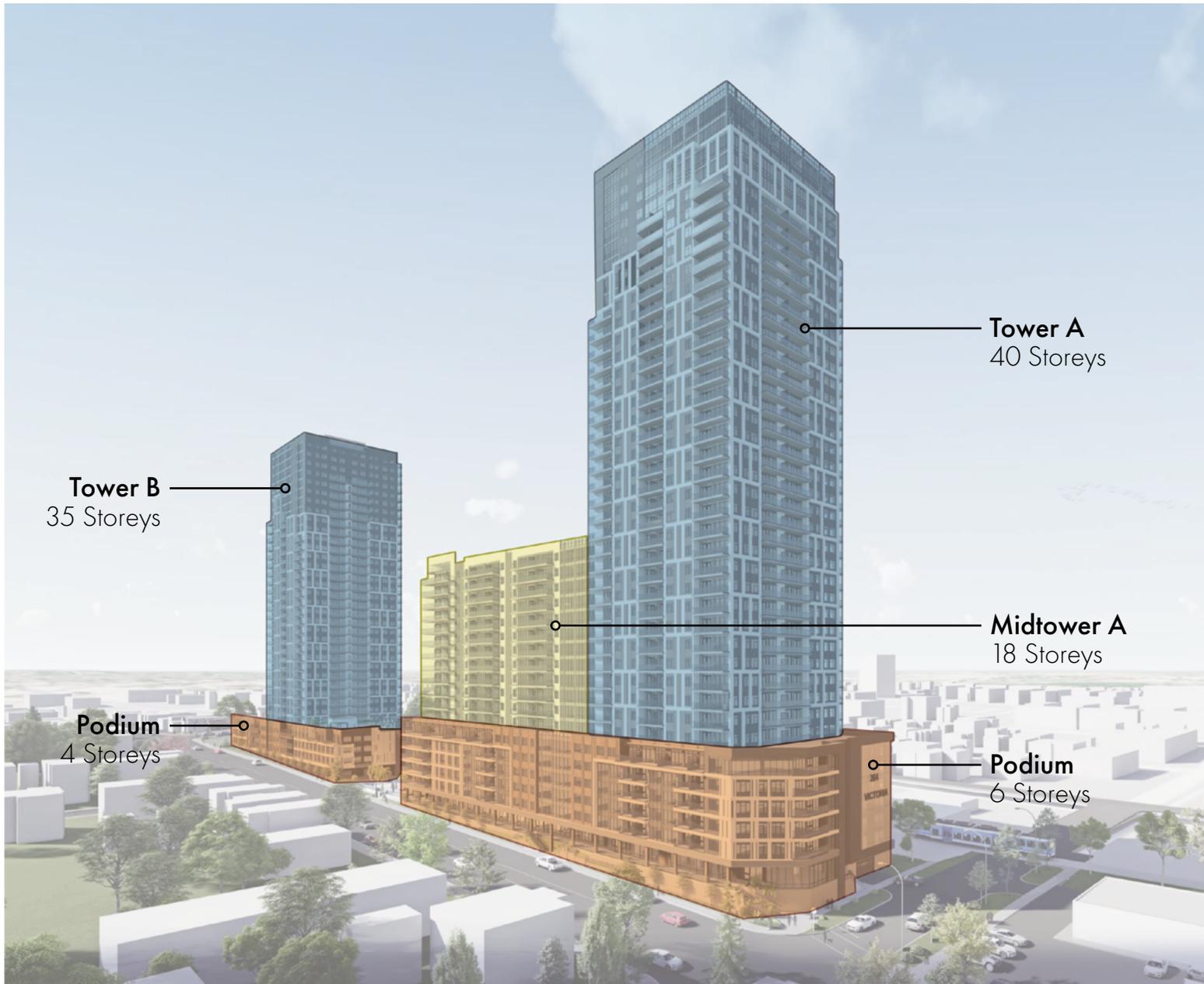


Figure 19 - Proposed massing, with podium, tower, and midtower forms

Access to the Site is provided via Victoria Street South and St Leger Street for both pedestrians and vehicles (see Figures 20 and 21). Ground floor commercial units and residential lobbies will have direct access to Victoria Street South, with an additional secondary lobby entrance along St Leger Street.

Driveway entrances off Victoria Street South and St Leger Street provide access to underground and podium parking areas. 916 vehicle parking spaces are provided. Parking areas are shielded from view by the podium mass, with ground floor commercial and upper storey residential units along the street-facing

facades. Loading areas are located next to the Tower B podium, with access off Victoria Street North. 1,566 Class A bicycle parking spaces are located within the podium floors, with access via the elevators and internal ramps, with an additional 8 Class B spaces located along the streetscape.

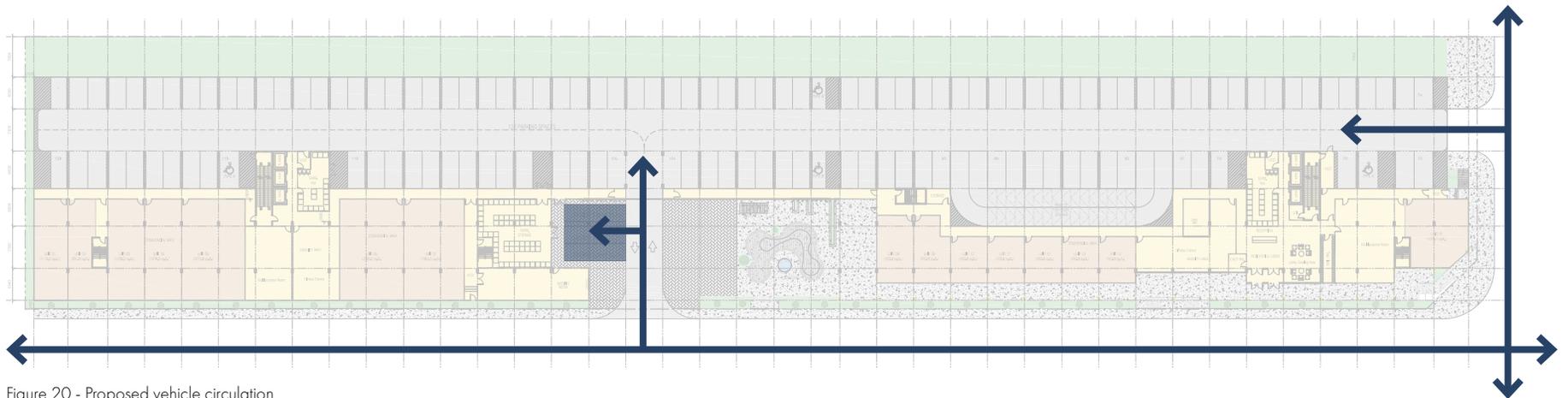


Figure 20 - Proposed vehicle circulation

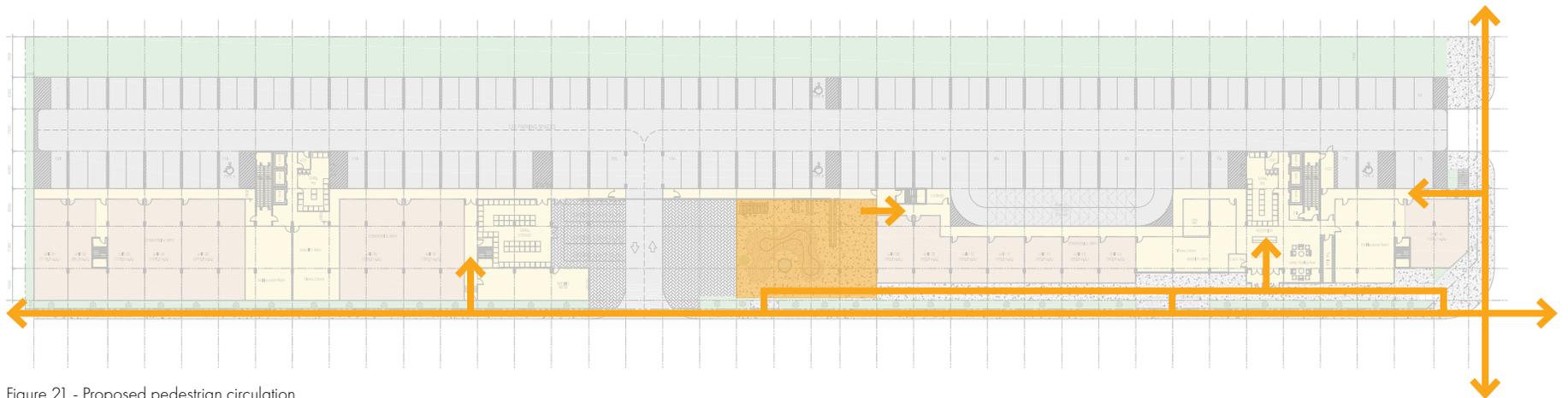


Figure 21 - Proposed pedestrian circulation

3.2 BUILDING DESIGN

The Proposed Development is designed with four distinct building forms: the two residential towers, midtower portion of Tower A, and the podium base. Overall, the design utilizes massing and materials to create base, middle, and top portions.

The combined podiums of Towers A and B form the building base (see Figure 22). The 4 to 6 storey podium is built with minimal setbacks along Victoria Street North to create an urban, street-oriented form. The ground floor of the eastern portion is setback behind the upper storeys, creating a weather-protected pedestrian arcade. The arcade provides direct access to the ground floor commercial units and helps address the grade change along the street. The podium form is broken up by the central plaza, creating a central activity space that roughly aligns with the Ellen Street West terminus. The plaza, ground floor commercial, and upper storey residential units will provide an active façade and streetscape along the Victoria Street North frontage. Vehicle parking located in the podium will be screened from view by the commercial and residential uses. The podium rooftops at the 5th and 7th floor will be utilized for common amenity spaces, with connections from both towers for convenient resident access. The podium design features a contemporary design of white and grey panels and red brick, with a mix of inset and projecting balconies.



Figure 22 - Proposed podium design with ground floor retail and pedestrian arcade (Reinders + Law, December 8, 2023)

Above the podium, the design shifts to feature two large point towers and a slab-form midtower (see Figure 23). These forms are stepped back from the podium face to create distinct massing. The point towers each have 1,028 square meter floor plates, while the midtower portion adds 1,289 square meters to the Tower A footprint. The material palette is consistent with the podium, utilizing a rhythmic pattern of white and grey panels and projecting balconies. The midtower portion features a simpler façade treatment to help distinguish it from the tower portion of Tower A and reduce the appearance of mass. The upper floors of Towers A and B further simplify the design to create a distinct tower top, utilizing grey panels and larger areas of vision glass and removing balconies. The towers and midtower are fully residential, with indoor amenity spaces located on the 5th floor.



Figure 23 - Proposed tower design with rhythmic pattern of panels, windows, and balconies (Reinders + Law, December 8, 2023)

3.3 LANDSCAPE DESIGN

The preliminary landscape design for the Site includes a central plaza space, pedestrian arcade along Victoria Street North, and amenity areas on the podium rooftop.

The central plaza is designed to create a focal point within the Proposed Development and connect it to the surrounding community (see Figure 24). The plaza is flanked on the east side by ground floor commercial units, while the design of the northern façade features a unique coloured glass treatment. Initial designs include raised planting beds, a water feature, and shade structure with seating. The plaza connects with the Victoria Street North streetscape and linear pedestrian arcade, providing continuous pedestrian access along the street. The proposed retaining wall along Victoria Street North, required due to the existing grades along the street, is softened with planting beds and street trees, with stair access in multiple locations.

The preliminary design for the 5th floor rooftop amenity area, adjacent to Tower B, features outdoor kitchen areas, seating, raised planting beds, and shade structures, creating a common gathering space for future residents (see Figure 25). The amenity area is connected to indoor amenity areas on the 5th floor and is accessible from Tower B and the Tower A podium.

Further design detail on the streetscape, plaza, and rooftop amenity areas will be provided through a subsequent Site Plan Approval application.



Figure 24 - Proposed central plaza on Victoria St N with multi-coloured glass facade (Reinders + Law, December 8, 2023)



Figure 25 - Proposed rooftop amenity between Tower B and Midtower A (Reinders + Law, December 8, 2023)



4.0 POLICY & DESIGN RESPONSE

4.1 CITY OF KITCHENER OFFICIAL PLAN

Section 11 of the City of Kitchener Official Plan contains Urban Design policies which direct the growth and development of the city in relation to communities, neighbourhoods, sites, and buildings. The Proposed Development conforms to the applicable Official Plan policies, as detailed below.

Streetscape

(Policy 11.C.1.11)

The proposed building and primary building entrances will be oriented towards the street and will support the character of the surrounding area near downtown Kitchener. The Proposed Development will have direct access to the public sidewalk system, landscaping along street frontages, and a visually appealing building façade that enhance the public realm experience.

Safety

(Policies 11.C.1.13-15)

The Proposed Development incorporates CPTED principles within the site, building, and landscape design. Natural surveillance is provided along the street-facing facades and onto the central plaza through ground floor commercial units with transparent glazing, as well as upper floor residential units on all floors of the podium. Access control is provided through secure building entrances for pedestrians and vehicles. It is intended that the rear yard along the rail corridor will not be publicly accessible, avoiding the creation of a secluded, dead-end.

The Site is easily accessible by emergency services due to its location along a Regional Road. The Proposed Development will be designed in compliance with the Ontario Building Code including aspects related to fire prevention and suppression.

Universal Design

(Policy 11.C.1.16)

The Proposed Development includes barrier-free paths of travel to all residential and commercial unit entrances. Further detail, including on-site grades and ramping, will be explored through a subsequent Site Plan Approval application to ensure conformity with the relevant universal design and accessibility guidelines.

Public Art

(Policies 11.C.1.17-20)

The Proposed Development includes a unique coloured glass wall along the central plaza, which is visible from the public realm along Victoria Street North. Further integration of public art within the Site will be explored through detailed design.

Priority Locations

(Policy 11.C.1.21)

The Proposed Development has been designed with high quality materials and pedestrian-friendly massing to create a gateway location along Victoria Street North, an important corridor and entrance point into Downtown Kitchener.

Site Design

(Policies 11.C.1.29-30)

The Proposed Development enhances the Site and streetscape by converting an existing auto-oriented form into an urban mixed-use development with ground floor commercial and a new urban plaza. Further detail on the conformity with Policy 11.C.1.30 will be provided through a subsequent Site Plan Approval application.

Building Design, Massing and Scale

(Policies 11.C.1.31-33)

The Proposed Development enhances active transportation usability by providing a compact urban form and pedestrian-scaled streetscape with direct access to residential and commercial units from the street. Outdoor and secure bicycle parking is also provided. The proposed podium forms are oriented toward the street with minimal setbacks and are appropriated sized to create a sense of enclosure along Victoria Street North. The contemporary design of the building complements the surrounding neighbourhoods, and the inclusion of brick on the podium facades references the character of the surrounding heritage areas.

Transit-Oriented Development

(Policy 13.C.3.12)

In addition to the Urban Design policies contained within Section 11, Section 13 speaks to developments in relation to transportation and public transit. The Site is located within the Major Transit Station Area designation.

The Proposed Development creates a compact urban form within walking distance of multiple rapid transit stops, including GO, ION, and iXpress, replacing an existing auto-oriented built form. A mix of commercial and residential uses provides opportunities for increased services and amenities to serve surrounding community. The high-rise tower forms create appropriate density and support higher frequency transit service on the nearby routes. The ground floor commercial and pedestrian arcade create a walkable, pedestrian-friendly environment along Victoria Street North. Together with the outdoor and secure bike parking, the Proposed Development encourages active transportation for site residents and the surrounding community. The new central plaza further enhances the public realm, creating a local gathering place that promotes social interaction.

4.2 CITY OF KITCHENER URBAN DESIGN MANUAL

The City of Kitchener Urban Design Manual contains a series of guidelines related to development across the City, of which the sections relating to City-Wide development, Major Transit Station Areas, and Tall Buildings are applicable. To avoid repetition, the policies within the various sections are grouped by theme and addressed simultaneously. The Proposed Development meets the guidelines in the Urban Design Manual, as demonstrated below.

Built Form, Ground Floor Design & Tower Design

(Sections 01.3.1, 02.3.1, 09.2.1, 09.2.2)

The Proposed Development concentrates height and massing at the Site's edges and street frontages, utilizing minimal street setbacks to create a consistent urban street wall. Stepbacks between the podium and tower forms maintain the human scale of the 4 to 6 storey podium. The building's facades are well articulated with material changes, projections, and balconies to create visual interest and break up the massing. The long base is further broken up by the central plaza. The ground floor utilizes commercial units, residential lobbies, and common amenity areas with visible entrances, high levels of transparency, and a 4.5m height to create an active frontage along Victoria Street North and St Leger Street. Parking is located within the building and wrapped by commercial and residential uses to screen it from public view.

The proposed tower forms are classified as Large Point Towers, with Midtower A classified as a Large Slab Tower. The relative mass of each tower is broken up by the rhythmic pattern of materials and balconies, as well as a separate façade design for the midtower portion. Tower B, at 124.5m (35 storeys), is 88% of Tower A at 109.5m (40 storeys), creating a clear distinction in relative height. Tower separation is provided in excess of the guideline distances between Tower B and the western property line (19.2m required, 25.5m proposed) and between Tower B and Midtower A (45.8 required, 81.8m proposed). Towers are pushed to the east and west edges of the podiums in order to maximize separation distance, as the Site's limited depth does not allow for alternative placements or orientation to reduce tower overlook. The tower tops are designed with integrated mechanical penthouses to create a seamless design that contributes to the City's skyline.

Compatibility

(Section 09.3.3)

The Proposed Development utilizes minimal front and exterior side yard setbacks, as well as tower stepbacks at the 5th and 7th floors, to create a human-scaled relationship between the podium and public realm. The overall height and massing are compatible with the Site's location in a Major Transit Station Area. A contemporary design is utilized to avoid replication of the existing built form, with small scale elements such as red brick on the podium providing a sensitive design cue to the nearby heritage district.

Design for Outdoor Comfort

(Section 09.3.6)

As demonstrated in the Sun Study, prepared by Reinders + Law, the Proposed Development allows for full sun on the public realm of Victoria Street North during the spring and fall equinoxes. The large separation distance between the two towers results in alternating patterns of sun and shade on the surrounding streets and a shadow form that moves quickly across the landscape. The 5th floor rooftop amenity space similarly sees minimal impact from shadows, with more than half of the amenity area in sun until the 5:00 PM test time on March 21. The large separation distance between the tower forms also allows for abundant skyview between the towers.

The Pedestrian Wind Comfort Assessment, prepared by RWDI (dated November 10, 2023) found wind impacts on the surrounding public realm would be moderated by the Proposed Development's design, including the orientation of the buildings and continuous podium form. Regarding the 5th floor rooftop amenity space, the study recommends taller parapet heights, canopies, wind screens, and landscaping elements to deflect downwashing winds.

Site Function

(Sections 01.3.3, 02.3.3)

The Proposed Development utilizes underground and podium parking, with podium parking levels wrapped by commercial and residential uses on street-facing facades. Two driveway entrances are provided to distribute vehicle loads and minimize conflicts with pedestrians. Loading areas are partial-

ly screened from view by the building mass and do not interrupt the flow of pedestrians or cyclists within the Site or public realm. Further details regarding lighting, barrier free spaces, bicycle parking locations, emergency access, and truck movements will be provided through a subsequent Site Plan Approval application.

Shared Space

(Sections 01.3.2, 02.3.2, 09.3.2)

The Proposed Development provides residents with indoor and outdoor amenity areas, including the central plaza and rooftop amenity areas. These spaces are intended to offer a variety of programming and amenities, such as seating, water features, outdoor kitchens, and planting beds. Natural surveillance is provided on all amenity areas through adjacent commercial, residential, and indoor amenity areas. Detailed design of these spaces has not been completed at this time. Future designs will consider appropriate planting palettes, materials, furniture, lighting, and public art to create flexible, attractive, and safe shared spaces.

Inclusive Design

(Section 09.3.1)

The Proposed Development includes highly transparent commercial and amenity spaces at ground level, as well as upper storey residential units, providing abundant natural surveillance on the public realm. Pedestrian circulation is designed to be continuous to avoid dead ends and entrapment areas. Future lighting and landscape design will ensure maximum safety and comfort.

Cultural & Natural Heritage

(Section 09.3.4)

The Heritage Impact Assessment, prepared by MHBC (dated December, 2023), concluded that the Proposed Development will not have any adverse impacts on the surrounding heritage resources. The report recommends the installation of a commemorative element to acknowledge the history of Greb Industries and Bauer Hockey. Details of the specific commemorative strategy are to be completed as part of the Site Plan Approval process.

Design for Sustainability

(Section 09.3.5)

Specific sustainability measures will be addressed through a subsequent Site Plan Approval application and may consider building materials, green roofs, native and drought resistant landscaping, passive solar design, on-site waste separation, high-efficiency appliances, and bird-friendly façade treatments.



5.0 CONCLUSION

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

- Replacing an auto-oriented commercial form with a compact, mixed-use urban development that aligns with the transit-supportive goals of the MTSA;
- Creating an active, urban streetscape along Victoria Street North with ground floor commercial and a new central plaza;
- Providing abundant bicycle parking and barrier-free pedestrian connections to promote active transportation;
- Contributing to the creation of a complete community by providing residential, commercial, and amenity uses;
- Creating a podium and tower form that minimizes shadow and wind impacts on the surrounding neighbourhood; and,
- Utilizing a façade design and material palette that complements the nearby Civic Centre Neighbourhood Heritage Conservation District.

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

Respectfully submitted,



Andrea Sinclair, MUDS, MCIP, RPP
Partner



Jonathan Hann, BEDP, MSc
Senior Urban Designer



MHBC

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE