

# SIXO Midtown

Official Plan Amendment  
Zoning By-law Amendment  
Neighbourhood Public Meeting  
July 11, 2018





# Background

- Applications were submitted in May, 2017
- Public Meeting held at the Tannery on June 27, 2017
- Heritage Impact Assessment presented at Heritage Kitchener on September 5, 2017
- City of Kitchener Neighbourhood Information Meeting held at City Hall on September 21, 2017
- Post-Circulation Comments received from City of Kitchener October 24, 2017
- Review and refinement to address Post-Circulation Comments
- Neighbourhood Information Session today

# Next Steps

- Report to Planning and Strategic Initiatives Committee – August or September, 2018
- Council Decision on Planning Applications
- Continued refinement of Development Concept
- Master Site Plan preparation and formal Site Plan application
- Another Zoning By-law Amendment application (to Remove Holding Provision once Site Plan is approved in principle)
- Holding Provision will return to Council for approval



# Subject Site

- 2.33 hectares (5.75 acres)
- 224 m (735 ft) of frontage on King Street and 119 m (390 ft) of frontage on Wellington Street
- Planned for High Density Mixed Use (residential, office, commercial)





# Development Vision

*“The Vision for the development of 607-641 King Street West is to become a place to live, work, shop, relax and play. The Site is planned to transform into a high density, mixed use development comprised of residential towers, office space, grade-related commercial uses, structured parking and high quality outdoor amenity spaces. It will be a landmark development, visible from a distance and forming a part of the Kitchener skyline. An important component of this vision will include the preservation of a significant cultural heritage building through the adaptive reuse and enhancement of the historic Kaufman House on the Site.”*





# Development Components



Several high-rise mixed use and residential towers that will be designed to address the intent and objectives of the City of Kitchener Tall Building Design Guidelines

Transition of building heights such that the tallest buildings will be located interior to the Site.



# Development Components



Residential 'front yard' condition along Wellington Street including lower rise grade-related residential units along Wellington Street with towers located away from the street edge.

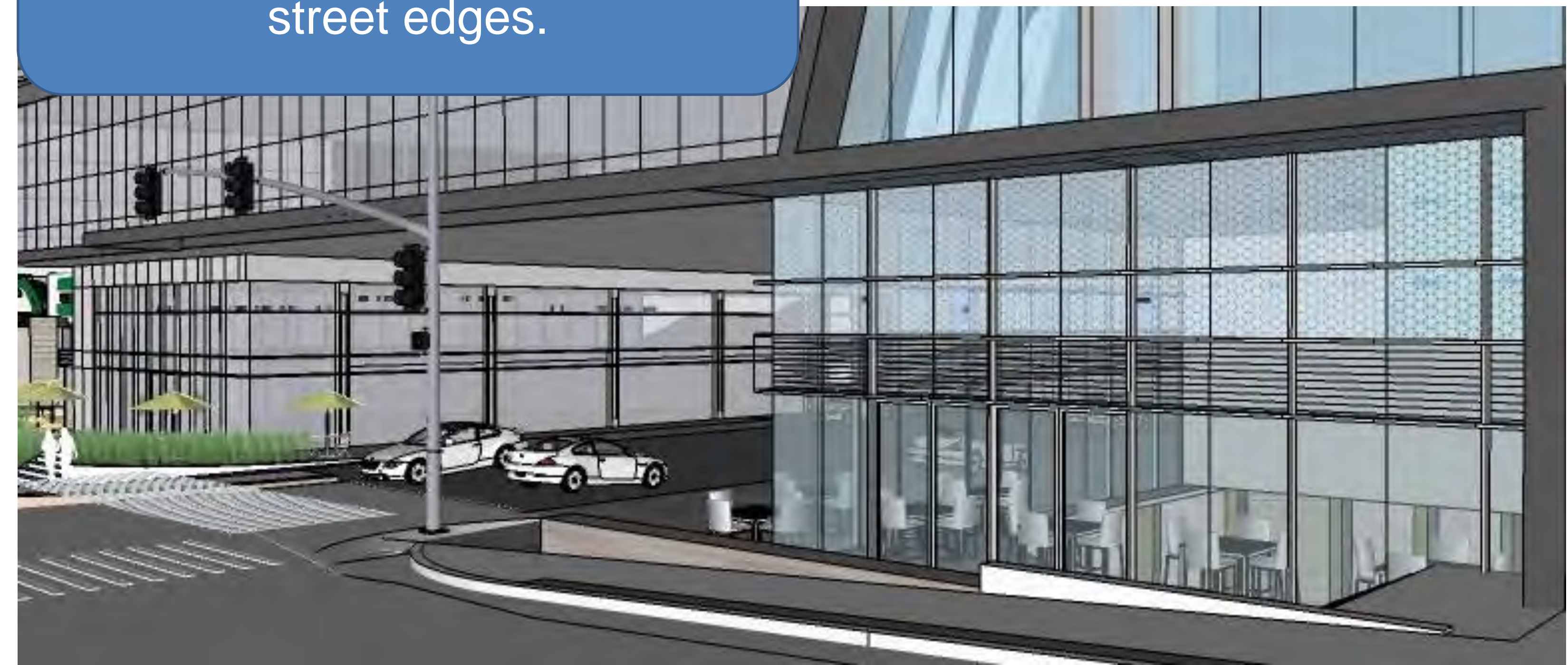


Grade-related commercial uses along the King Street frontage of the Site.



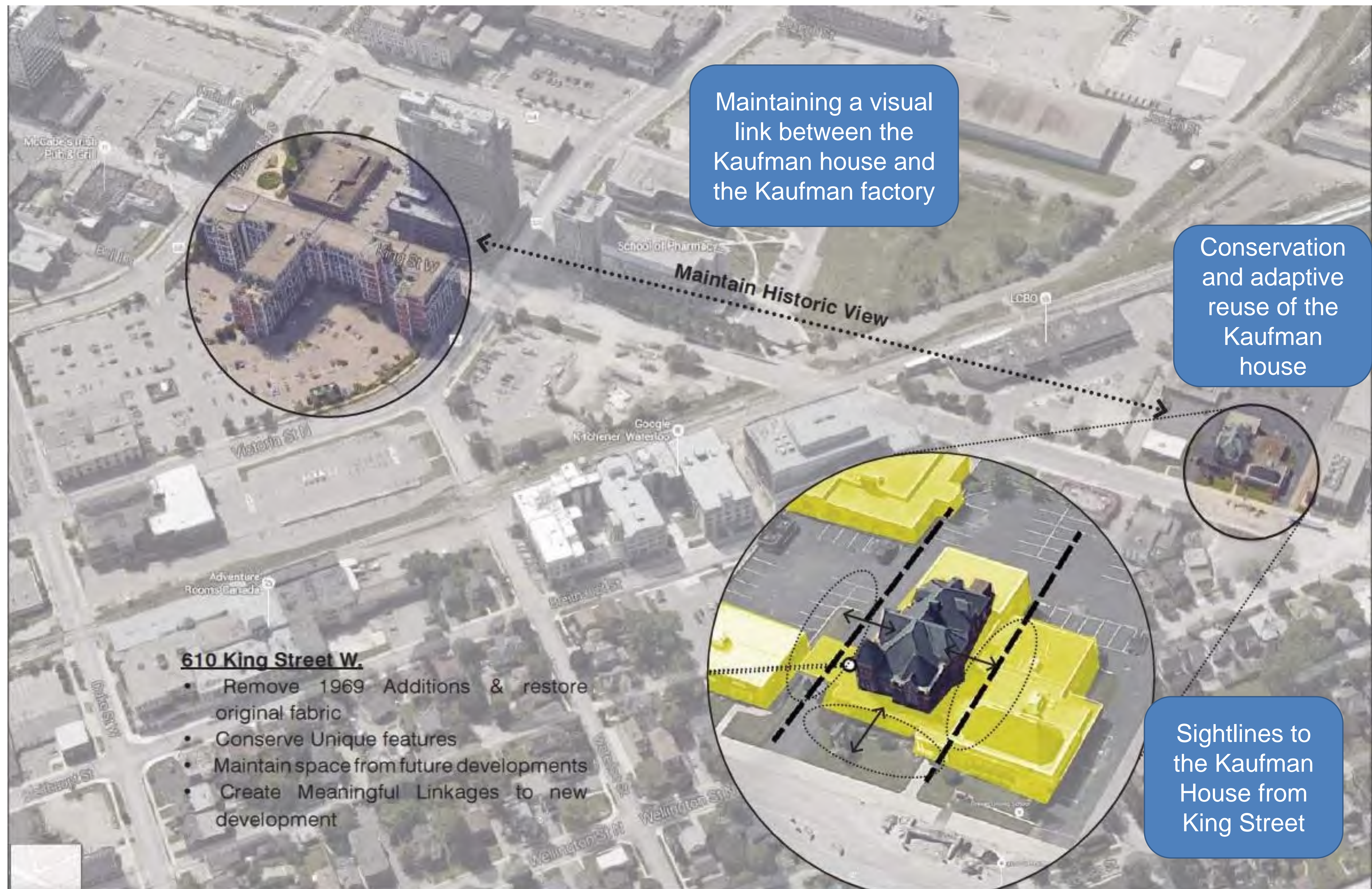
A pedestrian-friendly private internal street that is framed by active uses at grade and human scaled building bases.

Parking located underground and in structured form away from the street edges.





# Development Components





# Development Components





# Development Components

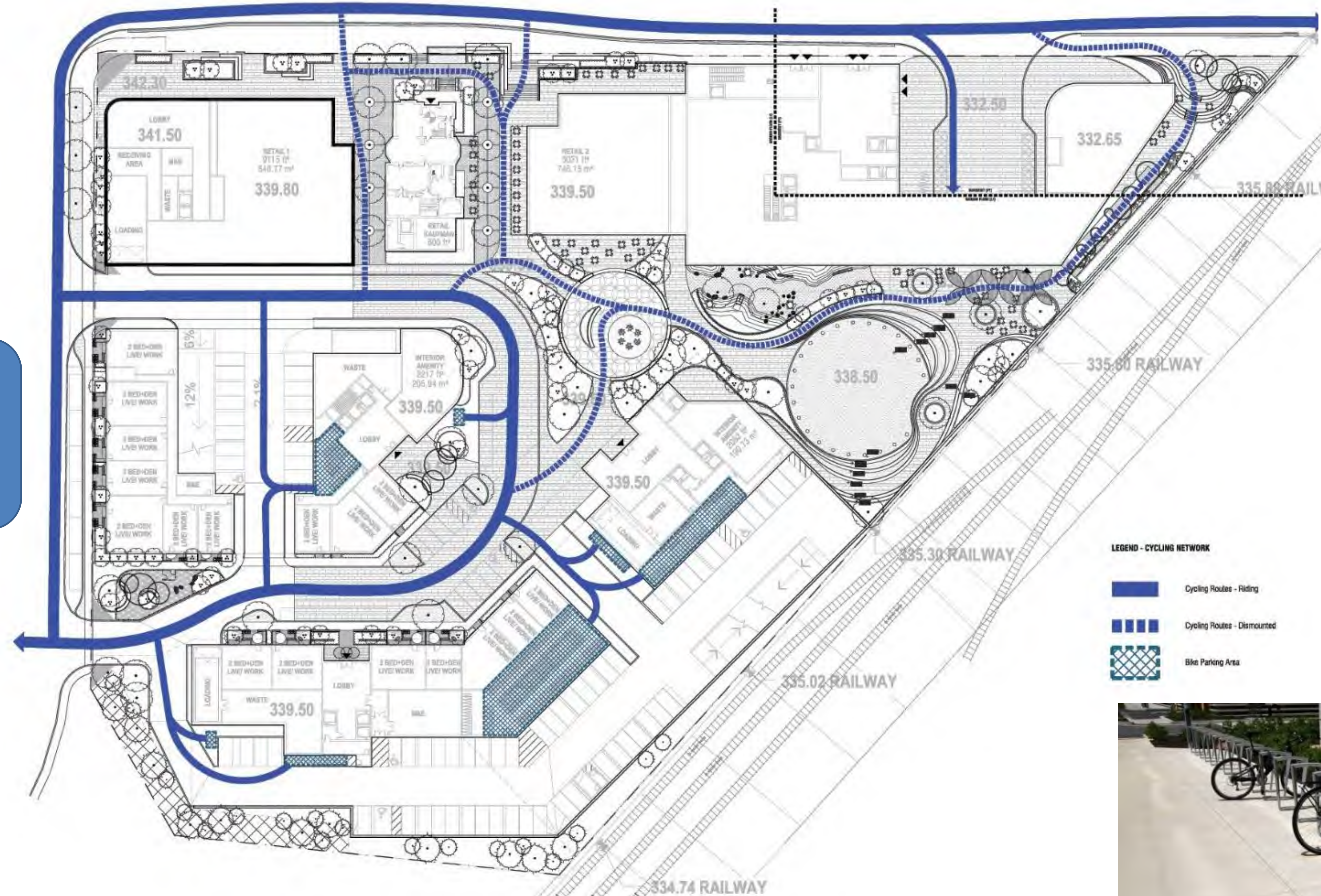




# Development Components

One consolidated  
vehicular access on  
King Street

Two vehicular  
accesses on  
Wellington  
Street



Transportation  
Demand  
Management  
measures, including  
indoor and outdoor  
bicycle parking, and  
shower and change  
facilities.





# Community Benefits

## Confirmed:

- Residential intensification
- Community Meeting Space (50 sq m or about 500 sq ft minimum)
- Public Art
- Streetscape Improvements along King Street

## To be Explored:

- Designation of the Kaufman House (after development)
- Affordable Housing
- Contribution to a pedestrian connection over the railway
- Food Store

## Did you know?

Increasing the FSR from 4.0 to 5.5 is contingent on the developer providing the confirmed community benefits

Additional FSR may be permitted for the other community benefits that are being explored.



# Affordable Housing - Options

1. Provide new affordable rental housing on the SIXO Site if there are incentives provided to offset municipal fees.
2. A cash-in-lieu payment to the City of Kitchener to be used for affordable housing purposes.
3. A cash-in-lieu payment to a not-for-profit housing provider\* to create long term affordable housing.
4. Provide some affordable housing on the SIXO Site and some cash-in-lieu to either the City or a not-for-profit organization.\*

\* A not-for-profit could potentially increase the number of affordable units and/or the depth of affordability by accessing government capital funding programs and/or providing housing allowances for the tenants.

## Did you know?

“Affordable” rental housing means different things to different governments.

### Provincial Policy Statement:

\$1,326/month  
(estimated)

### The Region of Waterloo housing facilities by-law:

\$917/month  
(one bedroom)  
\$1,093/month  
(two bedroom)

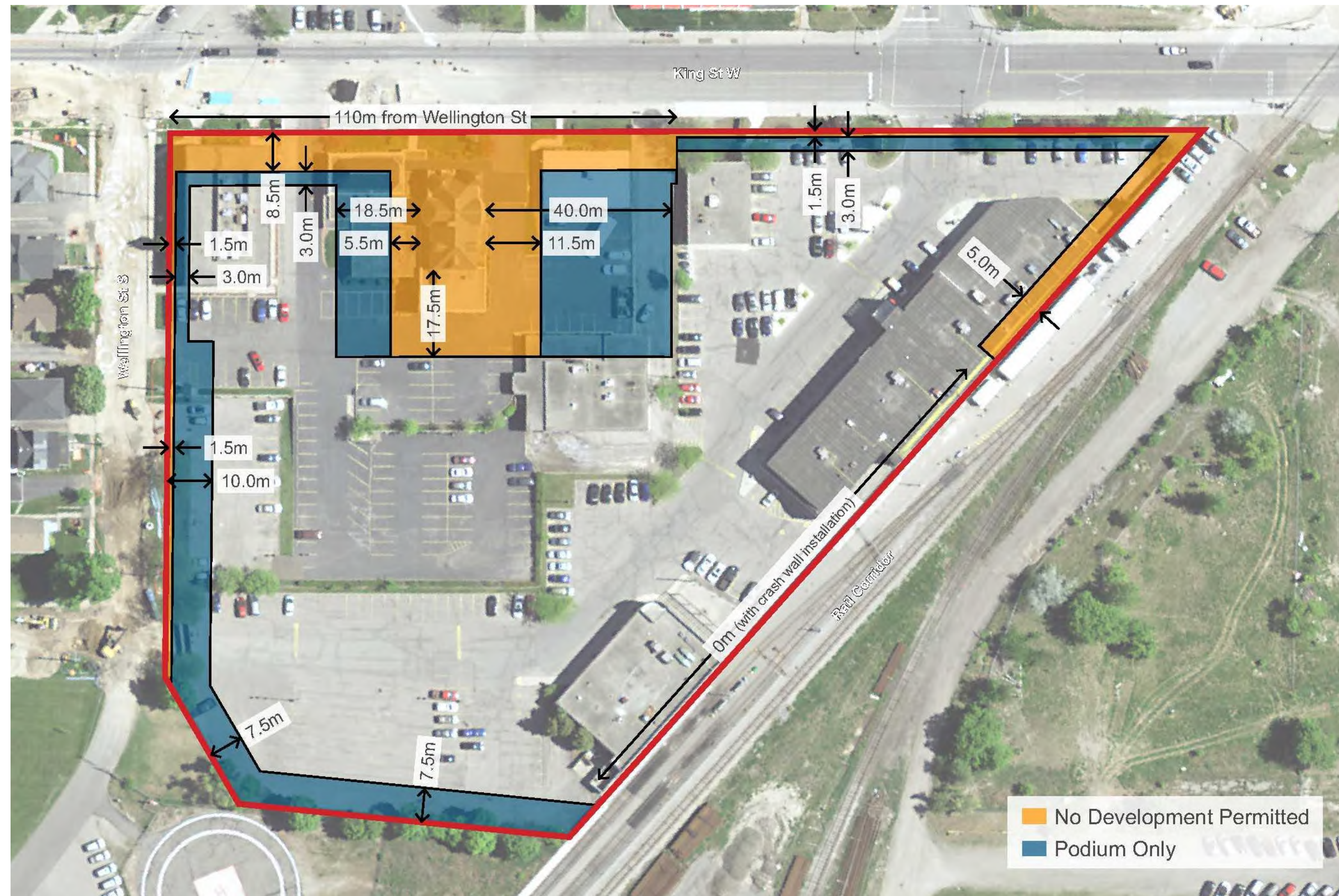
### Federal and Provincial affordable housing programs:

\$550 to \$733/month  
(one bedroom)  
\$655 to \$874 /month  
(two bedroom)



# New Zoning Regulations – Setbacks

The graphic below illustrates the proposed minimum setbacks.



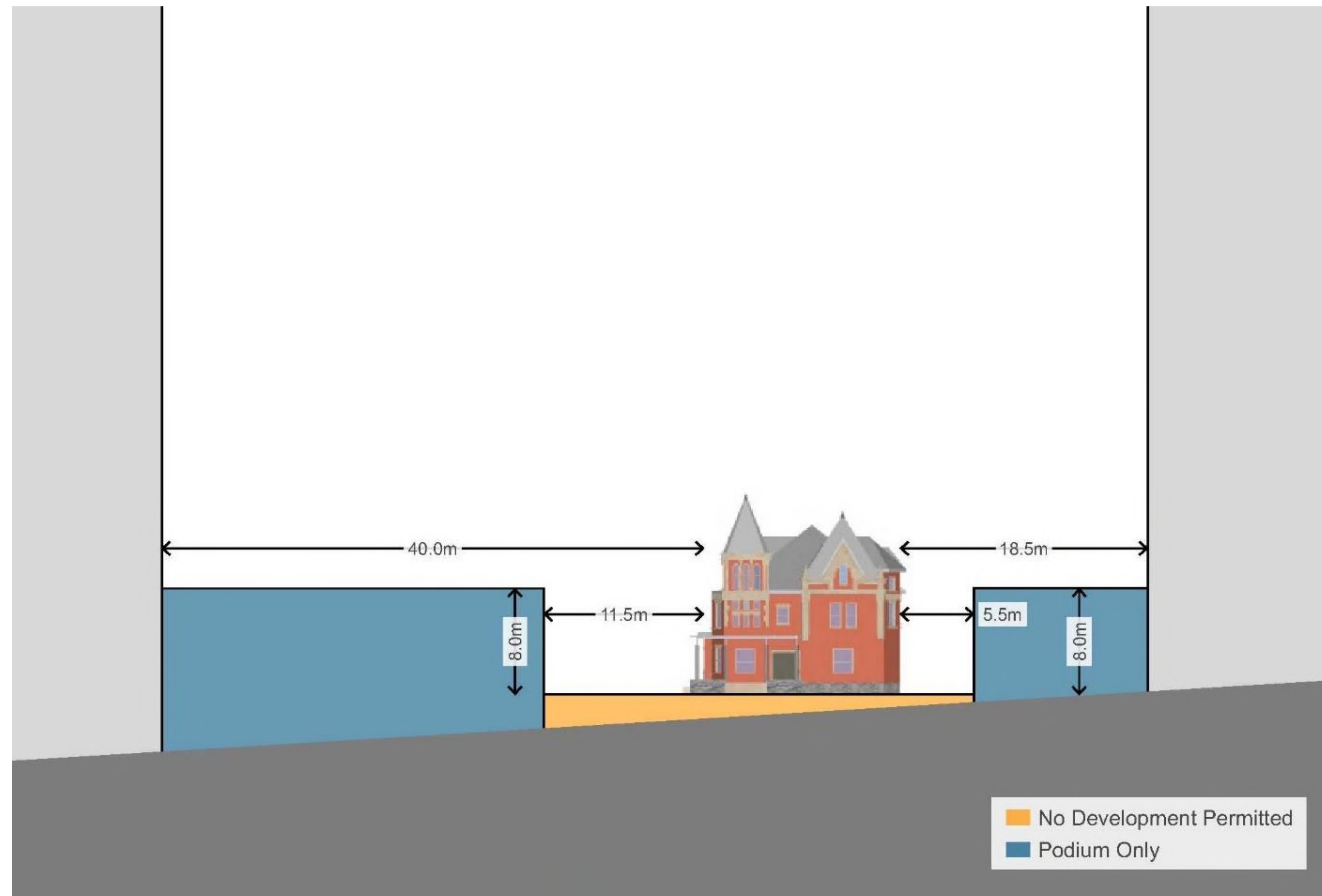
## Did you know?

The required minimum setbacks in the current Zoning By-law are 1.5 m from Wellington St , 1.5 m from King St , 0.0 metres from the adjacent property and 30.0 m from the railway (for residential use).



# New Zoning Regulations - Heritage

The graphic below illustrates the proposed buffering requirements for new buildings in relation to the Kaufman House.



## Did you know?

The Kaufman House is a listed property of Cultural Heritage Interest. A Heritage Impact Assessment was completed and presented to Heritage Kitchener in September, 2017.





# Traffic Impact Analysis

## Vehicle Trip Distribution of the Development Concept



Existing PM Peak Hour Traffic Volumes



2022 PM Peak Hour Background Volume Forecasts



Development Generated PM Peak Hour Volume Forecasts

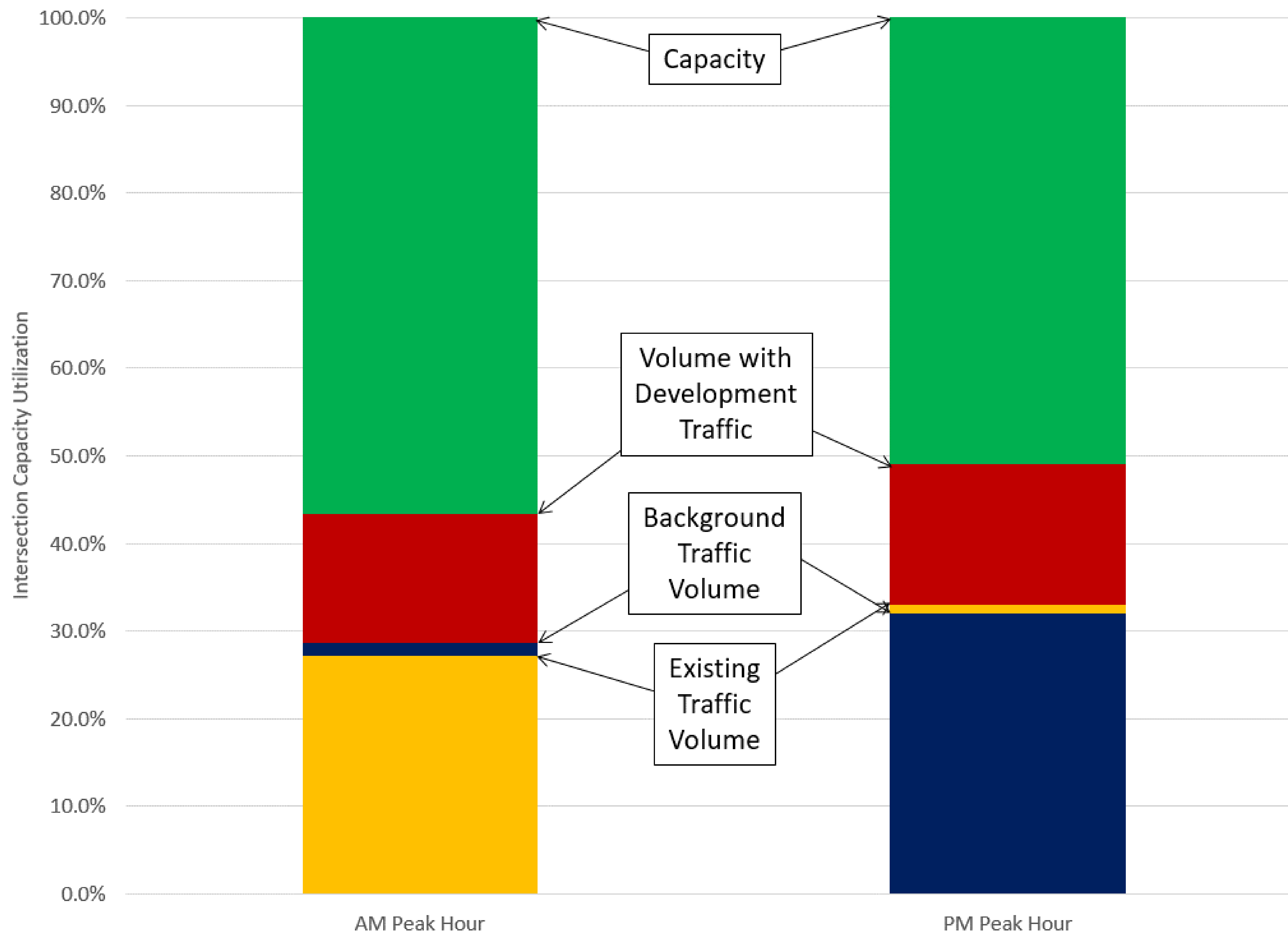


Total 2022 PM Peak Hour Volume Forecasts



# Traffic Impact Analysis

## Traffic Volume and Capacity at Walter Street and Agnes Street Intersection



Source: Transportation Impact Study (June, 2017)  
prepared by Paradigm Transportation Solutions Limited



# Design Objectives

The development will be guided by the following objectives:

1. Achieve a high density and mix of uses to make efficient use of the site and support rapid transit.
2. Create great places designed for people, including high quality streetscapes, publicly accessible outdoor spaces interior to the Site and private common amenity spaces.
3. Consider how pedestrians, cyclists and transit users experience the site and navigate through it. This includes consideration of human scale, permeability, accessibility and wayfinding.
4. Respect the cultural heritage value associated with the Kaufman House. This includes conservation and adaptive reuse of the original house, enhancing its setting by providing an appropriate buffer in relation to new development and by maintaining the sightlines between it and the former Kaufman Factory.
5. Support transportation mode choices by implementing transportation demand management strategies.
6. Mitigate the potential for visual impacts from the provision of parking, loading and other functional site elements.
7. Contribute to the transformation of the built environment to a contemporary urban setting that complements the character of the Innovation District and recent developments nearby.
8. Design with a view to how all the components interrelate to one another and their surroundings.
9. Create an attractive and memorable destination for living, working, shopping, relaxation and recreation.

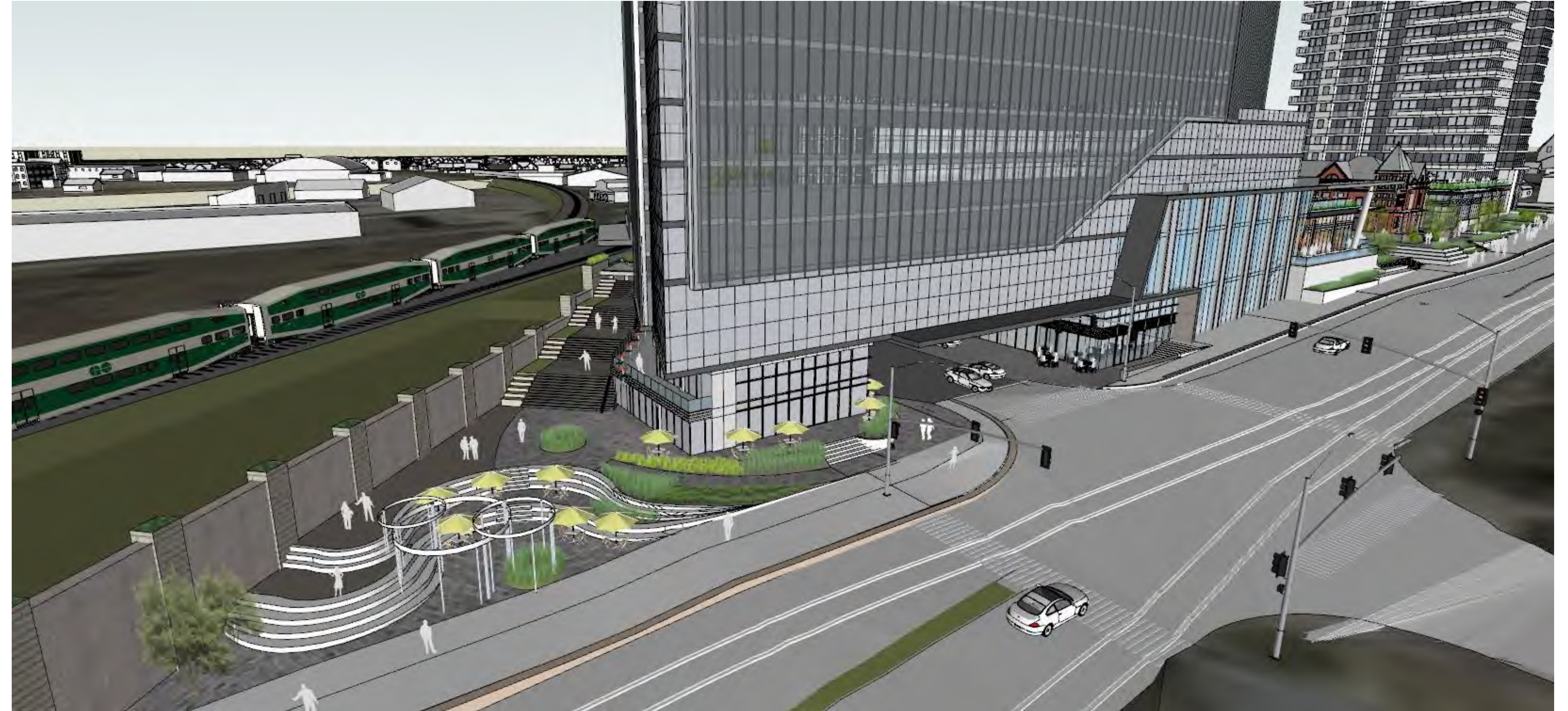




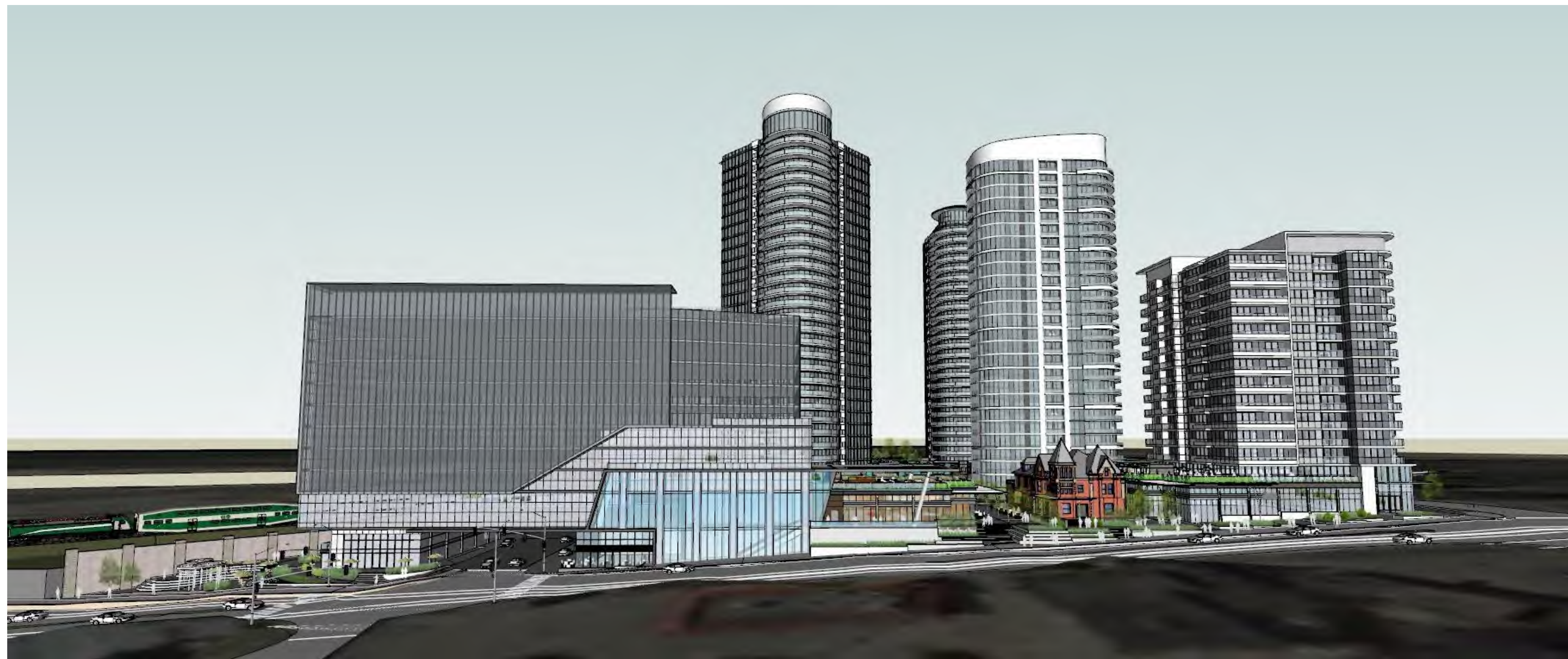
# Concept Plan



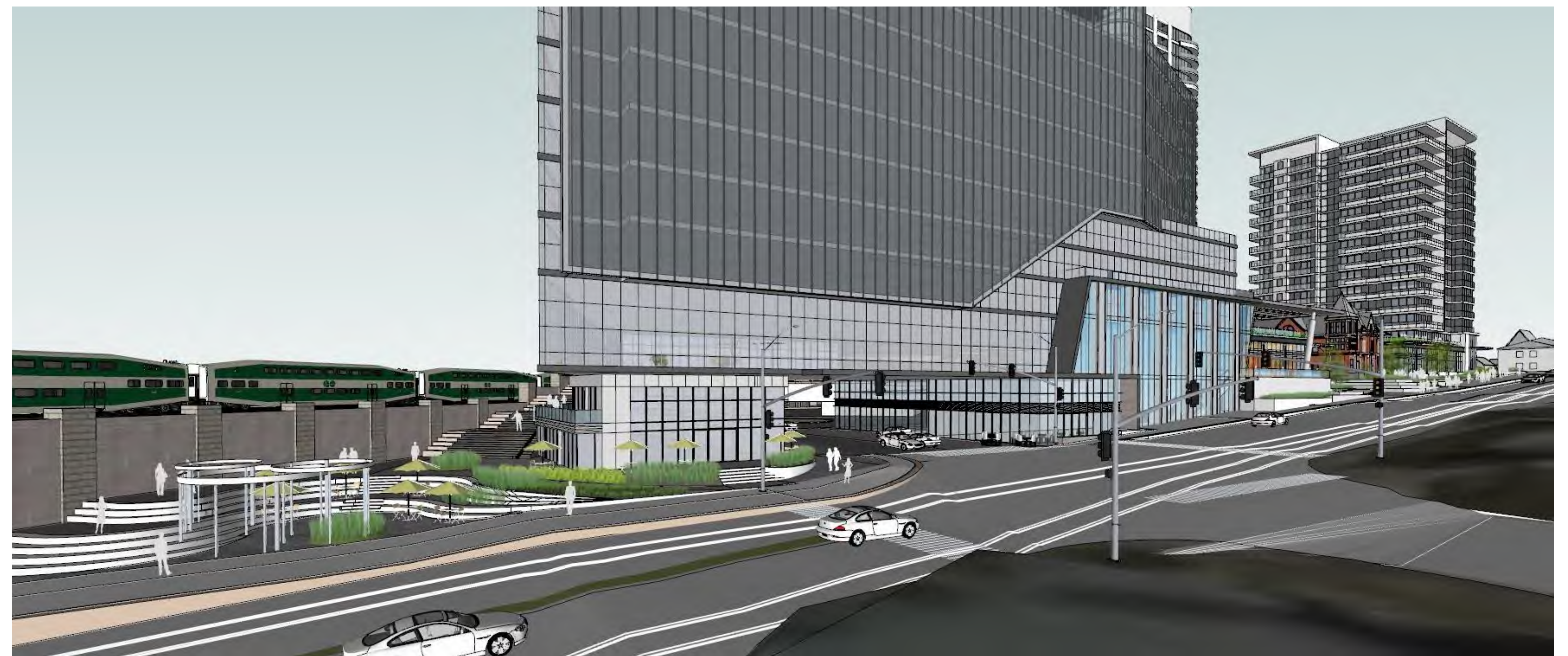
Overall Aerial View



View of corner entrance feature



View of significant grade change along King Street



View across King Street



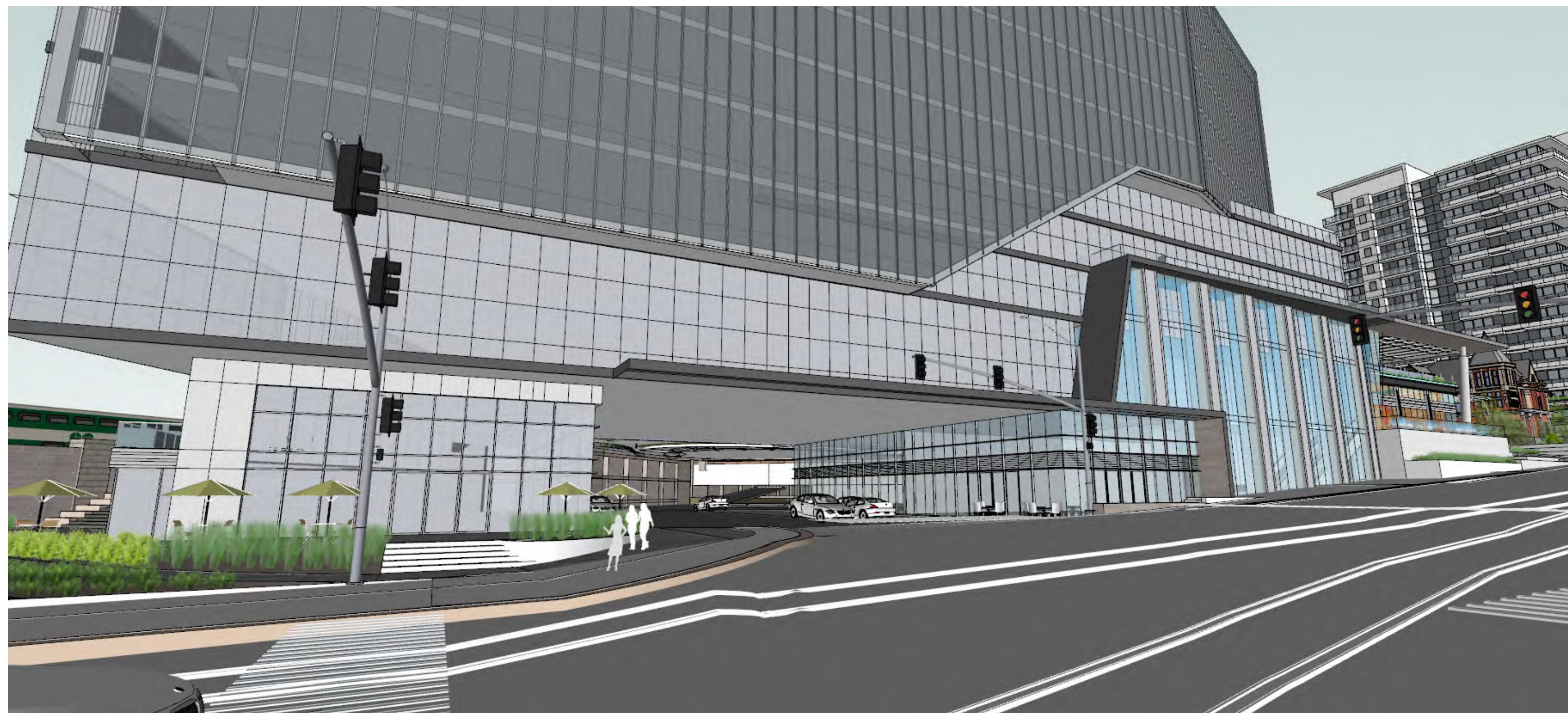
# Concept Plan



View of corner entrance feature



Ground level view of streetscape along King Street



View of Moore Avenue entrance to parking garage



View of Kaufman House streetscape



# Concept Plan



View of King Street and Wellington Street corner



Ground level view from Walter Street



View of Wellington Street



Ground level view at the interior of the Site



# Concept Plan



View of central urban green space



View of walkway from central urban green space to King Street and  
crash wall along railway



King Street view



Pedestrian connections through the Site