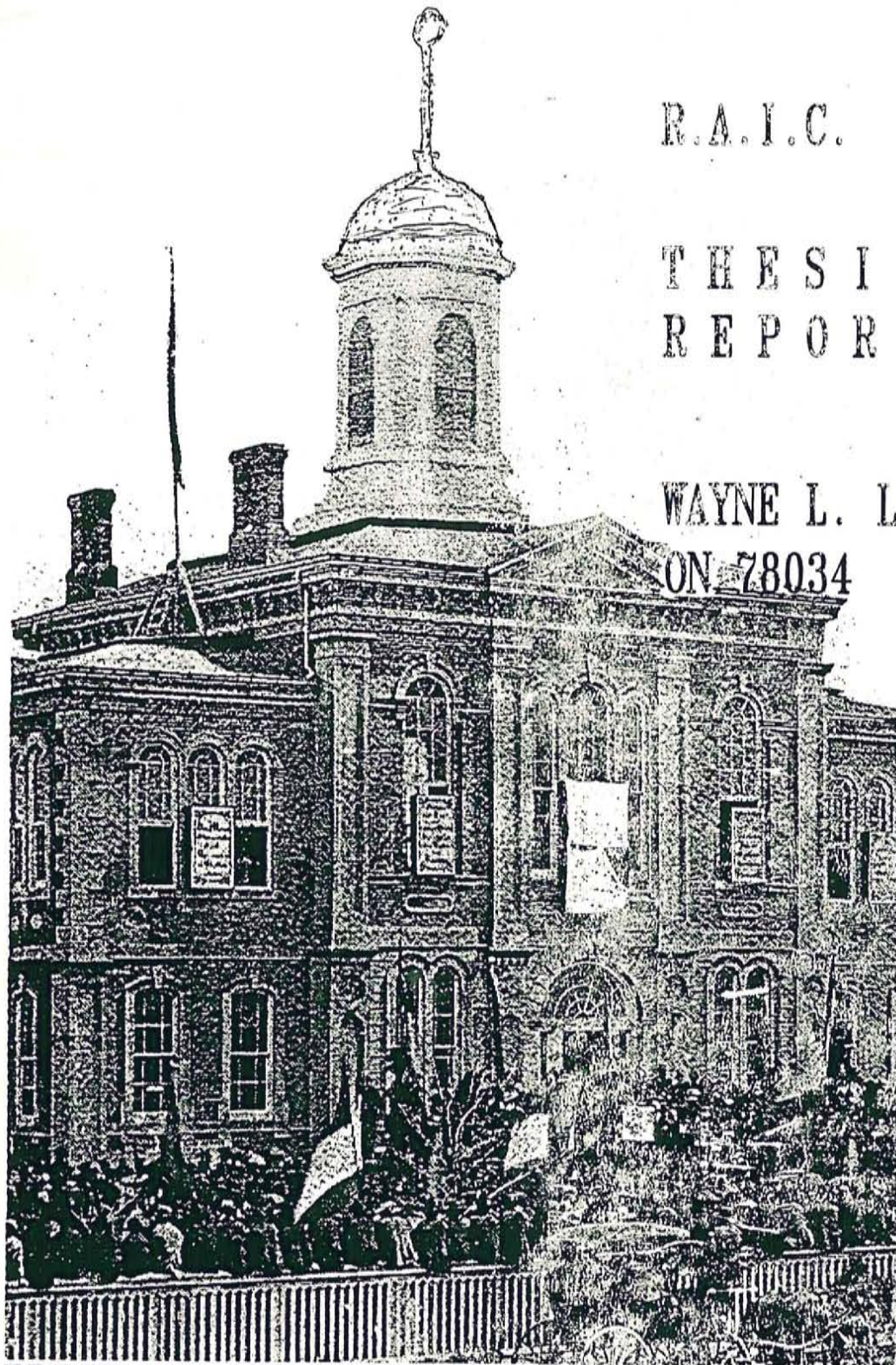


R.A.I.C. SYLLABUS

THE S I S
R E P O R T

WAYNE L. LONG
ON 78034



KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

TABLE OF CONTENTS

TABLE OF CONTENTS

THESIS STATEMENT

- 1.0 ABSTRACT
- 2.0 INTRODUCTION AND ACKNOWLEDGEMENTS
- 3.0 RESEARCH REPORT
 - .1 HISTORY OF THE CITY OF KITCHENER
 - .2 HISTORY OF CIVIC ARCHITECTURE / CITY GOVERNMENT
 - .3 TYPOLOGIES OF CITY HALLS
 - .4 SITE SELECTION AND SITE ANALYSIS
 - .5 USER DATA
 - .6 FINANCIAL DATA / ANALYSIS
 - .7 TECHNOLOGICAL DATA
- 4.0 DOWNTOWN REVITALIZATION
- 5.0 ARCHITECTURAL PROGRAM
- 6.0 CONCEPT ANALYSIS AND PROBLEM SOLUTIONS
- 7.0 FINAL PRESENTATION DRAWINGS AND MODEL
- 8.0 NOT USED
- 9.0 APPENDICES
- 10.0 BIBLIOGRAPHY

**R.A.I.C. SYLLABUS
WAYNE L. LONG ON78034**

DESIGN THESIS

**KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION**

PART 1 - THESIS STATEMENT

THE INTENT OF THIS THESIS WILL BE TO EXPLORE CIVIC ARCHITECTURE, THE ROLE IT HAS PLAYED IN THE PAST, THE PRESENT, AND THE FUTURE, AND ITS IMPACT ON THE REVITALIZATION OF THE MUCH DECAYED CITY CORE, A PHENOMENON THAT HAS OCCURRED IN MANY CITIES THROUGHOUT NORTH AMERICA. THE PROCESS OF REVITALIZATION IS A FUNDAMENTAL AIM OF THIS THESIS.

THERE HAVE BEEN A NUMBER OF ARCHITECTURAL DESIGN COMPETITIONS IN RECENT YEARS DEALING WITH CIVIC ARCHITECTURE, AN ARCHITECTURE THAT CAN SHAPE THE WAY WE LIVE, WORK AND PLAY. THE CITY HALL IS ONE BUILDING TYPE THAT CAN HAVE SUCH AN EFFECT ON THE LIVABILITY IN OUR CITIES, AS THEY REPRESENT TRUE FREEDOM, DEMOCRACY, AND SOCIAL UNITY, WHILE GIVING A STRONG IMAGE AND SENSE OF CIVIC PRIDE.

I HAVE CHOSEN THE KITCHENER CITY HALL AS THE SPECIFIC BUILDING TO DEMONSTRATE A CLEAR CONCISE APPROACH TO CIVIC ARCHITECTURE AS A CATALYST FOR FUTURE REVITALIZATION. HAVING BEEN A RESIDENT OF KITCHENER FOR THE MAJORITY OF MY LIFE I EXPERIENCED FIRST HAND THE DECLINE OF THE DOWNTOWN CORE FROM A SOCIO-ECONOMIC POINT OF VIEW. THROUGHOUT ITS DECLINE THE CITY LOST ITS SENSE OF COMMUNITY AND CIVIC PRIDE . THE ANNOUNCEMENT OF THE CITY HALL COMPETITION WAS A PLEASANT SURPRISE. THE SITE SELECTED FOR THE HOME OF THE NEW CITY HALL, I FELT WAS QUITE UNUSUAL, THEREFORE THE SELECTION OF AN ALTERNATE SITE WILL FORM A INTEGRAL PART OF THIS THESIS REPORT.

PART 2 - BIBLIOGRAPHY (OUTLINE ONLY)

1. Environmental Psychology - People and their Physical Setting -H.M. Proshansky.
2. Designing for Human Behaviour - John Lang, Charles Burnette, Walter Moleski, David Vachon.
3. Designing for the Real World - Victor Papnek.
4. Defensible Space - Oscar Newman.
5. Personal Space - Robert Sommer.
6. On Human Nature - Edward O. Wilson.
7. Modern architecture, A Critical History - Kenneth Frampton.
8. Changing Canadian Cities - Len Gertler, Ron Crowley.
9. Planing Canadian Communities - Gerald Hodge.
10. Understanding Social Psychology - Stephen Worchel, Joel Cooper.
11. The Image of the City - Kevin Lynch.
12. Canadian Architect - various issues.
13. Progressive Architecture - various issues.
14. Architecture Record - various issues.

Additional reference material will be added to the bibliography as the thesis progresses.

PART 3 - TIME SCHEDULE

DATE	DESCRIPTION	DURATION
AUG. 15/89	Met with provincial co-ordinator to discuss scope and relevance of thesis topic. Based on general consensus research began.	1.5 hrs
MAR. 19/90	Submit Thesis Outline for approval	4 weeks
MAR. 19/90	Continue research, site selection and programming.	5 weeks
APR. 24/90	First presentation at Designers Walk.	2 hrs. max.
APR. 24/90	Schematic design leading to second presentation.	12 weeks
JUL. 16/90	Second presentation.	2 hrs. max.
JUL. 16/90	Begin preparation of final presentation package.	12 weeks
OCT. 15/90	Final presentation.	3 hrs. approx.
Oct. 19/90	Submit Final Thesis to the Director.	

PART 4 - PRESENTATION METHOD AND CONTENT

4.1 THESIS TOPIC AND CONTENT

Kitchener was traditionally the hub of the Waterloo Region, deeply rooted in the industrial basin. During the early to mid 60's Kitchener experienced a major shift in the local social activities, away from the downtown core to the suburban centres sucking the lifeblood out of the city centre. This continued throughout the sixties and into the seventies. At this time a development proposal came forth that would ultimately lead to the demise of the existing City Hall as well as be the final nail in the coffin for the destruction of the downtown. This new development called for the demolition of the existing City Hall and Farmers Market, and the construction of a new office complex across from a new shopping centre and parking structure. This new development was to house the Civic Offices and Farmers Market. The loss of the City Hall led to the continued deterioration of the City core.

The city finally recognized the need for a major revitalization to the downtown core. This prompted the recent Architectural Competition for the new City Hall.

4.2 APPROACH TO THE THESIS

- .1 The selection of a site will be the first and perhaps the key ingredient to the success of the City Hall as becoming the new focus for the downtown revitalization.
- .2 Trace the recent history of Civic Architecture, City Halls, Town Centres, etc., as to what they represent, past, present and future. This will include a typographical study of recent designing Civic Architecture.
- .3 To study the history of Kitchener as the hub of the region, its rise and fall through to its current resurgence.
- .4 Develop a program to satisfy the current and future space requirements for the City Hall and to design a facility to accommodate the program.
- .5 Review the downtown core and provide recommendations as to how to enhance the core leading to successful revitalization.
- .6 To study various architectural and technical solutions in terms of their socioeconomic impact, and to provide cost estimates for the final design solution.

All of the above information will be compiled into my final Thesis Report along with full presentation drawings and models, as outlined in the Thesis Guidelines.

PART 5 - THESIS ADVISORS

The following will act as my Thesis Advisors. Others may be added as my thesis progresses.

1. Mr. Marcelo Graca, O.A.A.
O.C.A. Architect Inc.
Toronto, Ontario
2. Mr. Terry Boutilier, Principal Planner
City Hall, Project Co-ordinator
Kitchener, Ontario

**City of Kitchener**

EX INDUSTRIA PROSPERITAS

TOM McKAY
CHIEF ADMINISTRATIVE OFFICER

City Hall, P.O. Box 1118
22 Frederick Street
Kitchener, Ontario
Canada, N2G 4G7
(519) 741-2290

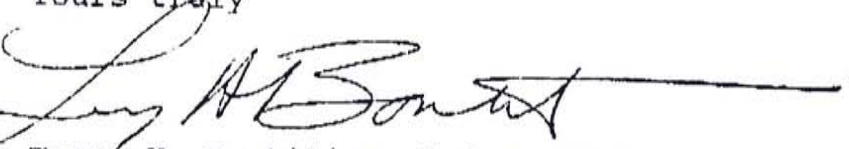
11 April 1990

Ontario Provincial Co-Ordinator
R.A.I.C. Syllabus
Toronto, Ontario

Dear Sir/Madam:

This is to confirm that I have read the requirements and regulations of the Syllabus Program. I have met with Wayne and am very encouraged by his determination to achieve his goal. I look forward to working with him as a Mentor for the duration of his thesis work.

Yours truly



Terry H. Boutilier, B.E.S. MCIP
Principal Planner and
City Hall Project Co-Ordinator

/dr

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

ABSTRACT

1.0

1.0 ABSTRACT

"CIVIC VIRTUE

You can tell a lot about a community by the way it treats its most important public building, City Hall. My hometown of Bristol, Connecticut, for example, offhandedly demolished its quirky late Victorian municipal building in 1962 as part of a misguided urban renewal scheme that wiped out most of the downtown. Beyond losing a distinctive work of Architecture, Bristol discarded the town's most visible historic link to an American participatory democracy, replacing it with an anonymous beige brick box that might easily be mistaken for a spec office building. Sadly, Bristol is not the only city that has failed to perceive how the seat of local government, for better or for worse, defines a community's sense of place. In city after city during the three decades following World War II, public officials, abetted by architects flush with the fever of Modernism, sacrificed urban monumentality to suburban expediency. Architecture's time-honoured role as an ennobler was subordinated to serving much more mundane priorities - a bright lit lobby, air conditioned offices, a convenient place to park the car." by Paul M. Sachner, Architectural Record January 1989.

Kitchener was guilty of having the same Civic mentality we now experience across North America downtown's devoted to work by day and abandoned by night, while in European countries one can see a strong, thriving social public life.

Does this civic mentality promote the "lifeless city" we experience across North America? Silence began during the Industrial Revolution. Over the last 100 or so years we have seen public life change dramatically, first women were driven out when it became unfashionable to appear in public, a woman's place was in the home. Men were later not to be seen in open debate in public, but were to remain quiet in the streets. We have lost the sense of social life of the city as an educative process. We have lost the sense of excitement and personal responsibility by enacting codes and by-laws, and creating monotonous spaces of railing, bollards, gates and the like which restrict and control our every move. Most devastating, we have lost our sense of freedom to go into public square and engage in open public meetings and debate to give people a true voice in the way that we live.

Fortunately times and attitudes are changing. With the renewed awareness to the importance of city life and social interaction along with the preservation of the civic and historical structures, many towns are struggling for their social, political, cultural and economic survival while trying to recapture the very spirit that motivated their founders.

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

INTRODUCTION AND
ACKNOWLEDGEMENTS

2.0

2.0 INTRODUCTION AND ACKNOWLEDGEMENTS

This thesis represents the culmination of many years of practical and theoretical interaction with colleagues, mentors and fellow students through my participation in the Syllabus Program over the past twelve years.

The Syllabus Program has opened the door and given me the opportunity to explore and analyze ideas, theories and practical solutions to the creation of the built environment.

I have always felt a sense of tragedy with the direction modern cities have taken with their urban planning policies over the past age of the modern movement. There was a move away from the social and cultural life that is so prevalent throughout European cities and towns. The sense of community and sense of place generated by the ever present built form, and the interaction of the people of the city, is omnipresent and gives the city life and life to the people.

It is with this same sense of place and the great sense of loss that I choose the Kitchener City Hall and Downtown Revitalization as my thesis topic.

The research has taken me to new heights and beyond my own previous limits of understanding, and to this end I have many people to thank. Without their support, guidance and gentle persuasion I could only have imagined the completion of this the last stage of the Syllabus program.

To begin with, a special thanks to Linda, for all the years you have given me the inspiration, drive and determination to finish what I started so many years ago. Even when we could not see the light at the end of the tunnel you were there.

To all my colleagues, mentors and fellow students in the program, to numerous to mention, who have been with me through the duration of the program.

To my team of consultants whose input and advise throughout the design has given this thesis the added refinement and quality it could not do without.

And especially to my mentors, Marcelo Graco and Terry Boutillier, who have insisted on excellence in development and execution of the research and design required of the thesis from its inception. Thank-you for all of your support and guidance to the successful completion of this Thesis.

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

RESEARCH REPORT

3.0

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

HISTORY OF THE
CITY OF KITCHENER

3.1

3.0 RESEARCH REPORT

3.1 HISTORY OF THE CITY OF KITCHENER

3.1.1 INTRODUCTION

Kitchener is unique in its development in that it has an inland location away from major waterways which were traditionally used for transportation, power and considered vital to any sort of industrial development. Kitchener is the largest urban centre in a region consisting of centres such as Waterloo, Guelph and Cambridge and is situated equidistant from Montreal, Chicago and New York while being a mere 100 kilometres from Toronto to the northeast on the transcontinental highway. Contrary to the typical nature of settlements at the time, this turned out to be a very strategic location leading to a stable, diversified and prosperous community.

Kitchener has developed and maintained a strong reputation for the highest quality of manufactured goods and technology and research and development. This is supported by two major universities and colleges in the vicinity.

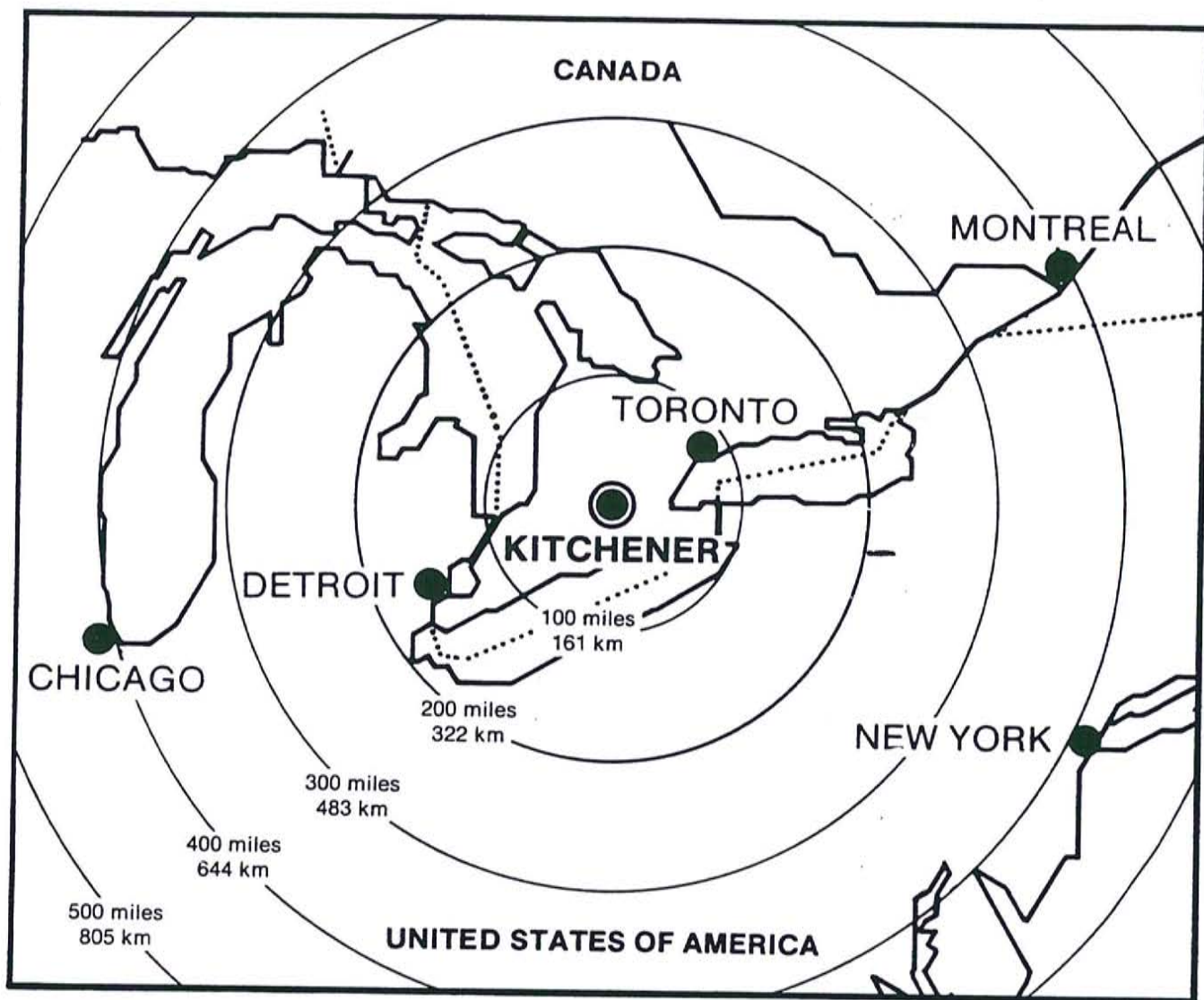
The city provides a relatively stable home for a multi-cultural society in neighbourhoods of primarily single family homes. The downtown core house numerous facilities, most notably the Centre in the Square Theatre and art gallery, the Farmers Market and Speakers Corners. All contributing to strong community spirit.

3.1.2 THE INITIAL SETTLEMENT

The history of Kitchener begins around 1784 when the British Crown set aside 600,000 acres of land as a reserve for the Six Nation Indians. This reserve was, in part, a reward for their loyalty to the Crown during the Revolution and, in part, compensation for their traditional homelands and hunting grounds that had been lost to the newly formed United States.

In 1798, the Six Nations sold approximately 94,000 acres to Colonel Richard Beasley, who further subdivided and sold the land. As previously mentioned the land was inland some thirty miles and not what was considered prime for settlement. This suited the very nature of the first primary settlers, the Mennonites from Pennsylvania, who were feeling the pressures of over settling in their American home. A group of twenty Mennonites purchased 60,000 acres from Colonel Beasley under the German Company Tract, thus becoming the first settlers of the area. The German Company Tract was then sub-divided into equal sized lots of 448 acres each. There was no consideration given for such things as roads or reserves for public or religious buildings resulting in an irregular lot and street pattern, narrow streets with no recognizable city plan as we know today. The lots were numbered and assigned by lot to prospective settlers to ensure that the land was distributed fairly to each member.

From here, everything is nearby.



Destination (Canada)	Distance		Approximate Driving Time est. at 60 miles per hour
	Miles	Km	
Toronto Int'l Airport	50	80	3/4 hour
Hamilton	36	56	3/4 hour
Toronto	72	116	1.1/4
London	67	108	1.1/4
*Windsor	182	292	3
Ottawa	314	506	5.1/2
Montreal	543	873	9
*Niagara Falls	82	131	1.1/2
*Fort Erie	98	158	1.3/4
*Sarnia	119	191	2

*BORDER CROSSINGS

Settlement continued through to the early 1800's establishing a strong agricultural base and later developing its strength in manufacturing.

The original settlement was located where the Great Road from Dundas crossed the farm of Joseph Schneider, a Mennonite farmer who settled in the area. The Great Road was impossible to use most of the year as it crossed mosquito infested swamps or was obliterated by blowing sand in the summer, and was closed by snow in the winter. The original hamlet grew along the Great Road and was first known as Ben Eby's, after Bishop Benjamin Eby, it was later changed to Ebytown then to Sandhills.

The small hamlet remained isolated until the first bridge was constructed across the Grand River at Freeport allowing for travel to Dundas and further to York (Toronto). This spawned further growth through migration of Germans to the town who were tradesmen, artisans, craftsmen and industrialists. They were attracted by the German speaking community, the proximity to the local markets and the easy access to Dundas and York.

Between 1825 and 1835 the area experienced tremendous growth during which time the major roads of the future town were established. The new German settlers established and built the town around a strong industrial base. Berlin became the new name of the town.

By 1852 Berlin had grown to sufficient size and was incorporated as a village within Waterloo County. The first courthouse was built that same year.

3.1.3 INDUSTRIALIZATION

The economy of the village continued to prosper with the arrival of the Grand Trunk Railway in 1856, with virtually uninterrupted expansion and industrialization that still continues today. Berlin was established as an important agricultural trading centre with a direct link to Toronto. While Berlin lacked a natural source of water it utilized steam power to promote the manufacturing of furniture, rubber products, shoes and processed meat. The Germans created and maintained a high standard of community pride and spirit which had a significant impact on the way they produced, their manufactured goods were of the highest quality, "BERLIN BUILT". This created a strong demand for their products which in turn created a strong demand for housing.

Unlike other Ontario towns, Berlin's urban morphology had no major landscape features to control or dictate growth. Business and industry developed along the Great Road (King Street) and the road to the Schneider Farm (Queen Street). King Street was located in a valley surrounded by three sand hills while the lands to the south were open but swampy and unsuitable for building.

While other towns were struggling to assemble funding for the railway, it came to Berlin without cost due to its status as a county town. Much of the land was purchased for speculation in anticipation of the railroad, in most towns this did not take place here. However, the initial subdivision of lands along the railway was undertaken in anticipation of a market for housing which never materialized. The lands ultimately were used for industrial plants, following the alignment of the railroad, many of which exist today across the northern edge of the downtown core. The major change affecting King Street came when it was levelled out when the soil from the hills was used to fill the swamp at King and Foundry (Ontario). This caused some buildings to have their basements exposed while others had access from their second floor.

The town was incorporated in 1870 and divided into four wards with King and Queen Streets as the initial boundaries. There was little social distinction between the wards. Berlin had industry located throughout the town, unlike most towns where it was located mainly in the east end. Commercial development continued along King Street with the residential areas close to the factories. More identifiable neighbourhoods began to appear at the turn of the century in areas around the present day Victoria Park and MacKenzie King Square.

3.1.4 CONSOLIDATION

Berlin prospered which gave way to increased construction of larger and grander development, such as the Walper Hotel at the intersection of King and Queen which remains today after a major facelift returning it to its former glory. The successive generations of Town Halls at King and Frederick Streets in 1869, 1924 and the current 1974 structure marked its continued pride and growth. The 1924 City Hall had significant advances over its predecessors in that it separated the market from the City Hall as well as created an urban space in front of the building. This space was modestly landscaped and became the site of the local cenotaph and most importantly played an active role in the life of the community.

The town purchased some twenty-five acres of land from Joseph Schneider in 1872 and called it Woodside Park. Its name was later changed to Victoria Park and currently serves the city as the central park.

With its strong industrial base and dependence on steam power, Berlin sought to become linked with the new hydro generating station in Niagara Falls. Through a strong lobbying effort it succeeded in being the first community to receive hydro power via long distance transmission lines.

During this time the city began to experience the first signs of "city" problems; traffic congestion, overcrowding of factories and homes along with a general shortage of housing. The Board of Trade hired Charles Levitt of New York to produce a comprehensive plan including Waterloo in 1914, however it was considered too grandiose and subsequently abandoned at the time of the First World War. It was nevertheless prophetic in its anticipation of urban growth. Due to the war and numerous political confrontations the city changed its name to Kitchener in 1916.

After the war the city once again began to experience the effects of growth. Following the province's lead, which established the first Planning and Development Act, Kitchener established the first Planning Commissions. Planner Thomas Adams was hired to prepare the city's second master plan which included Waterloo, in 1920. The plan projected and emphasized orderly development that would produce beauty through planning and zoning without seeking beauty as an end. Horace Seymor completed Adams' plan which was approved by the City Council in 1925, at about the same time the City Hall was constructed. Unfortunately only some aspects of the plan were implemented due to slower than expected growth resulting from the depression. Like the 1914 Plan the City was structured on the periphery with clearer distinctions made between industrial and residential districts.

3.1.5 POST WAR DEVELOPMENT

The Kitchener economy slowed dramatically during World War I and the depression, however it surged during the Second World War with its strong manufacturing base. This was easily converted to peace time production following the war. King Street remained the main commercial artery, with newer buildings slowly replacing earlier structures, while maintaining the same urban form. The primary location for industry was still along the rail lines. Throughout the 40's and 50's rapid industrialization created insufficient housing which in turn led to random, congested and unplanned development. During the 50's, Kitchener annexed about 8,000 acres to support their continued growth. This called for a firm plan of action. A joint Kitchener-Waterloo and Suburban Planning Board was formed which adopted a plan for roads including a "ring road". The "ring road" was not implemented at the time, however, it was in approximately the same location as the current Conestoga Expressway. Prosperity and growth continued, however, the planning process lagged far behind, not for lack of planning but for lack of implementation.

Transportation coupled with the growing need to have everything new, created the strong need to be linked to other urban centres. Highway 401 was the major transportation link from Windsor to Montreal through Toronto and created further commercial growth along King Street (Highway 8) eastward. The automobile became an important possession and began to shape urban development in the form of new residential neighbourhoods, and regional shopping centres both of which began to take business away from the once economically vibrant downtown core. The difficulties of the downtown prompted the formation of the Kitchener Urban Renewal Committee on 1963, who released a plan in (1965 only partially implemented). The plan called for a pedestrian mall to be linked with Victoria Park, creating a ring road around the core for the development of offices, hotels and parking facilities, created a new civic centre, high density residential redevelopment around the core and retaining industrial and commercial uses along major arterial roads.

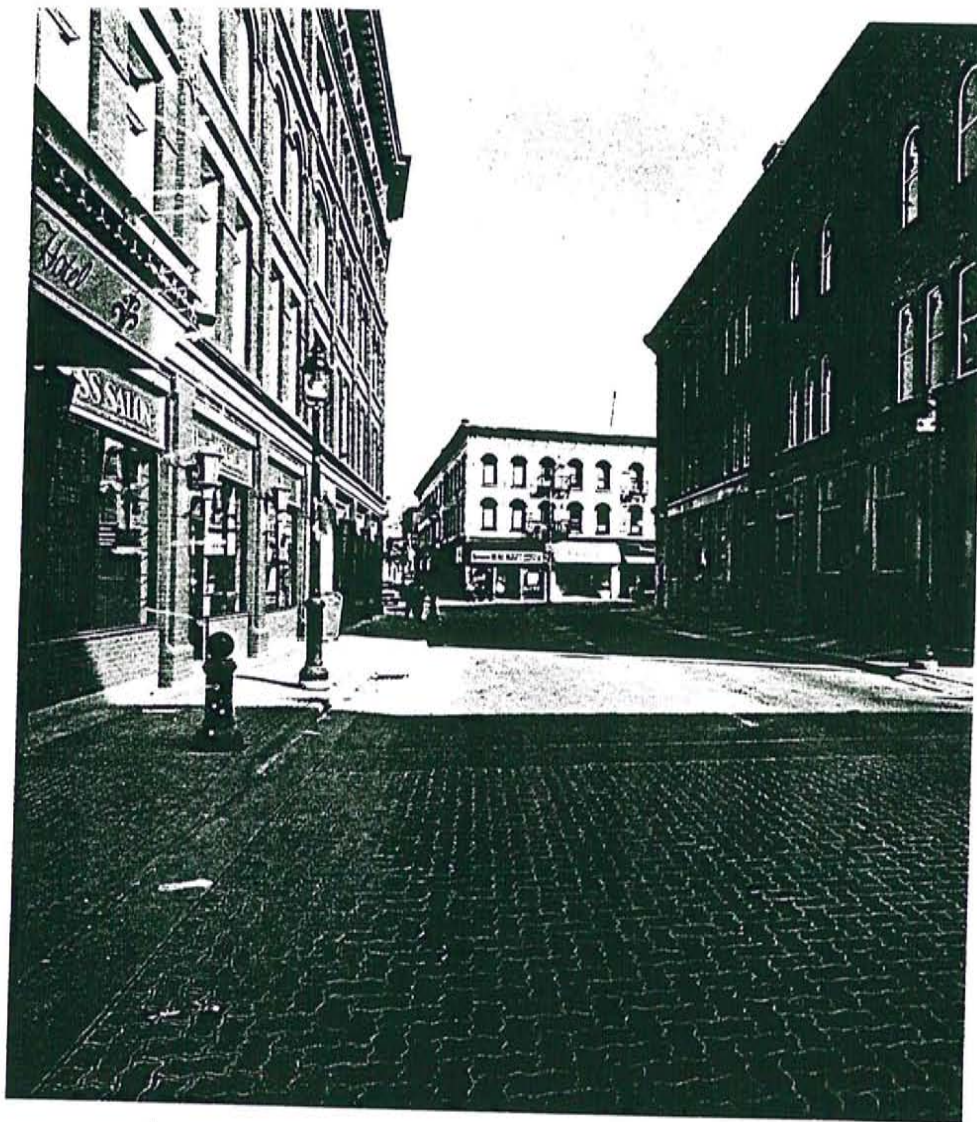
During the twenty years that following there have been a number of aspects of the plan that have been completed; one-way ring roads are nearly complete, the civic centre now includes a theatre and art gallery, a provincial courthouse, library, police headquarters and federal building. There are also some new highrise residential developments at Benton and Church as well as at the north end of Queen Street; some street improvements have been implemented on King Street.

There continued to be tensions between suburban development and downtown revitalization and in order for the downtown to compete with the suburban malls they needed a stronger retail component preferably at either end of the section of King Street. In 1971, as a result of a Citywide referendum, City Council decided, through what was supposed to be a closed (to the media) vote, to sell the site of the 1925 City Hall and Farmers Market, while a new office building would house the City Hall. This led to the further deterioration of the core. The image of the city was at an all time low, even though it was still considered to be the major shopping destination for the region. The city had begun to address the public space with King Street facade improvements in collaboration with the local business community. Some new infill commercial developments have been completed such as the King Centre, Prudential Insurance, Canada Life and Walper Hotel restoration, with several more in the planning stages. This is only the start on a long road to recovery.

New programs have been created to promote the construction of new housing in the downtown. This is to support the existing housing as there is no existing pattern for mixed-use commercial/residential development. This would add neighbourhood character, services and retailing, thus extending the use and hours of the core and further integrate various aspects of social activities.

With the continued growth of the suburban periphery of the City, the vitality of the downtown and its attractiveness as a place of residence, requires on-going improvement and development. A new transit facility was recently completed on Charles Street, serving both the local and long distance travellers. The new City Hall represents the first major development to be proposed to promote greater use of the downtown.

The new City Hall is intended to further the movement towards a fully integrated and revitalized downtown, one that gives a new vision and sense of pride.



Queen Street looking towards King Street.



King Street looking east towards Frederick Street and the Square development.

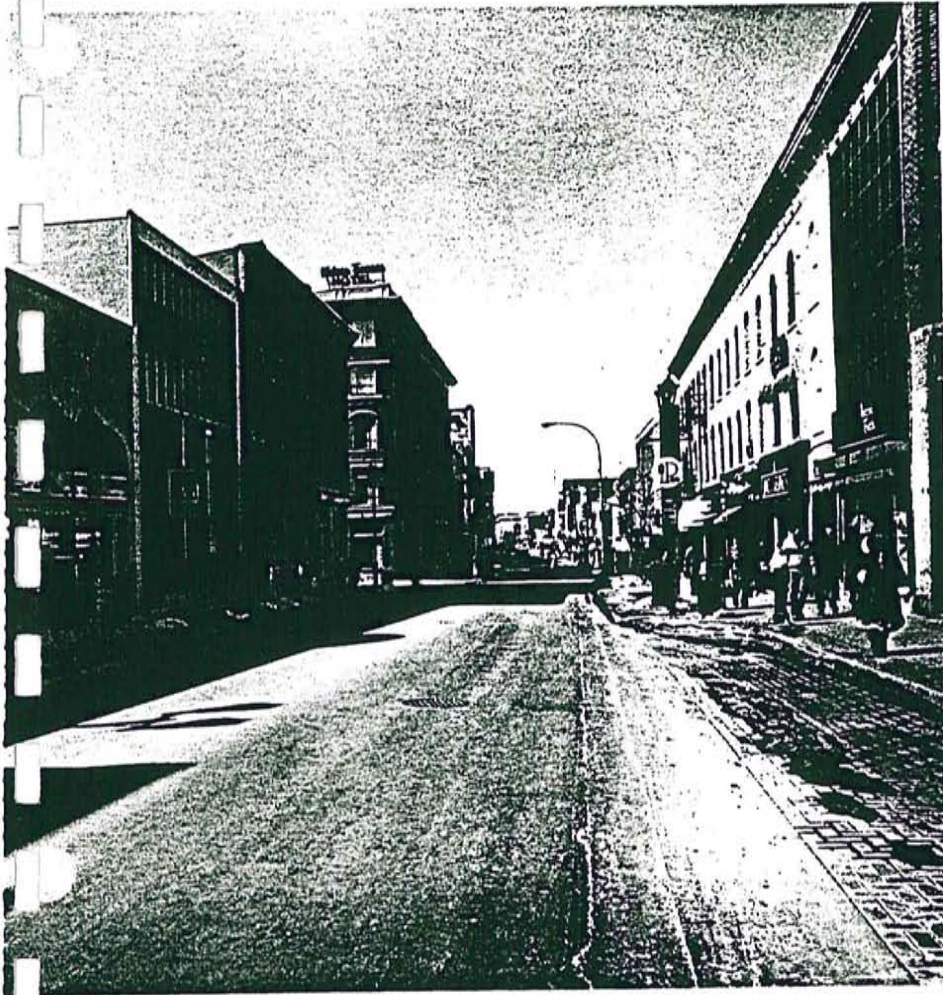
A typical section of King Street west of Queen Street.



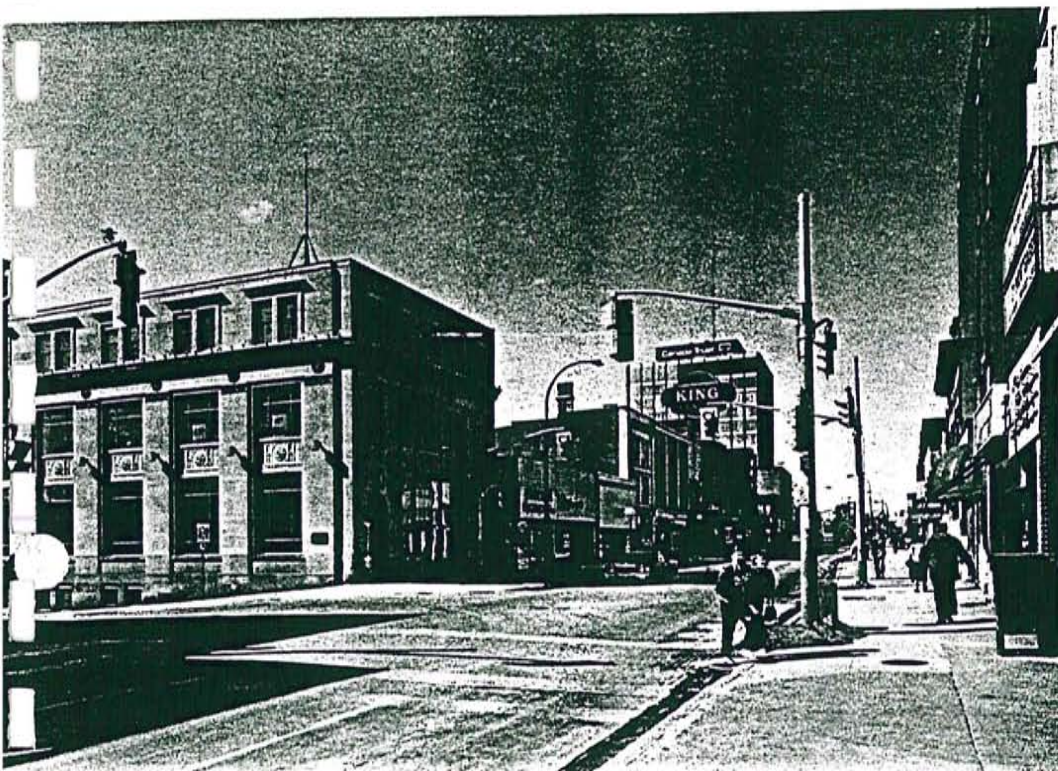
The Bank of Nova Scotia is one of several fine bank buildings along King Street.



King Street looking west from
Frederick Street.



King Street looking west at Gaukel
Street. The Public Utilities Commis-
sion Building is at the corner, with
the King Centre and Canada Trust
tower beyond.



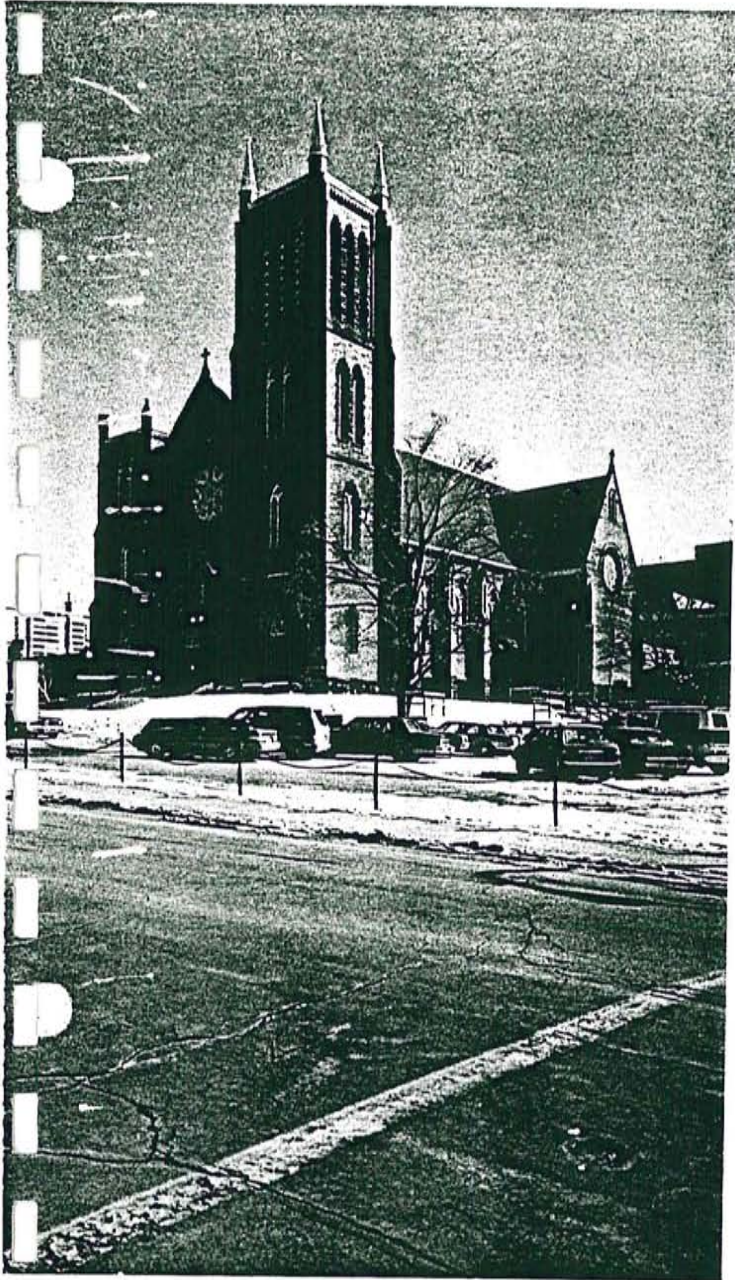


King Street looking east at College Street.

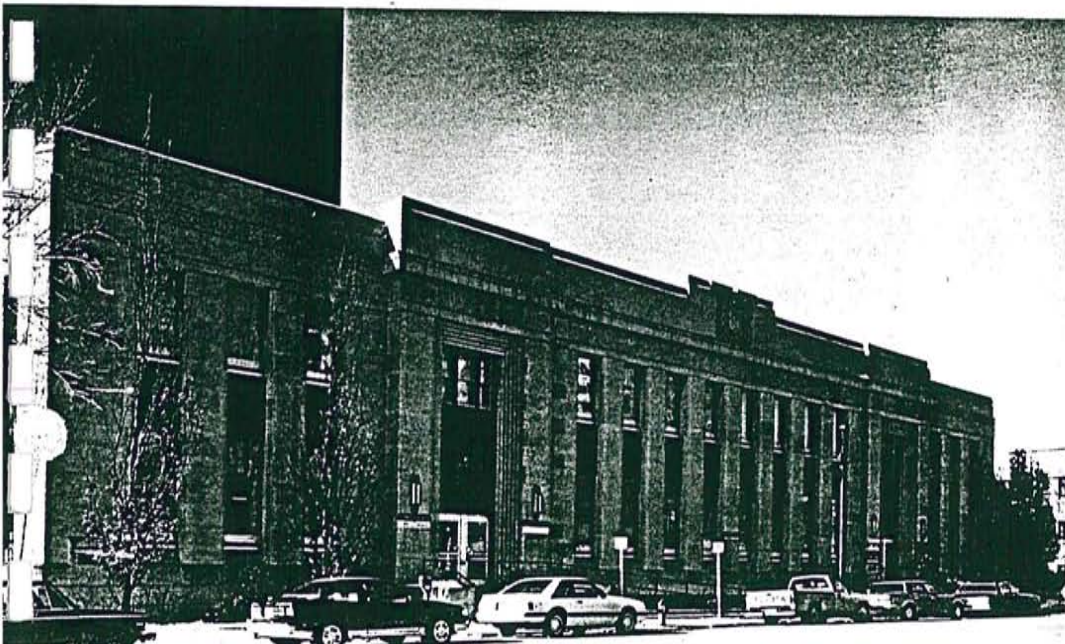


Looking north on Gaukel towards King Street

St. Mary's Church at Young Street
and Duke Street.



The Federal Building, which in-
cludes the Post Office, on Duke
Street just west of Frederick Street.





The Court House on Weber Street.



Centre in the Square, a performing arts centre and art gallery from the late 1970's.

Kitchener Memorial Auditorium



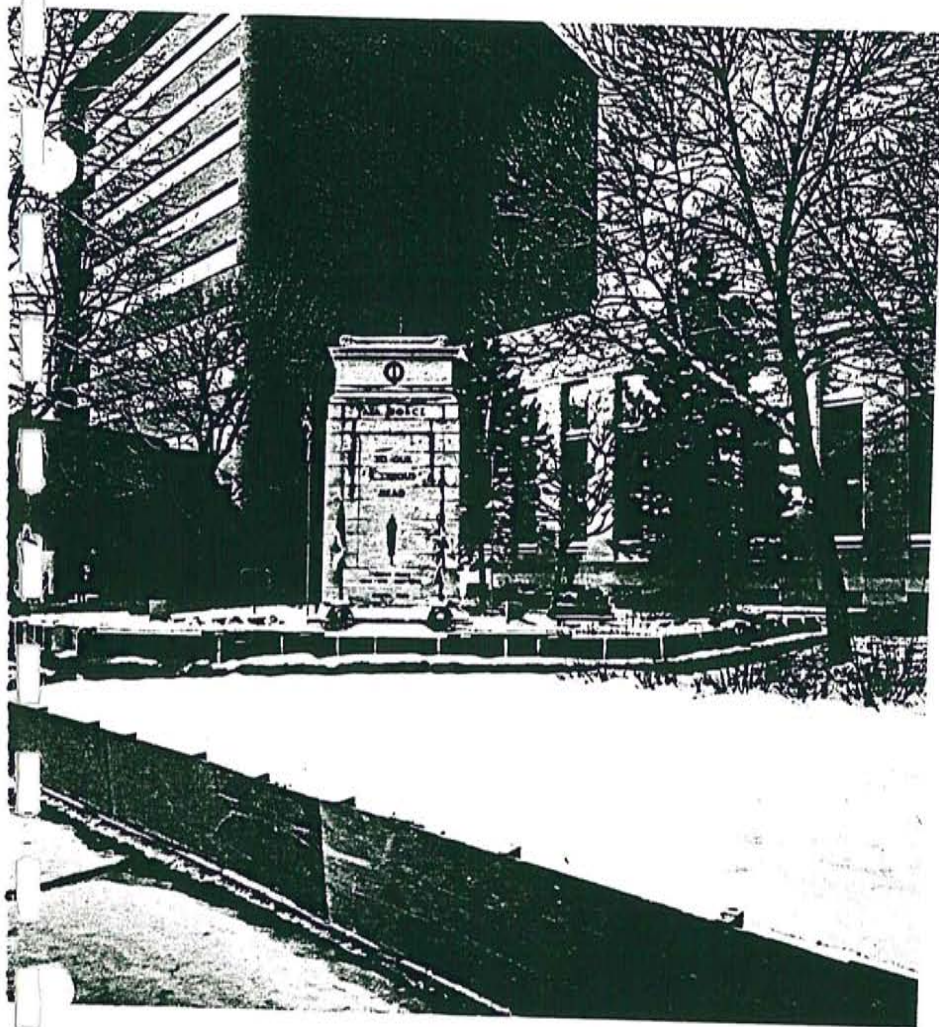
Victoria Public School



The Prudential Assurance building
on Weber Street at Frederick
Street, built in the early 1980's.



Kaufman Rubber Company at King
and Francis Streets

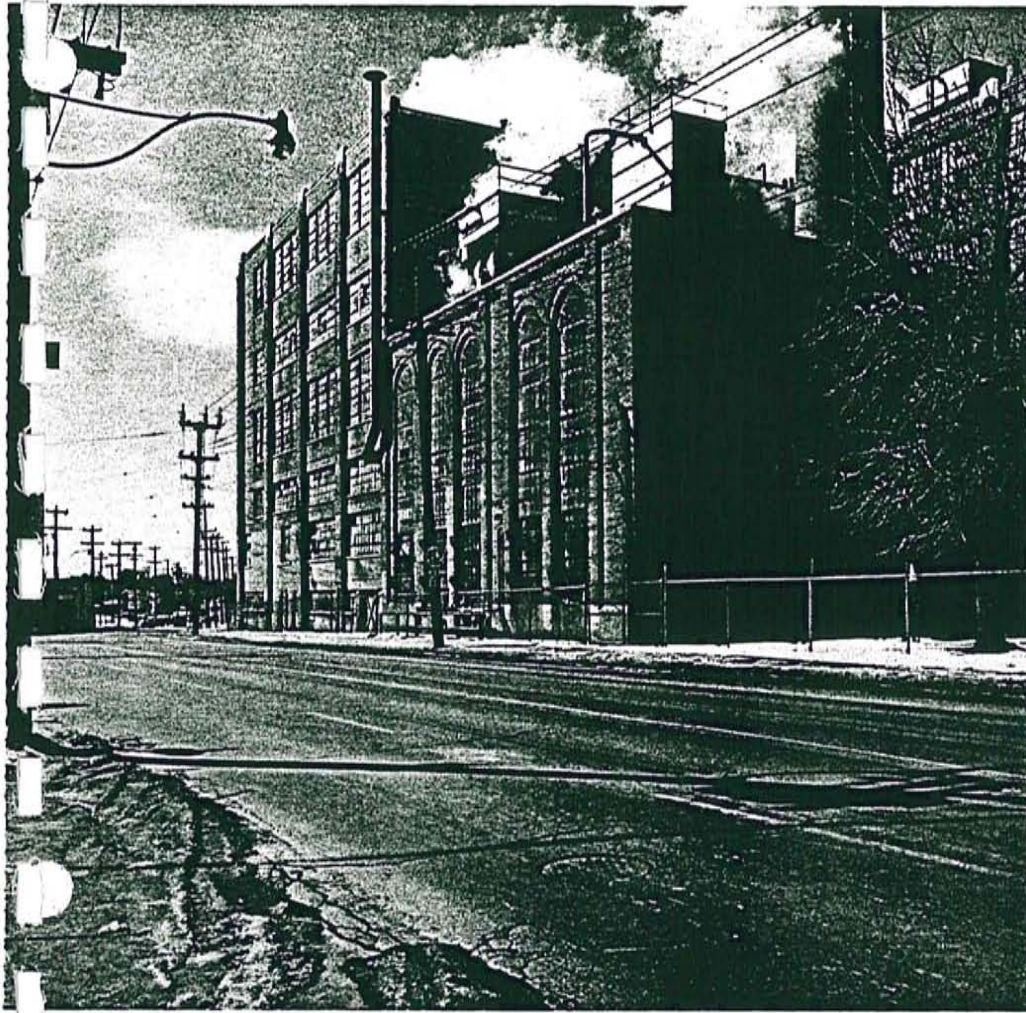


The Cenotaph, now located the corner of Frederick and Duke Streets, with the City Hall and Federal Building behind.

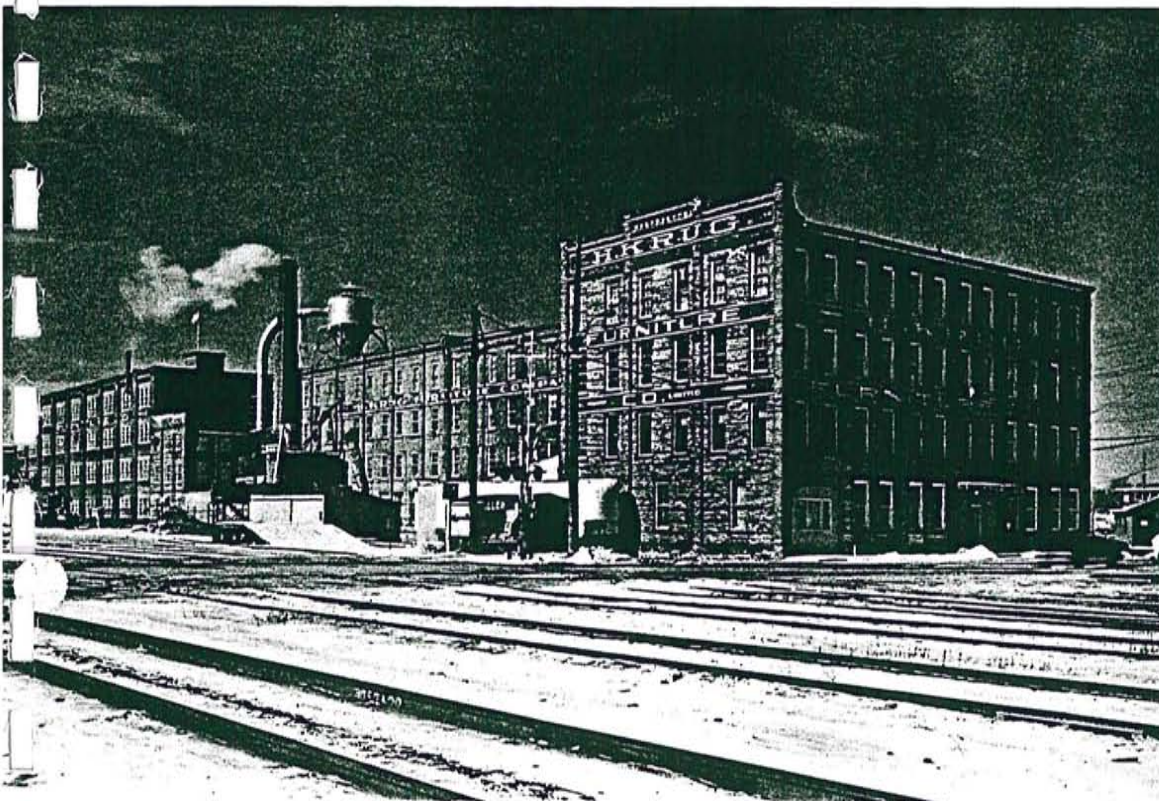


The lake and pavilion of Victoria Park

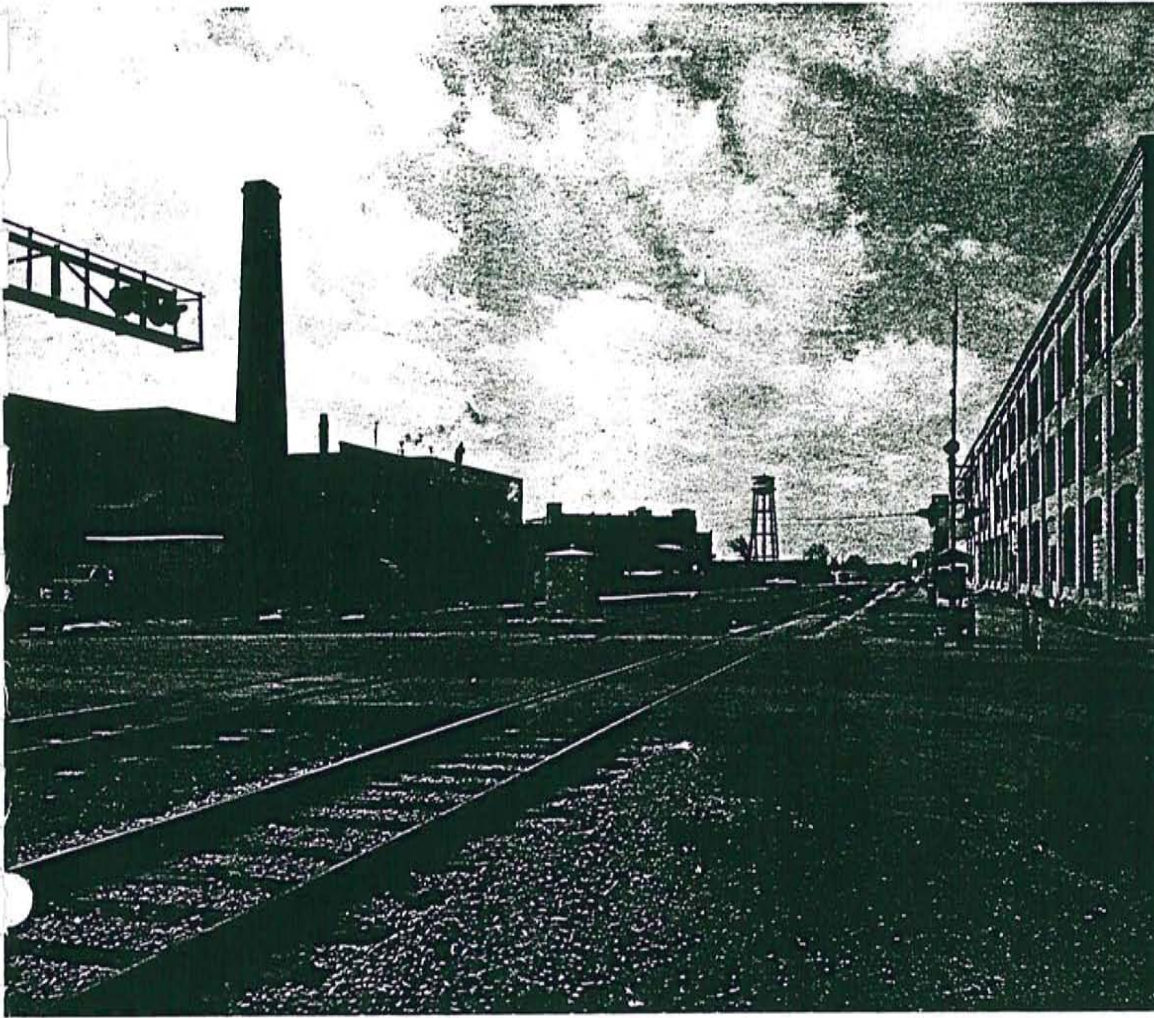
Epton Factory at King and Victoria
Streets



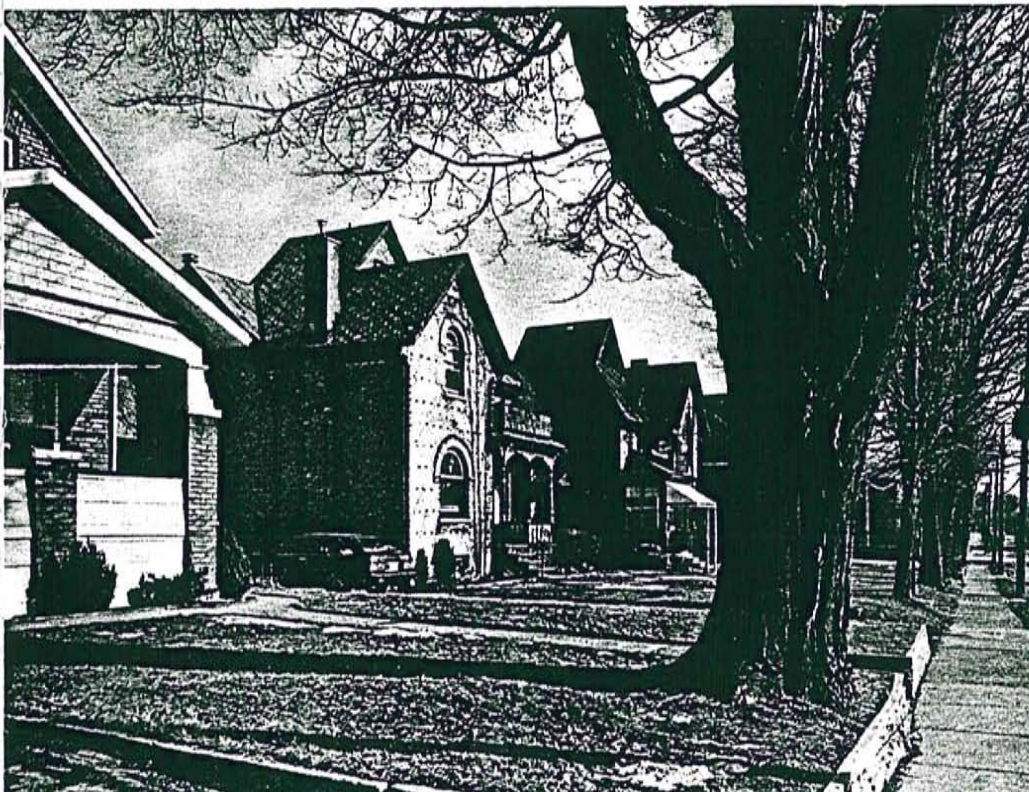
Krug Furniture Co. with the
tracks



The railway landscape



Wellington Street is a typical residential street.





Downtown Kitchener from the east
looking along King Street



Downtown Kitchener from the west

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

HISTORY OF
CIVIC ARCHITECTURE /
CITY GOVERNMENT

3.2

3.2 HISTORY OF ARCHITECTURE - CITY GOVERNMENT

3.2.1 INTRODUCTION

The History of Civic Architecture can be traced to the beginning of civilization. The form and building type have changed through time as have the political and social conditions.

Monumental buildings, primarily temple constructed around 3000 B.C. were the first known civic buildings, built for Emperors and Kings. This type of architecture was prevalent throughout the world although some civilizations advanced more quickly than others. It is curious to note that the principals of design seemed to be universal.

The Greeks and the Romans were the most respected Artisans, craftsmen, master builders and Architects of all time. Their theories of proportion have adapted as a tradition for the past 2500 years and were fundamental to all western architecture. The primary public buildings were the public square, market place, and basilicas. The Classical Orders of Architecture were developed during this time.

The monumental civic architecture of the Middle Ages consisted almost entirely of Ecclesiastic buildings and fortified castles housing the law of the land. The churches became the gathering place for the community as well symbolized power, as determined by the height of the spire.

Monarchy rule continued throughout the Renaissance period and into the Revival period. Castles and palaces were the norm with strong references to the Classical age.

The shift to modern architecture followed the shift away from the Monarchy. Democratic Parliamentary systems became more common pointing the way to a freer society thus requiring a new freedom for design of public buildings. The expansion of the western world brought about significant changes in the development of the political, social and economic climate.

3.2.2 GREECE - 3000 B.C - 30 B.C.

.1 POLITICAL:

Forms of Government:

1. Oligarchic - rule by a few - dominant class- upper class.
2. Tyrannic - dictator - tyrannical - oppressive rule.
3. Democratic - public participatory.

- Administration of justice and public ceremonies held in open air - AGORA.
- Strong naval power, protected and expanded territory.
- City, State evolved as autonomous independent unit.
- Democracy declined 400 BC. Government overthrown - SPARTACUS.
Victory shortlived, democracy reinstated - ALEXANDRA THE GREAT.
- Romans show tremendous increase in strength between 30 and 70 BC. Greek Empire starts decline - Roman Sate by 30 BC.
- "An Acropolis is good for Oligarchy and Monarchy, level ground for Democracy." Aristotle quote regarding symbolic sense of Order.¹

.2 SOCIAL/ECONOMIC/CULTURAL:

- Worshippers of natural phenomena - highly developed.
- Loved conversation, possible explanation of importance placed on Porticos and Colonnades.
- Formative years based on crafts, pottery, communication and trade.
- Women played important role in social life and participated in most activities.
- Pythagonos and Socrates great thinkers of the time, increasing knowledge in physics, mathematics, astronomy, music.

.3 CIVIC ARCHITECTURE:

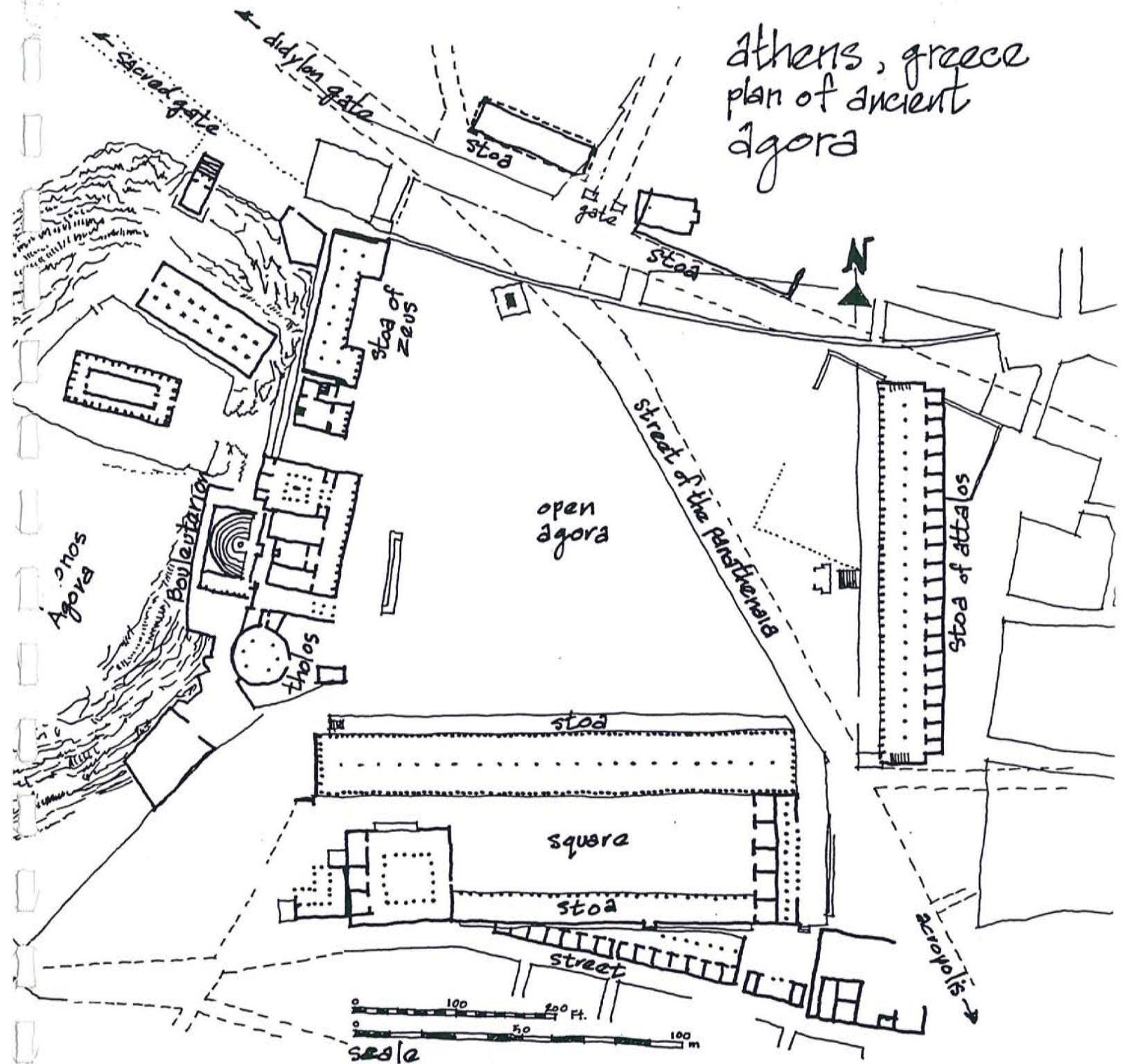
AGORA; Focus of political, social, business and economic life enclosed by the following buildings:

- PRYTANEION - Civic Hall, housed elected representatives.
- BOULEUTERION - Council House. covered place of assembly.
- STOA - colonnaded multi-functional building.
- ASSEMBLY HALLS - meeting places for the citizens of the city.

.4 CITY FORM -POLIS -CITY STATE COMMUNITY:

- Walled Cities - within which upper walled city "Tamonos" houses protected sacred buildings.
- Lower City - the public city - never grew large.
 - grid-iron street pattern
- Walled city irregular in shape following physical environment within which were the Acropolis and lower city.
- Open Form - encompassed by all civic buildings
 - ODEION - theatre where musicians competed for prizes.
 - HIPPODROME - forum for chariot races.
 - PALASTRA - wrestling school & gymnasium.
 - NAVAL BUILDING - military arsenal.
- Buildings laid out on symmetrical lines. Orderly schemes linked by colonnaded porticos or "STOA".
- Town Planning become normal for new development from 5th century B.C.

athens, greece plan of ancient agora



- open square
- extroverted
- welcoming
- buildings symmetrically planned
- free form plan to follow existing contours
- free society - democratic

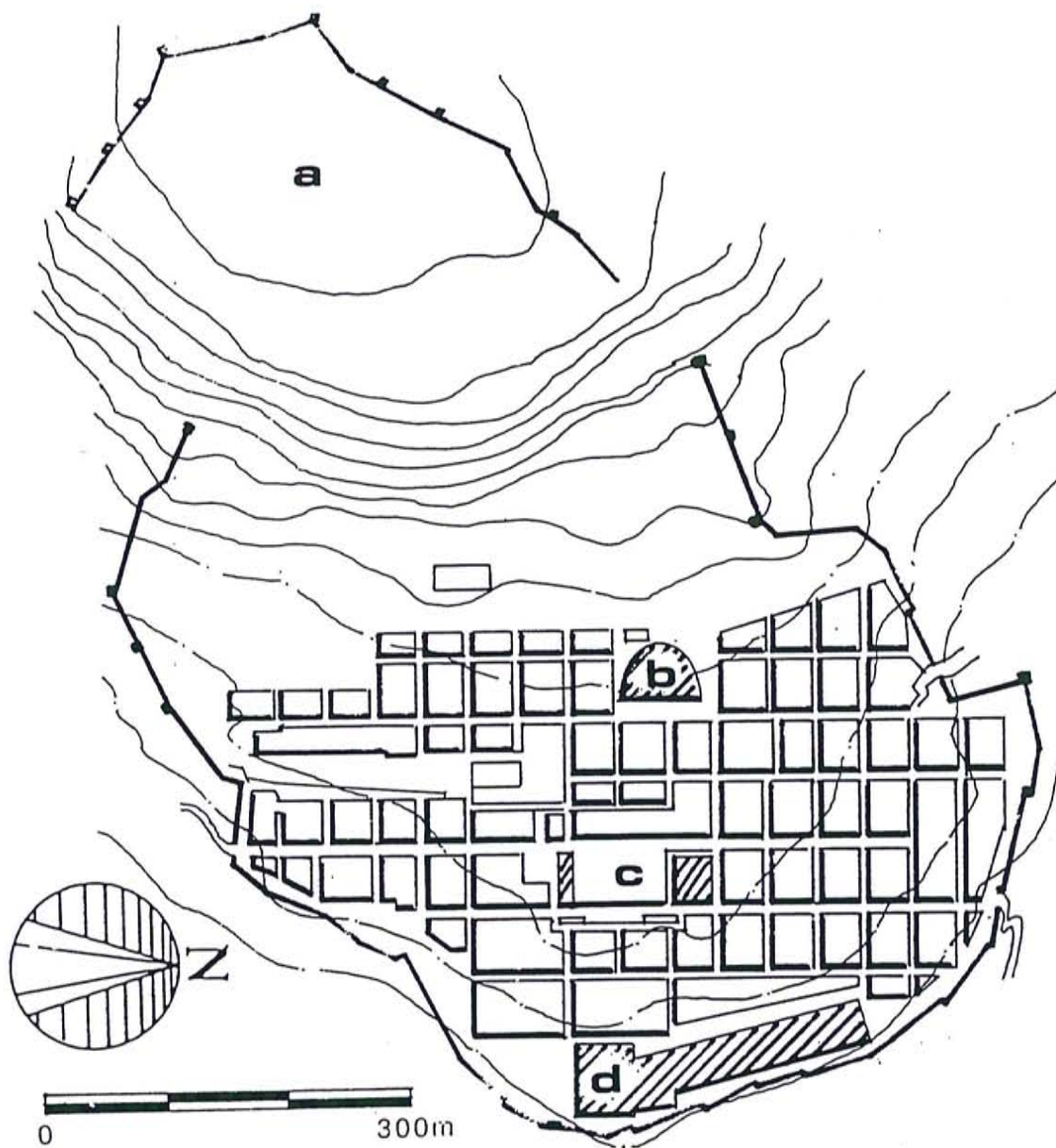


FIGURE 1.3 Priene, Greek City of the 4th Century B.C.

The gridiron pattern of Hippodamus is followed in this city of nearly 10,000. It provides for all dwelling blocks to be oriented to the southerly sun and main functional buildings and spaces to be within easy access. Key: (a) Acropolis, (b) theatre, (c) Agora or marketplace, (d) stadium.

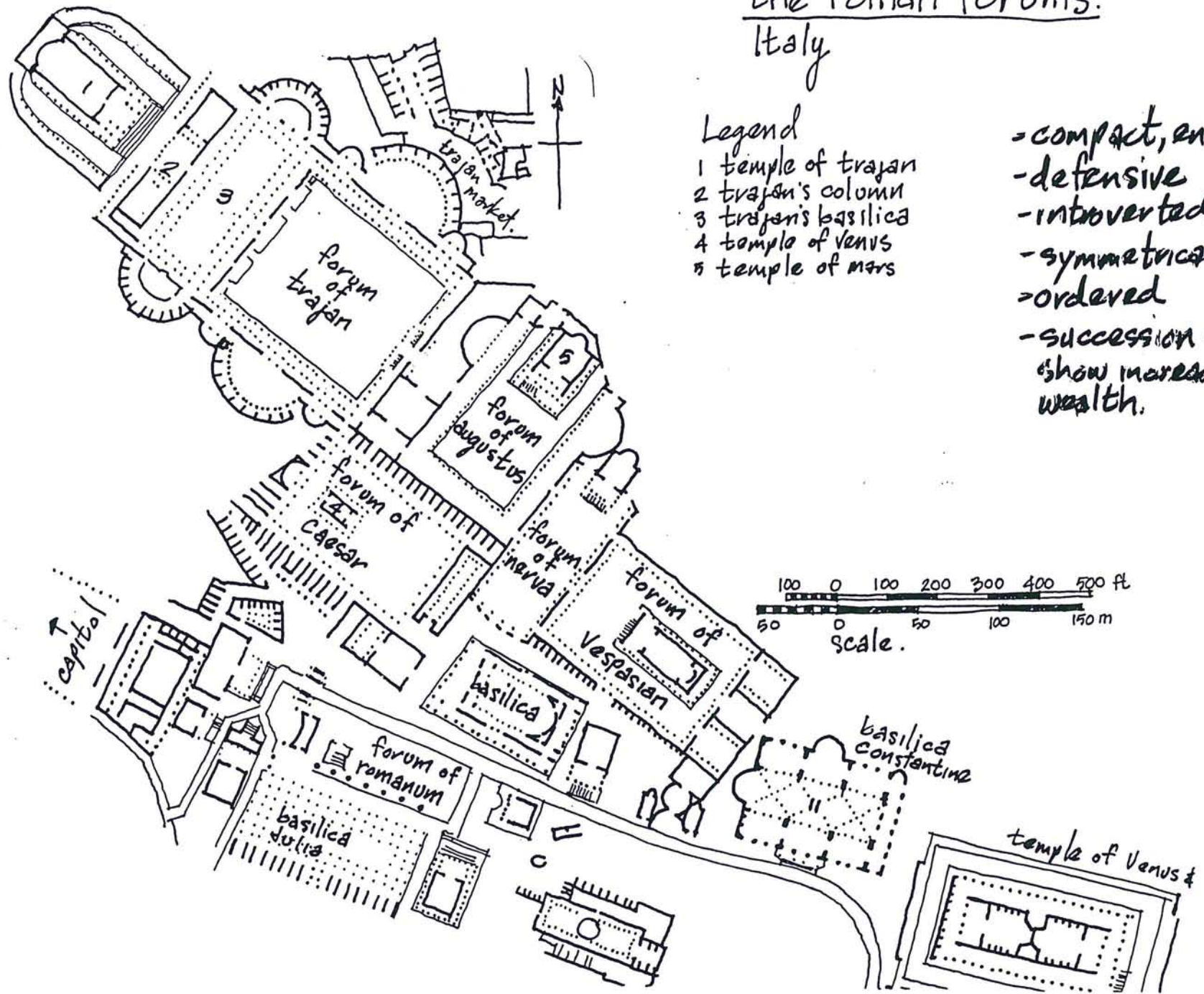
.3 CIVIC ARCHITECTURE:

- FORUM = AGORA
- Civic Centres composed of three primary controlling elements:
 - Forum - centre of public life and national commerce.
 - market place, meeting place, political demonstrations.
 - very compact and closed - security from invasion.
 - Basilicas - halls of justice and commercial exchange.
 - Temples - for religion.
- The remainder are vital to the city formation
- Thermae - palatial public baths.
- Circus - for races.
- Amphitheatre - for gladiator contests.
- Insulae or Housing Block - surrounded or backed onto Thermae.
- Town Arch - gateway to city.
- Curia - political meeting place for council
- Utilitarian Architecture - self serving.

.4 CITY FORM:

- Town surrounded by stone walls similar to Greeks.
- Forum - developed in 50-120 A.D. including political, civic and residential buildings.
- Succession of Forums constructed adjacent to previous but on a grandeur scale to demonstrate the strength of the Emperor.
- Water systems and sewage disposal systems developed to facilitate new city forms and populations. Large Aqueducts constructed to transport water over long distances.

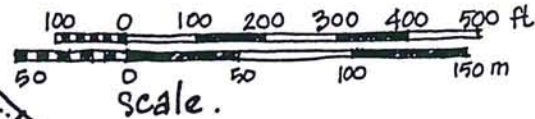
the roman forums. Italy



Legend

- 1 temple of trajan
- 2 trajan's column
- 3 trajan's basilica
- 4 temple of venus
- 5 temple of mars

- compact, enclosed
- defensive
- introverted
- symmetrical
- ordered
- succession of forums show increased power and wealth.



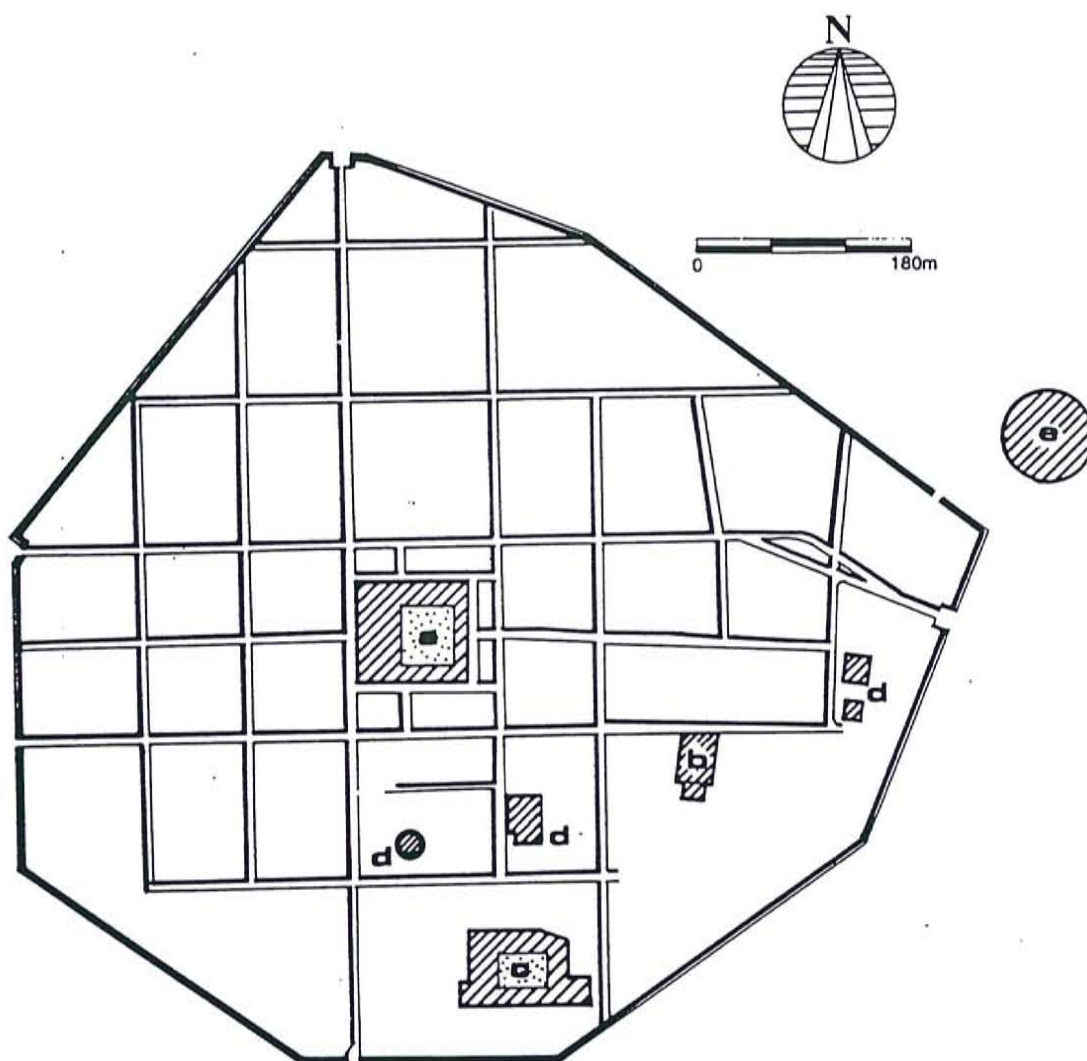


FIGURE 1.4 Silchester, Ancient Roman Garrison in England.
 Roman garrison towns were usually dissected by two main streets, one running north-south and the other east-west; the forum with its shops, temples, and public buildings was near their intersection. The population probably did not exceed 5,000. *Key:* (a) forum, (b) baths, (c) inn, (d) temple, (e) amphitheatre.

- Small residential farm based communities developed around forums.
- Large cities were planned symmetrically on formal lines with public building set-up on cardinal points.
- Town Arch or gateway provided access to city.
- "Shopping centres" similar to modern day malls were constructed within the city, eg Trajan Market.
- Densities within the cities were in the range of 50,000 persons per square kilometre in Rome and Pompeii as compared to 8,000 persons per square kilometre in downtown Toronto and half that in the suburbs.

3.2.4 EARLY MIDDLE AGES - ROMANESQUE - 800 - 1250 A.D.

.1 POLITICAL:

- The ancient Roman Empire was overthrown by Feudal Lords.
- Feudalism fully developed by 1066 A.D. Strong kings, princes and bishops provided security over large regions.
- Empire subdivided into smaller Kingdoms which formed the beginning of countries we know today.
- Papacy had great power and influence and largely controlled Civic Government, with Oligarchies established in various regions.

.2 SOCIAL/ECONOMIC/CULTURAL:

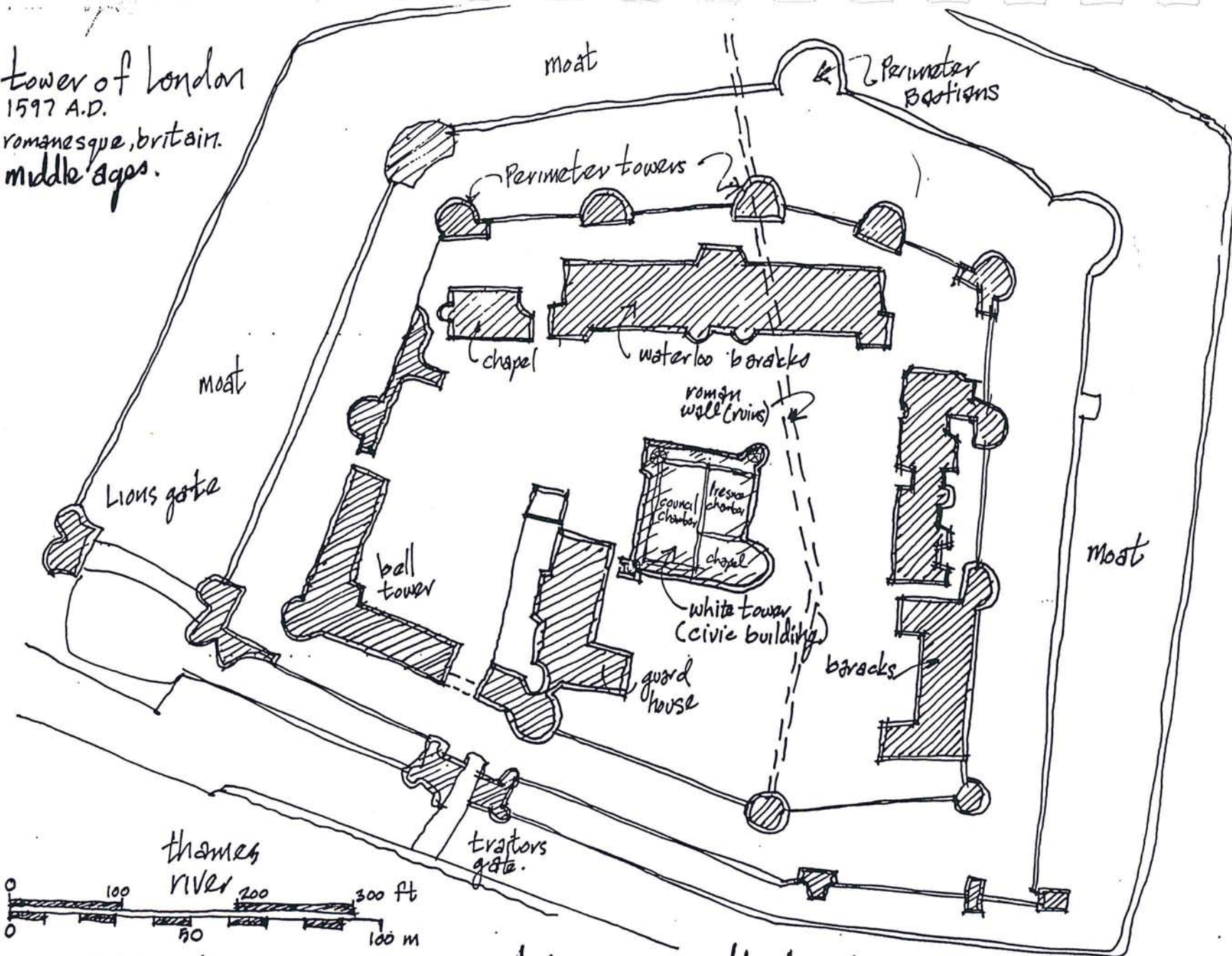
- Civilization not based exclusively on ancient past.
- Complex society striving towards new horizons.
- Major shift with change in costume eg. Toga replaced by tunic as costume for official ceremonies (originated in Asia). Allowed for more freedom of movement in new looser clothing.
- School of pagan philosophy started with pursuit of "The One".

- Critical question of the time dealt with religious experience.
- Christianity succeeded over pagan religion.
- Religious gatherings moved from outside to inside thus the development of churches, cathedrals and the like.
- Transportation by road and sea expanded to greater distance and new territories.
- Christianity was chief source of education and culture.
- Self confidence in individuals grew out of increased access to learning, person came to be appreciated by 12th & 13th century and lead to gothic age.

.3 CIVIC ARCHITECTURE:

- Not a prominent period for civic architecture.
- Basilica and monasteries introduced as learning centres.
- Castles housed the seat of government and were the stronghold for defence and security.
- Castles were spotted in strategic locations around the country.
- Mottes and bastion walls protected the castle.
- Majority of population were peasants living outside the Kings Castles.

tower of London
1597 A.D.
romanesque, britain.
middle ages.



- walled city government (monarchy)
- defensive, stronghold, fortified
- introverted.

- castle keep



FIGURE 1.5 Carcassonne, France, in the 13th Century.

Typical of an "organic growth" town of the Middle Ages: the few main streets connect the gates, castle (a), church (c), and market (b) as needed, and the overall pattern is irregular.

.4 CITY FORM:

- The urban planning models established by the Greeks and Romans were not followed. Towns were situated throughout the Kingdom with local sheriffs maintaining law and order in accordance to the Kings Law.
- Two types of towns emerged during the Middle Ages:
 - Bastides or bastions, fortified towns with rectangular street patterns within circular walls.
 - Planted Towns were new towns developed to promote trade and protect territory.
- Monastic towns 400 A.D.- irregular in plan very compact with buildings built next to each other.
- Church/ cathedral became predominate building in town.
- Erection of a church usually resulted in the establishment of a town, controlled by the papacy.

3.2.5 GOTHIC PERIOD: 1150 -1500 AD

.1 POLITICAL

- Major event 100 year war from 1337-1453.
- Crusades influential in development of fortifications.
- Yeomen class and Free Labour led to social unrest culminating in Peasants revolt.
- Oligarchies dominated local government.
- Kings appointed his council from Nouveau Riches.

.2 SOCIAL/ECONOMIC/CULTURAL:

- By the 12th & 13th century self confidence in the individual grew and personality came to be appreciated.
- Stone vaulting, timber roof framing and painted glass were major achievements of the new age.
- Textile trade prospered.
- Guilds controlled craftsmanship.
- Middle Class prospered with new industrialism.
- Townsmen controlled their own schools, churches, and charities
- Literacy amongst laymen increased rapidly.
- Gothic Art blossomed.
- Natural light, building height and space, important elements in the building experience i.e. spirit of the interior, intellect of the exterior.
- Everything was a symbol - meanings behind the outward appearance.
- Creative energy high - incredible tracery work and decorative adornment.
- Space in motion became important in understanding Art and Architecture.

.3 CIVIC ARCHITECTURE:

- Fortified castles within walled towns remained prominent as civic strongholds.
- Enclosed self contained, centre of power protected within.
- Fortified manors superseded castles as "Polite" society emerged in the 14th century.
- Manor Houses with inner court used for council and justice.
- First evidence of town halls and guild halls built by master masons, e.g. Cloth Hall at Ypres.
- Symmetrical planning re-emerged.
- Town Halls when constructed were in close proximity to Cathedrals and Marketplace demarcating the Urban civic square.

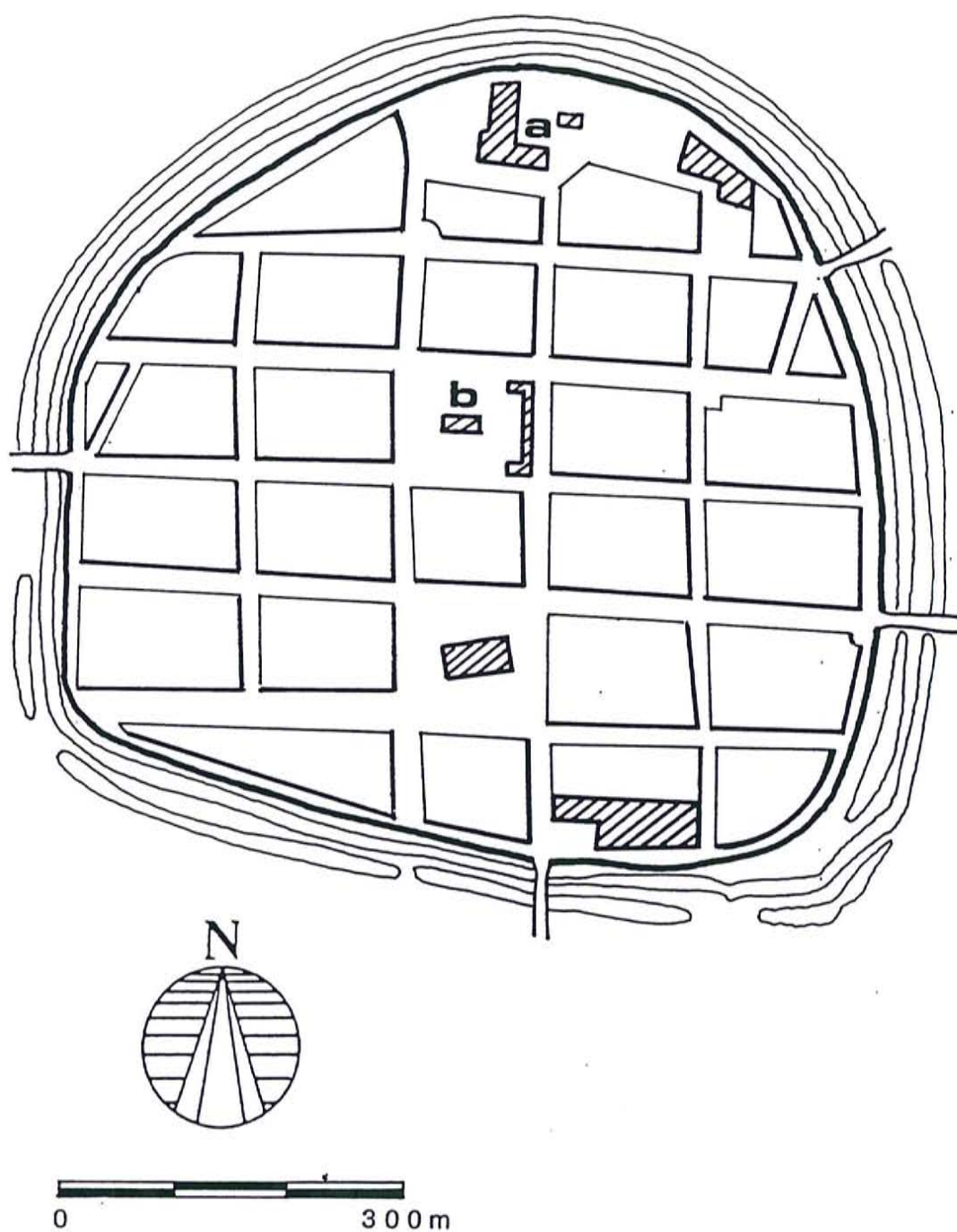


FIGURE 1.6 New Brandenburg, Fortified German Town, 1248.
Towns such as these were "planted" for territorial control in the late Middle Ages. They employed a fairly regular gridiron street pattern. Key: (a) church, (b) market square.

.4 CITY FORM:

- Walled towns based on Roman Ancestry, enlarged to strengthen fortification, in early stages of Gothic Period.
- New towns built for military and commercial reasons located on major roads on trade routes.
- Town Halls / Cloth Halls centre of new town development, and civic government. Town Hall initially subservient to Cloth Halls.
- Marketplace in centre town and supported livelihood of inhabitants (tailors, weavers, craftsmen).
- existing buildings took on a new use - divorce between form and function.
- Cities strived to be seen as a whole with perceivable order.

3.2.6 RENAISSANCE and MANNERISM 15TH - 19TH CENTURY.

.1 POLITICAL

- National states - new political structures and relationships emerged.
- Princes, cities and noble families extended their political and social prestige by lavish patronage and constructing buildings.
- Pope/religious orders maintained political control.
- Monarchy firmly entrenched as supreme government in England.

.2 SOCIAL / CULTURAL / ECONOMIC

- Return to the classical Greco-Roman world - seen as the source and model for civilization rediscovered.
- Civic and human liberation lead the way out of the dark and middle ages.
- Built on the achievements of antiquity.
- 1480 printing and distribution of published text, enhanced development of society.

- Invention of gunpowder - changed face of war.
 compass - led to discovery of America.
 movable type - increased circulation of ideas, humanist studies and protestant reformation.
- New intellectual movement - to truly understand ancient world as it existed.
- Renaissance Humanism - right to enjoy life.
 - thrown off ecclesiastical domination.
 - free national and domestic life along secular lines.

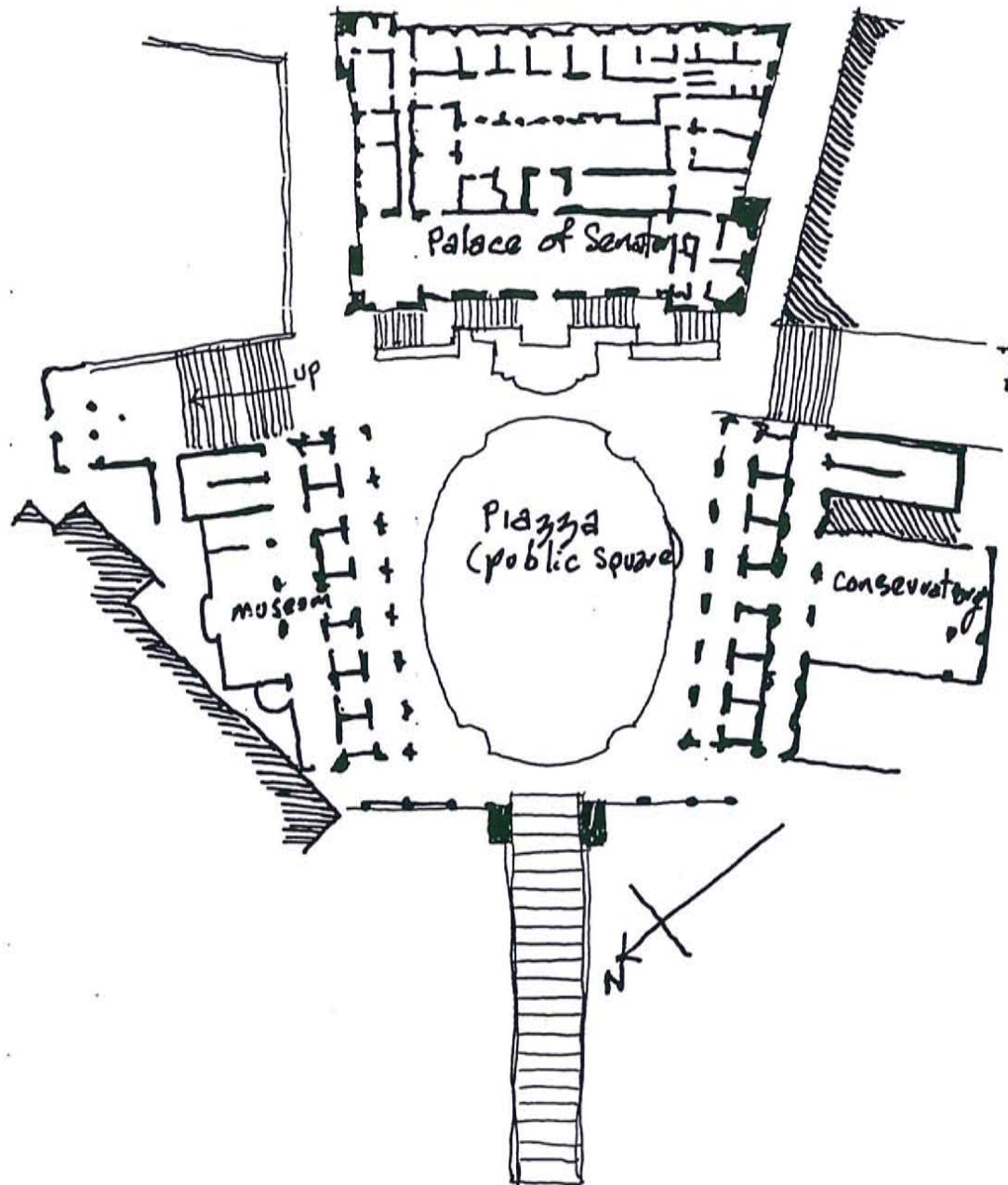
.3 CIVIC ARCHITECTURE:

- Ordered.
- Symmetrical in plan.
- Piazza = Agora = Forum.
- Palace facade on three sides.
- Town Halls - Guild Halls in England based on formal ancient principals.
- Public Square encircled by civic buildings such as Town Hall, a Library, Art Galleries, Cathedrals and the like.

.4 CITY FORM:

- Cities became an object of design, a means to express the aesthetic and functional aims of the time, which were the desire for order and discipline and desire to impress.
- Marketplaces continued as social gathering place for city and country dwellers.
- Opening up of the city to other cities throughout the free world.
- Ideal City- symmetrical town plan octagonal with radial streets, palace and cathedral facing the square in the centre.
- Romantic Movement - the garden and landscape become equal to the architecture.

- romantic, decorative
- ordered symmetry
- monumental - classical orders
- open public square - democratic.



plan of the Capitol Rome
(Italian Renaissance) mannerism

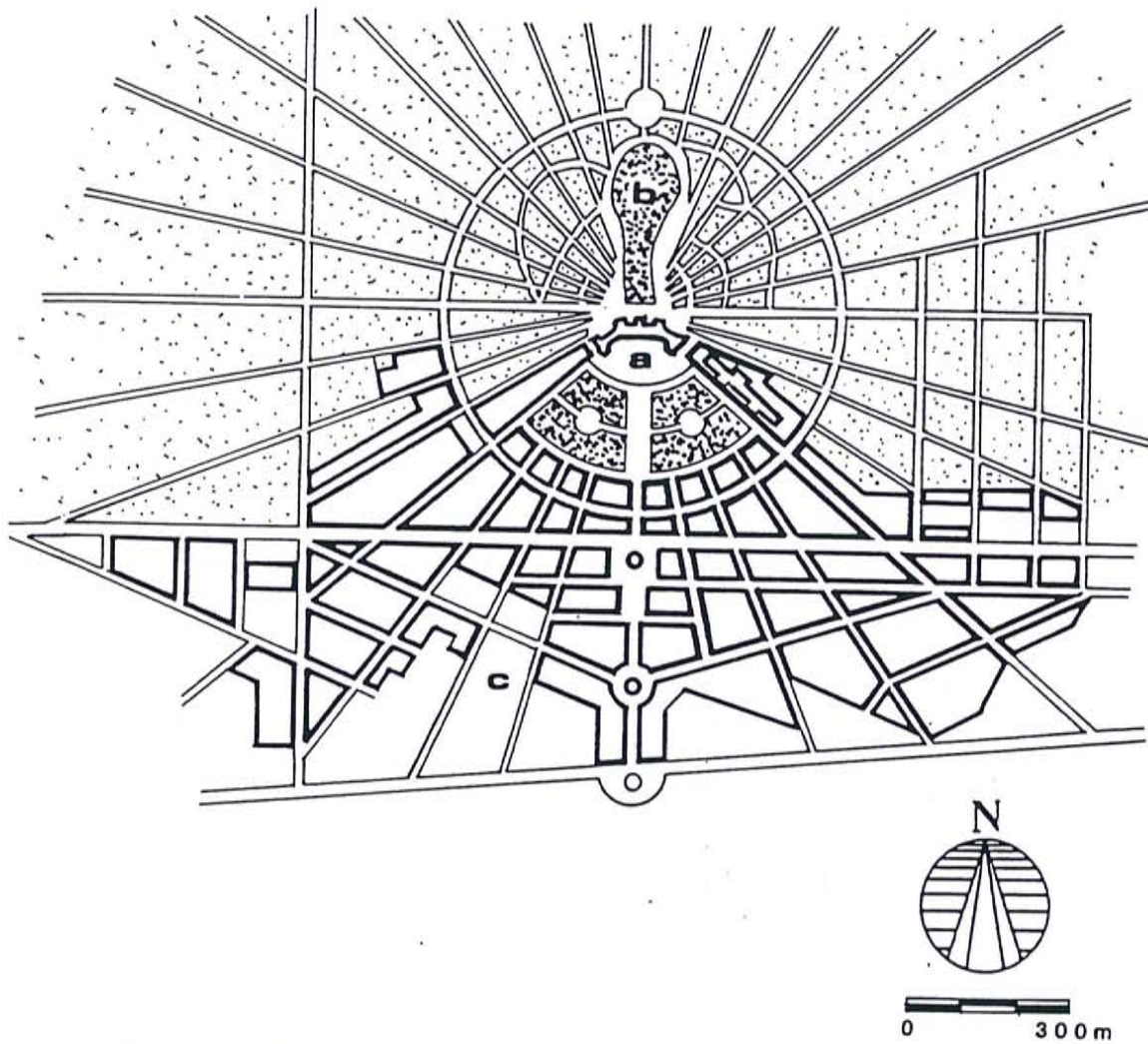


FIGURE 1.7 Karlsruhe, Germany in the 18th Century.

This is an example of the Renaissance city as an object of design, using straight and diagonal boulevards leading to focal points, in this case, the palace (a) and the royal gardens (b). The remainder of the town (c) had a modified gridiron street pattern.

3.2.7 BAROQUE 1600 - 1760 AD

.1 POLITICAL:

- Monarch still firmly entrenched as ruler of the Country.
- Baroque period was a movement that occurred in the latter stages of the Renaissance period and as such the political situation is as described in the previous section.

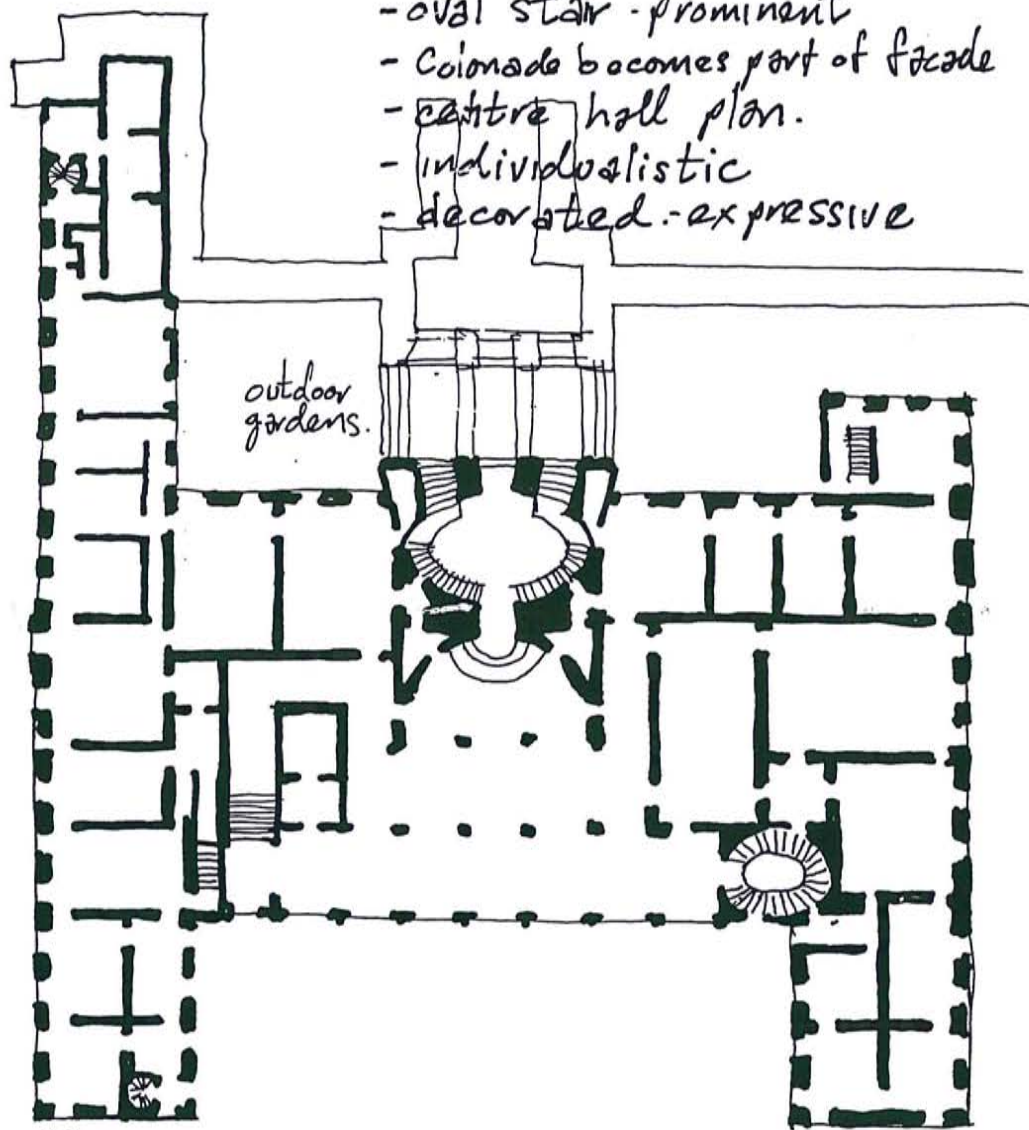
.2 SOCIAL / ECONOMIC / CULTURAL:

- Addition of odd spaces, shapes and style in architecture
- Illusion of space demonstrated in art and architecture.
- Extremes and excesses became a way of life.
- Art and Architecture becomes almost inseparable.
- Invention of printing and improvements in production of paper.
- Invention of gunpowder rendered fortification obsolete.

.3 CIVIC ARCHITECTURE:

- Michelangelo was the first master of the Baroque age first seen in the dome at St. Peter's.
- Primary Civic building of the Baroque period were the palaces of the Monarchy.
- The oval was introduced in plan and elevation to help the view in perspective and provide a view of the whole and the parts without effort, and creating optical illusion of depth.
- Colonnades became part of the facade thus exposing the true facade of the building.
- Wall was set into motion with the undulation of concave, convex surface.
- Relationship of volume and space explored to new heights.

- oval stair - prominent
- Colonnade becomes part of facade
- centre hall plan.
- individualistic
- decorated - expressive



Baroque - rome
palazzo barberini - 1628



.4 CITY FORM:

- Cities were opened up by new avenues, public squares, and residential districts.
- Avenue was most important symbol and main element in the city.
Often radiated from a monument or public square.
- Long vistas and views extremely important development of town.
- Most planning activities centred around restructuring medieval towns utilizing three primary design components, the main straight avenue, grid layout plan for local neighbourhood streets, and use of enclosed spaces.
- Public squares designed as three dimensional spaces to be surrounded by buildings, and landscaping creating strong urban spaces, qualities sought after in today's civic centres.

3.2.8 AGE OF ENLIGHTENMENT / ROMANTIC MOVEMENT / BEGINNING OF THE MODERN MOVEMENT 1830 - 1914 AD:

.1 POLITICAL:

- Remains of Feudal System disappeared.
- New political order - bourgeoisie - ruling class maintained control.
- Let go of the past methods of rule.
- Secular rule came to the forefront.
- New Independent Nations - France - England - Spain emerged throughout Europe.
- New political order - Federal (country) - Prime Minister and Presidents.
 - Provincial (state) - Premier.
 - Municipal - Mayor.
 - Councillors

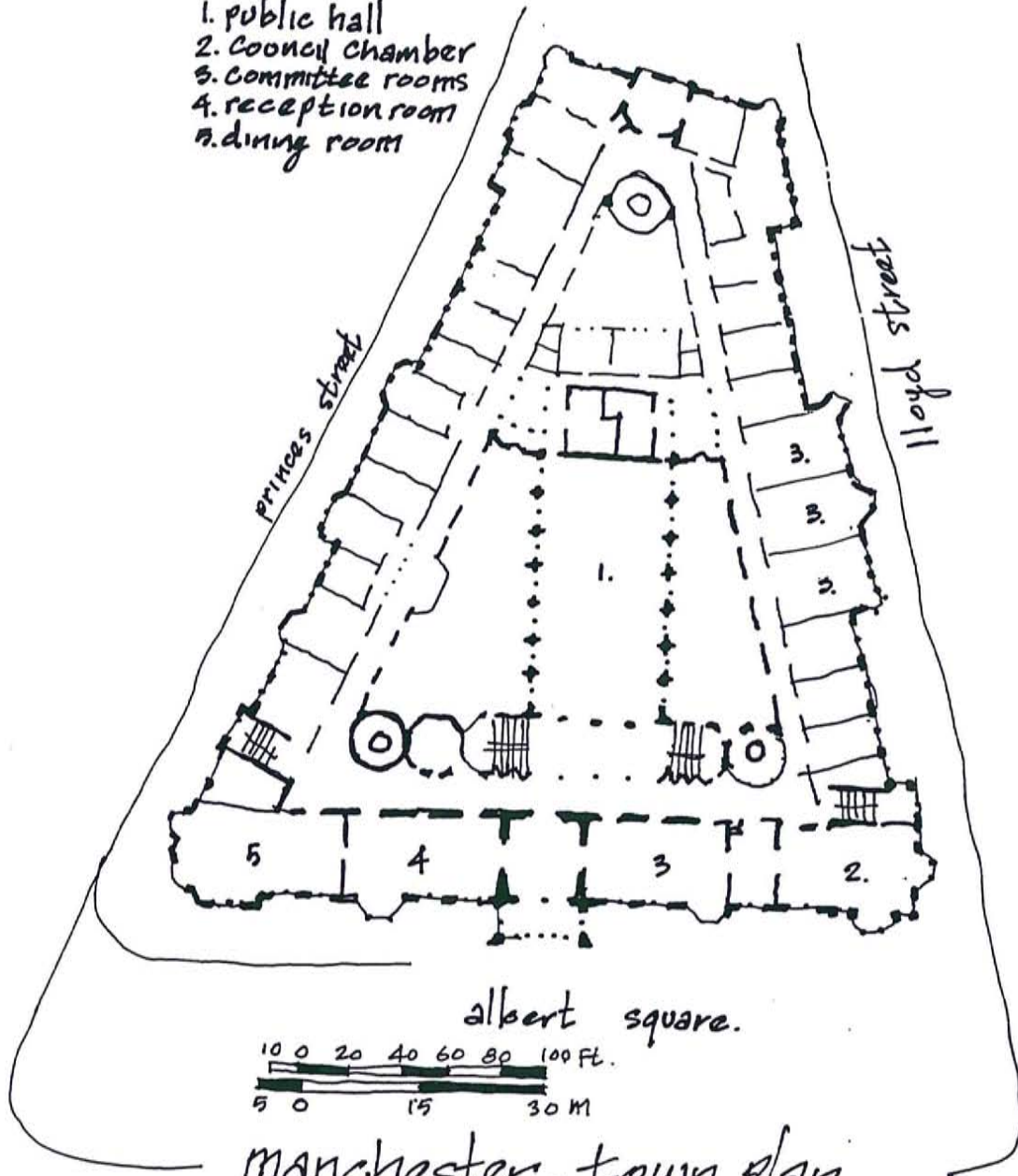
.2 SOCIAL / CULTURAL / ECONOMIC:

- Machine changed economic structure and values.
- Declaration of The Rights of Man and the Citizen.
- Birth of The Modern Economy of England.
- Religion declined sharply.
- Era developed upon thirst for greater knowledge, spirit of enterprise and a belief in a new social order to come.
- Created the Architect as - Philosopher, Poet and Painter, as well as master builder.
- Appreciation of Arts and Literature. Theatre became didactic.
- Industrial Revolution - new prosperity
 - new comfort level
 - new social structure - strong class order
- High level of consumption.
- Increased birthrate and reduction of infant mortality - rapid population explosion.

.3 CIVIC ARCHITECTURE:

- Individualistic, Monumental.
- Town halls, Theatres, Museums, House of Parliament, Libraries, Swimming Pools, Transportation buildings, Art Galleries.
- Town hall - expanded to handle municipal business
 - to express their importance.
- Never before in history had public buildings taken on a true design suitable only for their intended purpose² i.e. townhall for city rule as opposed to a church or basilica disguised as a town hall and used for civic roles.

1. public hall
2. Council chamber
3. committee rooms
4. reception room
5. dining room



manchester, town plan.

(1868-77)

age of enlightenment.

- monumental
- Romanesque revival
- internally planned
- centrally located - relates to public square and public market place.

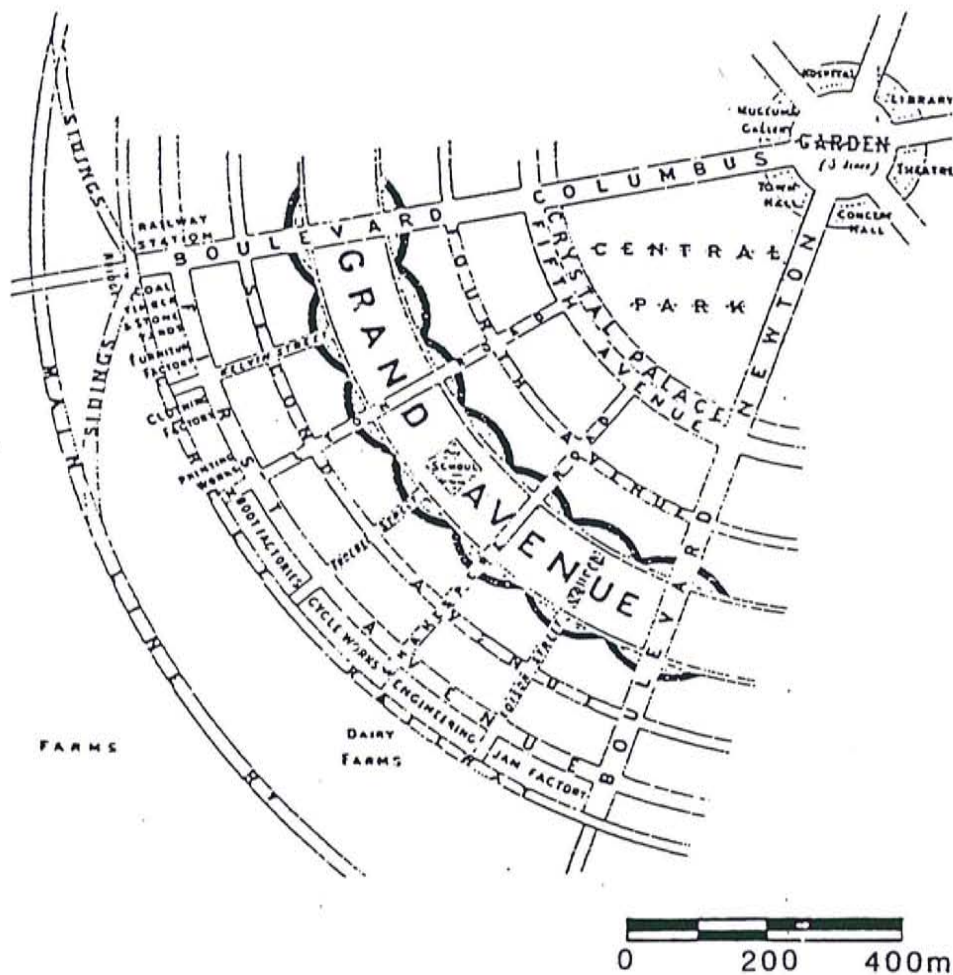


FIGURE 2.9 Arrangement of Land Uses in Ebenezer Howard's Garden City, 1898. The Centre and One Ward (neighbourhood) shown in Howard's diagram illustrate the concentric arrangement of land uses, with public uses and a park at the centre moving progressively outward with rings of housing and, lastly, industry on the periphery, with farms or forests beyond.

.4 CITY FORM:

- City planning - Garden City Movement.
 - English Park Movement 1812.
- Low cost housing - Townhousing / Rowhousing required to accommodate population boom in the cities.
- Town Planning Act 1919 became standard for town planning in England.
- Towns transformed by provision of malls, urban walks and public gardens, leading to suburban sprawl and the start of the movement of the population away from the downtown creating social and economic decay in city cores.
- Nature introduced into the city - park became civilizing influence for newly urbanized masses. Garden City Movement by Ebenezer Howard became the model for New Town Planning.
- Countryside became more urban and now commonly known as the suburbs.
- Town expanded independent of natural rhythm, limitation became infinitely extendable.
- Sense of distance destroyed through mass transportation.
- Increased number of public buildings developed.
- Sanitation system, lighting, heating, water, elevators, new technology lead to new town/building development.³

3.2.9 MODERN MOVEMENT NORTH AMERICA - 1790 - 1914 AD.

.1 POLITICAL:

- Government structures began to appear in democratic societies
 - President - Prime Minister - Premier.
- Federal - Colonies - Britain, France, Germany, North America.
- Provincial - States - Governor.
- Municipal - Mayor, councillors.
- America - Declaration of Independence 1783 - America gained independence from Great Britain.

- Canada - Maintained its loyalty to England and were granted there political independence in 1867 via the British North America Act.
- Upper and Lower Canada, Nova Scotia and New Brunswick the first provinces.
- 1840 - broad constitution provided from Britain.
- Canadian Parliament similar to British and was located in Ottawa.

.2 SOCIAL / CULTURAL / ECONOMIC:

- Rapid commercial expansion throughout industrialized and progressive nations led to personal wealth.
- Opening up of countries by railroad, motor car, steam ship.
Mass transportation systems allowed for greater mobility amongst Nations
- Invention of telephone further enhanced communication across the vast continent and throughout Europe.
- Canada primarily an exporting country relying heavily on natural resources to create their economic base.
- Adolf Loos - Culture: "that balance of inner and outer man, which alone can guarantee reasonable thought and action".

.3 CIVIC ARCHITECTURE:

- European influences prevailed throughout the late 1800's and early 1900's, due to influx of new immigrants.
- Civic buildings were monumental and inspired by the Romanesque, Late Gothic, Italian and French Renaissance and the Greek and Roman Classical ages.
- Notable Civic Buildings include the following:
 - The White House in Washington D.C. was designed in the English Palladian style by James Hoban, as the official residence of the Presidents of the United States.
 - Dominion Parliament Buildings, Ottawa (1861) by Thomas Fuller in Victorian Gothic.
 - The Toronto City Hall (1890) by E.J. Lennox with a strong Romanesque character.
 - Philadelphia's City Hall (1874-1901) by John McArthur follows the French Second Empire Style.

.4 CITY PLANNING:

- Ideal city of Chaux by Ledoux in 1804 - semi circular formal plan.
- idea of "physiognomy" to symbolize social intention e.g. facias evoking justice and unity.
- Finite city transformed by interaction of technical and socioeconomic forces. - rail, sowing machines - farmers - iron workers.
- Grid-plan cities, replaced traditional finite walled cities.
- Initially suburbs developed around industry - poor services led to various acts aimed at controlling diseases.

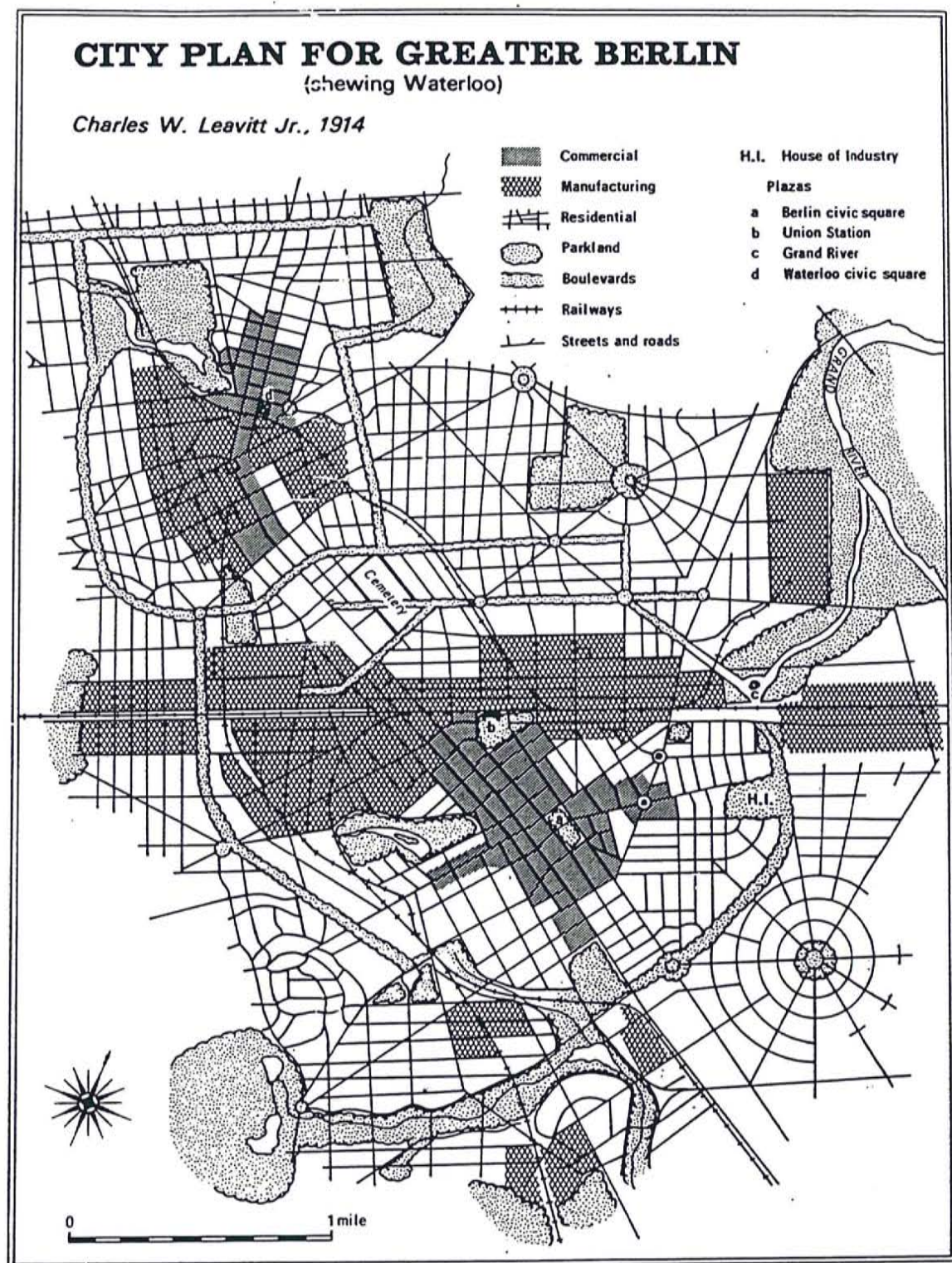


FIGURE 2.10 City Beautiful Plan for Kitchener-Waterloo, 1914.

This plan by American Planner Charles Leavitt, Jr. employs all the City Beautiful design devices: diagonal avenues leading to city squares, circular streets, and parkways. At the time, Kitchener was named Berlin. Source: E. Bloomfield.

3.2.10 MODERN MOVEMENT - 1914 - PRESENT

.1 POLITICAL:

- 1914 and the cataclysm of the First World War, marks the period in social history that separates the relative calm of the old conditions of society from the turbulent conditions of the new society.
- Political life throughout the free world evolved into democracies of various forms.
- Western society lead the way to increased freedoms for the general population.
- Political democracies stabilised throughout this period to the current situation.

.2 SOCIAL / CULTURAL / ECONOMIC:

- Society went through numerous changes due to the new re-distribution of populations.
- Cultural diversification began to appear throughout North America and the Western world as a result of immigration to the new worlds in search of a better life.
- The economic situation for the masses stabilized due to the introduction of social reform policies and employment standards.
- The Architects of this period had a profound impact on the way we live today, in particular Le Corbusier lead the way in town planning and models for housing the masses in residential apartments.

.3 CIVIC ARCHITECTURE:

- Remained as focal point up to mid 60's where in small cities and towns a new suburbanism took the shine from their prominence.
- Historical city halls, town halls, market buildings etc torn down to make way for the new urban office buildings.
- Civic architecture maintained its monumentality while the siting with-in the city became subservient.
- Civic Architecture took on a new meaning and began to move from the past traditional forms of architecture.

.4 CITY FORM:

- Numerous city planning concepts emerged during 20's - 50's.
- Corbusier was forerunner in city planning in the early 1920's with the machine-age city designated zones for education, transportation, hotels and embassies, residential, industrial, and green belts, into linear forms.
- In Corbusiers' Ville Radieuse the city was established on structure clear of the ground leaving the ground clear for a continuous green space.
- Garnier Industrialized City - 1904 requirement for typical city form.
 - energy source.
 - Transportation.
 - Proximity to raw materials.
 - Strict codes of standards - light, ventilation, green space.
- Centred around high density, residential building blocks - CIAM, TEAM X, MARS ENGLAND
- Public squares became nothing more than parking space. Public activity lacking, where in ancient times it was most intense.
- Rail transport connected centres of activity with agricultural areas.
- Cities grew vertically with new technologies allowing lighter structures more strength.
- Life in the cities began to deteriorate as a result of greater mobility, new subdivision housing along with local and regional shopping centres taking activity out of the core.

3.2.11 SUMMARY AND CONCLUSIONS

.1 POLITICAL / CITY GOVERNMENT

Many facets of city life are controlled by local city governments. Elected representatives can voice the citizens' views on matters of common concern or their dissatisfaction with inadequate services. This has not always been so. Democratic self-government is a privilege which cities exercised in their beginnings but which in the course of history has often been lost to tyrants of one sort or another.

If the evidence of ancient stories has been correctly interpreted, Sumerian cities were true democracies during their formative period. Legends, refer to a divine assembly attended by all the gods, greater and lesser alike. Almost certainly such stories enshrined memories of a distant past when the entire adult population of a town gathered together to discuss public business.

These primitive democracies were killed primarily by the wars that arose towards the end of the fourth millennium B.C. from trading rivalries and squabbles over water rights. War conditions needed a single accepted leader, so the city assembly surrendered control to a "Lugal" or "Big Man" whose powers were meant to lapse once the crisis had passed. Inevitably the Lugal's temporary rule became permanent, and the importance of the assembly waned. Other influential officials also appeared at about the same time. An "Ensi" who supervised the city's fields was originally elected, but gradually managed to make his position hereditary. An "En" or high-priest, began to loom large in city affairs and took much of the former power of the assembly. When the offices of En and Lugal were fused and held by one person, the idea of kingship was born. Thereafter the cities succumbed to despotic rule, accepting the orders of the king or his appointed representative.

In Egypt a single ruler gained supremacy at an earlier stage than in Mesopotamia. Cities were still in their infancy when Egypt was unified a warrior king. There could have been little opportunity for a tradition of democracy to become established before this conquest, and throughout almost the entire length of Egypt's long history the cities were, as seemed natural to their inhabitants, ruled over by representatives of the god-king, Pharaoh.

Although the towns of the Indus Valley were so well kept that their internal administration must have been extremely efficient, the form of government they employed remains a mystery. Some historians detect the shadow of a priest-king looming over each city from a citadel whose garrison was both a threat and a reassurance.

Others, however, use the absence of great palaces, the fairly even distribution of wealth, and the obvious care for all sections of the population to support their theory that the cities were ruled by priests.

With the Greek cities the language and much of its literature had survived to give a vivid picture of developing city life and institutions. In Homeric times priest-kings, like Priam of Troy, were the dominant figures, but gradually authority passed to hereditary aristocracies. Religion in government gave way in some cities to a sort of democracy, but voting rights were never enjoyed by any but a small section of the population. In Athens, for example, Solon's constitution at the beginning of the sixth century B.C., while establishing an elected council of five hundred to control the city's affairs, gave the vote to only one Athenian in ten.

Cities swallowed by the power-hungry Roman Empire were initially treated differently according to how they were acquired. Italian towns which had allied themselves to Rome at the start of her career of conquest were allowed internal self-government, owing obedience to the central administration only in military and political matters. Other cities farsighted enough to negotiate treaties with the expanding empire preserved certain rights as the reward for accepting Roman sovereignty. Some were spared tribute; some were granted municipal self-government. Most cities however, were taken by force of arms, and these were put under the control of a Roman prefect, who extorted an annual tribute. After a territory had been overrun new cities were sometimes founded by veterans. Such colonies were allowed a considerable amount of autonomy.

The central government must have found its dealings with the cities of the Empire greatly complicated by the different status each enjoyed. Gradually distinctions began to disappear. Towns which had been subjected perhaps a hundred years earlier could hardly be treated as freshly vanquished foes. Claudius started to confer Roman citizenship on provincials' during the first century A.D, and finally Caracalla, granted citizenship to all free inhabitants of the Empire. This was not an unmixed blessing, for some cities lost their privileged positions, and all became liable to imperial taxes.

Self-governing Roman cities were usually administered by municipal senates of one hundred life-members, mostly recruited from ex-magistrates. A portion of the revenue from market fees, fines, and communal property was set aside by the senate for the upkeep of their city. Water supplies, sewers, and theatres were provided at public expense, and the amenities of town life reached a degree of perfection not again rivalled until the nineteenth century.

As the Empire fell into decline, however, it became increasingly difficult to maintain standards, and the responsibilities of municipal government grew more and more burdensome. In areas where Christianity had come into prominence, the civil authorities surrendered their powers to the clergy, and many years went by before townsmen regained control of their affairs. During the eleventh century there was a revival of city life in southern and central Europe and a resurgence of the spirit of independence. By banding together, the townsmen gained sufficient strength to challenge the authority of their feudal overlords. The towns of Northern Italy were the leaders in this movement, becoming virtual city-states each with its own foreign, as well as internal, policy. Milan was self-governing by 1093; seven years later so was Genoa. Government in the new republics rested on a broadly popular basis. Each City was administered by a number of consuls supported by an inner council, but all citizens were free to join in the general assembly. Later the consuls were replaced by a single executive officer, whose term of office sometimes limited to as little as six months to prevent him gaining too much personal power and influence. Inevitably, however, certain families advanced in wealth and importance, so that by the fourteenth century the rise of aristocratic clans had seriously weakened the democratic fabric of society. The process culminated in the city monarchies of the sixteenth century.

Only in Germany and the Low Countries, and along the Baltic Sea coast did other cities gain such complete liberty to pursue their own internal and external affairs. The few large German towns which had existed before the tenth century had been under the sway of either a bishop or duke, but gradually more freedom was won by the concerted action of the citizens. To protect their hard-won privileges, cities began to ally themselves together. The most important combination, the Hanseatic League, arose from the mutual protection treaty made in 1241 between Lubeck and Hamburg. The league eventually grew to embrace seventy Baltic and Low Country towns, and had its own central council, treasury, and army, but within this structure each member city remained autonomous in its internal government.

Hanseatic towns were controlled by their guilds. The usual arrangement was for a large council to make general policy decisions, which were then implemented by a smaller executive group. All town officials were appointed by the various guilds, but the most influential positions generally went to the more prosperous merchants. The freedom of the Hanseatic cities lasted until they were engulfed by the rising tide of nationalism, which swept Europe in the sixteenth century. The influence of the Italian republics was strongly felt in southern France, but although such cities as Arles, Avignon, and Marseilles formed consular governments during the twelfth century, they were unable to win the complete freedom of action enjoyed by their mentors.

Farther to the north, away from the centres of democracy, the grip of the feudal lords proved harder to break. Townspeople in northern France secured certain rights by acting together in trade guilds or sometimes in religious societies, but they never completely succeeded in shaking off the hand of external authority.

During the twelfth century, when Henry II of England controlled Normandy, Maine, and Poitou, that imperious ruler personally appointed many of the "maires" of towns lying within his territory.

As the French monarchy itself grew stronger in the thirteenth and fourteenth centuries, it extended a steadily growing influence over those towns which had gained a measure of independence. The shadow of excessive central power still lies over French municipal government in the twentieth century.

English cities nearly all started on the road to municipal freedom by negotiating monetary treaties with the crown. The process originated as far back as Saxon times when the citizens of certain towns bought exemption from individual tolls and tariffs by agreeing to pay, as a group, a fixed annual fee to the king. Usually collection was left in the hands of the local sheriff, who inevitably attempted to extort more than was really due so that he could keep a portion for himself. It was greatly to a town's advantage if its inhabitants could persuade the king to do away with this intermediary and instead accept a direct payment. The acquisition of this right was a major step towards real self-government. The officials chosen to gather the money acted on behalf of their own community rather than as agents of outside authority.

Until the thirteenth century English city government contained a strong element of democracy. All freemen had a voice in the assembly and a vote in the annual election of town officers. It was only when the growth of population made a full meeting of freemen unwieldy, that committees of twelve or twenty-four members began to appear to manage town affairs. The importance of the assembly of freemen diminished once such a committee was formed, and although annual elections often continued they became mere matters of form, allowing the same wealthy citizens to hold office for term after term. In many places the decay of the democratic principle had become so complete by the fifteenth century that the authority of self-perpetuating oligarchies was never seriously challenged.

As English towns drifted inexorably towards oligarchy, a pattern of municipal government evolved which was accepted over most of the country. At the head of the administration the mayor combined functions of chief executive and principal magistrate.

Beneath him came the aldermen, who represented the various wards of the city and who served as assistant magistrates. Finally there was a common council, in theory elected each year, but often appointed by the ruling clique.

The Tudor dynasty, which rose to power late in the fifteenth century and maintained its position until Queen Elizabeth I died childless in 1603, favoured oligarchic municipalities as part of its policy of strong central government. Small groups of men with a lot to lose were more susceptible to royal control than large democratic organizations would have been. Many new town charters were granted by the crown at this time to give oligarchies the full backing of the law. Mayor and council, initially appointed by name, were given the right to elect their own successors.

Such legally constituted corporations had the privilege of sending members to Parliament, so by one astute move the monarch secured both a Parliamentary majority and the loyalty of many important towns. Closed, self-perpetuating corporations ruled most English cities until a measure of democracy was re-introduced by the passage of the Municipal Corporations Act in 1835.

The rise of strong national states in France and Spain at the close of the Middle Ages had the effect of reducing what municipal democracy existed in these countries. Even Paris had little say in its own affairs, and the gradual improvements in such things as its water supply, lighting and policing were due to decisions taken by the central government. A modicum of self-rule was secured by some French towns, whose citizens clubbed together to buy the municipal posts offered for sale by Louis XIV in and after 1692, but even such enterprising places remained under tight state control.

In England the closed municipal oligarchies, brought into existence centuries before for political ends, presided helplessly over the explosive surge of urban growth which coincided with the Industrial Revolution. As early as the reign of George II the wealthier cities found it necessary to step outside the municipal structure and approach Parliament for special improvement acts conferring the right to levy local rates to finance street paving, cleaning, and lighting. Often these new powers were given to specially created boards of commissioners rather than entrusted to the existing corrupt administrations. This produced a conflict in authority such that more time was wasted in arguments than useful work.

A rising tide of anger at the way towns were governed led in to a Parliamentary investigation of municipal corporations. the majority of towns investigated were not following any form of democratic process.

Even in the towns which held elections, only the freemen, who numbered on average one in twenty of inhabitants, could vote. Municipal corruption was widespread and city funds were frequently misapplied.

The Municipal Corporations Act of 1935, reformed the governments of England and Wales and put them on a democratic footing. The old titles of mayor, alderman, and councillor survived but they were no longer able to vote themselves indefinite terms. Instead the towns people elected councillors to serve for three years. The elected council did however select their own Mayor and Aldermen. Mayors held office for a single year, aldermen, for six.

The structure of city government in Colonial America was similar to the English practice, but with one vital difference, the element of democracy. The mayor was normally appointed by the provincial governor, but the councilmen and aldermen were elected. City democracy became the norm in North America by the 1800's. The mayor now had to be voted into office by his fellow townsmen instead of being appointed by the Governor.

Coupled with these advances rapid urban expansion led to an increase in greater municipal activity. Law and order had to be enforced, and reasonable amenities had to be provided. Water supply, sewers, and roads became an ever increasing necessity, all of which became the responsibility of the town. The whole urban environment became the concern of the municipal government.

Free election for the Mayor and Council became the norm in democratic society. The conditions in which the future generations will live is largely dependent on the success of the municipal government.

.2 SOCIAL / CULTURAL / ECONOMIC

The Social, Cultural and Economic situation has remained somewhat stable during the beginning of City development. The towns people were perhaps more stable during these times than any other period in history. The street and the Agora, Forum and civic squares were great gathering places where one could engage in open debate, commerce, or entertainment.

The only instability came from the economic climate which would change according to the stability of the political situation. Since the majority of towns people were craftsmen and artisans their access to wealth was limited to the sale of goods. The ruling power maintained the vast wealth and distributed it to their closet supporters.

As society moved toward democracy the distribution of wealth also shifted. Currently unions have ensured fair wages for all. That is not to say this will be the way of the future. I would suggest that globalization and competition will have a profound impact on our well-being, financial stability and in particular ones cultural heritage (something Canadians have great difficulty in identifying themselves).

Society has been changing rapidly since the First World War and with each new generation the changes seem to come more rapidly with the changes more profound. We are in the throes of the creation of a New World Order. The changes in the way we live are in the infancy of a dynamic revolution, as has been witnessed through-out Western Europe and the former Soviet block countries. To forecast the future would be difficult to say the least, however the insight gained by studying the past may give clues to where we are headed.

Advanced information technology is putting us in touch with the world with greater ease. Trade barriers are falling around us making competition fierce demanding a new way of doing business and creating new economic policies.

The excesses of our recent past has posed a serious threat on our environment. The air, land and water qualities have all been affected and without responsible governmental controls they will continue to deteriorate. Changes in the way we live will have to occur. dealing with the automobile may be the first step. The greatest saviour to independence and mobility has also been one of the major contributors to our environmental decay. With strong leadership and foresight the use of the car could be substantially reduced. Urban intensification, with all the bells and whistles, could create renewed interest in living in town, thus reducing the number of motor vehicle trips, easing the strain on the air. Policies could be established to encourage this movement.

The influx of multi-national immigrants has lead to a new awareness of social interaction, again an issue that in Canada at least, is of major social concern.

The development of the new City Hall must capture the essence and spirit of this new age, without losing the sight of our past heritage that has been firmly planted.

.3 CIVIC ARCHITECTURE / CITY FORM

" The word civilization derives from the Latin "Civitas", which means city....to be civilized is to be Urban,.... is the art of living in towns. The city typifies the social process."⁴

This is the essence of what should be expected in the development of cities. There has been a gradual shift more recently back to the historical precedents that are contained in the previous sections of this thesis report. The review of the historical data has provided an insight and I believe a clearer understanding of what a city should be and perhaps the reasons why cities of today are failing.

A summary of the key conditions for successful Civic Architecture and City Form will form the bases for my Revitalization Strategies and design of the new Civic Centre for Kitchener.

- Civic Architecture and City form go hand in hand, the development of the finest Cities in the world were created around a strong central core consisting of a market or public gathering space (Agora, Forum etc.), a City Hall and typically a Place of worship. A hierarchy of form and open space was created to identify the centre of the city.
- Public life thrives in the city core, and is the place of greatest social/political interaction. Life in the core provided easy access to the necessities of life, food was brought into town on a daily basis and sold in the Market hall. It represented the centre of commerce for the region.
- **THE CIVIC PLAZA IS THE HEART AND SOUL OF THE CITY. A CITY WITHOUT A HEART IS A CITY WITHOUT A SOUL.**
- Cities were generally planned on grid-iron, linear or radial format expanded from the centre. The centre always remained dominate.
- Stoas and colonnaded buildings provided protection form the elements for the citizens to do commerce. They also created the edges for streets and directional orientation for movement. Both of these concerns are important to the design of a successful urban space.
- A mix of uses with-in the core ranging from commercial to residential apartment blocks to light manufacturing brought diversity of uses and population, a condition that has been dismantled during the Modern Movement. To revitalize is to mix and to create activities with-in the heart of the city. I feel this as well as the lack of focus are the two key ingredients missing from the core of small towns in North America.

- The council chambers appear in many shapes, sizes and degrees of accessibility throughout history. They were always accompanied by a level of administrative support facilities and bureaucracy. It is curious to note that a program could be developed from practically any period in history and would be quite successful today.
- Decay in the urban fabric began with the modern movement with an out with the old and in with the new. If it was not new it was no good. Many historic structures fell by the wreckers ball during this period: the urban tissue is opened up, the continuity of urban "walls" is interrupted, and the coherence of open space damaged.⁵

NOTES

1. A History of Architecture Settings and Rituals
Spiro Kostof, Oxford University Press, 1985
2. An Outline of European Architecture
Nikolaus Pevsner, Penguin Books, 1990, pg 382
3. History of Architecture on a Comparative Method
Banister Fletcher, 19th Edition pg. 1119
4. Spiro Kostof, pg 43
5. Christian Norberg-Shulz, Genius Loci, pg.189

BIBLIOGRAPHY

1. History of Architecture, Settings and Rituals
Spiro Kostof, Oxford University Press, Inc. 1985
2. History of Architecture on a Comparative Method
Bannister Fletcher,
3. The World Atlas of Architecture
Michael Beasley, G.C. Hall and Co.
4. An Outline of European Architecture
Nikolaus Pevsner, Penguin Books, 1990
5. Modern Architecture, A Critical History
Kenneth Frampton, Thames and Hudson Ltd., 1985
6. Modern Architecture
Vincent Scully, Jr., George Braziller, 1982
7. Planning Canadian Communities
Gerald Hodge, Methuen Publications, 1986

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

T Y P O L O G I E S O F
C I T Y H A L L S

3.3

3.3 TYPOLOGIES OF CITY HALLS

3.3.1 INTRODUCTION

There has been a proliferation of City Halls, Town Halls and Civic Squares developed during the past decade, across Canada and throughout the United States. Along with this development of public spaces and civic structures has come a resurgence in social interaction and cultural unity.

The variety of architectural forms and expressions are as distinct as the new urban settings that embrace them. My research included Civic Centres such as Calgary City Hall, Medicine Hat City Hall, developed in the early eighties through to and including smaller scale projects as the Elora Town Hall, the recently refurbished St. Thomas Town Hall, Pickering and Markham Civic Centres, to the Ottawa City Hall addition and renovation, Phoenix Municipal Government Offices, the controversial Mississauga City Hall and most recently the new modernist Kitchener City Hall.

In reviewing the various projects completed there are a number of characteristics that appear in all schemes. The primary components emphasized include the Public Civic Square, the equivalent of the ancient Greek Agora, Roman Forums, or Piazza and squares of the middle ages, the Council Chambers in a prominent location symbolic of accessible open government, with the offices of the Mayor and Councillors close at hand, and finally the administrative offices with a mixture of private, semi-private and publicly accessible areas, generally contained within an office type building.

3.3.2 COMPARATIVE ANALYSIS

This section will be a diagrammatic review of a number of Civic Centres, City Halls and Town Halls that have been built or are in the planning stages. The appendix contains articles written on the various projects which have been analyzed to draw conclusions, which establish a clear approach to the design of the Civic Centre. This in conjunction with the Urban Design Guidelines form the essence of the design solution.

The Civic Centres can be broken into two categories, urban and suburban. Special interest will be paid to the urban centres with respect to context, vocabulary, integration and the overall impact the Civic Centre has made on the social livability of the city for its residents, which is the primary intent of this thesis. Suburban centres were reviewed with the primary intent to draw parallels to the planning of civic architecture and the internal relationships, any new directions that are being explored for this type of facility and its impact on the lives of the citizens.

.1 SUBURBAN CENTRES (SETTINGS)

The review of the suburban centres deals primarily with the internal planning and distribution of space, since the context is established only by virtue of their being. Suburban centres include Ottawa, Medicine Hat, Pickering, and Markham.

The planning in all cases is clear and easily understood and revolves around the successful organization of three primary components to its outdoor space, the interior Civic Space, Council Chambers, and the Administrative Offices. The circulation systems are clear with access given to all public areas easily identifiable.

The Council Chambers are identifiable when viewed from the outside having a distinguished circular shape in most cases. In Ottawa and Medicine Hat they are actually set apart from the main building and become the focus of attention from the civic square.

Orientation of the Civic Plaza varies in all studies however consideration is given to climate control, sun and wind exposure.

Traffic circulation is kept away from pedestrian access points in most cases with a lot of attention paid to location of parking to the entrance. Surface parking is utilized in most instances, with access from parking lots along walkways with-in the fabric of the parking.

.2 URBAN CENTRES (SETTINGS)

It will be through the review of the Urban Civic Centres where I will draw my conclusions for the development of my design for Kitcheners City Hall. Urban centres include Phoenix, Mississauga, Calgary, Toronto and the recent Kitchener City Hall winning scheme.

The initial overall impression is that all of these Centre project a strong identifiable image, one that invokes a sense of community pride. Kitchener's City Hall is three years away from completion, but already it has changed the image of the City.¹

As with the suburban centres the organization of the three primary elements is of utmost importance. Defining the urban rooms such as the street and the Civic Square becomes more critical in the urban centre so as not reinforce the urban whole. In dealing with the urban centre one must take a holistic view looking beyond the site.

The council Chambers again became the focal point in a number of the centres. Generally circular in shape they command attention. I believe this exposure gives a sense of accountability to the public, if we can see watch we can control them.

Kitchener's scheme choose to make the Interior Civic Space the focus of attention while the council chambers are subservient. I would agree that public space is more important in terms of use however the council chambers are symbolic of the meeting place of democracy.

The formation of the exterior Civic Square is determined by two distinct means. Firstly it can be the residual space left by the built form as in Toronto and Calgary or secondly it can be designed to match the fit of the city with the built form becoming the defining elements of the urban room. The orientation varies but takes into account, with the exception of Toronto, the climatic conditions of the region. Toronto's fails in provided nothing more than a southern exposure. There is no protection from the winds in fact the design may increase wind strengths. The remained provide for good sun exposure while maintaining protection from harsh winds. The successful squares provides for a livable, usable outdoor space along with strong linkages to the remainder of the City. Toronto was however instrumental in introducing water features for wintertime skating as a key ingredient for a successful Civic Square. This is perhaps the only redeeming quality in Toronto's plaza. It is certainly widely used both in the summer for cooling and the winter for skating. Unfortunately the remainder of the public space is a concrete wasteland. Mississauga and Kitchener have come a long way in dealing with the open space by creating a mixture of spaces from semi-private to public. One can walk amongst the garden relax on the lawns or enjoy the interaction of the public while sitting on a bench in the open square.

The Interior Civic Plaza or Civic Rotunda has become the latest introduction into the planning of City Halls. Mississauga although impressive in scale and grandeur misses the mark with access only by descending a number of steps on highly polished marble. The rotunda depicted in Kitchener's appears to be a great space and should be quite successful. The function to act as an interior ceremonial space as well as overflow for the Council chambers works well in the first instance but fails in the second due to the Council Chamber being located on the second level away from this space. In Toronto and Calgary the central space is an interactive space and is utilized to gain access to the remainder of the departments, while being large enough to accommodate special functions.

The administration component has been handled in three distinct methods. Toronto, Kitchener, Mississauga and Calgary choose an office tower, Medicine Hat, although not illustrated, North York, and Scarborough have the administrative offices overlooking an atrium, while Phoenix established a building for each department enclosing its civic square, interconnected with skylight corridors. All have located the most widely used services at ground level with the least public function on upper floors.

3.3.3 SUMMARY AND CONCLUSIONS

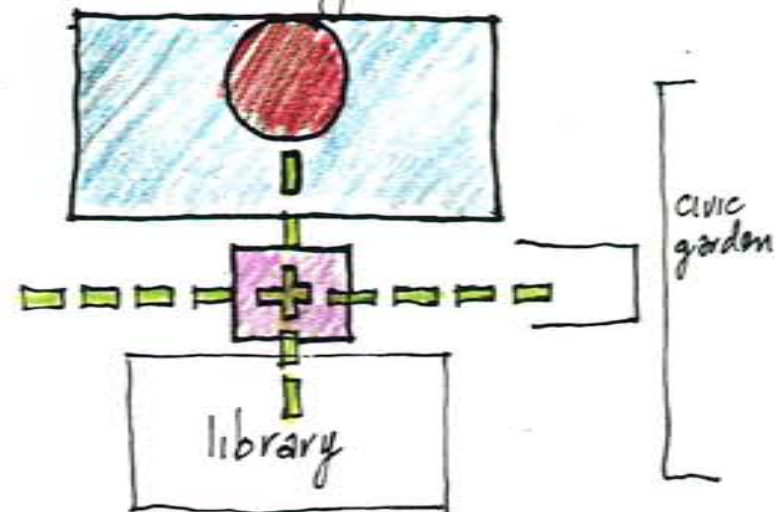
Based on the comparative review there are a number of elements I feel are essential to the successful design of any given Civic Centre, given the state of many small towns across North America. "All across Ontario, small towns are in a state of seige. Under pressure from development forces, they are being systematically torn apart by over building main streets, suburban sprawl, malling and demolishing our historic past."² More specific qualitative and quantitative details are contained in the architectural program.

- * The City Hall must have a clear identifiable image to create a renewed sense of civic pride, while becoming a catalyst for future revitalization.
- * The City Hall must be easily accessible from both exterior and internal circulation point of view.
- * Council Chamber should be easily identifiable, accessible and symbolic of democratic accountability. Generally circular or semi-circular in plan.
- * Exterior and interior public spaces should be interactive promoting a number of activities and events to take place. They should become a natural gathering place, as well should have a variety of spaces from more private to public. Protection from inclement weather is essential.
- * Circulation should be clear and easily understood. Views to the civic Square from the interior should be considered for orientation.
- * Administrative offices should be arranged to promote accessibility with a series of zones from highly public to private. Views to the Civic Square should be considered for the well being of the daily user.
- * The building should respond to its environment and context and fit into the urban fabric of the town, creating a unified whole.

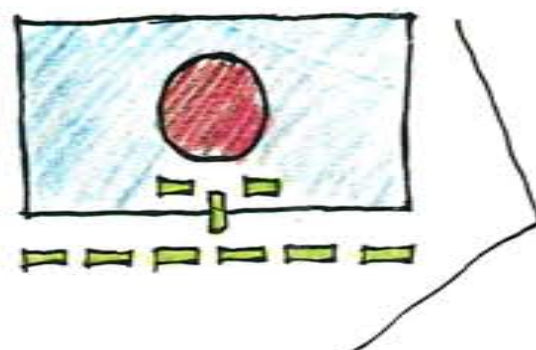
NOTES :

1. Christopher Hume, Architectural Writer
Toronto Star, January 1990
2. Christopher Hume, Toronto Star, June 1991

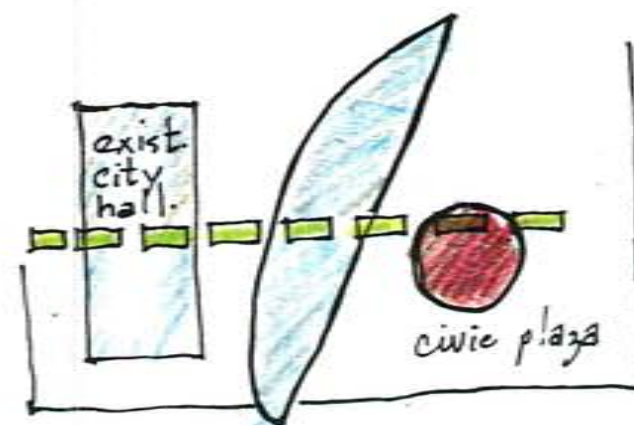
Pickering, Ont.



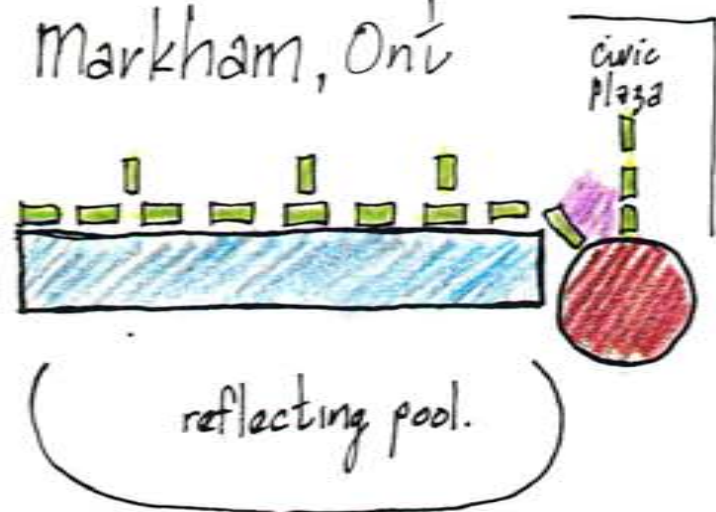
Clora Townhall, Ontario



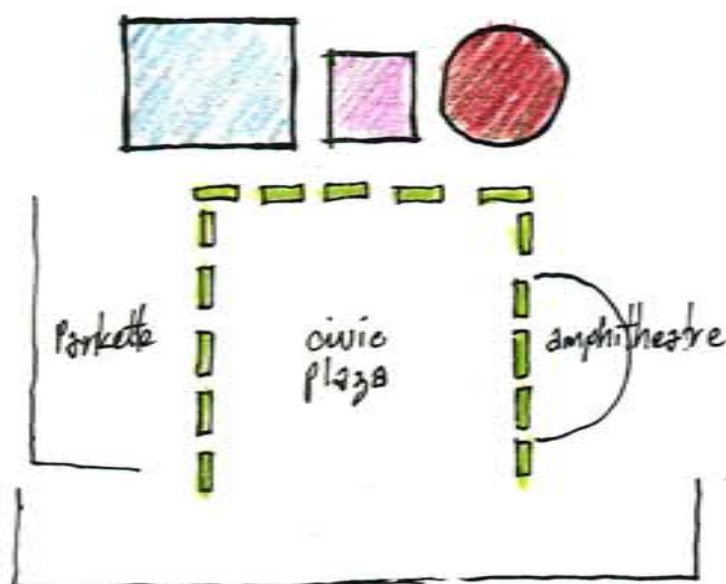
Ottawa, Ontario



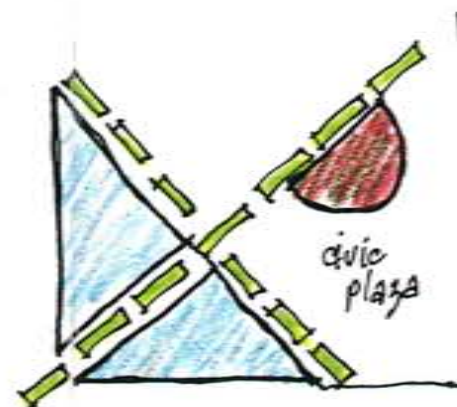
Markham, Ont



Mississauga, Ont.



Medicine hat.



Legend.

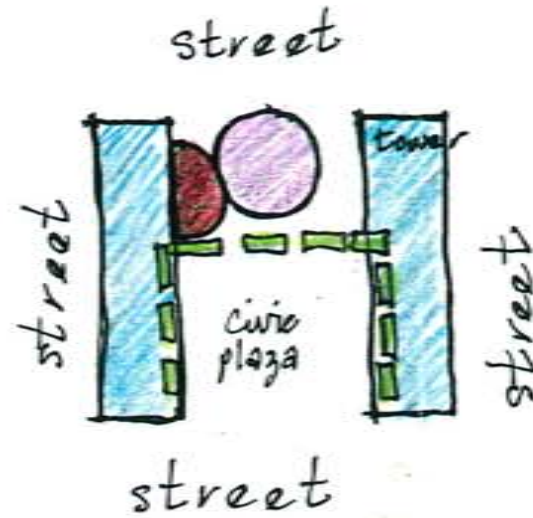
- | | |
|-----------------|--------------------|
| council chamber | circulation |
| administration | great hall (entry) |

Parti = Suburban Civic Centres.

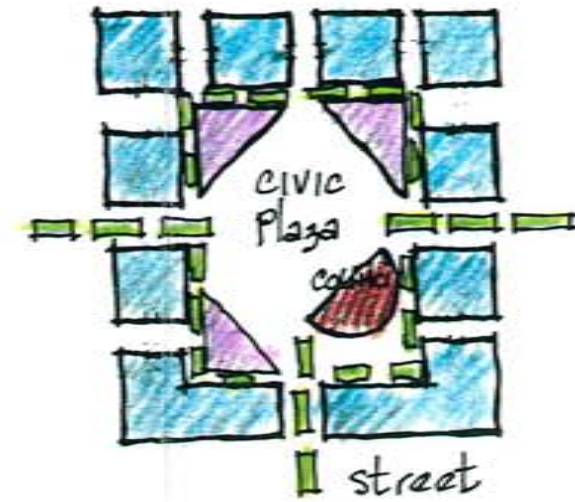
Summary of typical features.

- Council easily identifiable & accessible
- Civic square contained by civic structure
- linear / dual axis - clear understandable circulation
- clear relationship between departments.
- Views to civic square from inside building
- Interior public space - important.
- council chambers circular or semi circular
- civic plaza south facing more common
- embracing form.
- strong formal imagery
- 3 primary components
 1. Council chambers
 2. Administration offices
 3. Civic plaza/square
- building set as focal point to community - sense of pride created.
 - sense of identity.

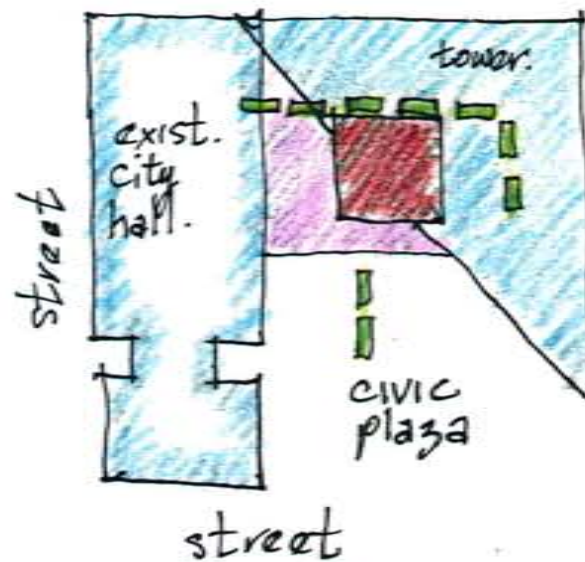
New Kitchener City hall



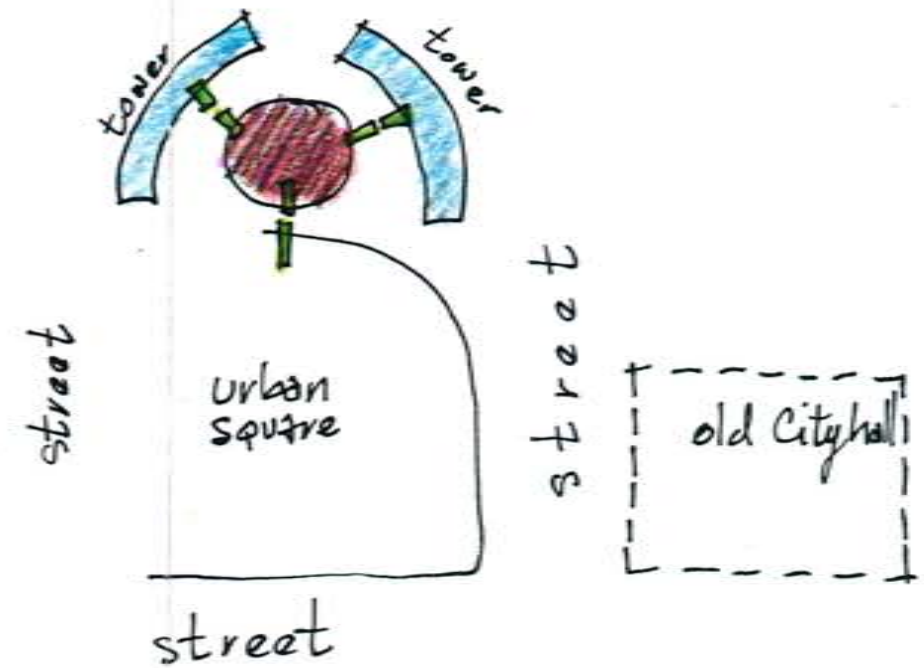
Phoenix, Arizona



Calgary Alberta



Toronto, Ontario



Legend

council chamber
 administration

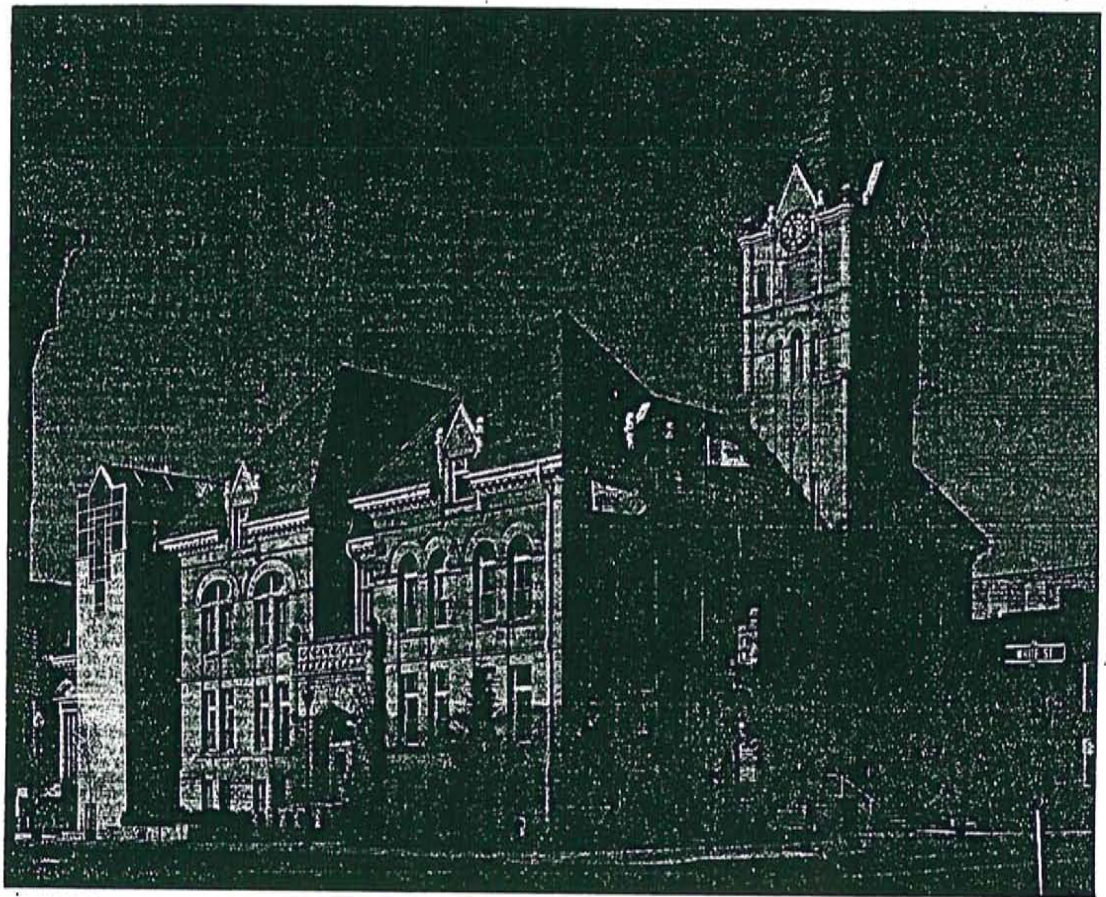
circulation
 great hall (entrance)

Parti = Urban Civic Centres

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

APPENDIX



CITY HALL was beautifully restored but, at the same time, spaces were adapted to make them useful as well as attractive.

No doubting the value of heritage in St. Thomas

ALL ACROSS Ontario, small towns are in a state of siege. Under pressure from development forces, they are being systematically torn apart by over-building main streets, suburban sprawl, milling and demolishing historical buildings.

Many communities have been irrevocably altered. A few have been laid to waste.

Think of what Brantford did to itself, tearing down its old city hall and replacing it with a highrise everyone hates.

But the residents of St. Thomas, a town of 30,600 in southwestern Ontario, have learned from the mistakes of others. Instead of dismantling their magnificent 1899 city hall, they decided to renovate and restore it. On June 14, after two years and \$6.4 million, the beautifully refurbished building was reopened and rededicated.

Located on Talbot St. in the heart of town, the yellow-brick structure might remind Torontonians of their old city hall, E. J. Lennox's best known creation. The smaller building has the same Victorian chunkiness but is less sombre and forbidding. The architect, Neil Darrah of St. Thomas, produced a nicely proportioned Richardsonian Romanesque structure set off in front by a traditional clock tower that dominates the street.

As St. Thomas mayor Janet Golding pointed out in her rededication speech: "The function of a city hall goes back to the Middle Ages, when people formed guilds to assert their freedom from rural lords. They established a tower with a clock so that precise hours of work could be known by all. The clock was the symbolic element of any city hall, for it represented the towns' and cities' determination to run their own affairs

Architecture

Christopher Hume



Certainly, St. Thomas City Hall lives up to the symbolic demands made of it. In addition to expressing a desire for independence, it speaks of hard work, prosperity, permanence and being connected to the past. This is a civic building *par excellence*.

The tower, which stands 35 metres, overlooks the rolling landscape of Elgin County, a benign and reassuring presence. To have pulled it down — along with the rest of the building — would have been an act of municipal as well as architectural vandalism.

Yet, like many small communities, St. Thomas seriously considered demolition before opting for restoration. Indeed, a decade ago, St. Thomas politicians sold the town's splendid court house to a developer.

"On the whole, the community at large is very much in favor (of the restoration)," Golding says. "We could have built a brand new building elsewhere, but it is imperative that city hall be in the core."

Despite concerns about whether there'd be enough room for councillors and bureaucrats, the refurbished hall now has 50 per cent more space inside. Of its 30,300 square feet, only 20,000 were in use before the restoration. The rest had been covered up and hidden away by decades of panelling.

The council chamber, for instance, turned out to be a full two-storey room that was sliced in half horizontally as

long as anyone could remember. The original stained glass and painted plaster ceiling, along with acres of oak trim, were only uncovered last year.

The large corner room has six enormous windows, which let in plenty of natural light and seem to emphasize the connection to the community. A third-floor entrance leads to a public gallery that looks out on the chambers. If ever a meeting room could be described as democratic, this is it.

Throughout the rest of the building, old and new have been melded together in ways that will satisfy all but the purists. The space has been divided cleanly with an eye to keeping everything well lit. As economic development officer Elaine Clarke said, "I worked in such a hole before this was done, now I work in a mini Taj Mahal."

Where it remained, the woodwork (oak, chestnut) was cleaned, where it had been removed, it was replaced. Much had simply been covered up in the '60s with cheap wood panelling. Ceilings were hidden above suspended acoustic tiles. Restorers even found six 19th-century portraits of former mayors of St. Thomas stored and forgotten above the council chamber.

"Our ancestors were too cheap to tear anything down," says restoration architect Carlos Ventin. "They just covered it up with Salvation Army panelling. I don't know how the British Empire was created without Windsor grants."

Born in Argentina and based in Simcoe, Ventin has made a career of renovating heritage buildings across southern Ontario. After stints with Louis Kahn and Le Corbusier in India he came to Canada in 1985. His firm has redone 40 historical sites during the last 18 years.



"There's a wealth of historical buildings in southern Ontario," says the affable dead ringer for Dennis Hopper. "There must be 2,000 or so towns here that have court houses in need of restoring."

"The major problem in these small towns is to find the leaders. Here it was C. K. Donken (the late city treasurer) and Mayor Golding. It takes a lot of time and lots of massaging but the results are incredible."

"In our attitudes to preserving our architectural history, we're still at Square One. Most of the buildings we deal with have been condemned."

Ventin also battles regularly with architectural purists who oppose anything less than exact replications of original structures. Not only is that rarely feasible, Ventin argues, it's rarely useful.

"The St. Thomas city hall is a good example," he says. "It's a historic building that has acquired symbolic value over time. We wanted not only to preserve that sensibility, but also to make the inside relevant to the needs of the people who work there and the taxpayers who pay for it."

But above all, as local alderman Gordon Campbell pointed out, the restoration "expresses the optimism we have in our community."

Like towns and cities across Ontario, St. Thomas needs as much positive reinforcement as it can get.

Kitchener competition pays welcome homage to the spirit of risk

BY ADELE FREEDMAN
Special to The Globe and Mail

INTERESTING, the competition for Kitchener City Hall and Civic Square, results of which were announced Monday. Kuwabara Payne McKenna Blumberg's winning scheme, and those of four finalists and six merit-award winners, have a lot going for them, including fresh ideas and polished presentation. Add to that the hundreds of Kitchener,

BY DESIGN

Ont. residents who turned up, on a rainy night, to see Mayor Dominic Cardillo ask for "the envelope, please," and to inspect the models and drawings on display. Consider, too, the camaraderie among finalists and fellows throughout the evening — hugs and handshakes all around — and you have some idea of the excitement generated by Canada's first national, open competition for a public building since the one for Mississauga City Hall in 1983.

We go to winner and finalists for reaction. They're of like age and generation, even the team that submitted on behalf of Dunlop Farrow, a company that's been around since 1953. (None of the other firms existed before 1987.) Four are based in Toronto, and one in Montreal. They all speak, with variations, the language of modernity. (Le Corbusier and Viljo Revell are back as inspiration.) And, to a person, they're looking forward to the next design competition.

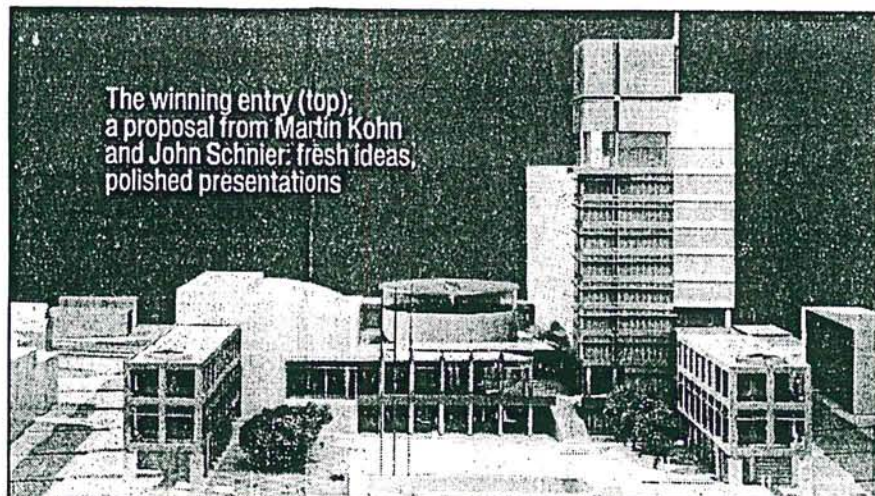
"I hope it opens the way," says Bruce Kuwabara, who with Howard Sutcliffe headed the winning team of Mark Jaffar, Andrew Dyke, Matthew Wilson and John Czechowski. "A lot of the larger firms didn't show up for the competition. Why not? Because it's risky to compete against 150 firms. We support the public open design competition to the extent we'd go in there. You put your money where your mouth is. Competitions are expensive to do. But for us,

they are like essays, they're part of the body of our work."

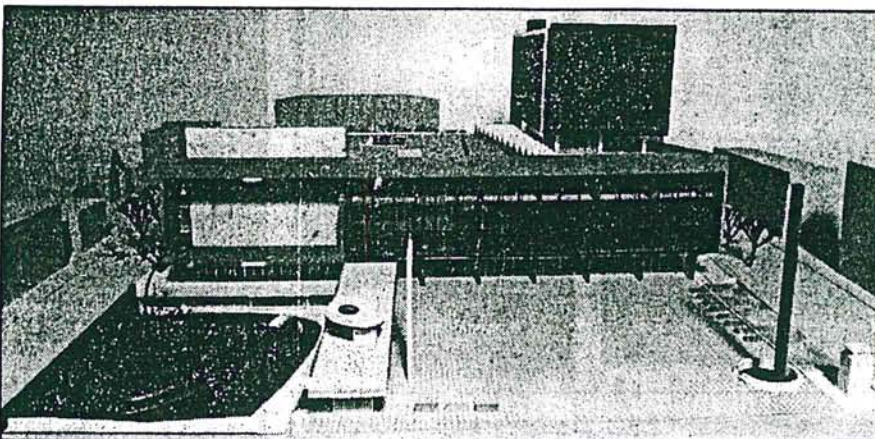
No-shows there were, among them Zeidler Roberts, Moriyama and Teshima, Moshe Safdie, Arthur Erickson, Shore Tilbe Henschel Irwin. That's significant. But even more telling are the efforts of those who did apply. Kuwabara's scheme, for example, summarizes some of the best Toronto architecture of recent vintage, work by Barton Myers and Jack Diamond, for example — and of "all our competition entries," says Kuwabara. He worked as Myers' associate on submissions for Mississauga City Hall, the National Gallery, the Phoenix Municipal Government Centre, Markham City Hall, the Art Gallery of Ontario extension and Toronto's Ballet Opera House.

Another strong influence was Revell's Toronto City Hall, where the plaza is strongly figured and the ensemble democratic. (It was only a matter of time before Revell's achievement hit home.) "Our scheme has a strong commitment to urban space," says Kuwabara, referring to rotunda, square and forecourt. He mentions the "democratic entrance" at grade, and a skating rink at the edge of the plaza: "Our square is like Revell's square, but compacted. Our walls — the wall buildings that define the square — stand symbolically for walls of the city, but unlike what happens at Toronto City Hall, they actually contain program: shared meeting rooms, for instance."

The relationship between square and hall was central to Kuwabara's vision: "People who work at Toronto City Hall have a responsibility to the public. They step out of a meeting room and look out onto the square. I love that about Nathan Phillips Square. And even though Revell was a modernist, he chose a classical amphitheatre for the council chamber. We did that, too, except our amphitheatre is inside an independent envelope, and its location isn't central. The rotunda is central. The public holds



The winning entry (top); a proposal from Martin Kohn and John Schnier: fresh ideas, polished presentations



the space. We created the largest figure of a public space at grade of all the finalists — and also the highest thing, a 10-story office block, like the offices in Kitchen-

The link between modernist expression and democratic spirit was a theme of the short-listed proposals for the Kitchener competition. Martin Kohn's and John Schnier's proposal, which came a close second to the KPMB scheme, is made up of a low block containing the council chamber and politicians' offices, the chamber read as a solid stone block, the politicians' wing as a glazed facade fitted with solar control louvres that, when shut, provide a surface for projections of movies, election results and other information. The council chamber opens to the square by means of a

large sliding wall. From their chairs, councillors would look down on a sunken court, complete with small island accessible by removable bridges. Near the court is a canopy extending the length of the square, providing a sheltered route to the building and containing information centre, snack bar, telephones, washrooms and, up top, space for an outdoor café. The square is free and open: an unrestricted invitation. Like the scheme as a whole, it's about optimism, equality and people's right to know.

"We felt we had to enter," says Kohn, on behalf of Schnier, his design consultant and partner-to-be. "It was a national competition; we're a new office." (His team also included Paul Mezel and Bruce Mau, the graphic designer; Ron Steiner, a partner in Ren-

Koolhaas' Amsterdam office, where Kohn worked for a year, came over especially to build the model.) Two things motivated Kohn and Schnier: "We wanted the building to be one thing — to have a very clear image with a very consistent design nuance — rather than a collage. We didn't feel we had to incorporate every idea we ever had. At the same time, we wanted the parts and operation to be very clear. The comings and goings of politicians can be seen. You can point to a certain alderman's office from the square."

The council chamber, says Kohn, is "kind of bare" — intentionally so. "It's subservient to the whole building. The other thing we felt strongly about is the clarity of the civic square. It would demand some responsibility from the city around it. We didn't want to con-

tain it. We tried to play it both ways. We wanted a democratic institution with a little bit of weight to it — large solid walls in places, stone walls at the base."

One of the other entries came from Stephen Teeple and Chris Radigan. Teeple just opened his own firm; Radigan works for Paul Reuber. Says Radigan: "This competition certainly got the community excited again. There are such a lot of young architectural firms starting up — it was a chance to show our stuff." What surprised him was not the modernist nature of the projects, but that the jury selected five modernist schemes for consideration. That he chalked up to reaction against postmodernism: "It's a healthy new direction."

Yet another entry came from Gilles Saucier and André Perrotte of Montreal. Says Perrotte: "This type of opportunity doesn't come very often." We believe it must be a way to get good ideas, and it gives firms like us — we're five people — a chance not only to measure what's happening in Canada, but a chance to design a \$32-million building. The competition was in Ontario, but on Monday night that didn't seem to make a difference. We had an L-shaped scheme, and most of the others didn't, but the similarity in language wasn't surprising. There seems to be a big push against pomo."

Perrotte was interested in the "quality" of the process, especially the jury, which included three distinguished architects. Montreal, he thinks, has something to learn: "The best thing that could happen in Montreal is that the competition process should include inviting a jury that reflects the quality of what you're looking for."

That could also be said of the rest of the country. Competitions serve many purposes. Alar Kongats, who headed the Dunlop Farrow team, spoke of "increasing the profile of the firm in the community and attracting new talent." Primarily, however, they exist to bring talent into the open and produce excellent architecture. The city of Kitchener must be congratulated on taking the route it did. But once a trail is struck, there should be no turning back. There's still opposition to constructing the KPMB proposal from some Kitchener aldermen. They should be locked in a dark room until July 10, 1993, when Kitchener City Hall and Civic Square are slated to open.

Kitchener City Hall Competition: Winner

A national, anonymous two-stage competition has given the citizens of Kitchener, as one city official put it, "a quality design...that will be recognized across the country."

Kuwabara Payne McKenna Blumberg Architects

Last month, the Toronto firm Kuwabara Payne McKenna Blumberg Architects was announced the winner in the competition to design the new city hall for Kitchener, Ontario. KPMB's scheme was chosen over four other finalists: Dunlop Farrow Inc., Architects, M. Kohn Architect, Stephen Teeple, Architect (all of Toronto) and Saucier + Perrotte Architects, of Montreal. Awards of merit went to The Kirkland Partnership Inc. Architects; Patrick T. Y. Chan, Architect; Janos Szabo, Architect; Garwood-Jones & van Nostrand, Architects; Kearns Mancini, Architects Inc.; and Peter Cardew, Architect. The competition attracted a total of 153 submissions.

Professional advisor to the competition was Detlef Mertins, MRAIC. Jury members were architects Alan Colquhoun, professor of architecture at Princeton University and principal of Colquhoun, Miller & Partners in London, England, Richard Henriquez of Vancouver and Peter Rose of Montreal, as well as two Kitchener residents.

(From the architect's statement)

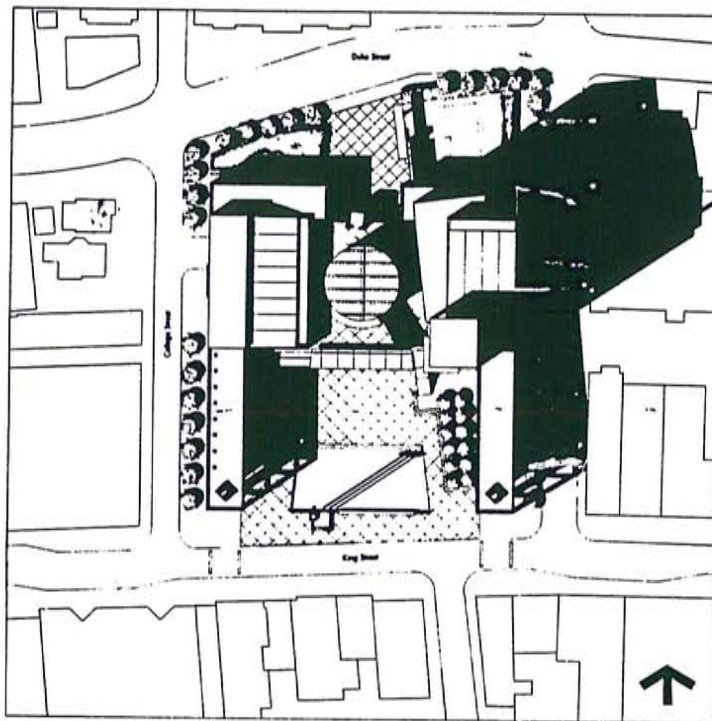
Civic Place

The building embodies stability while projecting dynamism and vitality as an integral part of the revitalization of the downtown core. The legibility of the facade, the richness of materials, and the quality of detailing are vital components in the formation of a significant public place in the city.

The commanding forms of the scheme are articulated to work at both large and small scales. The scheme creates great breadth and height, proportioned to work within and stand apart from the existing urban fabric. Civic precedents—agora, acropolis, public square, civic hall—are evoked—yet the design is very much an expression of our time and the best of advanced building technologies. In this sense, it is both old and new, referenced to classical and modern architecture, appropriately monumental and informal.

Civic Walls

The design expresses the importance of location, topography and context in clear architectural terms. City Hall and the civic square are contained within the harbouring arms of a large U-shaped wall building which is open on the south to King Street. This stone-clad perimeter wall,



which is two storeys at Duke Street and elevated to three storeys at King Street, clearly defines the edges of the site, expresses the change of elevation from King Street to Duke Street and signifies the presence of the new civic centre within the existing urban fabric.

Balanced Asymmetry

Within the symmetrical placement of the enclosing civic walls, the city hall building is composed of three principal volumes: council chamber, civic rotunda and administrative offices. The council chamber, a metal-clad volume with a curved roofline, and the administrative offices which have been articulated as tower, wall and slab, create an architectural ensemble of balanced asymmetry flanking the centrally-placed rotunda. The massing is carefully

controlled to establish frontality to the civic square and King Street, as well as to initiate a dynamic composition involving an upward spiralling movement to the spire of the pivotal civic tower.

Sectional Organization

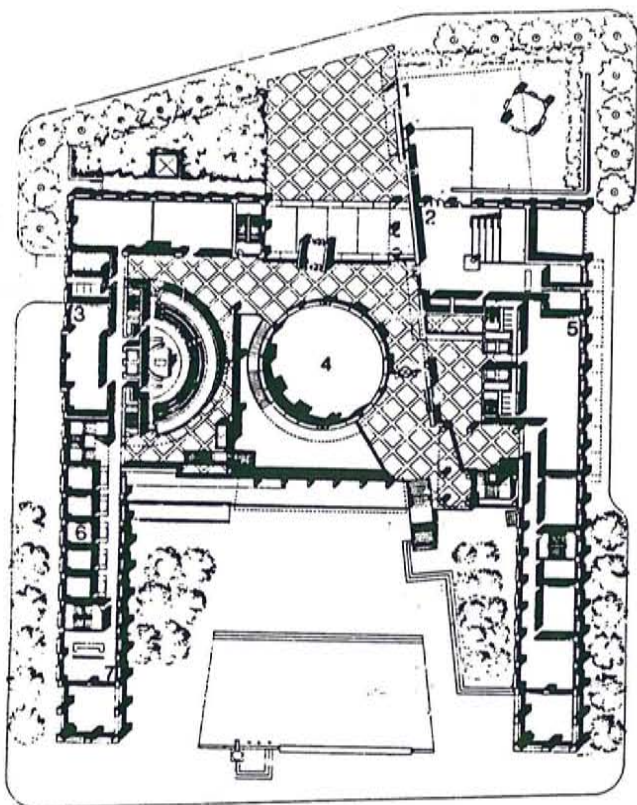
The primary level of public access and activity is established at the level of King Street. The civic square, interior square and civic rotunda are all highly accessible on the ground floor. A large committee room, parts of the Clerk's department and the public information desk, are located around the edges of the interior square.

At the Duke Street level, the second floor is developed as a piano nobile overlooking the interior square and civic square, and accommodating the council chamber, offices of the Mayor and Council members, day care centre and meeting rooms. This floor provides strong interior connections between Council, departmental staff and the public, consolidating the building around the rotunda.

Public Access

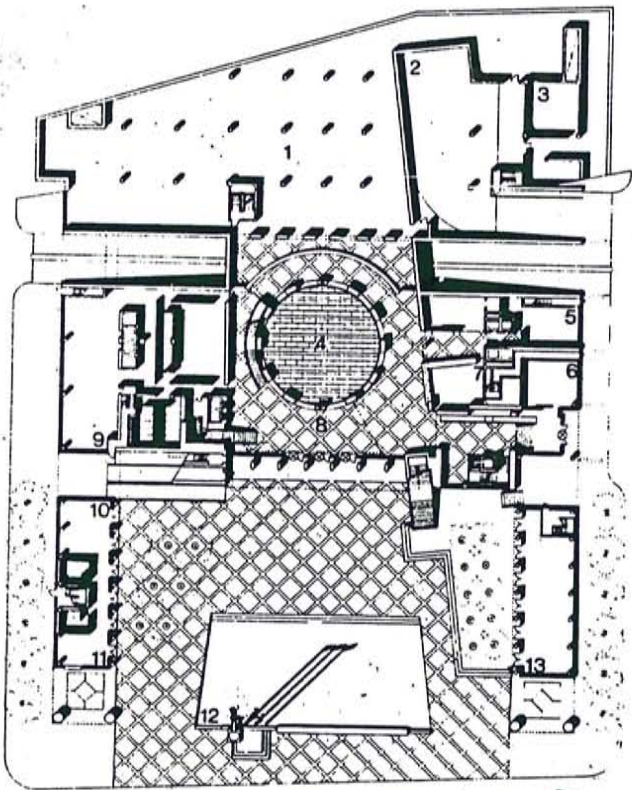
The civic square is accessible at its four corners, inviting spontaneous entry to the space as well as several choices to move across the site. A public pedestrian route is created through the building as an extension of Gaukel Street which is conceptualized as a landscaped, "green" public route providing access to Victoria Park. Building and grounds are highly accessible beyond normal business hours. Access to the below-grade parking garage is from both College and Young Streets. A protected

1 View of Civic Square.
2 Model view.



SECOND FLOOR COUNCIL CHAMBER LEVEL

- | | |
|-------------------------------|-----------------------|
| 1. play space | 5. tenant area |
| 2. day nursery | 6. aldermen's offices |
| 3. council chamber and lounge | 7. mayor |
| 4. rotunda | |



FIRST FLOOR PLAZA LEVEL

- | | |
|-------------------------|--------------------------------|
| 1. city clerk's offices | 8. interior of civic square |
| 2. shipping & receiving | 9. city clerk's offices |
| 3. building services | 10. plaza pavilion/change area |
| 4. rotunda | 11. information |
| 5. city clerk's offices | 12. skating/pool |
| 6. retail/banking | 13. restaurant |
| 7. information/security | |

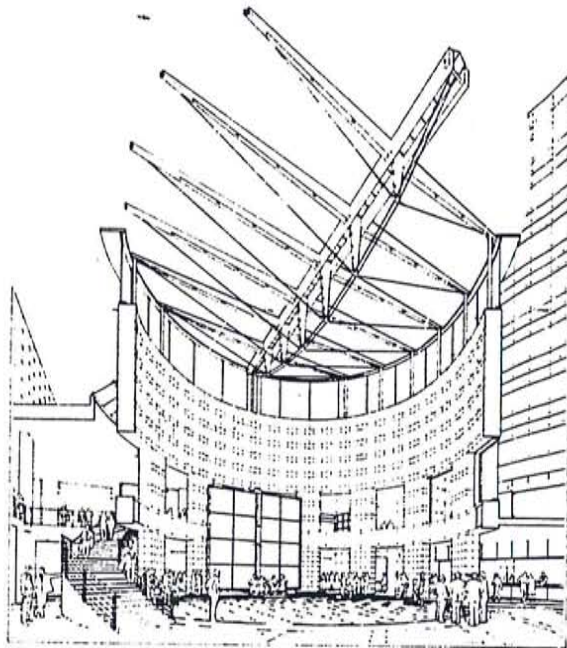
0 10' 60'

drop-off area is provided on Young Street.

Civic Square and Civic Rotunda

The civic rotunda offers a powerful space of assembly at the centre of the interior square. The cylindrical space is intended to be used for a wide range of everyday and organized civic and corporate events. The room is clad in stone, with a roof expressed as a directional, light steel structure surrounded by continuous clerestorey natural lighting.

A double-height space at the lobby gives a high degree of transparency between the interior civic rotunda and the exterior civic square. The deep view is focused on a sandblasted glass screen held in a patinated copper frame at the north end of the rotunda.



SECTIONAL PERSPECTIVE THROUGH CIVIC ROTUNDA

Civic Tower

The civic tower accommodates a public shuttle elevator and stair at its base. The top of the tower is composed of a cube which is to be illuminated at night, serving as a weather beacon. The curving roofline of the office building and the tall spire combine with the cubic beacon to create a striking, identifiable skyline image intended to be visible from great distances, particularly along the westward approach along King Street and from Victoria Park.

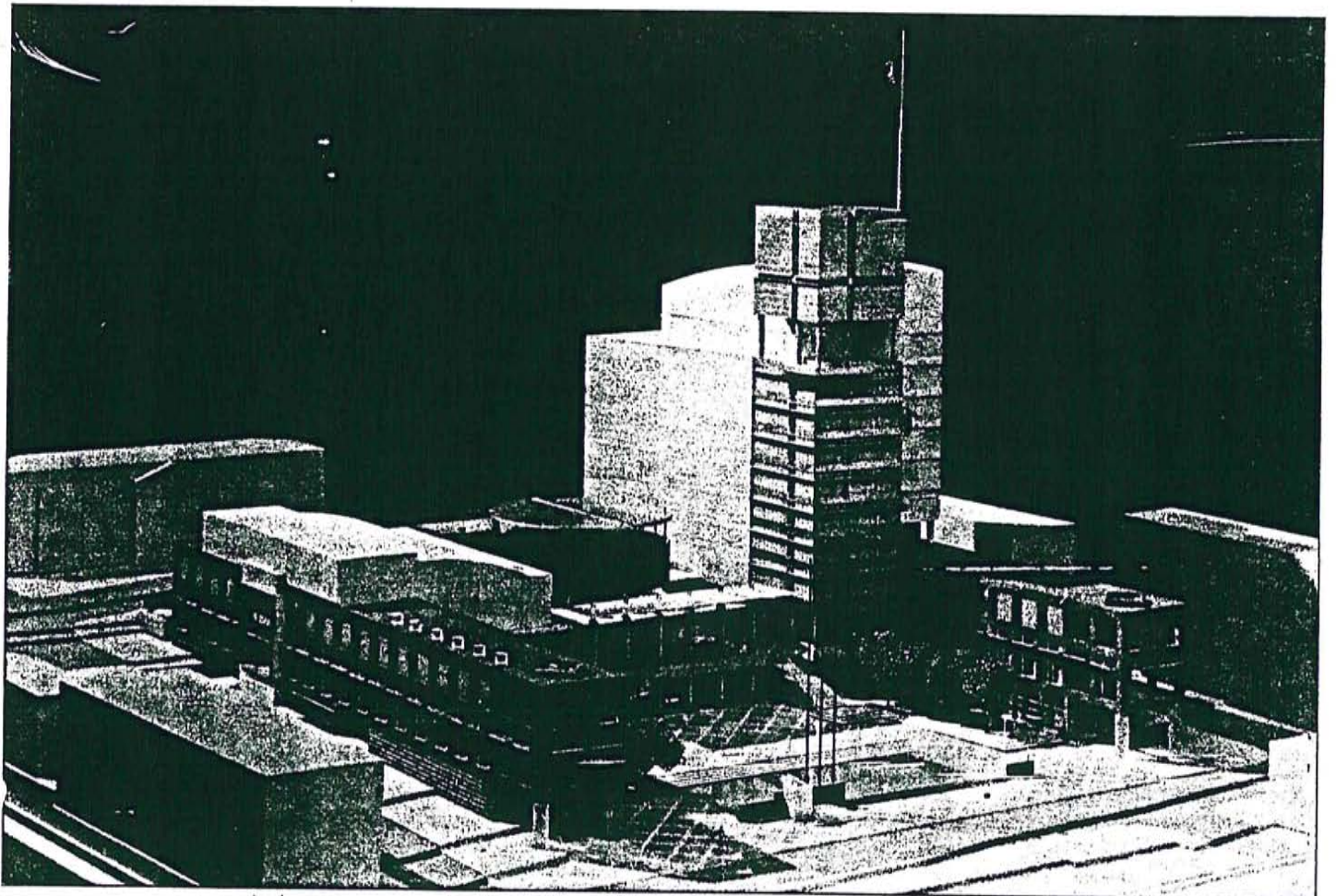
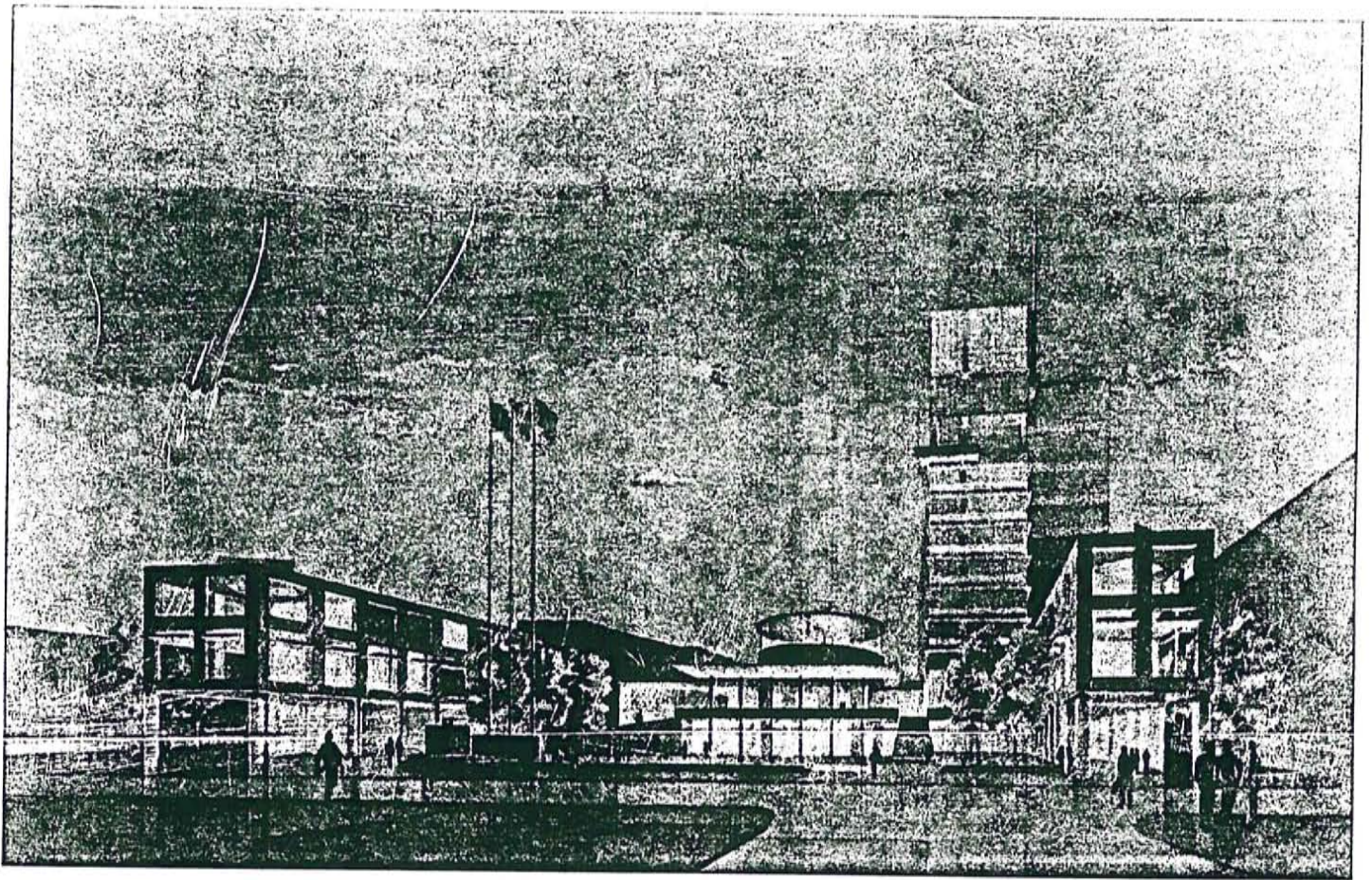
Materiality

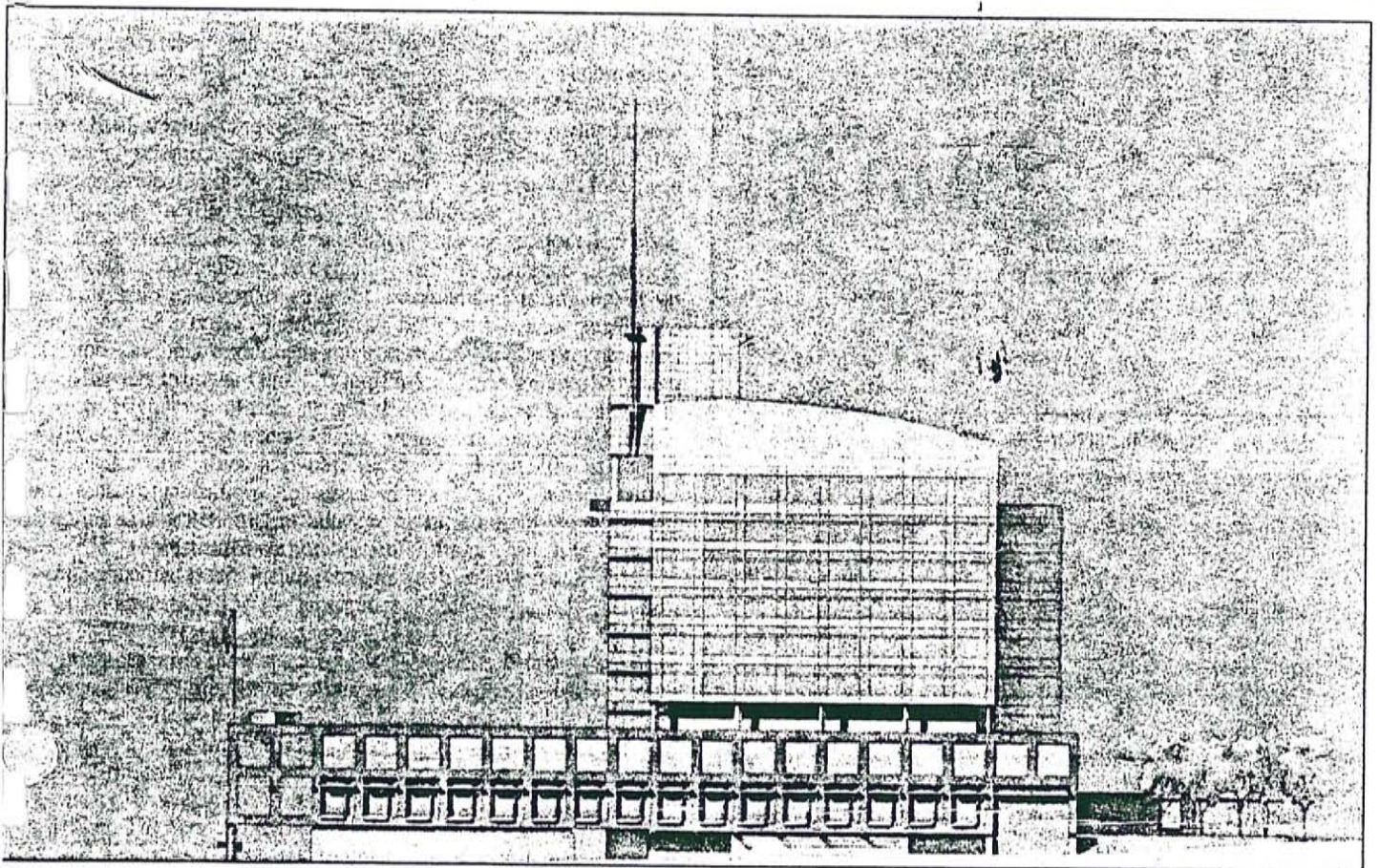
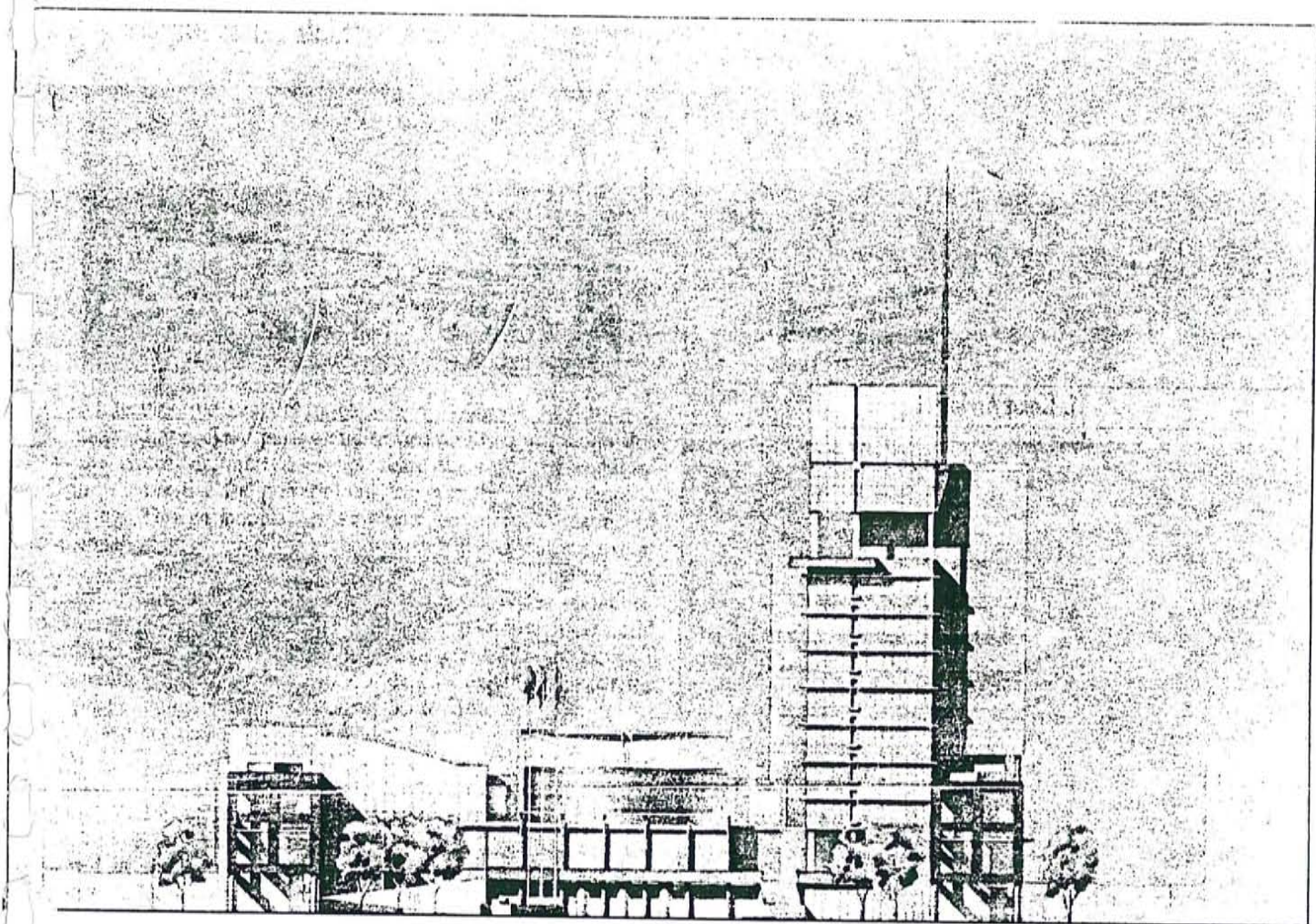
Materials and colour are used to differentiate the building's principal elements. The civic walls are to be clad in a reddish sandstone. The space below the elevated walls is to be rendered as a base using sandblasted and clear glass. The civic rotunda is clad in the same sandstone as the civic walls, the council chamber and the wall component of the administrative offices are clad in pre-finished metal panels, the office slab component in curtain walls, and the civic tower in pre-finished aluminum and glass. Patinated copper is used on significant elements, such as the vertical mullion blades of the piano nobile level of the civic walls.

Design team: Bruce Kuwabara (partner-in-charge), Howard Sutcliffe, Mark Jaffar, Matthew Wilson, John Czechowski, Andrew Dyke.
Model-makers: Richard Sinclair, Steve Fox, Eric Duck

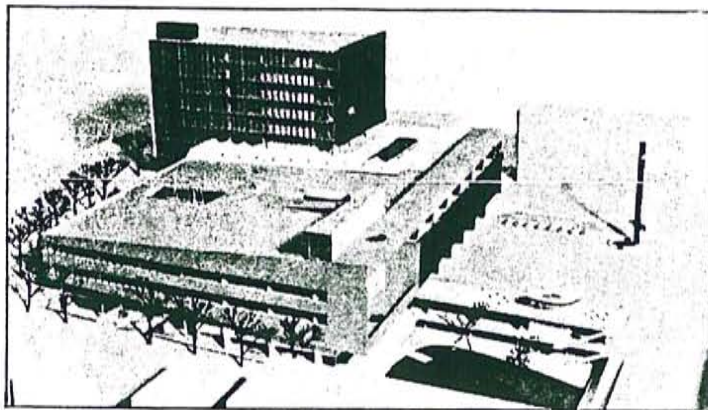
Illustrators: Michael Morrissey, Gracy Woloszczuk
Model photo: Steven Evans

3 South elevation
4 East elevation



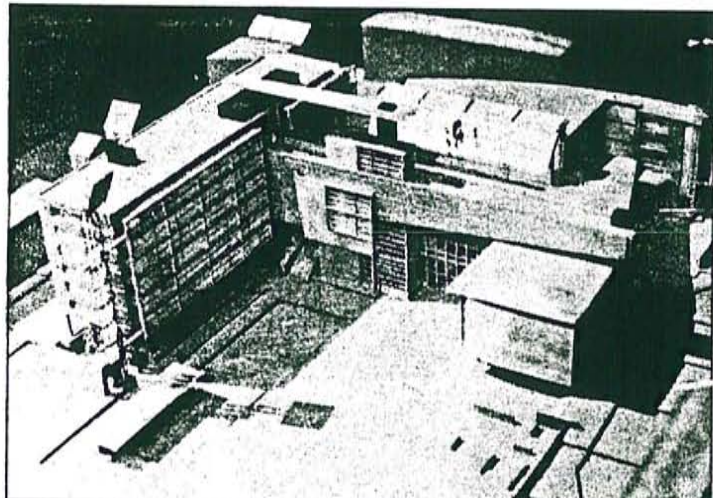


Finalists: Kitchener City Hall Competition



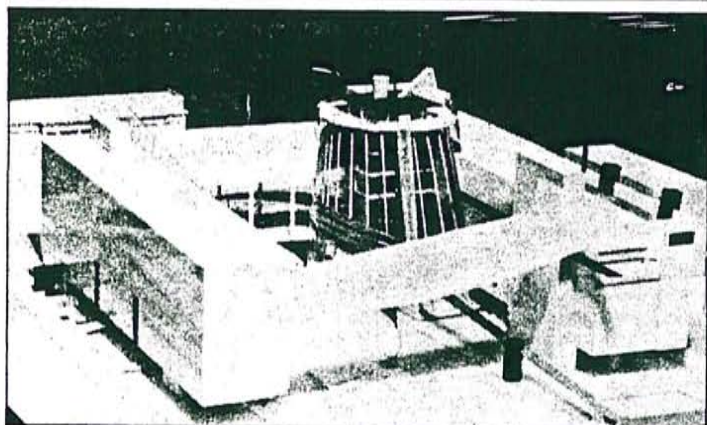
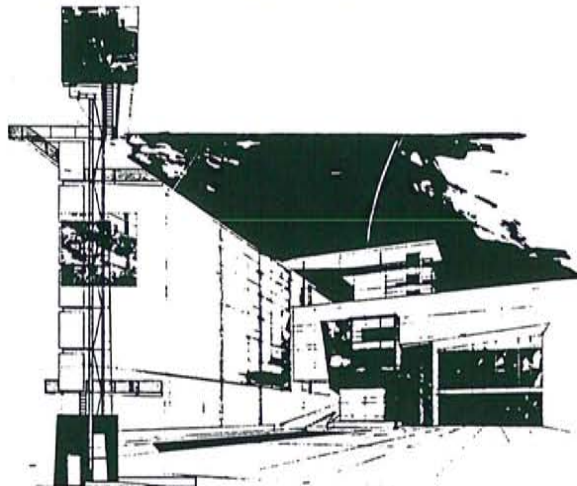
M. Kohn Architect

Photo: Chris Pommer



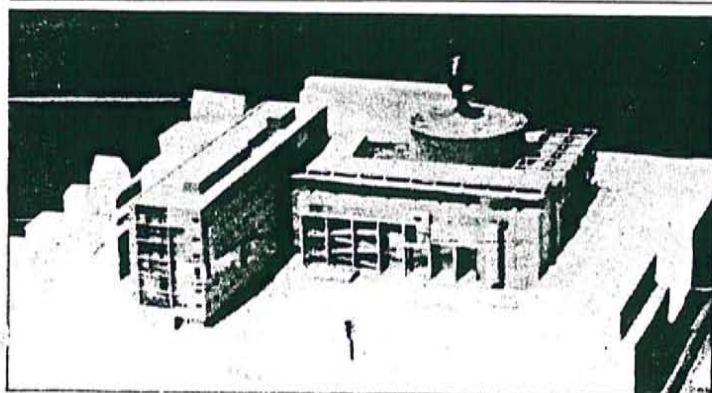
Saucier & Perrotte, Architectes

Photo: André Perrotte



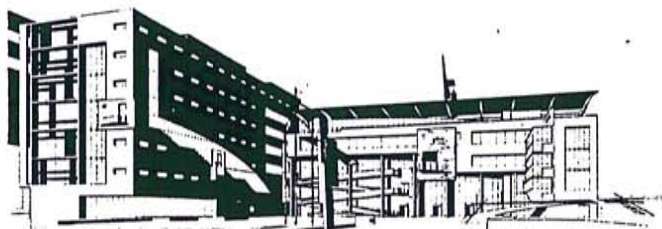
Dunlop Farrow Inc., Architects

Photo: Behzad Darouee



Stephen Teeple, Architect

Photo: Barbara Kelly



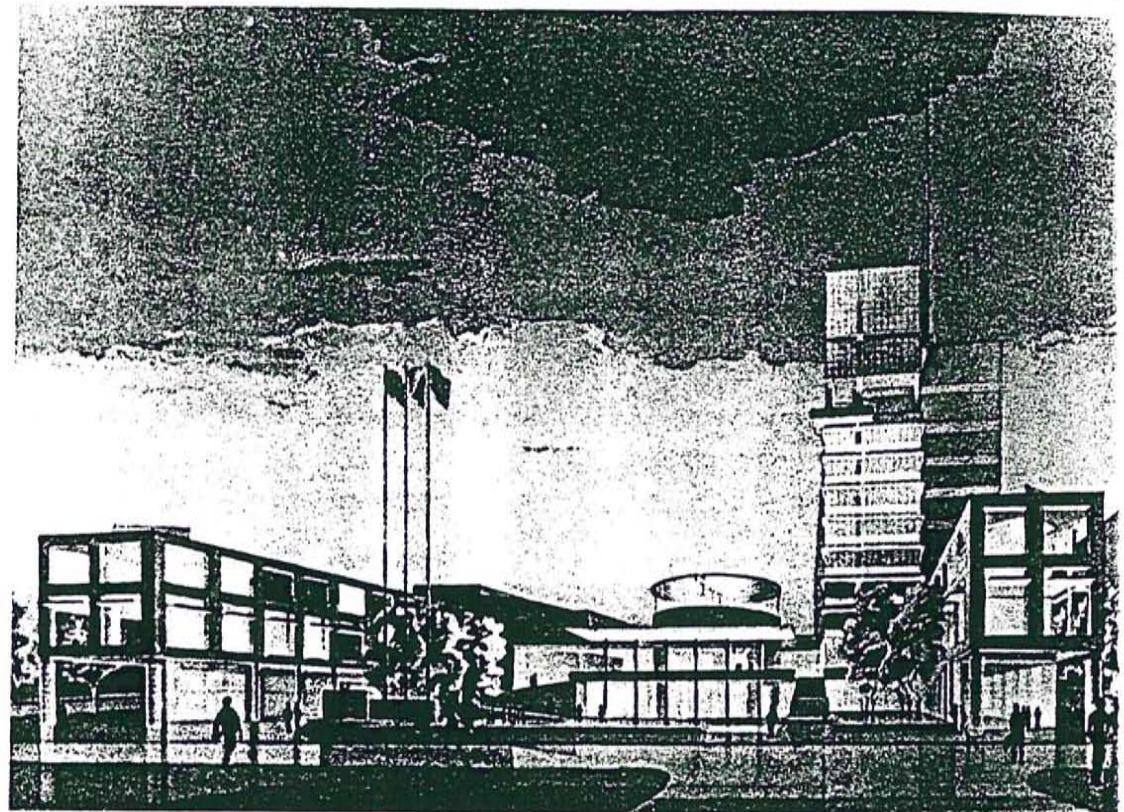
Kuwabara Payne McKenna Blumberg wins Kitchener City Hall competition

The Toronto architectural firm of Kuwabara Payne McKenna Blumberg has won the national design competition for a new city hall and civic square to be located on King Street, downtown Kitchener. The competition, held in two stages, had 153 submissions to its first design stage -- a field then narrowed to five finalists. The finalists were: Saucier & Perrotte, Architectes, Montreal; Stephen Teeple, Architect, Toronto; M. Kohn Architect, Toronto; Dunlop Farrow Inc., Architects, Toronto. Members of the jury were: Alan Colquhoun, Richard Henriquez, Jan Ciuciura, Peter Rose, Beverley Hummitzsch. An excerpt from the jury's report is published below.

Jury Report

The submissions to the second stage of the competition were of a very high quality. The thoroughness and quality of the presentations made it easy for the Jury to understand the proposals, but their radically different approaches made a final evaluation difficult.

The winning design had many qualities both as a building and in the contribution it will make to its urban context. Its distinctive tower will become the city's landmark, pre-



A perspective view (looking east from King Street to Civic Plaza and City Hall) of the winning design from the Kitchener City Hall competition. The winning firm was Kuwabara Payne McKenna Blumberg, Architects of Toronto. Drawing by Howard Sutcliffe.

sending the City Hall on the skyline and establishing a strong visual relationship with Victoria Park along Gaukel Street. As a whole, the building is sensitive in scale to its surroundings but does not depend on them to create the enclosure of the Civic Square. Public orientation and movement are clear, both inside and outside,

and the distribution of interior spaces is good. The extent and treatment of landscape was appreciated and the objective of giving quality to the north entry is well met.

Despite these manifold qualities the Jury felt that the modifications that the architect had made to the second floor level between the rotunda and the

administrative tower were not completely satisfactory, and the position of the skating rink should be reconsidered to facilitate access from King Street to the Civic Square and the main entrance.

The Jury is confident that the winning design will make a significant contribution to the City of Kitchener.

Municipal Government Centre, Phoenix, Arizona

This huge municipal government project in the American southwest is an impressive formalistic arrangement, with a civic plaza at the heart of its richly elaborated urban texture.

Barton Myers Associates, Inc. Architects and Planners

JONES

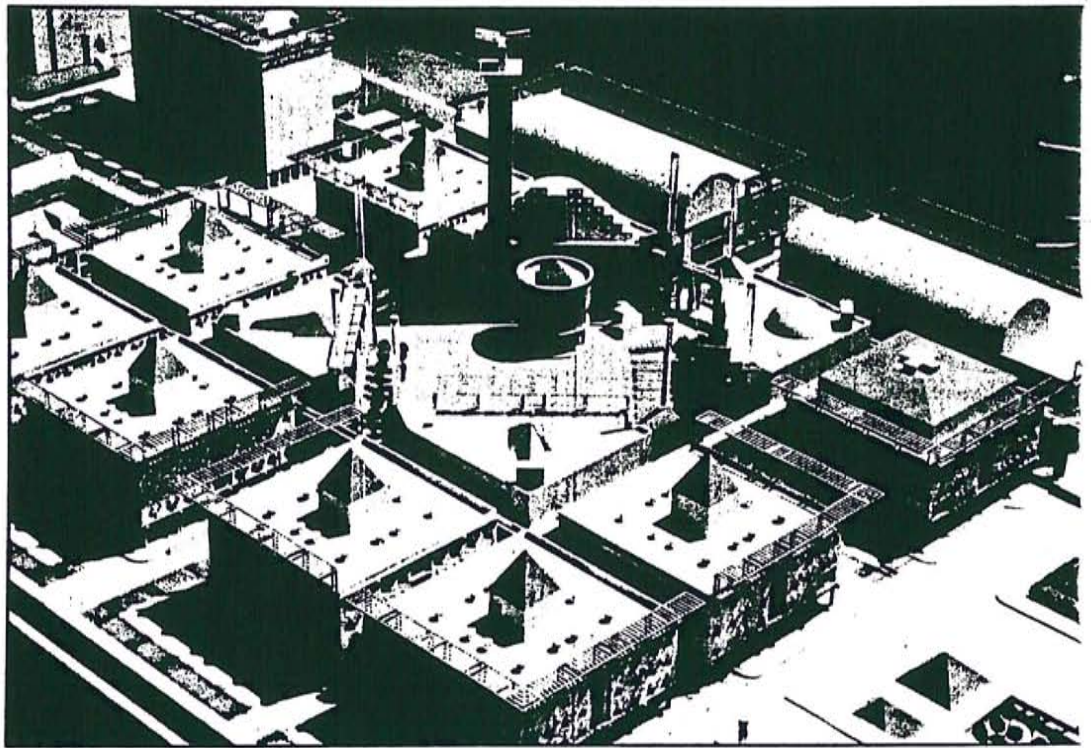
This project, by now a familiar example of Canadian excellence abroad, was an unexpected entry for this year's awards. Despite the two years that have passed since its commission, it is still a compelling project. The condensed architectural imagery of tower and chamber, complemented by the poetic idea of aqueduct, remain firmly in the mind. If one has a criticism, it's more of the absence of modification to the basic schema. One might have expected these "architectural" pieces to have locally revised and inflected the grid, thereby representing the institution with surface rather than incident, with the certainty of the diagonal, rather than its mechanical symmetry.

HENRIQUEZ

I think this organizational idea is brilliantly simple and gives a sense of cohesiveness to the place. The rich elaboration of the outdoor rooms and symbolic elements is extremely appealing. Though these are beautiful in themselves, there is a mechanistic feel to the place which I think could have been overcome with a more idiosyncratic overlay that was more intuitive and less rational. But then again, would they have won the competition?

MURRAY

An enormous project whose complexity is almost beyond thorough understanding and analysis. One is filled with admiration for its formalistic qualities. Yet there are some dilemmas. The council chamber is rather buried in the complicated triangular geometry of one of the four equally significant corners. Each corner is defined by a 45-degree insertion into the civic plaza, and in the council chamber corner, only the cylindrical council reception hall achieves major expression. It's to be hoped that decisions are made before the public in the council chamber, not in the reception spaces beyond. Revell's up-front expression of the council chamber in Toronto's City Hall may be relevant to this point.



Occupying a 12-block area in downtown Phoenix, Arizona, the program of city government buildings includes a 20 066 m² fire, criminal justice and municipal centre, a 1579 m² city council chamber, 14 492 m² municipal court building, a 6689 m² water and waste water management building, and a 11 148 m² recreational centre.

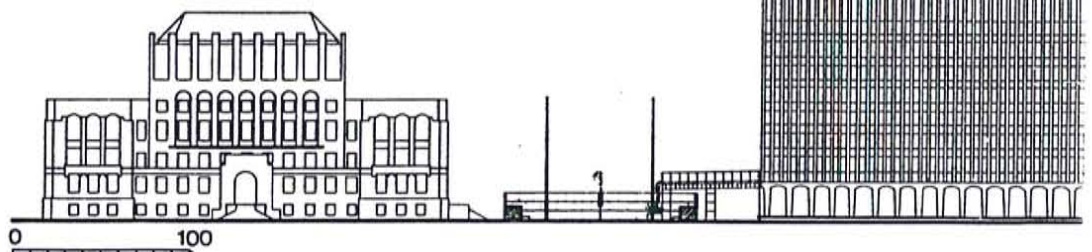
The master plan puts the citizens at the symbolic heart of the government centre and resolves the intersection and interplay of four significant urban axes. The civic plaza measuring 90 metres square at the intersection of

Washington Street and 4th Avenue is an outdoor public room that will be the preeminent place of civic assembly and ceremony. The major Phase I buildings address and enclose this plaza.

The scheme proposes an urban fabric of low-rise government office buildings linked in a continuous network of gardens, lanes and courts. Within this texture is a set of unique symbols: the civic plaza, the aqueduct running 500 metres through the scheme, the council chamber with its stepped, semi-circular roof, the Phoenix Tower with its golden canopy and viewing platform 76 metres above

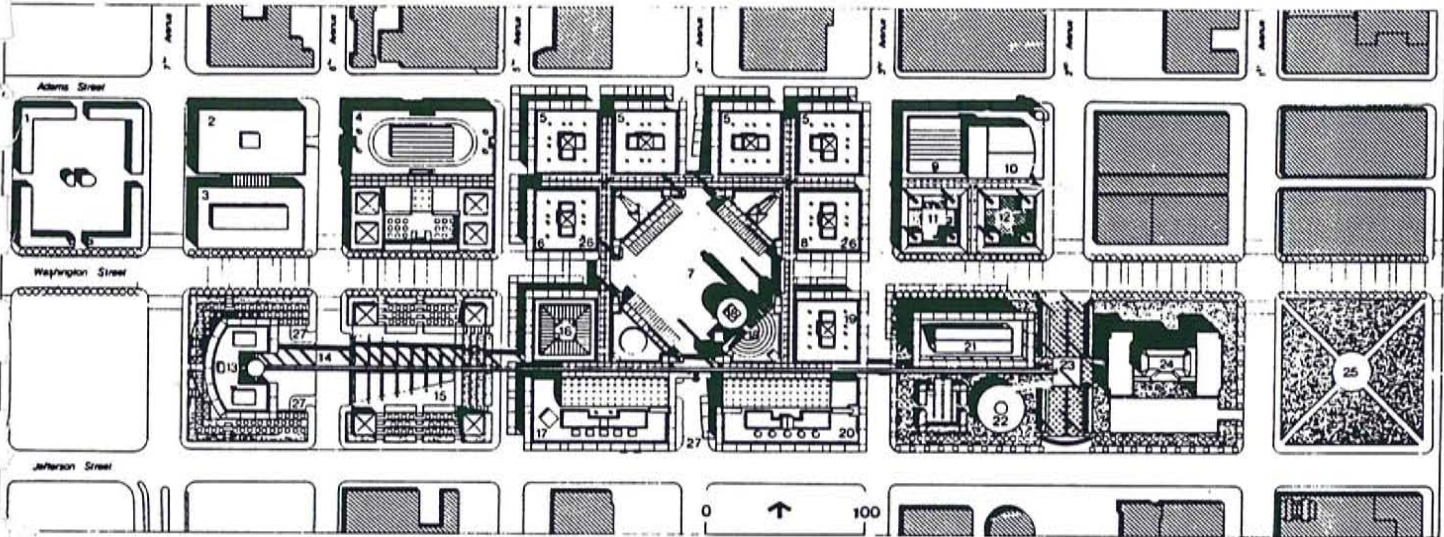
the plaza, the municipal arcades and sun-shading cornices, the irrigated water garden, and two generous interior courts—the Mayor's Court and the Great Hall of Justice.

Images of the phoenix and the walled oasis are rendered in sandstone and steel. Desert hues of reddish-brown and buff-pink sandstone give the buildings an association with the earth, while the filigree of steel cornices connects them with the sky.





Aerial Study

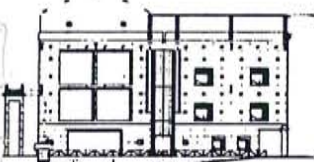


- 1. police motor pool
- 2. police annex
- 3. police & public safety building
- 4. proposed athletic club
- 5. phase 2 municipal government buildings
- 6. legal dept.
- 7. civic plaza
- 8. fire dept.
- 9. back of house theatre space
- 0. Palace Theatre

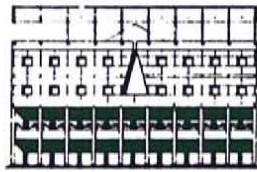
- 11. outdoor theatre
- 12. retail court
- 13. water & waste water building
- 14. aqueduct
- 15. irrigated garden
- 16. municipal law courts admin.
- 17. municipal law courts
- 18. city council chamber
- 19. city clerk
- 20. mayor, city council, city manager,

- information, management & budget
- 21. existing municipal building with new roof treatment
- 22. existing council chamber
- 23. new fountain court
- 24. city/county building
- 25. Patriot's Square
- 26. retail at grade
- 27. entrance to parking

Client: City of Phoenix
Competition design team: Barton Myers, Bruce Kuwabara (associate-in-charge); John Shnier, Victoria Gregory, David Weir, Karen Cvornyek, Courtenay Henry, Beverly Norii, Ken MacSporran, David Pontarini, Suzanne Powadiuk, Kathryn Saunders, Michael Taylor
Project team: Barton Myers, Douglas MacLeod, Jonathan Hankin (associates-in-charge); Ben Caffey, David Brindle, Don Mills, Kevin Dumain, Wendell Galt, Steve Hamilton, Kelly Lem, Ken Minohara, Steve McFadden, Tom Nohr, Glenda Rovello, Michael Sant, Hagy Belzberg, David Guthrie, Kathryn Letendre
Structural: Read Jones Christoffersen Ltd.
Mechanical: James A. Knowles & Associates, Inc.
Electrical: Levine/Seegel Associates
Graphics: Sussman/Prejza & Co.



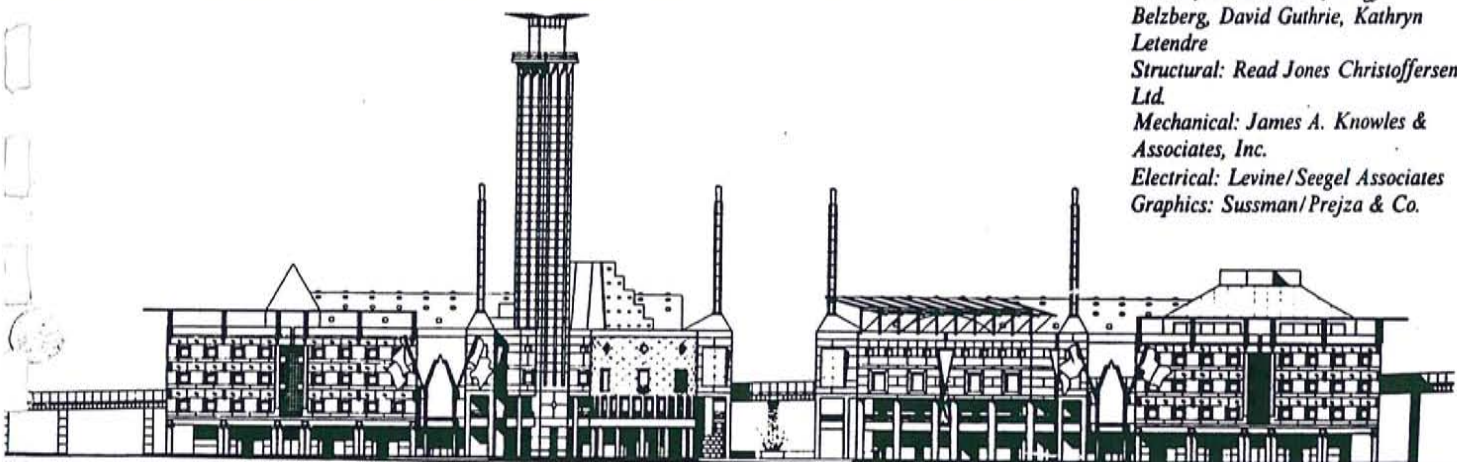
Municipal Building 4th Avenue Elevation



Porch Elevation: Fire and Law Departments

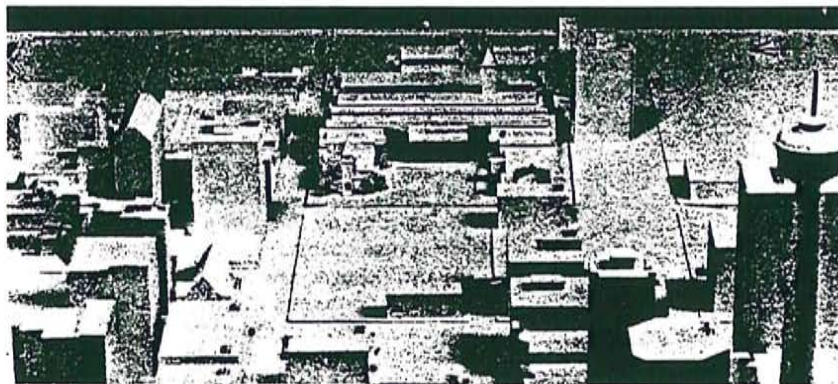


Porch Elevation: Municipal Court

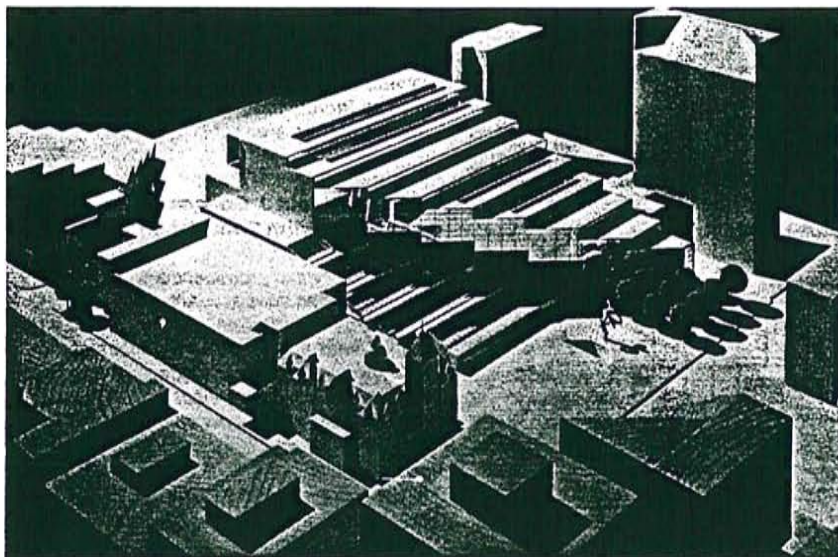


Site Elevation Looking South Along Washington

Stop Press: Calgary Municipal Building Competition Finalists



Finalist: Eugene N. Dub



Finalist: Christopher Ballyn in association with the Webb Zerafa Menkes Housden Partnership

In this issue we present the results of the first stage of the Calgary municipal building competition which has produced four finalists and four merit award winners.

In October 1980, the citizens of Calgary indicated by public vote, their preference that the City construct and own a new municipal building as opposed to continuing to rent space. In November of that year, city council decided to sponsor a province-wide architectural design competition and the process was set in motion. One hundred and forty-three architects registered and 75 submissions were received.

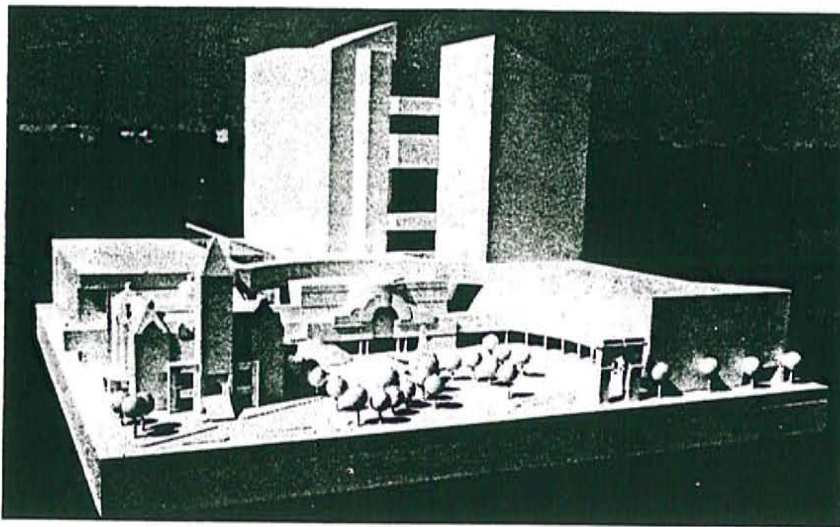
Of those submissions, the jury has selected as finalists: Gerald J. Gongos in association with Donald J. Nicholson & Associates; Eugene N. Dub; R.L. Wilkin; Christopher Ballyn in association with the Webb Zerafa Menkes Housden Partnership. The jury also chose four merit award winners: Anthony

Finalist: Eugene N. Dub

"... an excellent example of many low rise, stepped back schemes ... impressed with relationship of the interior and exterior public open spaces ... excellent access ... visibility and relationship with the 8th Avenue mall ... The optional +15 system is preferred because of its directness ... In the final stage ... we would like to see ... more attention to energy saving ... careful attention to construction cost ... resolution of proposed structural systems ..."

Finalist: Christopher Ballyn in association with the Webb Zerafa Menkes Housden Partnership

"... exciting scheme ... without expensive and exotic technology ... distinctive design and good discipline ... respects the city hall ... Occupancy of the administration building can be maintained during construction ... In the final stage ... we would like to see ... provision of a clearer view of the entire south elevation of city hall ... more visible access to the council chamber ... more identifiable east-west pedestrian access ..."

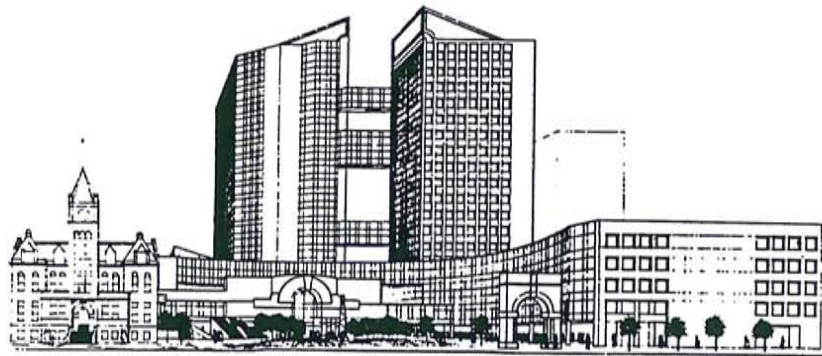


Calgary Municipal Building

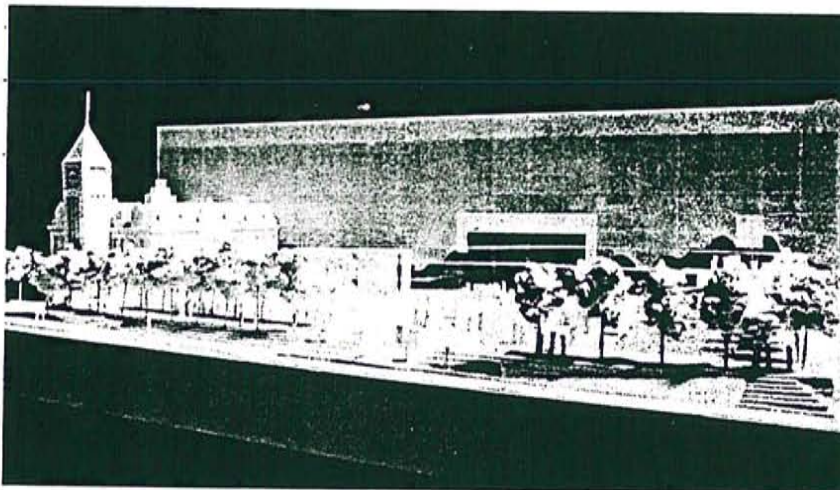
K. Eng; Douglas McConnel in association with Shore Tilbe Henschel Irwin Peters; Norbert Lermeyer in association with R.E. Hulbert & Partners; The Chandler Kennedy Architectural Group (also a reserve finalist).

The jury comprises Joseph Esherick of San Francisco; Fumihiko Maki of Tokyo; Jean Ouellet of Montreal; and Calgary citizens Margaret Cadman and Jack Peach. The professional adviser is Gustavo da Roza.

The final stage of the competition will conclude December 4 with the announcement of the winner as chosen by the jury at that time. The scope of the \$90 million project includes a new municipal structure with some rehabilitation and renovation of the existing administration building. Construction of the winning design will begin in the spring of 1982 and be completed in 1985.

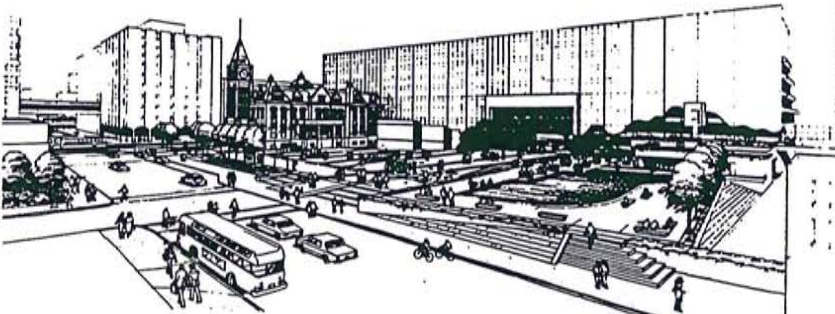


Finalist: R.L. Wilkin



Finalist: R.L. Wilkin

"... very conspicuous announcement of the council chamber ... and the elegance of the public open space are the major features ... responds well to present and future proposed developments ... incorporates the LRT tunnel alignment without compromising the design ... does not require extensive renovation to the administration building ... In the final stage ... we would like to see this design more clearly resolved in the following areas ... cladding, form and treatment of the office towers must reflect the same level of sophistication shown in the design of the lower floors ... design and focus of the council chambers should not be developed at the expense of compliance with all facility program requirements in the legislative areas ..."



Finalist: Gerald J. Gongs in association with Donald J. Nicholson & Associates

Finalist: Gerald J. Gongs in association with Donald J. Nicholson & Associates

"... visibility and prominence ... generosity of public open space ... are the major positive qualities ... impressed with the attempt to step down the mass of the building ... In the final stage ... we would like to see ... clearer visual identity and organization of the council chamber and its public gallery ... more attention to the public entrances and better organization of the public service and retail areas ... more sympathetic junction of the glass wall ... the mirrored west facade requires special consideration to express the civic nature ... and avoid looking like a conventional commercial development."

Merit Award: The Chandler Kennedy Architectural Group
"A very elegant classical facade . . . sensitive selection of building materials."



Merit Award: The Chandler Kennedy Architectural Group

Merit Award: Norbert Lermeyer in association with R.E. Hulbert & Partners
"Very generous public open space with good consideration of site context . . ."



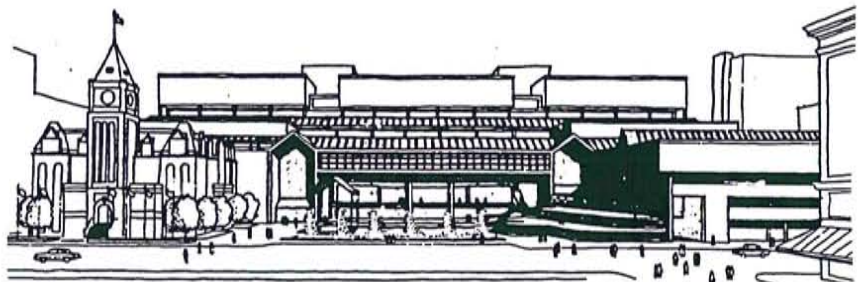
Merit Award: Norbert Lermeyer in association with R.E. Hulbert & Partners

Merit Award: Anthony K. Eng
"... large spacious interior public space responds well to the climate . . . east-west pedestrian access and the views have been well-considered . . . good landscape treatment of the roofs . . ."



Merit Award: Anthony K. Eng

Merit Award: Douglas McConnell in association with Shore Tilbe Henschel Irwin Peters
"Good location and articulation of the council chamber with sensitive scale and massing . . . introduction of daylight . . . is well-handled . . ."



Merit Award: Douglas McConnell in association with Shore Tilbe Henschel Irwin Peters

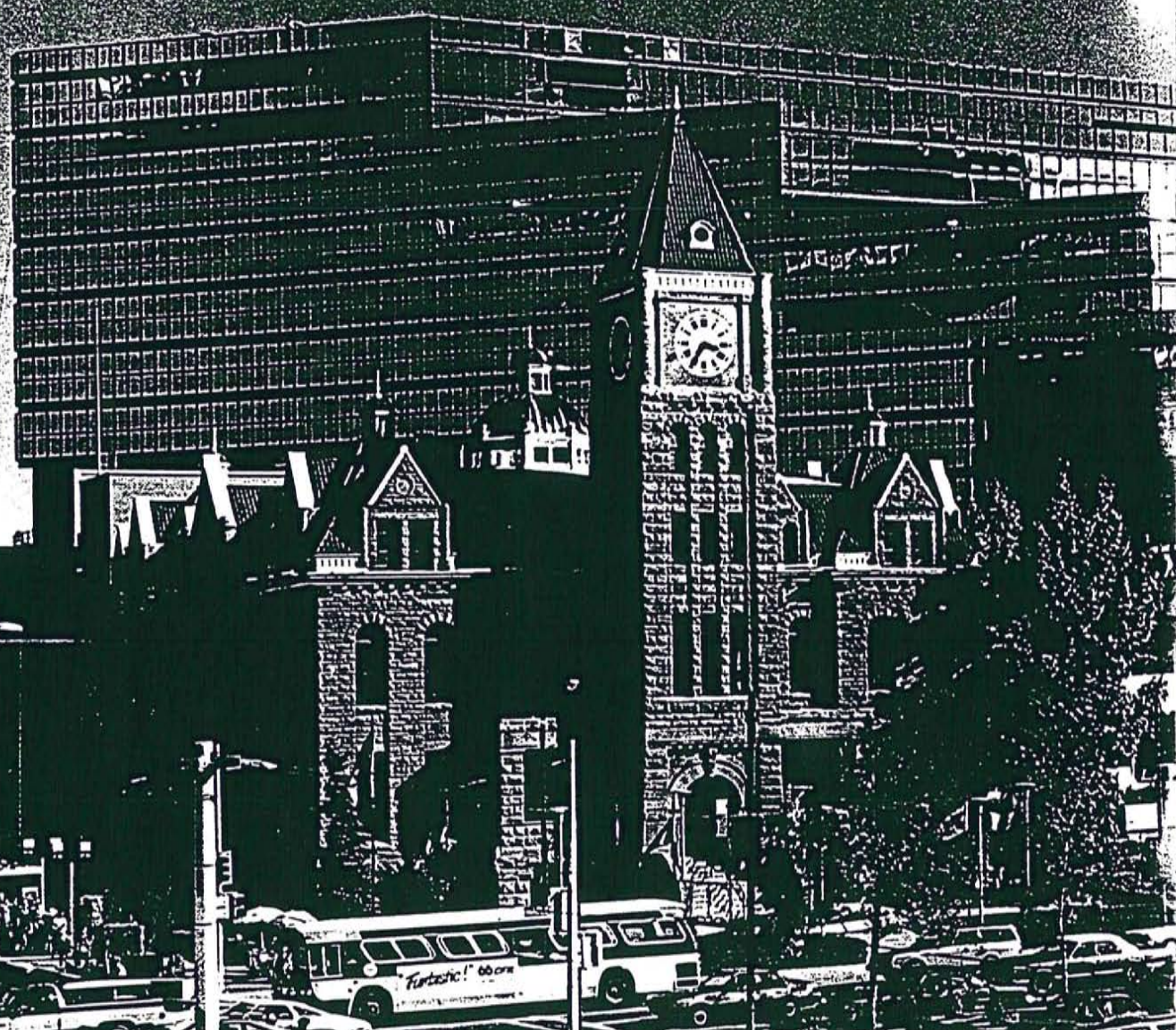
CALGARY CITY HALL BOLD AND BOLD

Architects: The Webb Zerafa Menkes Höusden
Partnership and Christopher Ballyn Architect

Critique by Barry Johns

The design team for Calgary's new Municipal Building, as established by Bob Finkelstein, Chris Ballyn, and their colleagues is extraordinarily simple. It is intended to provide a "look" or "mood" inspired by the historic old city hall, while not imitating it. The new building is a bold attempt at a unique new style. The relative success of this modernist approach must be measured against the traditional and economic decisions suggested by the historic nature of the project. While the idea of "mimicry" was still under consideration, the design committee decided to use the old city hall as a guide for the new building's design.

The old building, Alberta's second oldest, is a fine example of the old design and construction of the province. Much of the old

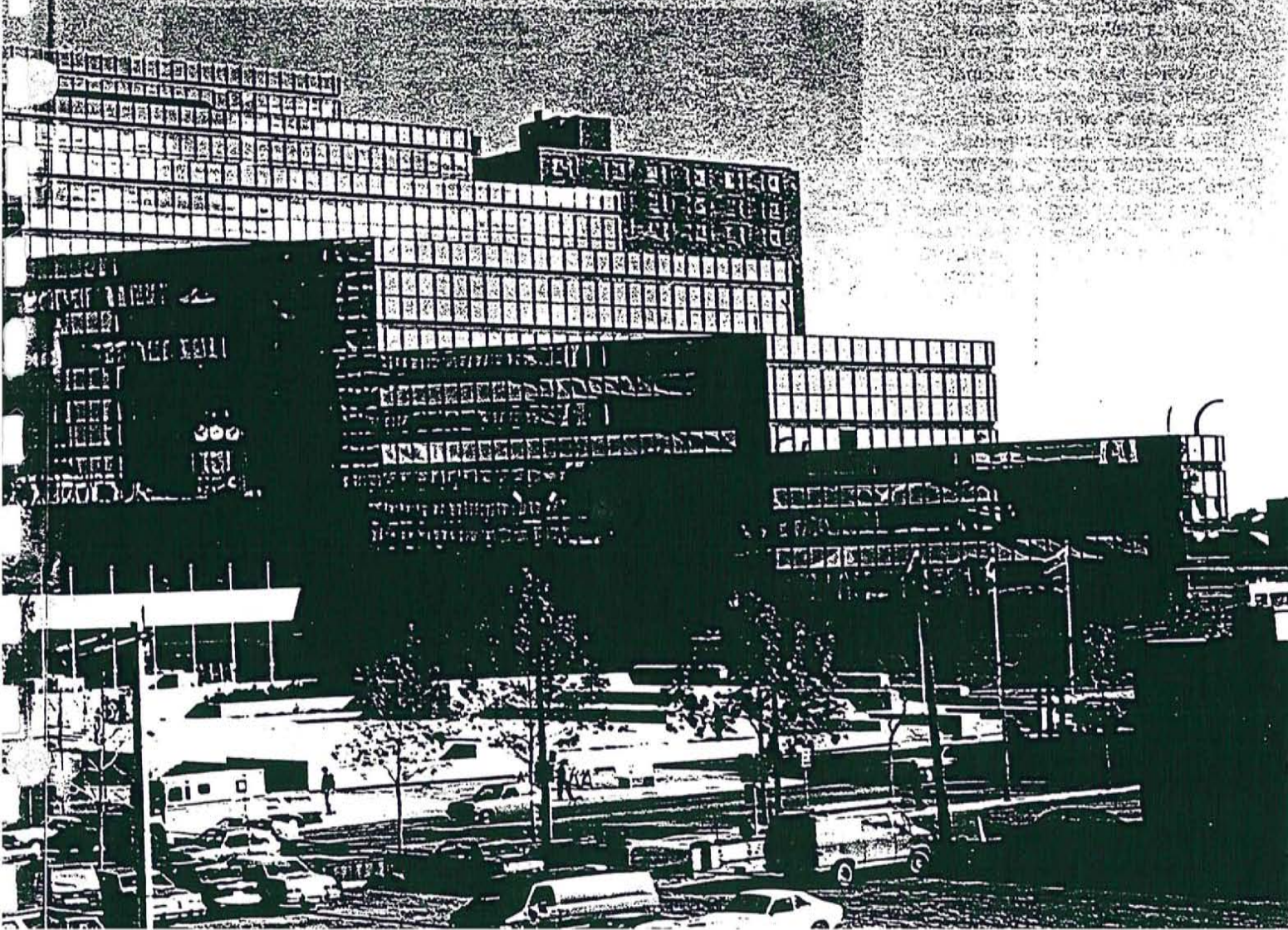


placed on its budget. This affected some essential building components including the ceremonial plaza. Those familiar with the competition will recall the labyrinthine underground rail tunnel network which had to be accommodated. The tunnels occur only under the building footprint with a part of the network placed on hold pending final design resolution of the LRT system in the area, as well as more favourable economic conditions. The plaza's outline thus intended as a temporary solution but has been so severely weakened in detail and finish as to render moot one of the major design issues of the competition. The plaza has no sense

of civic place and is so lacking in warmth that it is no wonder the city has announced its plans to develop its Olympic Plaza for the 1988 Winter Games across the street. One hopes that in the future the two will marry and between them produce a workable and much needed urban open space in this city where pedestrians are regimentally marched from place to place through the system of overpasses, killing off much of the street life. Similarly, the future hotel site to the south, another major design influence, is destined to become a parking structure which while much needed, raises questions about the formal axis developed in the plan to allow future connections to this area of the site.

As can be expected with the incredible economic downturn which followed, the project became heavily

politicized. The result has been to include other local firms in the design process with the city rather than selling out the work. Besides having to endure budget cuts, the original design team has had to deal with the fact that the nearly completed project interior of the administration building alterations, and the old City Hall will also be subject to a budget smaller than originally planned and will bear the signature of other architects. I am told that by a gradual process of exclusion, the control of much of the work has been wrested from the hands of the prime consultant. Regardless of political intent or the merits of these decisions in favour of the local architectural establishment, it is easy to sympathize with the frustrations of the original designers. Although viewed by many with suspicion because the firm was



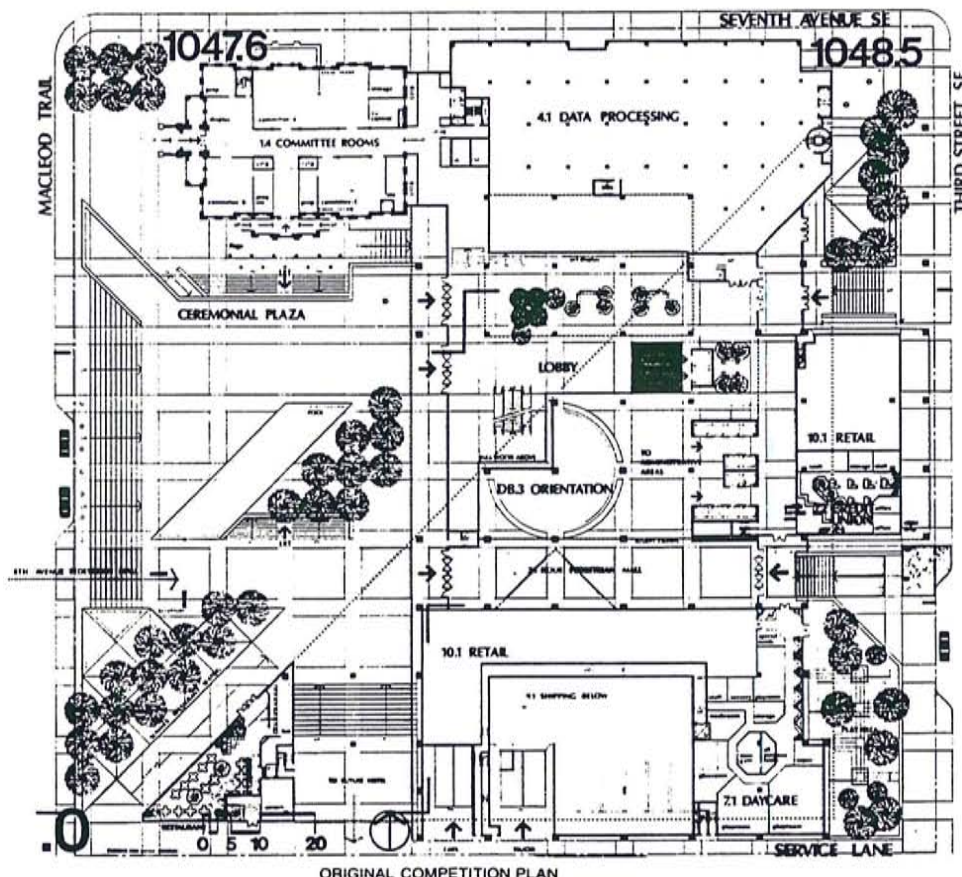
CITY HALL

eastern-based, it had entered into the contract in good faith with entirely different assumptions, having won the competition fair and square.

Raymond Moriyama's earlier plan for the Calgary Civic Centre envisioned a heart of the city with a multiplicity of use and buildings, but within a harmonious and ordered parti. The old City Hall, new Municipal Building and ceremonial spaces were to be a vital part of this vision. Calgary seemed determined to take advantage of an enormous opportunity to inject life and a desperately required sense of place to its eastern urban edge. Defeated by plebiscite, the plan dissolved into a drastically diluted assemblage of disparate buildings. Consequently, the Burns Building, the Calgary Centre for the Performing Arts, the 8th Avenue Mall, and Municipal Building bear no conceptual relationship to each other and smack of yet another opportunity lost.

I attended a public presentation of the design of these buildings in Calgary last fall, and was surprised at the individualistic approach taken by each. It seemed as though the only provision for either spiritual or functional connections between these complexes was through the ubiquitous +15. The incomplete block of the Eighth Avenue Mall which fronts the Municipal Building is a fitting testament to this lack of urban strategy which results in a wasteland of new buildings.

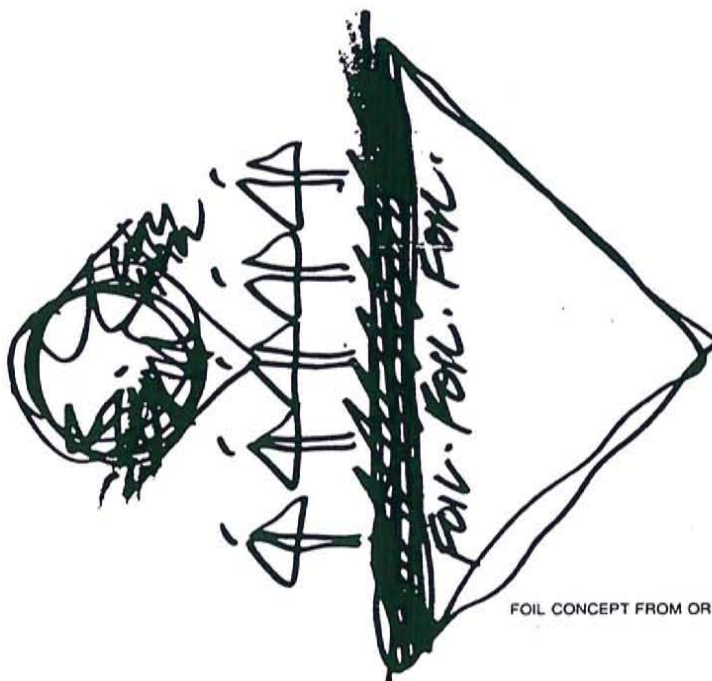
The strength of the overall image of the building seems the obvious reason why the winning project was selected. It is a bold and simple form which, when viewed from any distance, stands as a monumental sculpture in the urban landscape. I particularly admire its arresting presence when seen from the bridges off Memorial Drive, as well as its sparkling visual resolution to the Eighth Avenue Mall axis. Its triangular and stepped geometry is a unique form which is readily identifiable, logo-like (one of Bob Hopewell's original intentions), and although somewhat scaled down to the street by its sequential stepping,



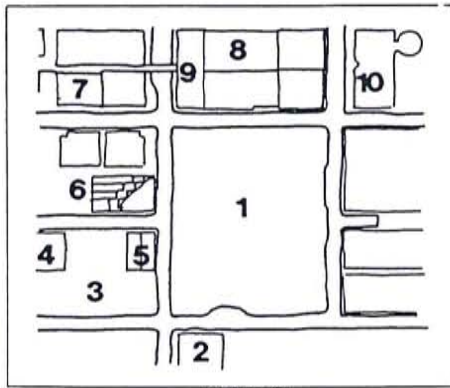
ORIGINAL COMPETITION PLAN



ORIGINAL MODEL

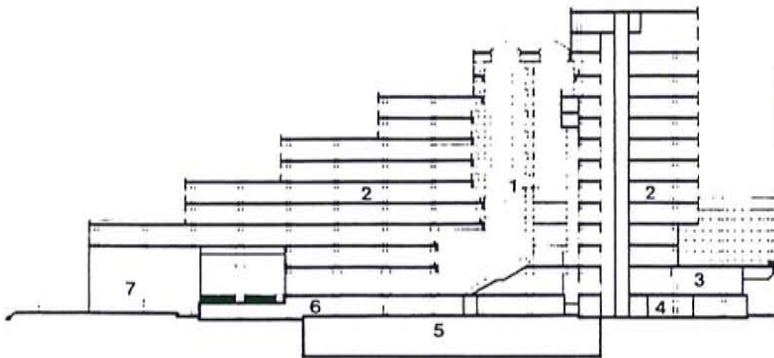


FOIL CONCEPT FROM ORIGINAL ENTRY PLAN

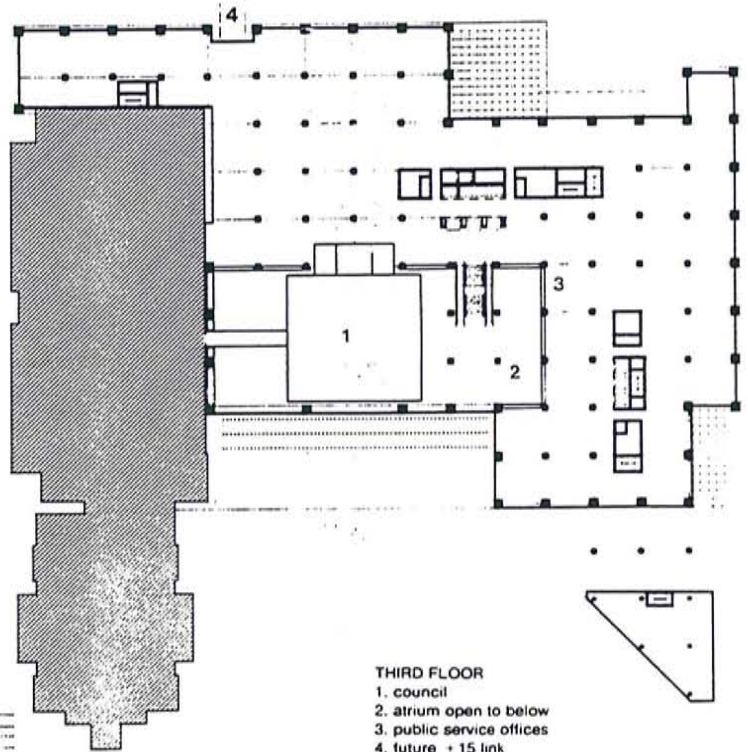


SITE PLAN

- 1. new municipal building
- 2. Telecom
- 3. performing arts centre
- 4. Calgary public building
- 5. Burns building
- 6. proposed office/retail
- 7. Rocky Mountain Plaza
- 8. police
- 9. library
- 10. garage



WEST-EAST SECTION

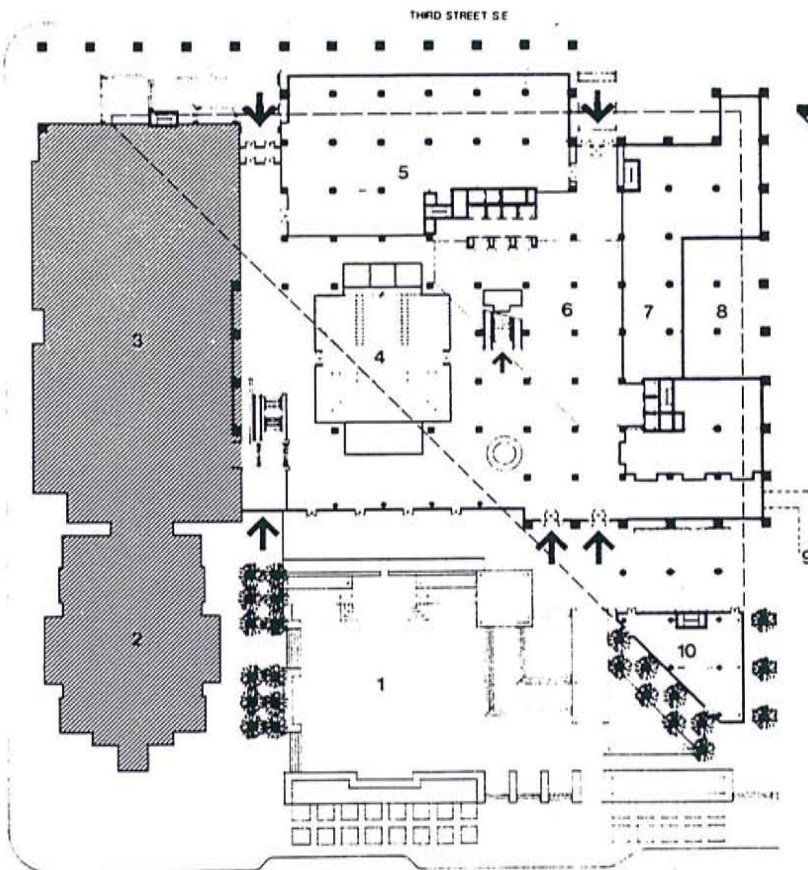


THIRD FLOOR

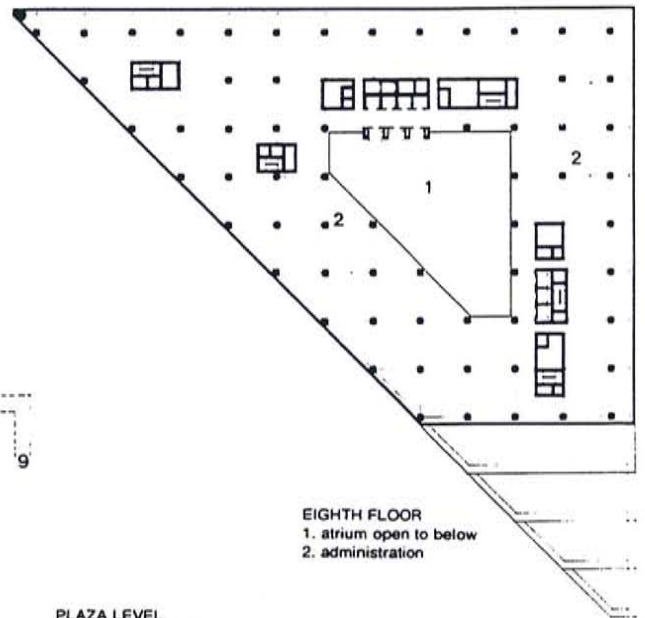
- 1. council
- 2. atrium open to below
- 3. public service offices
- 4. future +15 link

WEST-EAST SECTION

- 1. atrium
- 2. office
- 3. cafeteria
- 4. building services
- 5. L.R.T.
- 6. parking
- 7. restaurant



PLAZA LEVEL



EIGHTH FLOOR

- 1. atrium open to below
- 2. administration

PLAZA LEVEL

- 1. ceremonial plaza
- 2. city hall
- 3. administrative building
- 4. council
- 5. cafeteria
- 6. atrium
- 7. retail
- 8. service below
- 9. future +15 link
- 10. restaurant

CITY HALL

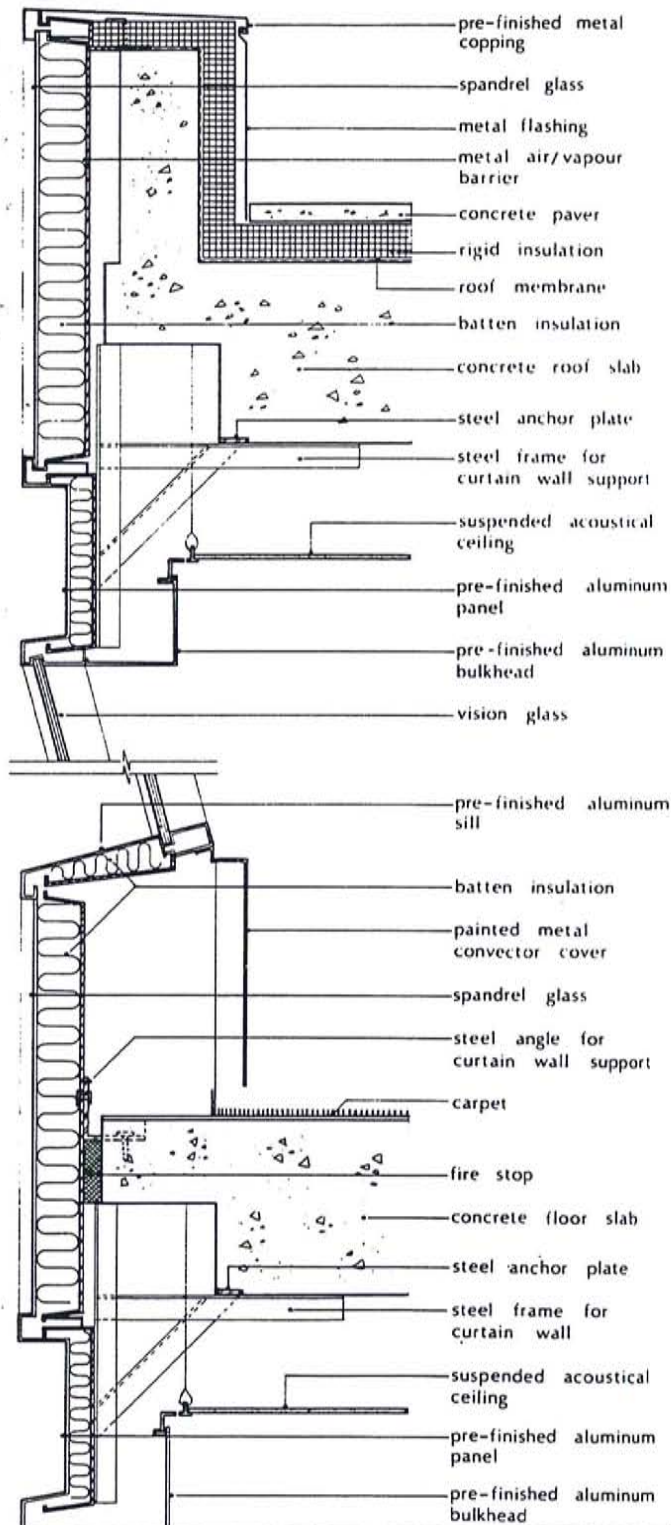
1
Shot of construction in progress.
2
Exterior, southwest wall.

is still of great monumental stature.

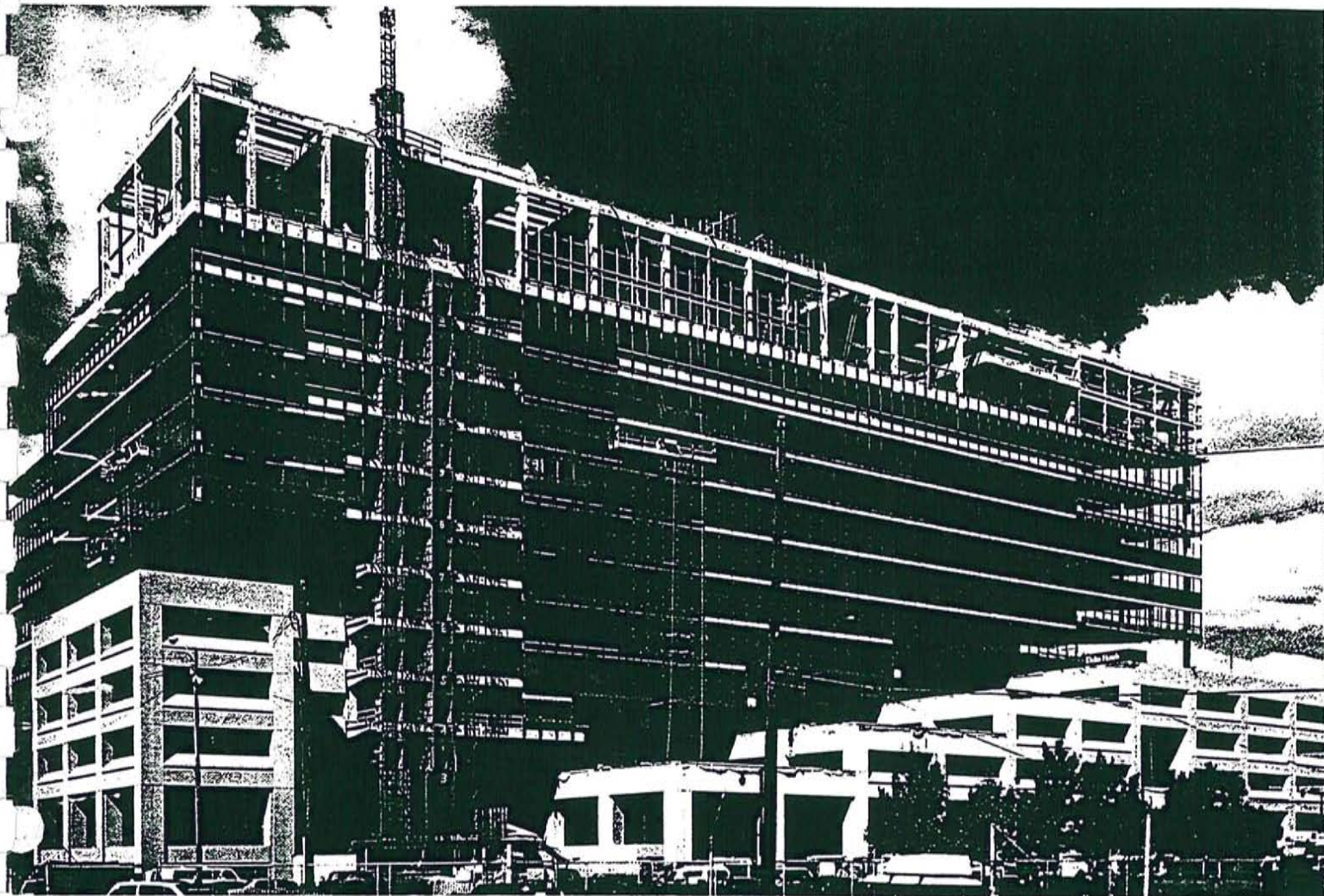
The curtain wall is extraordinary. Regardless of one's preconceptions about reflective glass curtain walls, this one is the most evocative skin I have seen in a long while, stretched to its elastic limits and held elegantly in place by a lovely girdle of waistbands. It is executed with consummate skill, from the overall horizontality of its proportions and three-dimensional quality of its angled surface indentations, to the extreme flatness of its glass. Easily upstaging all of the curtain wall essays in Calgary (except perhaps the NOVA headquarters building), it inevitably becomes Calgary's corporate metaphor and a marvellously appropriate symbol for this big-business oriented city. One can still learn much of the spirit of a city by listening to its cab drivers; in Calgary, they seem at home with its corporate sleekness.

There are arguable weaknesses to the parti. The old City Hall was given much affection in the competition documents. Indeed, the final scheme was actually intended as a celebration of the City Hall, with a view to maintaining its image as the legislative symbol of the democratic tradition. Sited within the city's one area of concentrated architectural heritage, matters of building context, historicist referencing, and urbanism (for example, the street grid), would seem to be prerequisite issues to be addressed in the final analysis. In designing the building as a "foil," the resolution is somewhat curious. My *Funk and Wagnalls* contains definitions which illustrate the dilemma. A foil "serves by contrast to enhance the quality of another." One also ponders another definition, "to thwart or prevent the success of..." Somehow, by violating the street grid, the overall scheme, while presenting itself as sculpture, still must reconcile the dissonant nature of its triangular form to the street, which tends to leave the viewer at a loss to readily appreciate or understand the actual intentions of the thesis.

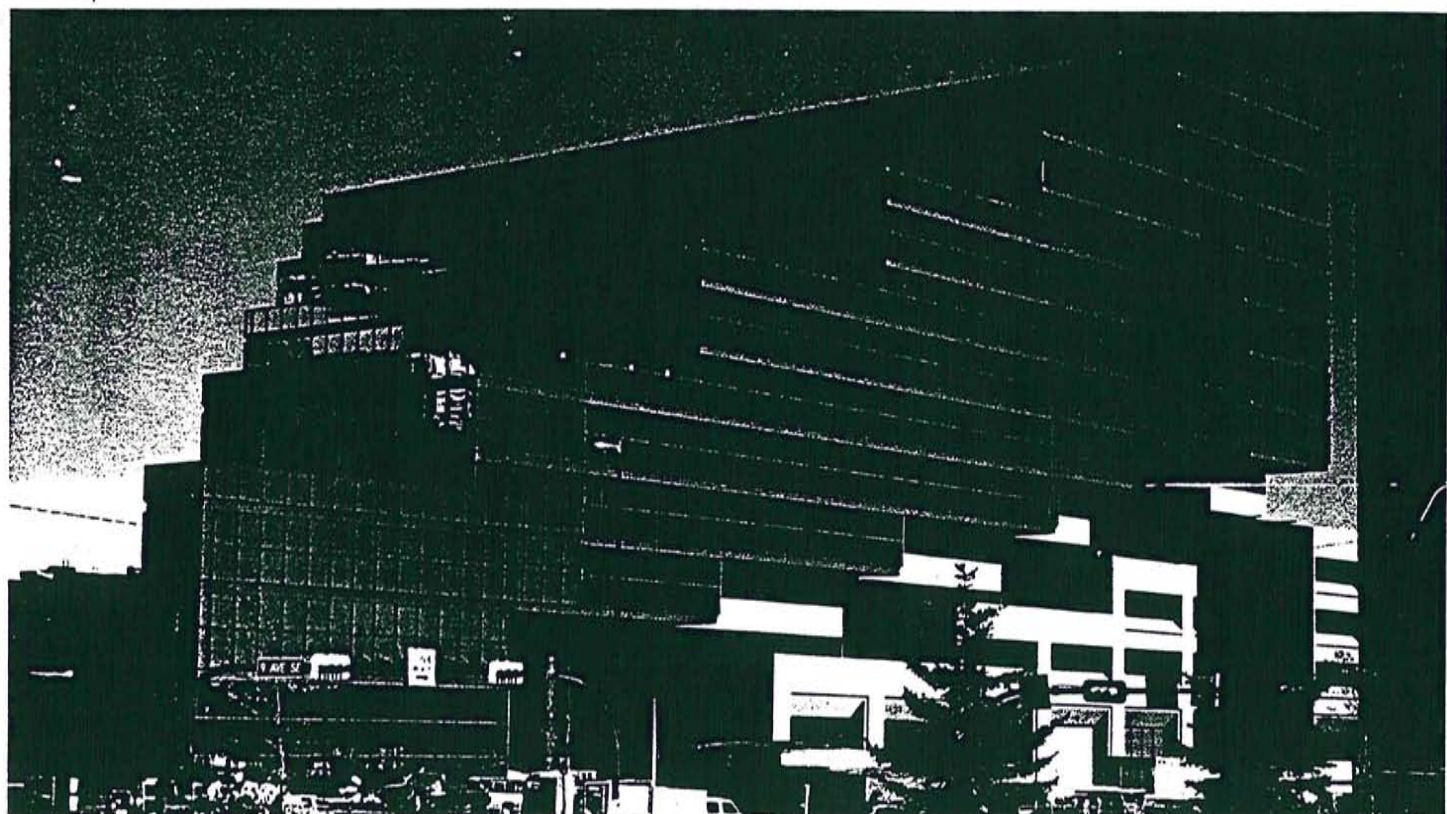
With respect to the 1907 sandstone-clad City Hall, I readily and unashamedly confess to falling



SECTION THROUGH DIAGONAL NORTH-WEST WALL



1



2

CITY HALL

3

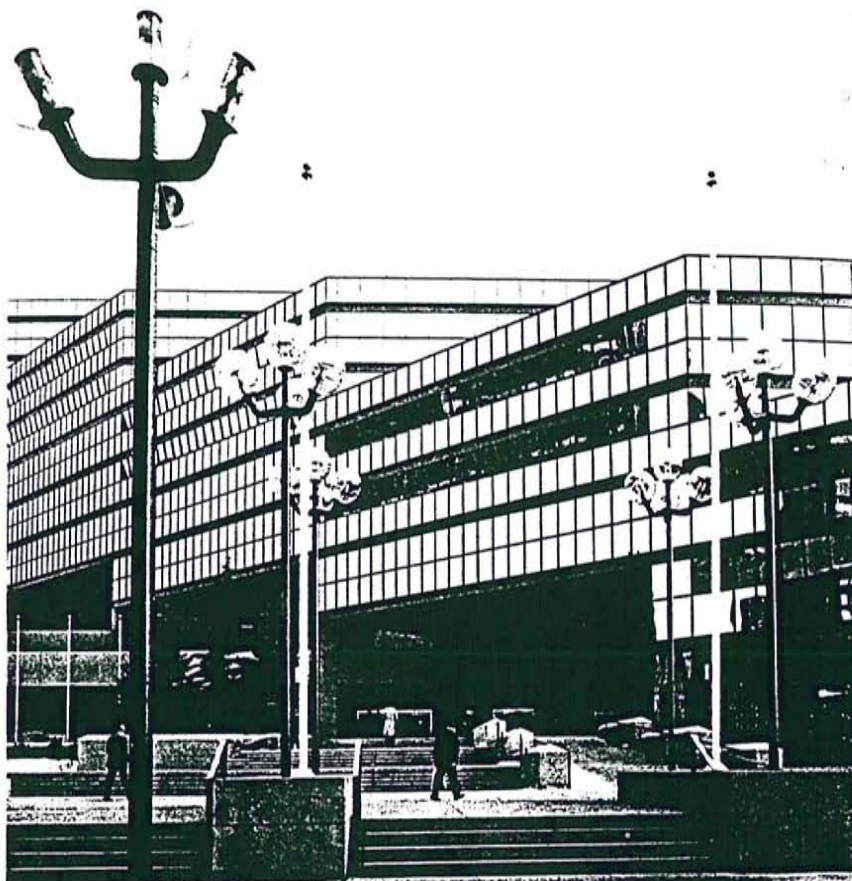
Mirror-clad curtain wall reflects both old city hall and activity of ceremonial plaza.

4

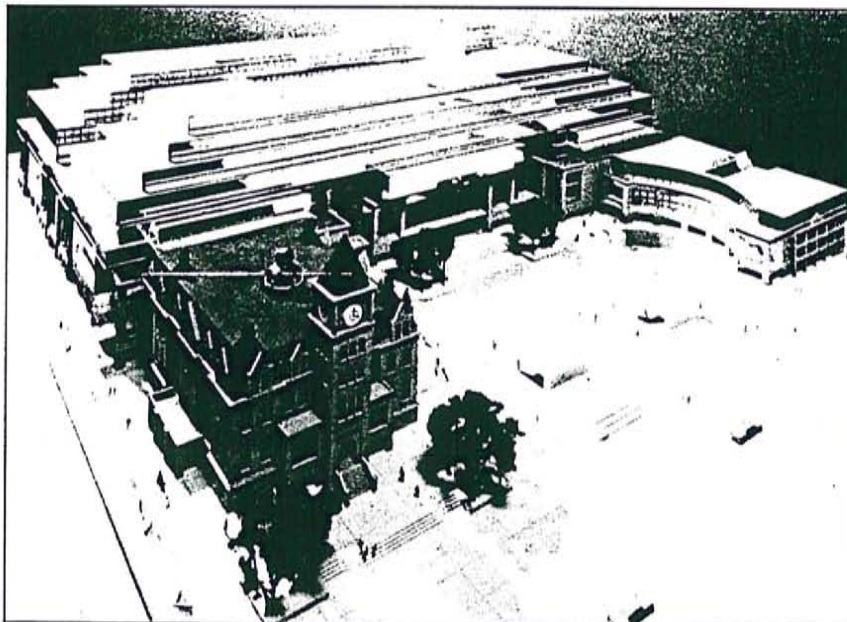
Gene Dub's competition entry: "Plinth and ground plane defer to area's historic context."

to my knees with upwardly stretched arms at the sight of any old structure on the prairie. After all, there is so little living history out here. Still, I am left with the disturbing thought that little comparable reverence was afforded this friendly old icon. This is most evident in the colour selections. The impeccably detailed precast concrete plinth and stepped building edges bear no relationship to either the scale or colour of the sandstone of the original building. The blue metal and mirrored glass assembly sits under the intense light of the prairie sky, changing colours with the moving clouds, seemingly oblivious and with an upturned nose to its surrounds. This is the essential spirit of modernism admired over decades and so much debated, particularly in the last five years. One is reminded of Pei's East Wing to the National Gallery in Washington, D.C., (1978) and even of Gus da Roza's Winnipeg Art Gallery (1971) as similar and perhaps formative modern images. That the jury for the Calgary City Hall was composed of architects of modernist persuasion is of little surprise. Look at Stirling and Mississauga City Hall by contrast. Still, when one compares this design with the finalist entry from Edmonton architect Gene Dub, which defers its plinth and ground plane to the historic context of the area, one must conclude that the city got what it wanted, for clearly there was a choice.

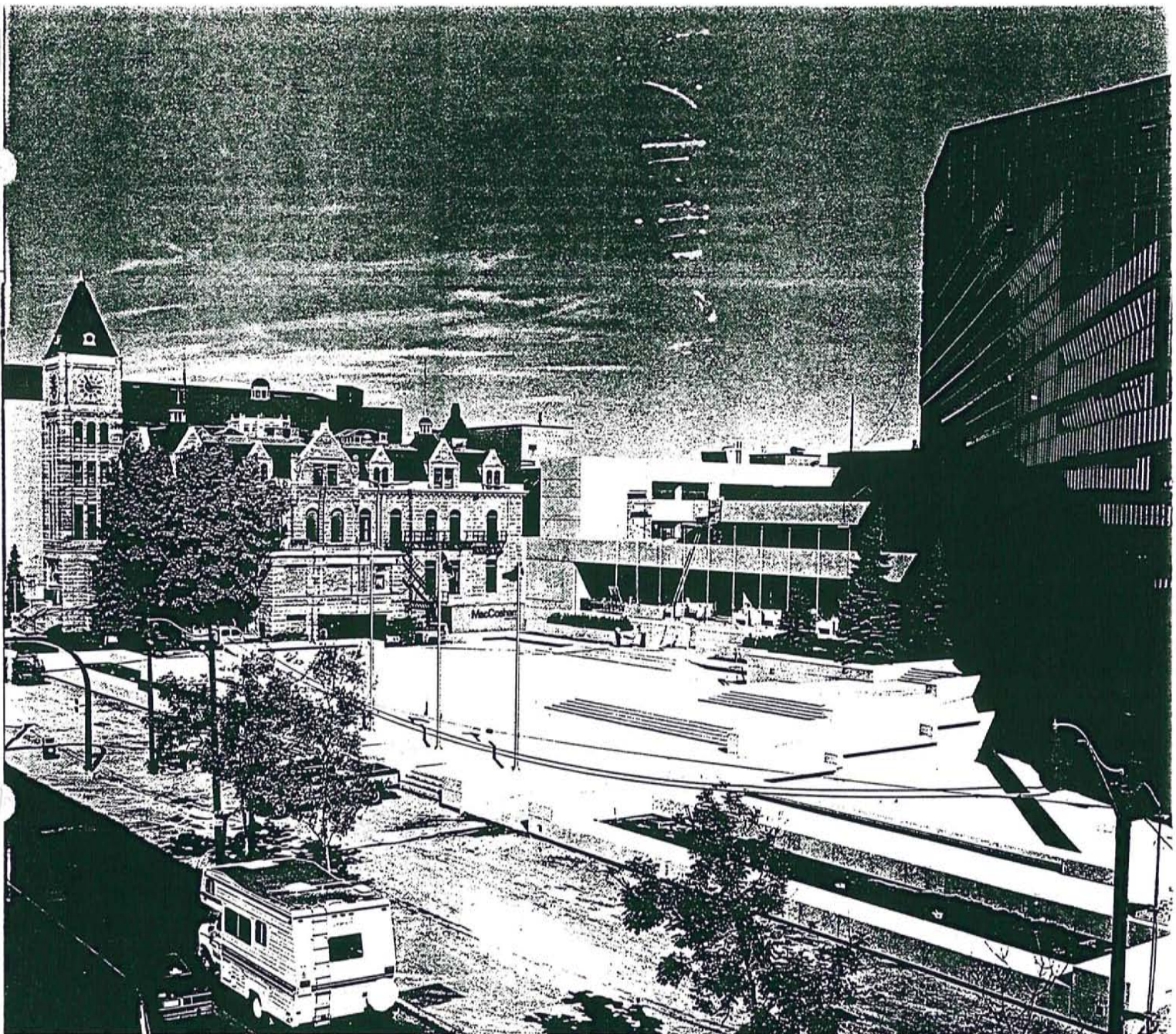
The project's interiors, although still incomplete, are neat and tailored. Some major interior spaces such as the council chamber and cafeteria are pleasant and extremely well-detailed, to be expected from this firm whose enormous volume of work over the past twenty-five years has left an undeniably consistent if predictable imprint across the continent. The main "schpace" (a.k.a. atrium) is, however, a bit of a surprise since nothing on the project's exterior signals its presence. Even with its glass elevators and ziggurat rhythm of alternating structural bays, the atrium volume is precise and formal yet provides an orientation point on



3



4



5

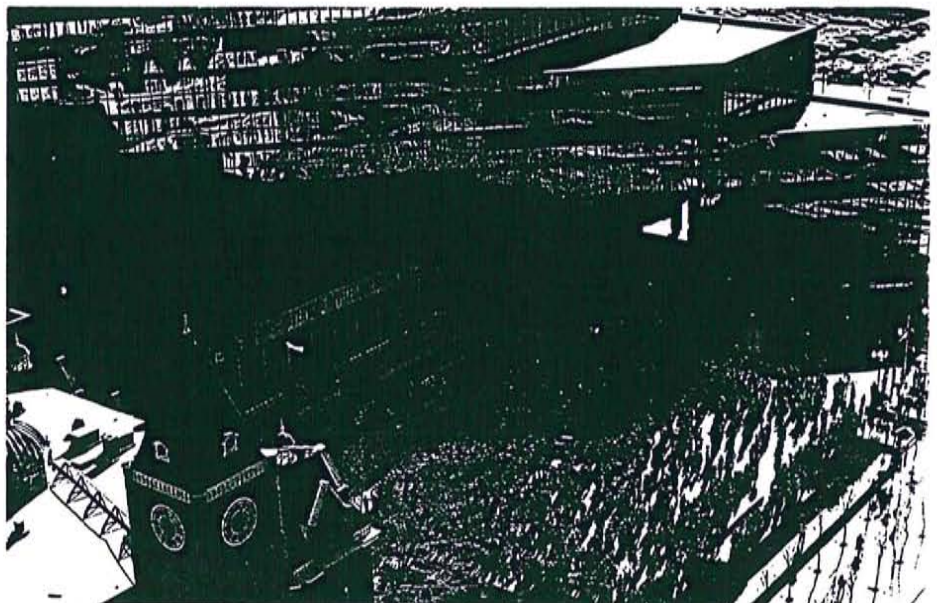
6

5 & 6

The ceremonial plaza: "A temporary solution that strays from major design issues of the competition."

The architects have designed this 74 000 m² project with the intention of "celebrating and maintaining the strong identity of the existing city hall," which was built in 1907, and remains on the southeast corner of the site.

The new mirror-clad, triangular-shaped administrative block is laid out on a 45-degree angle to the city's grid. It rises from four storeys at its southwest corner in a series of reflective terraces, to fourteen floors at the northeast corner of the site. The curtain wall of the triangle's upper part contrasts with the limestone-clad lower levels, and reflects the existing city hall, as well as the activity in the ceremonial mall.



CITY HALL

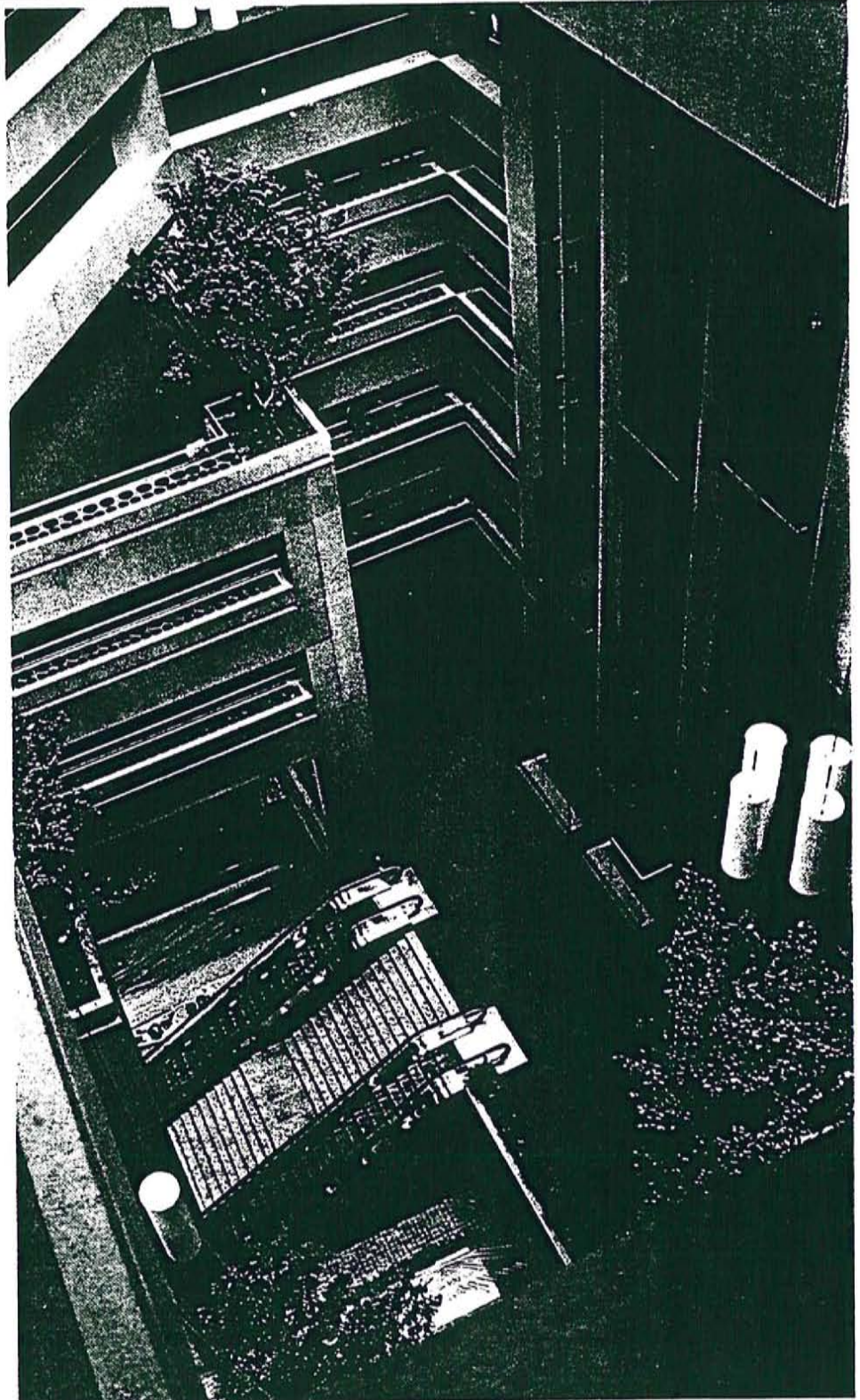
Eastern and western halves of the Eighth Avenue pedestrian mall are linked by an enclosed retail mall running through the new municipal building beneath the administrative triangle. The downtown office and retail core to the west and the residential areas to the northeast are visually linked by a series of stepped landscaped terraces, easing the complex's street impact at its western and northern edges. The old and new portions of the entire complex will be

united with restoration and renovation of both the existing city hall and the adjacent low-rise office block.

Inside, a 1.5 m planning grid is set within a 12 m structural grid to provide flexibility of space planning. All major public areas have granite veneer floors and walls. The ceiling at the main lobby and elevator lobbies is a suspended linear system of nickel-coated metal. A computer system controls mechanical equipment, lighting, shading

the floors and supplementary daylight to the circulation areas ringing its perimeter. It is at present an empty space, needing a focal point which I am told will come with completion of the work, but it somehow still wants to be more a part of the building's action area. Perhaps if its primary level had been able to be established at grade instead of mezzanined up on the +15 level, more spontaneous activity could be envisioned. For the moment, coffee lounges are planned to penetrate into the spaces on the terraces, which should add to the visible life of the building.

The project as a whole raises interesting questions about the competition process. As a major building which speaks to the modernist side of the ongoing and sensitive debate on architectural design, it deserves to be completed as originally envisioned when the jury finished its deliberations in 1981. The plaza areas, LRT connections, and proposed alterations to the City Hall and administration building were all logically and skilfully assembled by the project team during the final stages of the competition. In fact, the jury remarked that this design was the only one to have faithfully incorporated all of the jury's earlier comments from the first stage short list. That the compromises and externalized decisions imposed upon the project since then have affected the enthusiasm of the winning firm goes without saying, and reaffirms the designer's vocation as often thankless, discouraging, and misunderstood. Competitions are supposedly based on policy commitments, with decisions taken to describe fully and equally to all participants the rules of the game. All that should need to be evaluated then are the design issues. This competition was handled with professional aplomb, a credit to the organizers. It is a shame that time and politics got in the way.



7
Interior: all major public areas have granite veneer floors and walls.

devices, maintenance and security. Double-glazed windows, adjustable task-oriented lighting, and a full-height atrium enhance energy conservation.

The new council chamber, designed as the "symbolic heart" of the building, is located above, and is visible from, the main entrance, ceremonial plaza and administrative block. It features sloped-glass roof control, adjustable acoustic baffles and ceiling mounted blinds. It provides seating for the mayor,

aldermen, staff, and press, as well as 300 spectators.

Design partner is Bob Hopewell of The Webb Zerafa Menkes Housden Partnership. Production partner is Chris Ballyn of Christopher Ballyn, Architect. Executive partner is Boris Zerafa. Design team members are Barbara Hopewell, Ron Grant, David Oleson, Attilio Labriola, Steve Hancock, Viktor Djatschenko and Betty Chee. Production team includes Jack Lemay, Robert Kozurok, Douglas

Thorne, Karl Durynek, Clem Wong and Neil MacKenzie. Structural engineers are Quinn, Dressel, Jokinen; mechanical, Emans, Smith and Anderson; electrical, Mulvey & Banani International.

8
Full-height atrium enhances energy conservation.



Civic Complex Competition, Pickering, Ontario

When the Town of Pickering decided to develop a new civic centre that would reflect and focus its rapid growth, three firms were invited to submit design proposals. Here, the results are surveyed.

A Staff Report

In 1986, the Town of Pickering conducted a space-needs study to determine civic administration requirements for the next ten years. The public library board also completed a study, and in both cases, the urgent need for larger and better facilities was defined.

With this information, the professional advisor, architect William Beddall, developed the conditions and program for a limited competition of design submissions from three invited firms: Parkin Architects Ltd., Shore Tilbe Henschel Irwin Peters Architects, Engineers, and Young + Wright Architects. These firms spent eight weeks producing preliminary designs.

Space needs, detailed site surveys, soil tests, long-term expansions, budget and energy requirements, parking, construction phasing, and design issues were considered. Above all, the program stressed the importance of symbolic image: "As a symbol representing the town, the municipal building should present a coherent and identifiable image. Because the town is in the process of growth and change, the question of an appropriate image is both important and difficult. It must act as a catalyst for further development in the town centre community and, at the same time, acknowledge its existing site context."

Jury members—architects George Baird and Raymond Moriyama, and developer Donald F. Fleming, president of Equity Group Inc.—selected the design of Shore Tilbe Henschel Irwin Peters, Architects, Engineers as the winner. The \$12 million project is now in the working drawing stage, with construction to begin in November. Expected completion date is February, 1989. Following are excerpts from the jury report, and the three firms' submissions.

The winning design best expresses the spirit of a growing community, both at the present stage of development and for the future. It offers high visibility from all viewpoints, and will maintain a strong presence for years to come. Both the winning design (3) and the Parkin design (2) give a sense of urban character reaching into the future. Submission No. 1 by Young + Wright is more suburban in character.

Site Development

The esplanade park will inevitably become closely linked with the civic complex and part of it will become a place for public assembly. Therefore, some future redesign of the park will be necessary, which should consider the strong rural-urban interface of the town.

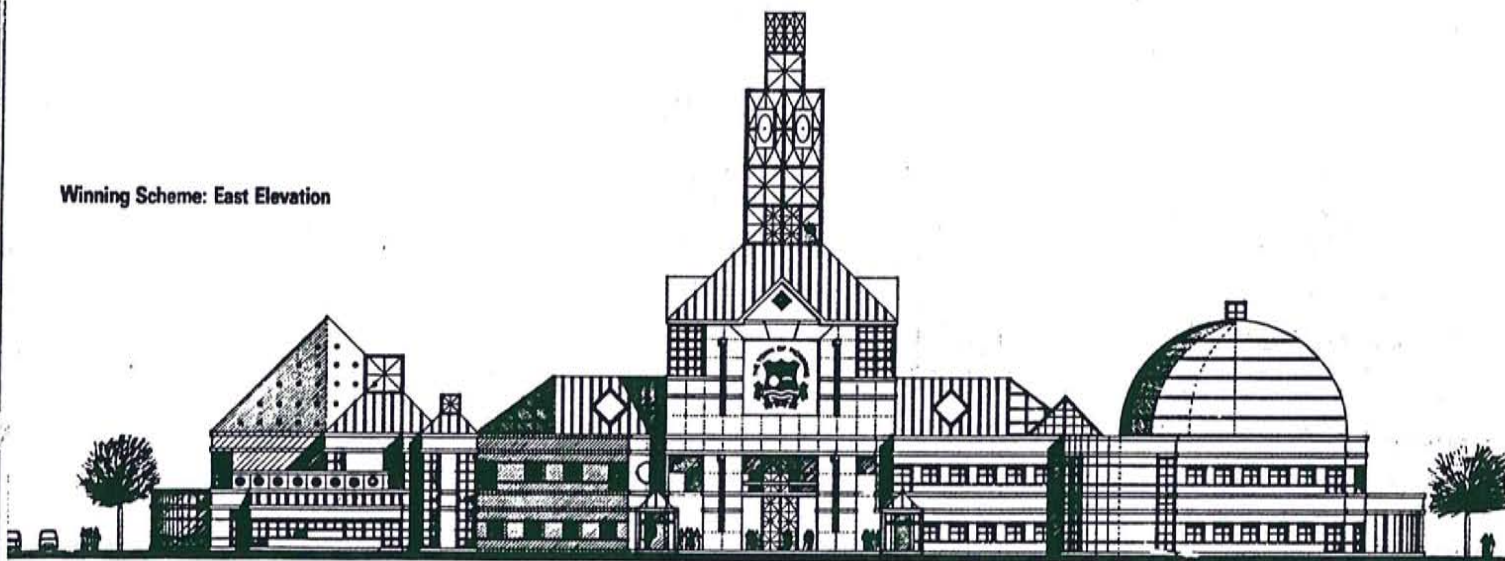
All the designs maintain a strong pedestrian connection through the buildings to the park, and the winner emphasizes the strong east-west axis created by the original esplanade concept. The main entrance may be better served by a smaller pool placed on this axis with more pedestrian space surrounding it.

Architectural Concept

The program requirements produced three very different solutions. The Young + Wright submission separates the functional areas to the greatest degree, but pays the price in exceeding the program area and budget.

The Parkin submission goes furthest in combining areas in a long, narrow building cutting across the site, perhaps diminishing the sense of pedestrian penetration through the building to the park. Although the Parkin and the Young + Wright designs allow pedestrian passage through the buildings, the winning design is most permeable, composed of two distinctly separate buildings, with the focal 4-way pedestrian entrance-intersection proclaimed by the central pavilion and tower. All visitors enter from ground and parking levels, but security can be maintained.

Winning Scheme: East Elevation



The winning submission presents a well-balanced composition, as the elevational drawings clearly indicate. The arrangement of skylights and the central pavilion and tower suggest that night lighting could be spectacular.

Function

In both the Young + Wright and Parkin submissions, the jury expressed reservations about the library areas. The Young + Wright submission divided the children's and adult collections off the public lobby, necessitating two control points. Although the jury appreciated references to historical Canadian buildings in the Parkin design, the space division into four floors was inappropriate, as the program emphasized a modest single, or at most, 2-storey solution. In the library of the winning scheme, an opportunity to open the second floor to an outdoor roof terrace on the south side may create pleasant reading space in the summer, but it may mean replanning the space in the adult and children's areas. There was concern about noise from the children's into the adult area through the second-storey opening. Parking spaces for short-term visitors should be considered along the North and South planade frontages.

There were some reservations about the winning design, particularly about the anteroom to the council chamber, which could have been related more effectively to the chamber as described in the program. The council chamber also needs a non-public secondary access for officials, but it was agreed that these questions could be resolved in design development.

The dignity of council would be enhanced by the use of fixed seating and a sloped floor in the council chamber. These changes would not totally negate other uses of the space. The dome roof may present some acoustical problems and deserves special study. Some rearrangement of office areas may result in functional improvement; the second-floor municipal level could be brought directly over public works to maintain

their close working relationship. A notable feature of the winning design is the "light shaft" with elevator and stairs to the parking levels.

Provisions for expansion are diverse. The winning submission should be carefully considered so as to not spoil the original building. Perhaps the full parking garage should be built immediately to prevent expensive site disruptions later. The Parkin design provides expansion by simply adding two wings at the building ends, bringing a sense of enclosure to the pool and public gathering place. The Young + Wright design adds municipal space with the construction of a fourth pavilion to complete the grouping. The library expands down into a lower floor, initially used as enclosed parking. The cost of providing future expansion space in the initial stage may be prohibitive.

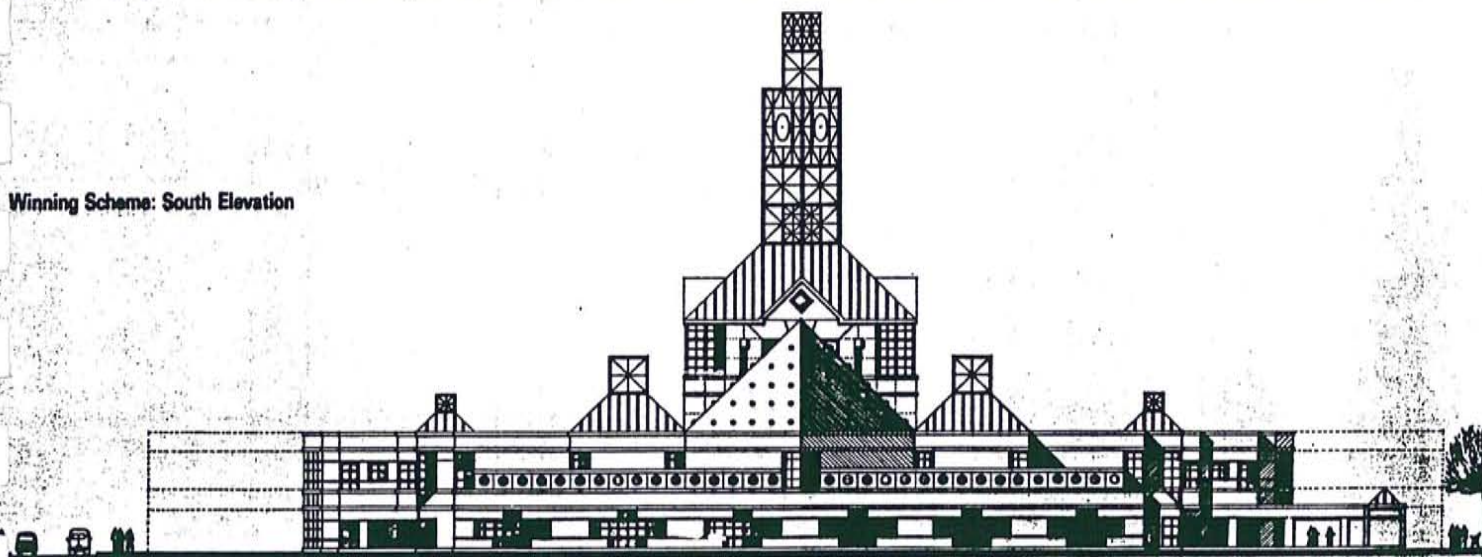
Materials

Both the winner and Young + Wright chose face brick with horizontal stone accent bands for the exterior. The Parkin design specifies the more expensive granite-facing panels. Generally, there was an awareness of the need for economy balanced with durability, appropriateness and appearance.

Area and Budget Considerations

The jury felt that the budget for the shell building was low considering the programmatic demands, and were not surprised that all the submissions exceeded the budget. Of the three submissions, the winning design was closest to both the area requirements and budget figure. If the winning design can be brought closer to the program area, the budget figure may be realized, despite the recent considerable increases in construction. Of concern were the cost consultant's comments suggesting simplification of the tower, pyramid roof to the library, and dome roof to the council chamber. Any change to these features would badly compromise the design and diminish its overall character.

Winning Scheme: South Elevation



Submission 1: Young + Wright Architects

This design for a new civic complex attempts to resolve modern and traditional notions of the civic centre. The intent is to create a building that conveys dignity and a clearly identifiable image.

Functional, programmatic, and architectural concerns, as well as the physical context of the site influenced the choice of a controlled organization—a large central space surrounded by and connected to smaller modules or pavilions around two axes. In plan, the four square pavilions (including the north-east phase two pavilion) at the corners of the central rectangle create a U-shaped forecourt on the building's east side.

The sense of ceremonial approach begins at Glenanna Road where the entry ramp is pulled away at an oblique angle, reflecting the site's shape and opening up the otherwise axial plan. The wide-staired ramp (transforming access for the disabled into a design element) rises with the natural slope of the site to the forecourt. Visitors proceed between two large pylons that serve as gateway to the civic complex and as container for the service cores—and into the civic foyer. From the foyer, one is led through the east entrance, under the council chamber, and finally to the park, organized along the same east-west axis. The entrances on the north-south axis, serving the library and municipal departments, provide drop-off points for cars and buses.

The library has a separate, identifiable entrance on the south Esplanade. Directly behind the vestibule and control gate, the multi-purpose foyer can be

used for various activities and exhibitions.

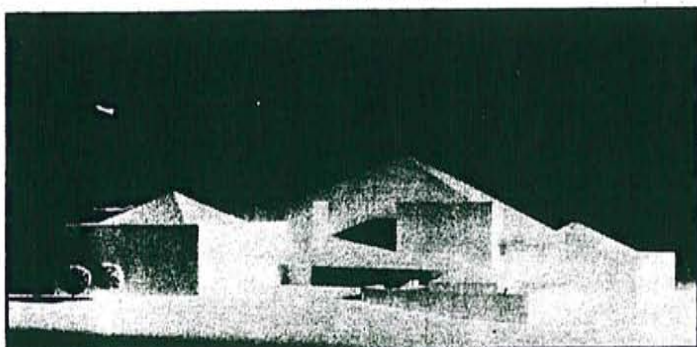
The identity of the civic complex as a major institution is asserted by the large, highly visible roof over the central space. Suggesting protection and security, the simple strong profile is clearly distinguishable among the surrounding building forms.

The building's spatial organization allows its three separate interior functions to be distinct and comprehensible: civic services are housed in the large central component, administration in the north pavilions (phases one and two), and the central library in the two south pavilions. A fourth pavilion may be added, pavilions may increase in height, but the integrity of the overall design remains. Walls will be clay brick masonry units incorporating horizontal feature elements of cut stone. Inside, floor finishes to the central public areas are honed Ontario granite in two colours to create a ground and border pattern combination. The secondary high-traffic public areas are proposed as terrazzo tile.

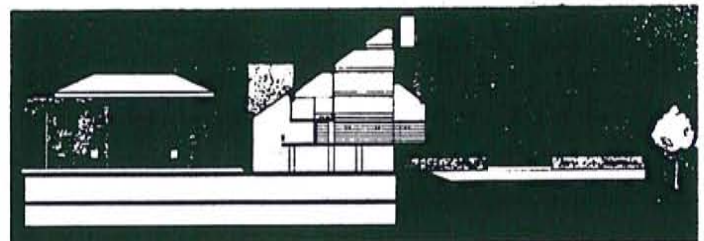
Design team: Neil Munro (partner in charge), Marion Claessens, Javier Aizerstein, Paul Dowling, Carol Anne Coulter, Maureen O'Shaughnessy-Rich, Frank Portelli, Deion Green
Structural: Read Jones Christoffersen, (Scott Wallace)
Mechanical: T.M.P. Partnership (Keld Greflund)
Electrical: E.C.E. Group (Dan Gottesman)



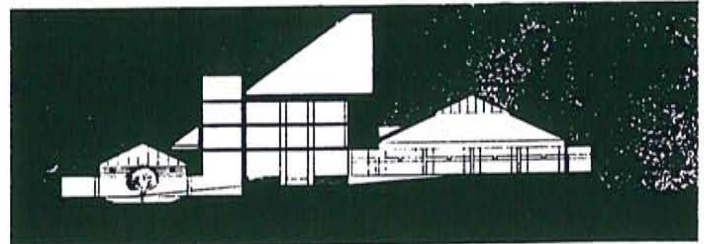
MODEL: WEST ELEVATION



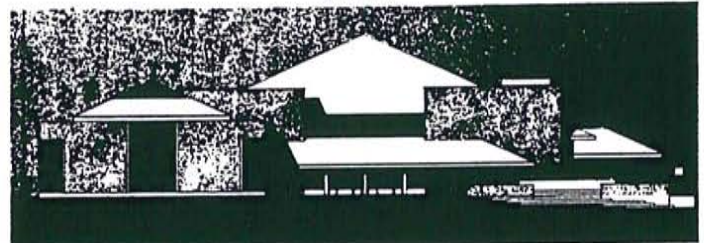
MODEL: EAST ELEVATION



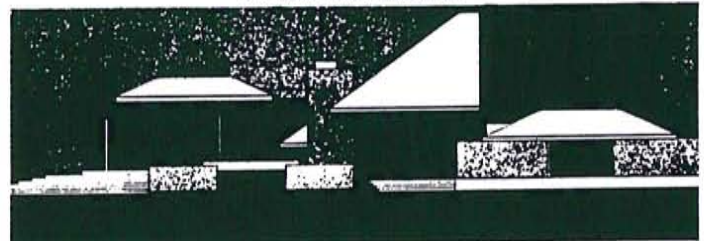
SECTION



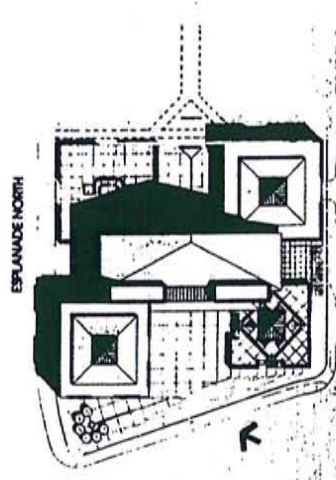
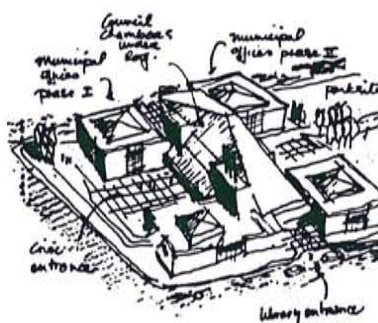
SECTION



GLENANNA ROAD ELEVATION



ESPLANADE SOUTH ELEVATION



SITE PLAN

Submission 2: Parkin Architects Ltd.

A civic centre reflects a community's identity and pride. The design builds a recognizable focus for the town. As a rapidly developing community, Pickering has many options, but it needs to build on its heritage. The precedents of Parliament Hill and Queen's Park have created recognizable Canadian architectural images.

The building traverses the west edge of Esplanade Park, claiming it as part of its civic space. Its stature is enhanced within the park by elevation on a plinth covering the parking area. The plinth accommodates a reflecting pool, gardens, and quiet areas. The solid expression of the west elevation addresses the public with civic pride and dignity, while the building becomes more transparent overlooking the park, creating a visible linkage between the community and government in action.

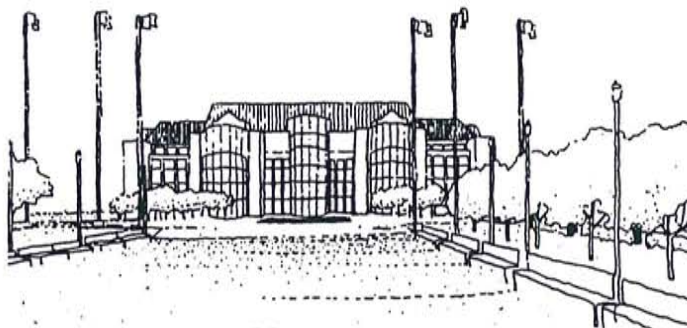
The entrance hall on the site axis is a grand public space leading to all other functions. Leading off the entrance hall is the council chamber, a curved form projecting from the west façade and accessible from alternate routes within the centre. The municipal offices, visually open to Esplanade Park, are linked by a stepped atrium corridor. This corridor, along which is located a reception counter, follows the atrium and provides continuous orientation.

The library functions as a building in the building, its components distributed on four floors interconnected by a large space in the grand tradition of library halls.

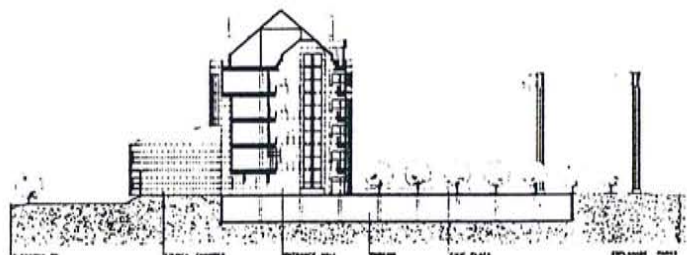
Future expansion will take place in two symmetrical (1858 m²) wings each

each with four floors, allowing the main government departments to expand on existing floors. The library will expand similarly on three floors.

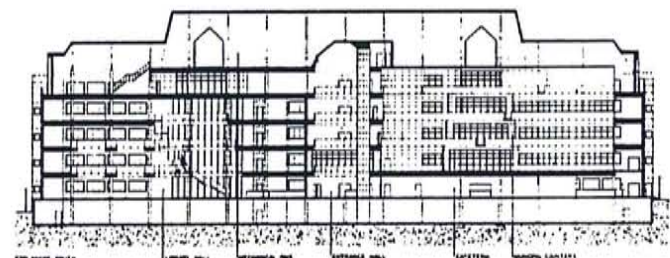
The exterior wall construction is Canadian granite panels mounted (using rain screen principles) on a prefabricated steel truss assembly. Alternating granite surface finishes, flamed and polished, will provide distinctive bands of texture and light reflectance. The civic square podium will be granite-faced precast slabs suspended over waterproofed concrete deck.



The building traverses the western edge of Esplanade park thereby claiming the entire park as a constituent part of its civic space.

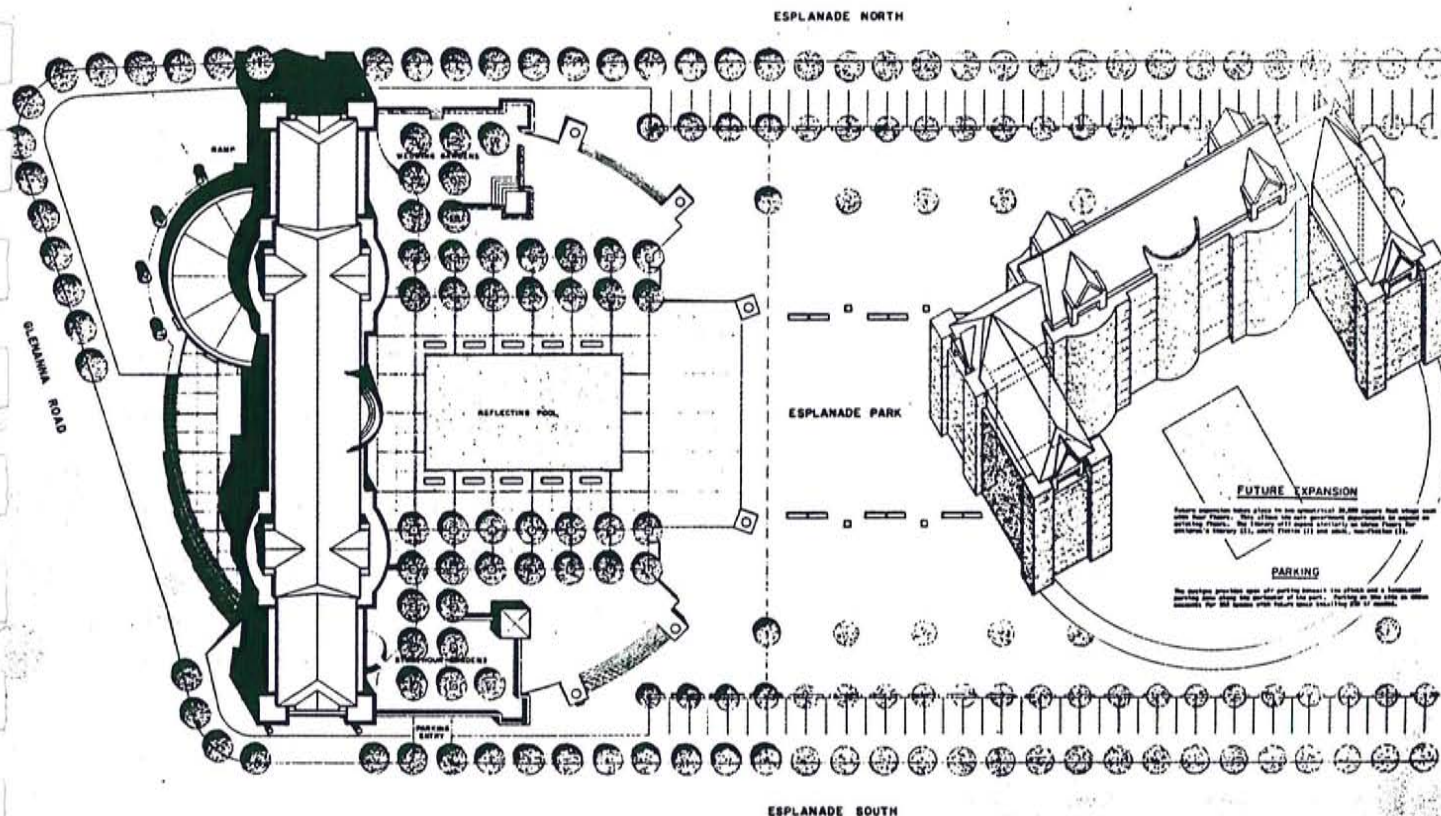


EAST-WEST SECTION



NORTH-SOUTH SECTION

Design team: Ain Allas, Irene Lamanna, Harland C. Lindsay, Henry B. Lowry, Z.R. Pavlich, Charles Thomas, Lynne Wilson-Orr
Structural: Anrep Associates Ltd.
Mechanical & Electrical: Bayes, Yates, McMillan Inc.



ESPLANADE SOUTH

Winning Scheme

Shore Tilbe Henschel Irwin Peters, Architects, Engineers

Our approach has been to distinguish spaces for orderly civil debate and those for the administration of government. The council room provides an environment of easy formality, where trustee and elector may participate in both a visual and verbal exchange.

The administration of law requires a different space, where information can be efficiently dispensed to a visiting public. It must be easily identifiable and accessible to allow quick interface between visitor and staff.

Expressing the library's role in the community's social and cultural life while inviting users to browse is fundamental to our library design.

Our design unites and mutually enriches the civic building and a new adjoining park, which will become an important public space in Pickering. Situated at the west end of the park, the building terminates its strong east-west axis and becomes its gateway. The municipal building, public library, and central entrance pavilion are arranged to respond to this linear site feature.

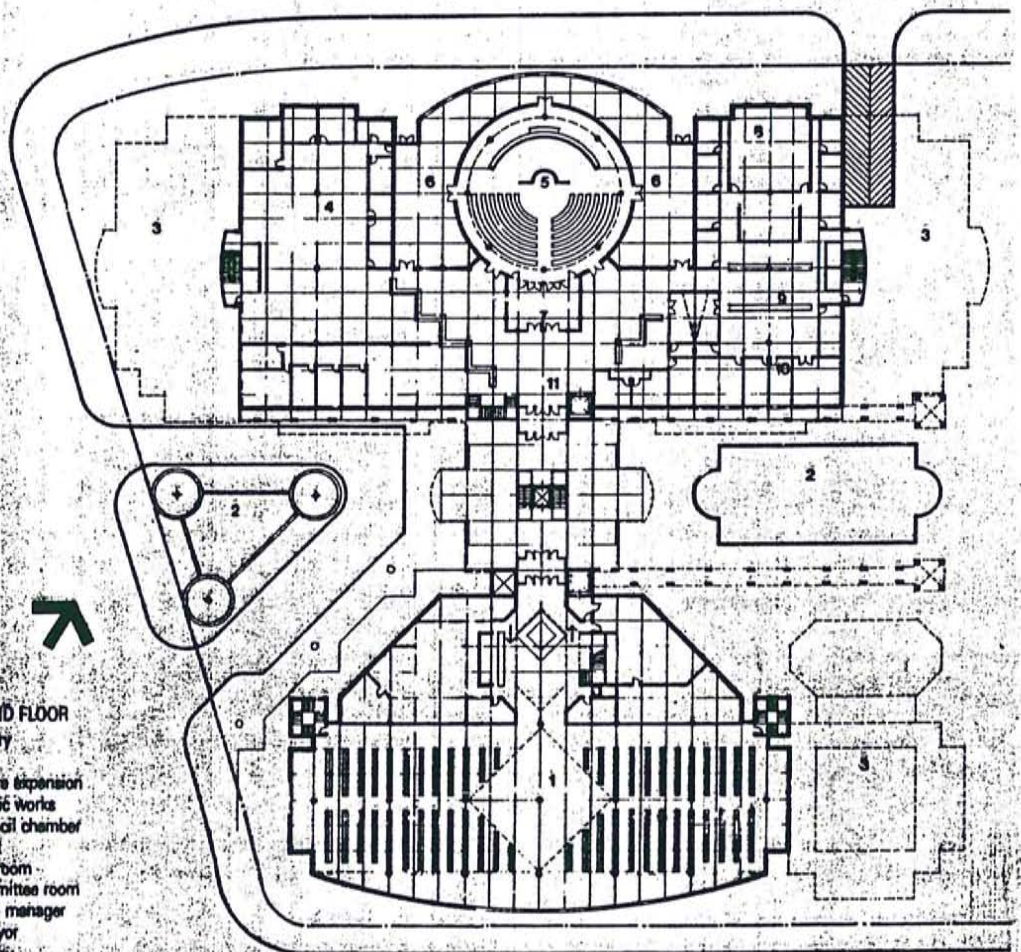
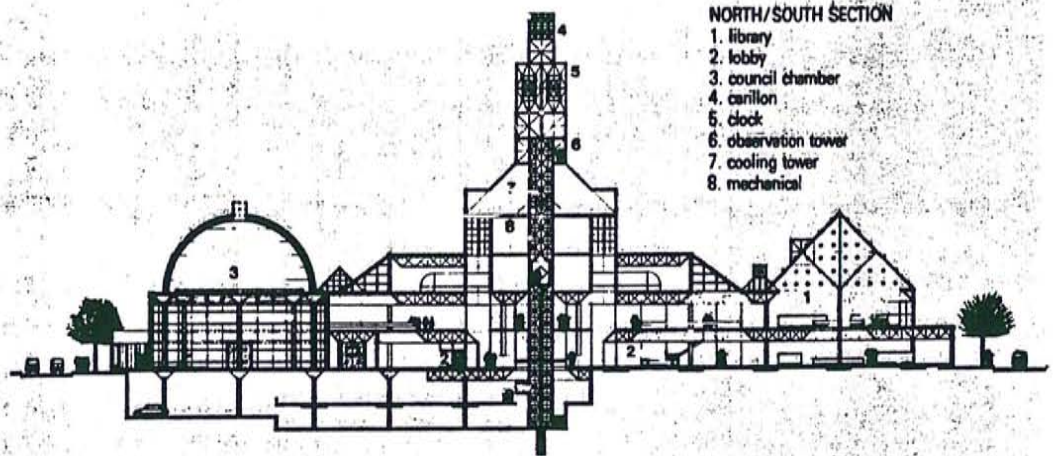
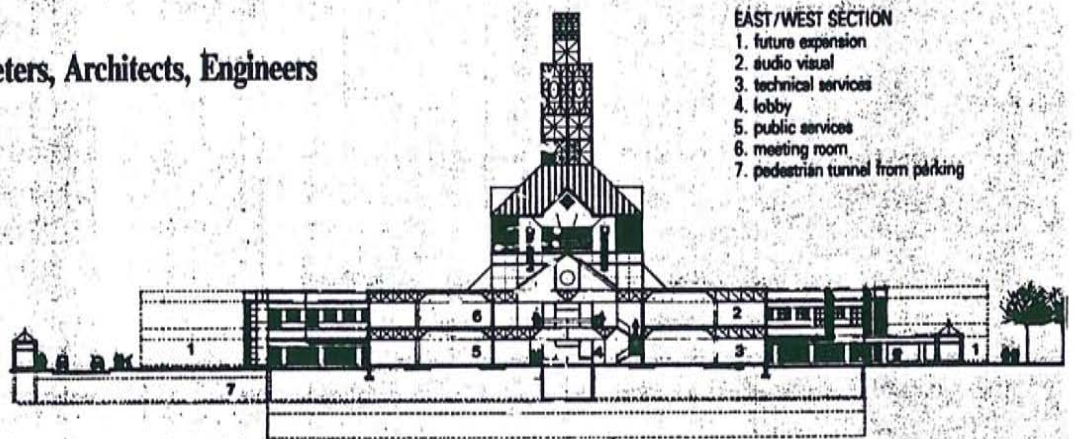
Our project alleviates the unsightliness of underground parking with a "light shaft," containing a stair and elevator down to parking levels, which will orient and give vertical access to the central entrance pavilion. An underpass from the parking lot to the adjacent shopping centre leads under Glenanna Road to the central vertical circulation point.

The entrance pavilion visually and physically unites the complex, with shared cafeteria/snack bar, outdoor terraces facing east and west, and central mechanical and electrical spaces on the third and fourth levels. Above this is a public observation deck with views to surrounding areas of interest. Finally, an open structure with clock and carillon tower visually dominates as focal point for the municipal centre from the surrounding community.

The adjoining municipal building is organized around a central 2-storey skylit lobby, with the domed council chamber as the building focus. Surrounding the lobby on two floors are various publicly accessible departments. The council chamber is enclosed by a walled civic garden and sculpture court that can be used for civic functions and entered from the council chamber lobby and adjoining municipal offices. The "colonnaded porch" is designed as an anteroom centred on, and with direct access to, the council chamber, which features a series of 2-storey columns with central skylight.

The library is symmetrically organized on the entrance lobby and pyramidally roofed reference areas. The overall massing of the library maintains a distinct identity within the complex, with a southern curving wall, glass reading "bays," and varied roof forms allowing in natural light.

Red brick walls, accented with stone,



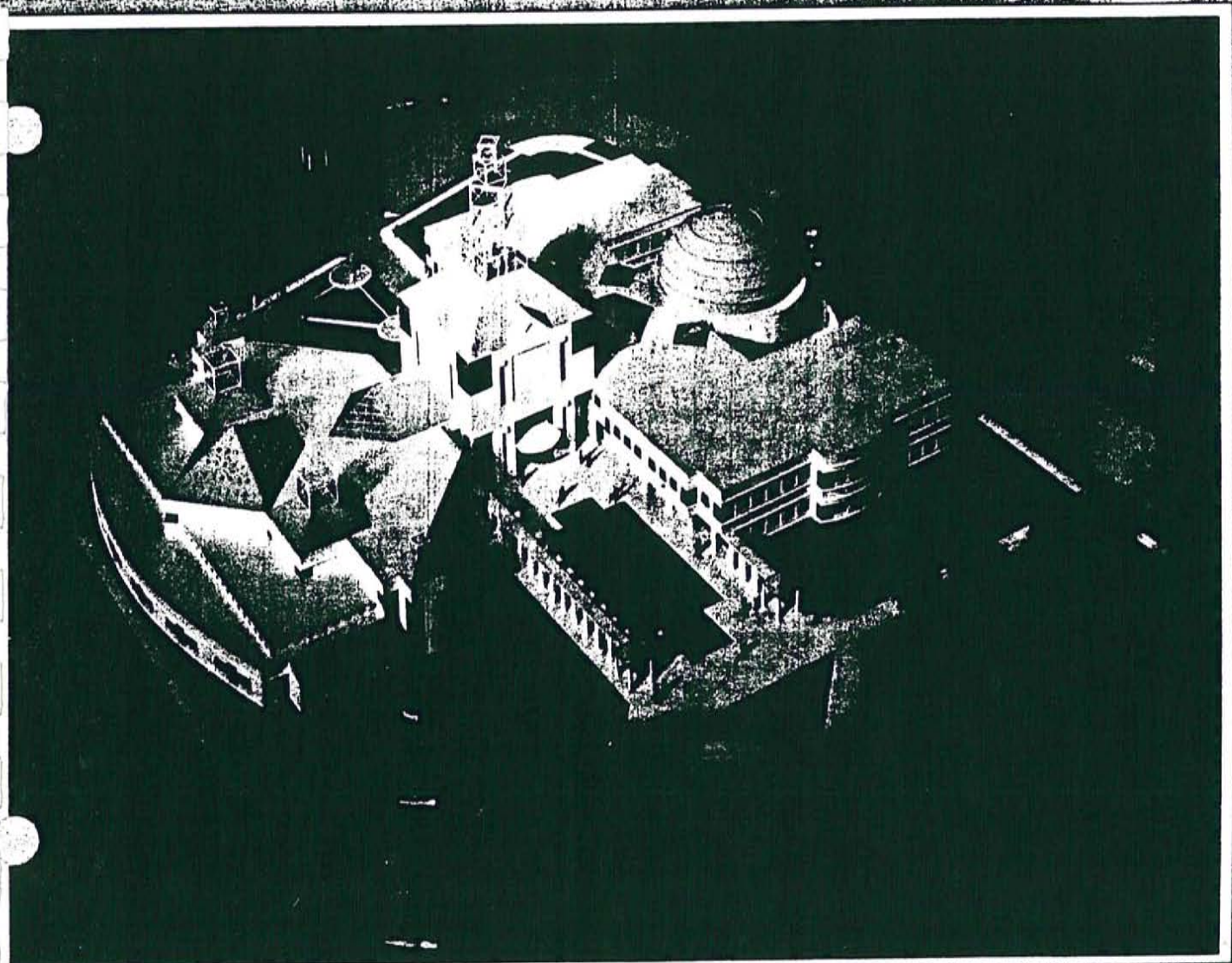
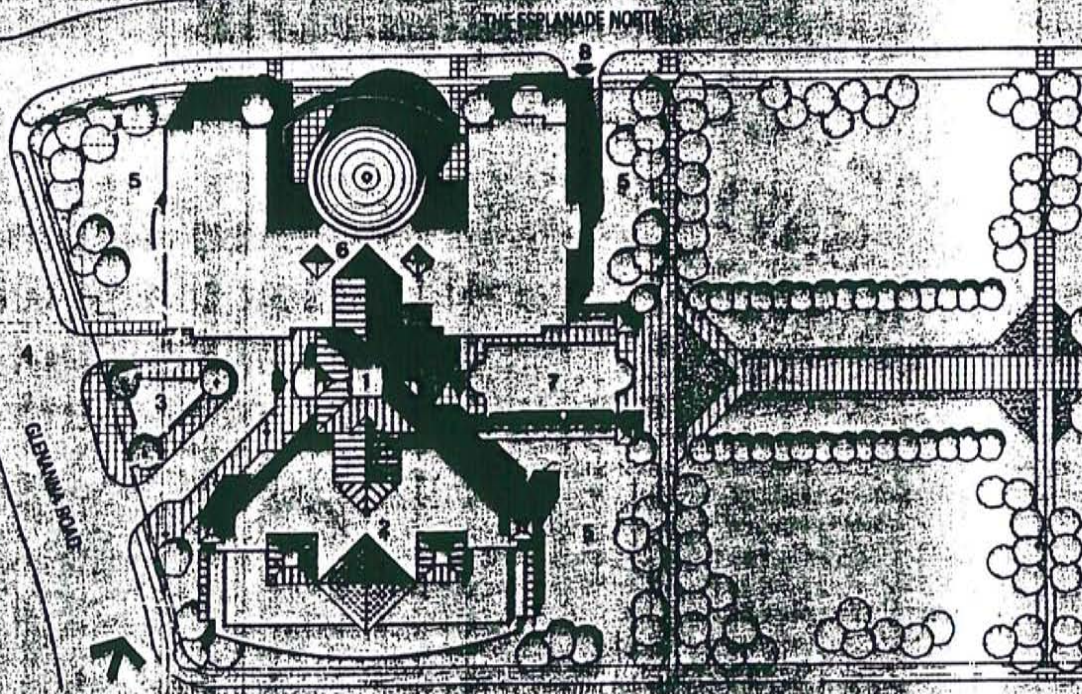
small mills and commercial and civic buildings. The sloping roof forms are an, the primary colour of the kening logo. The pools and fountains like the importance of the town's to Lake Ontario.

Future horizontal expansion space is vided for the municipal building, er to the east or west (650 m² floor wings, giving a total of 2800 m²). Vertical expansion will include a future d floor.

Design team: Stephen Irwin, Thomas ampold, Hanna Repel, Lisa Parr Electrical: Shore Tilos Henschel Irwin ten (Henschel) Mechanical: Mitchell Partnership Mechanical Structural: Toffen Sims Hubbell (Wendover) Model: Scale Models

SITE PLAN

- 1. tower
- 2. library
- 3. fountain
- 4. pedestrian tunnel
- 5. future expansion
- 6. municipal building
- 7. egg
- 8. service and parking entrance



Award of Excellence

Elora Town Hall

This modest and appropriately scaled town hall in a picturesque Ontario town, was praised for its simple and clear organization, and for its sensitivity to the adjacent main street and historical post office.

Joe Somfay Architect

MURRAY

The town hall sits in the cenotaph park on the main street of a particularly pleasant village, and adjacent to a fine historical post office. The design, in a straightforward manner, solves these contextual obligations and is sensitive to the ambience of the village.

The interior planning, like the building, is simple but imaginative; a wide public corridor overlooks the small park, and provides a gallery space for local artists. The bell tower, another nice touch, echoes the tower on the adjacent post office.

I have reservations about masonry gable ends and wood siding. If they are necessary or desirable, a more vigorous corner reveal in the masonry would have helped. Also the triangular porch roof at the entrance is a bit tricky on this simple building.

JONES

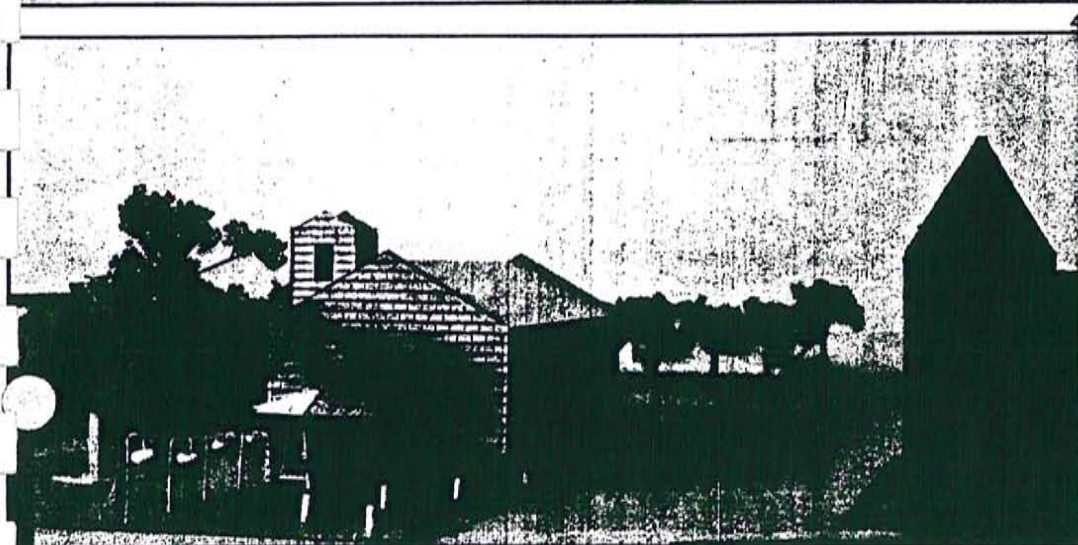
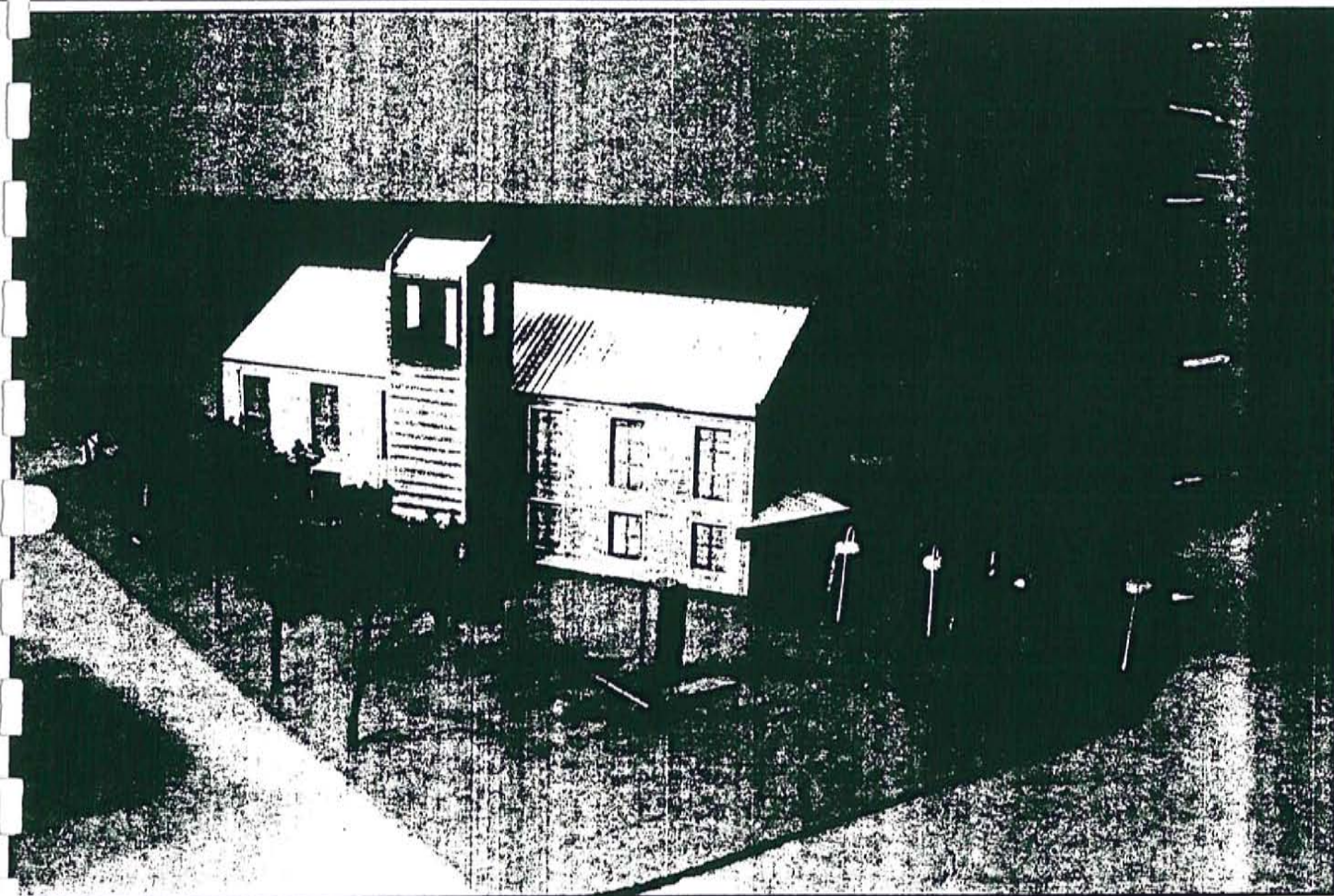
This modest and appropriately scaled building came as a welcome antidote to the formal rhetoric and posturing that characterize much contemporary production.

A few criticisms, however. The combination of a thin biscuit of masonry applied to the gables of what appears to be a timber-framed building clad in siding, but which on further scrutiny is of concrete frame construction, seems an unnecessary confusion. Similar confusion arises in the plan for the second floor. Should the council chamber be clearly spanned by the exposed trusses, or should the requirements for a corridor produce a flat ceiling in this room?

HENRIQUEZ

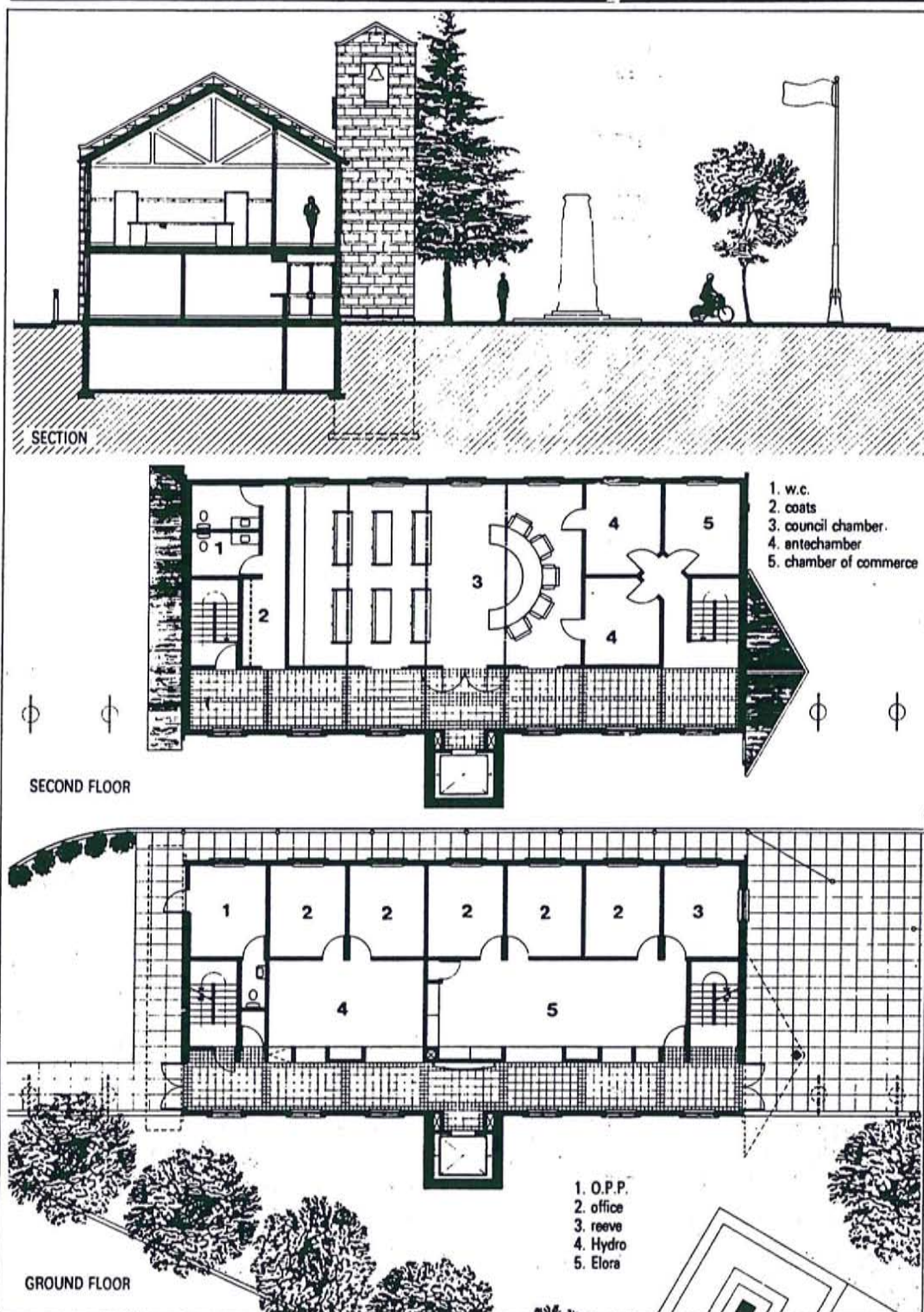
The structure fits appropriately into the centre of the old village, and as a building it works well because of its clear organization. On one hand, I like the lack of gimmicks, but on the other wish it weren't quite so serious in tone. More could have been done with the entry canopy and the top of the bell tower. The use of wood siding over concrete, I wonder about, as well as the lack of thickness shown in the detailing of the two end parapet walls.





1. Perspective from the southeast.
2. Site plan.
3. Model view, south elevation.
4. Model view, east elevation.

Elora Town Hall

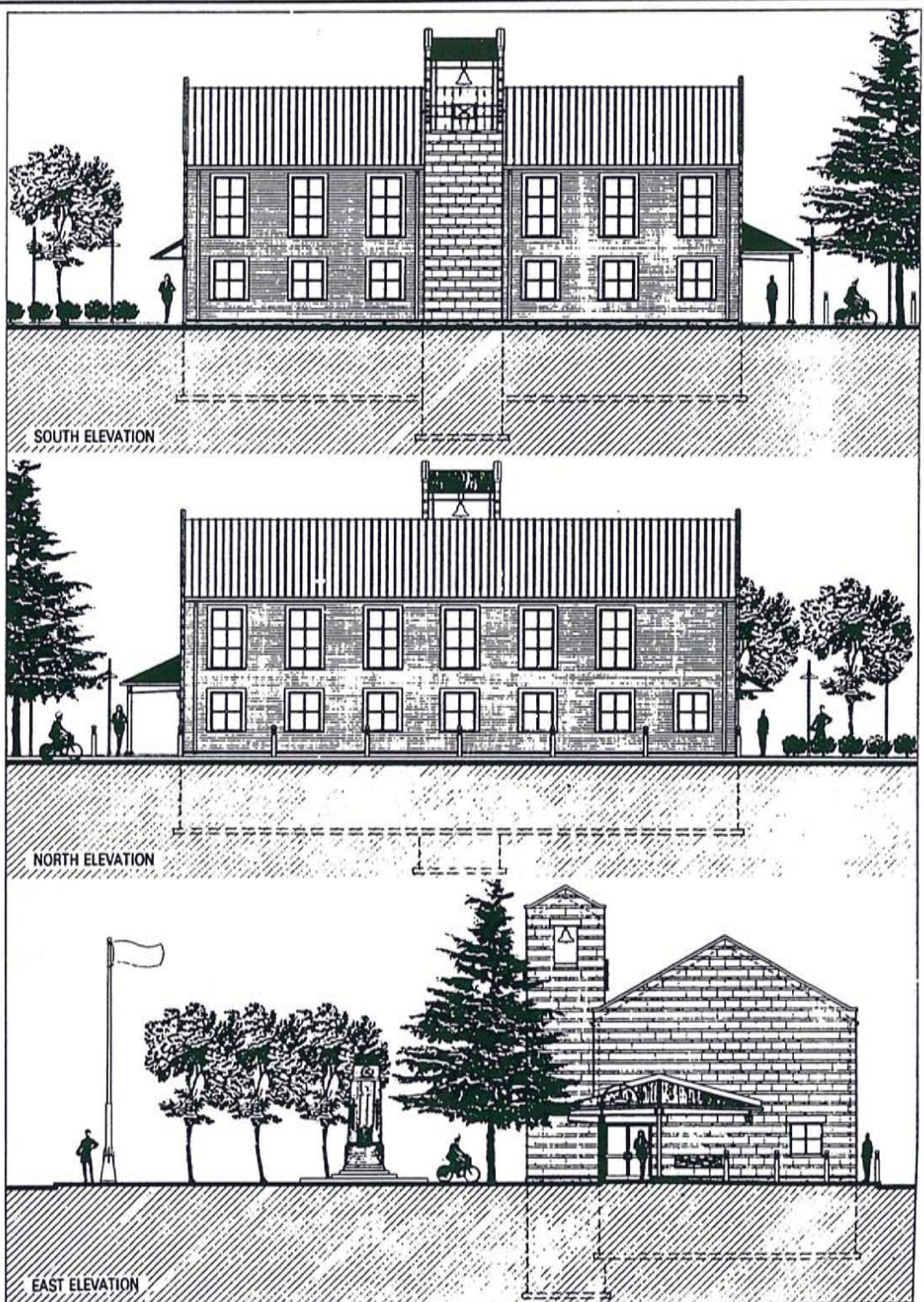


Like its Victorian predecessor, the new town hall is a traditional meeting house in form, and is sited to make a small square on Geddes Street, Elora's main street. The square, flanked by a historical post office, contains a cenotaph and is the major civic space for the village.

The building is a simple gable-ended house form with two fronts, one to the street and the other to the park. Each end has a simple entrance canopy attached to the basic mass. Along the southern face, fronting onto the square and resembling a large closed porch, a path runs on both floors through the building from street to park. These spaces also serve as a gallery for exhibiting the work of local artists. The gallery is flanked on the ground floor by the municipal services counter, and on the second floor by the council chamber.

Large windows allow natural light to penetrate the building. The original bell from the former town hall is housed in a masonry tower on the side of the building facing the square.

Client: Corporation of Elora village
Design team: Joe Somfay, Michael Hannay, Lawrence Korteweg, Stephen Petri



Award of Excellence

New Ottawa City Hall Design Competition

This design, making major additions to a modern classic, was recognized for the way old and new relate sculpturally, and for the reorientation of the entire complex toward the downtown core.

Griffiths Rankin Cook, LeMoynes Lapointe Magne, Ala-Kantti Woodman

JONES

Although it might be observed that circular council chambers, clock towers and some measure of fragmentation in the plan have become, by now, obligatory ingredients for new city halls, this project has some undeniable qualities. The establishment of two fronts, one to Sussex Drive (as a working approach), and the other to the downtown core (as the symbolic façade), is much appreciated.

MURRAY

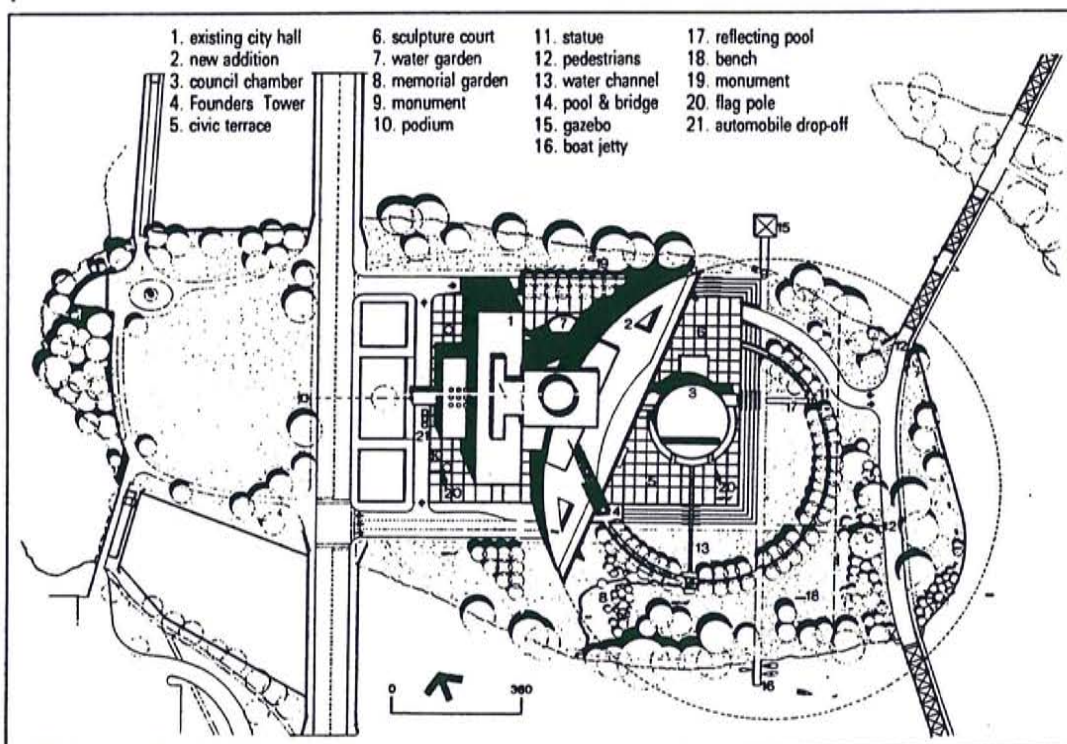
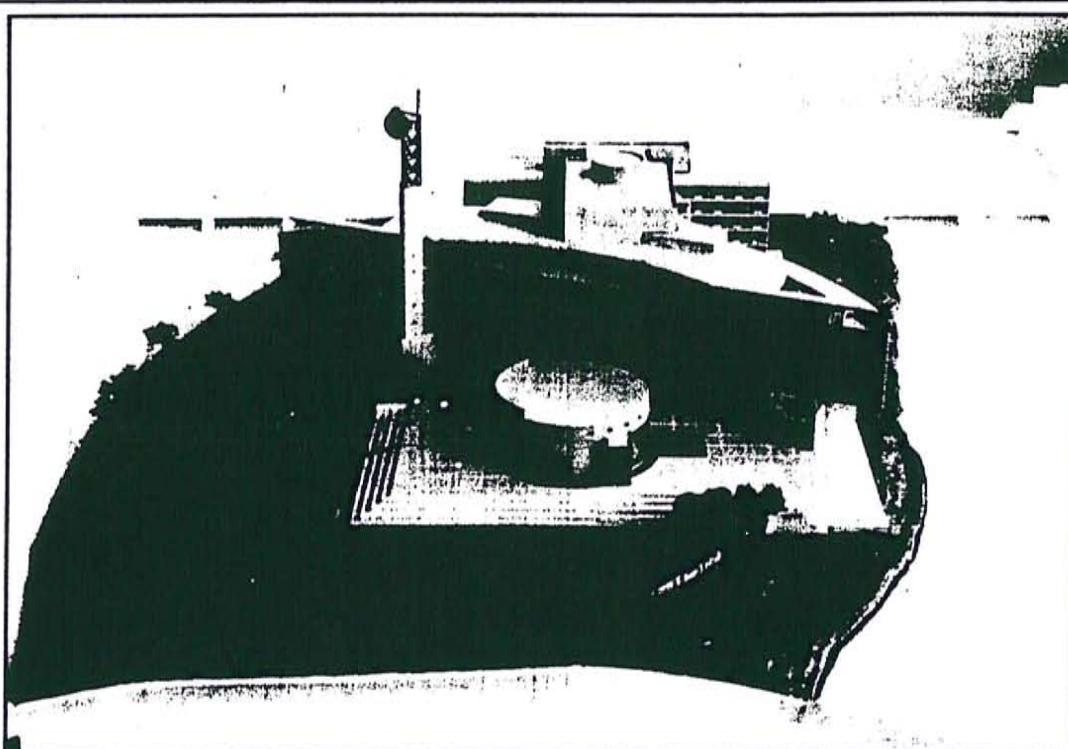
The architects have brilliantly achieved their difficult objective of making major additions to the existing city hall without distorting or overwhelming the earlier modern classic. The articulated massing of the original building, crescent-shaped new office block and cylindrical new council chambers and Founders Tower is admirable. The landscape, with its outreach features of terraces, gazebo and jetty, enhances the island site and promises year-round public enjoyment. Planning arrangements are of a high order.

When so much is so satisfactory, it's disappointing to find the daycare centre's outdoor play areas crammed between existing and new major building masses, and somewhat starved for sunshine.

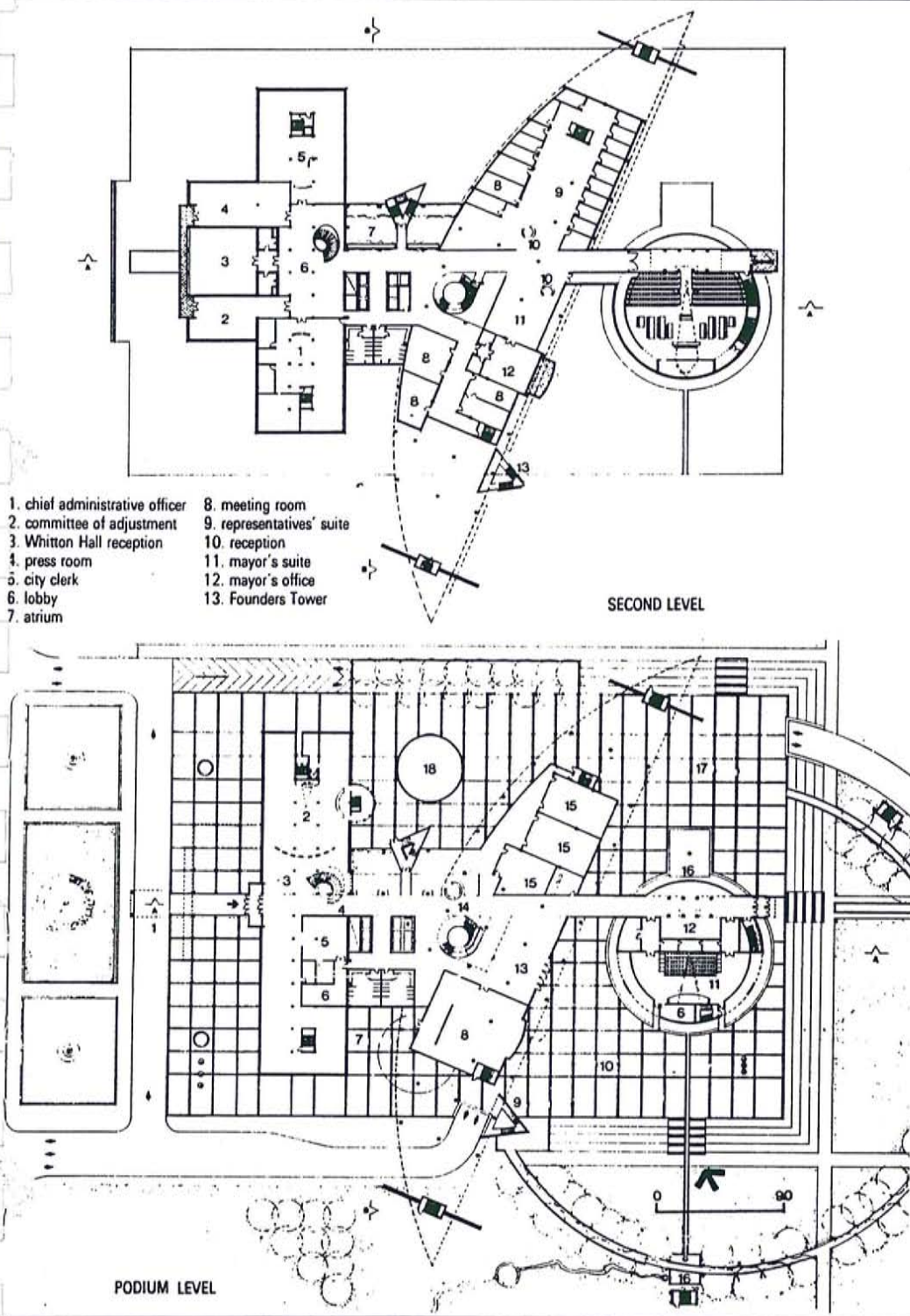
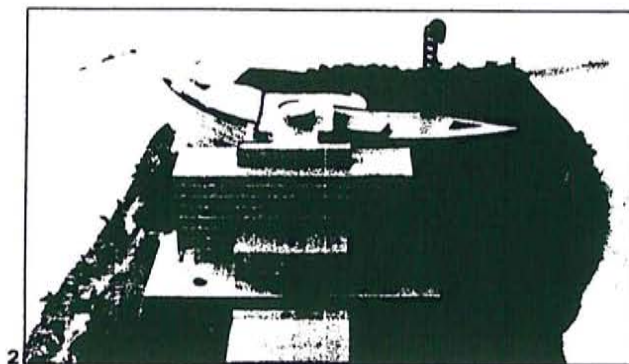
HENRIQUEZ

I like the reorientation of the complex towards downtown and the way the new and old parts of the buildings relate sculpturally.

The major interior spaces on the public levels would have benefited from more definition and a more articulated hierarchy of pathways. The civic terrace and circular colonnade make an attractive setting for the council chambers, but I can't imagine a large public gathering happening there, as its centre is already occupied.



1. Model view, Green Island from south.
2. Model view from Sussex Drive.



1. chief administrative officer
2. committee of adjustment
3. Whitton Hall reception
4. press room
5. city clerk
6. lobby
7. atrium
8. meeting room
9. representatives' suite
10. reception
11. mayor's suite
12. mayor's office
13. Founders Tower

The scheme was short-listed for the recent Ottawa City Hall design competition (won by Moshe Safdie & Associates and Murray & Murray) for an addition to the existing city hall that will triple its area. The principles underlying this proposal are to retain the quality of the arcadian landscape, to make Green Island a significant and openly accessible public space, to reorient the city hall from Sussex Drive towards Ottawa's downtown core, to establish a harmonious dialogue between the existing building and the addition, and to create a distinctive landmark.

By reinforcing the north/south axis and introducing a second axis relating to the city, the island and King Edward Avenue, the architect strengthens the relationship between old and new. Extending the podium creates a civic "acropolis," an appropriate setting for the building.

The new expansion embraces and defines the island setting, and responds to the city grid, the Minto bridges and the Rideau River. A new formal entrance, driveway, canopy, fountains and planting on Sussex Drive gives the building a clear, strong presence.

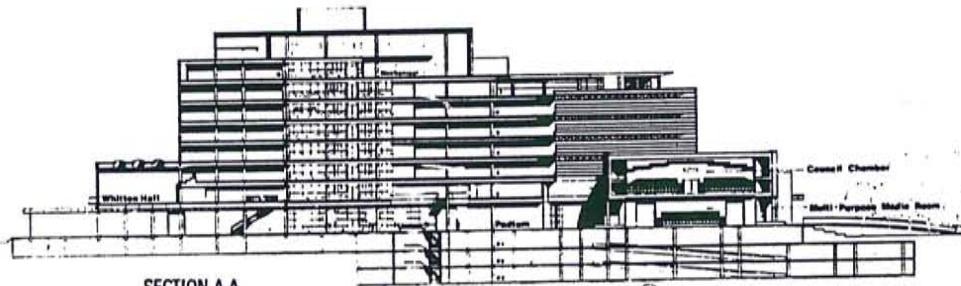
Landscaping creates natural edges to the river, a formal circular walk, and a water link between the council chamber, podium and memorial garden. A jetty and boat landing expands access to and from the island. Stone to match existing will be used for the council chamber and podium paving. Founders Tower is to be a tower of light with a stone base, on which the history of the city will be carved in relief.

1. drop off from Sussex Dr.
2. reception
3. lobby
4. memorial wall
5. art gallery
6. storage
7. outdoor play area
8. daycare centre
9. Founders Tower
10. civic terrace
11. media room
12. ceremonial hall
13. Great Hall
14. reception
15. meeting room
16. pool
17. sculpture court
18. water garden

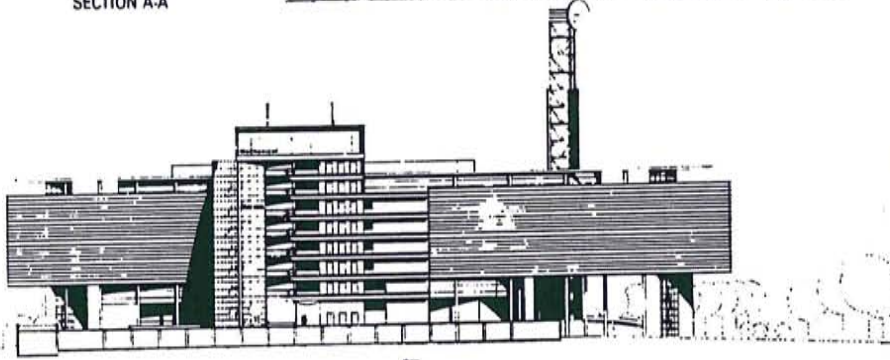
Ottawa City Hall

Client: City of Ottawa
 Design team: Alex Rankin
 (partner-in-charge), Tony Griffiths
 (director of design); John Cook, Roy
 LeMoine, Michel Lapointe, Robert
 Magne, Harry Ala-Kantti, Robert
 Woodman (partners); John Bland
 (consulting architect); Mark Bunting,
 Martin Tite, Ken Chooi, Peggy
 Fitzpatrick, Peter Rankin; David
 Kerr (model maker)
 Structural: Adjeleien Allen Rubeli
 (V.C. Fenton)
 Mechanical: Clemann Large

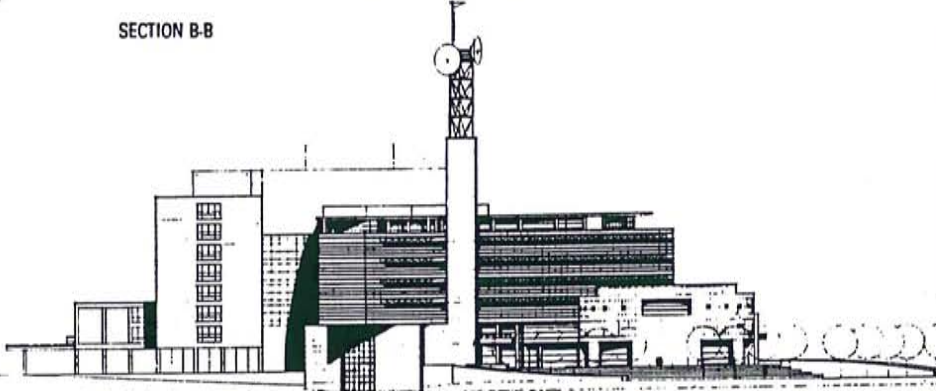
Patterson (M. Clemann)
 Electrical: Clemann Large Patterson
 (D. Henselwood)
 Urban design: Prof. Nan Griffiths
 Cost consultant: Hanscomb
 Consultants Inc.
 Interiors: Design Planning Associates



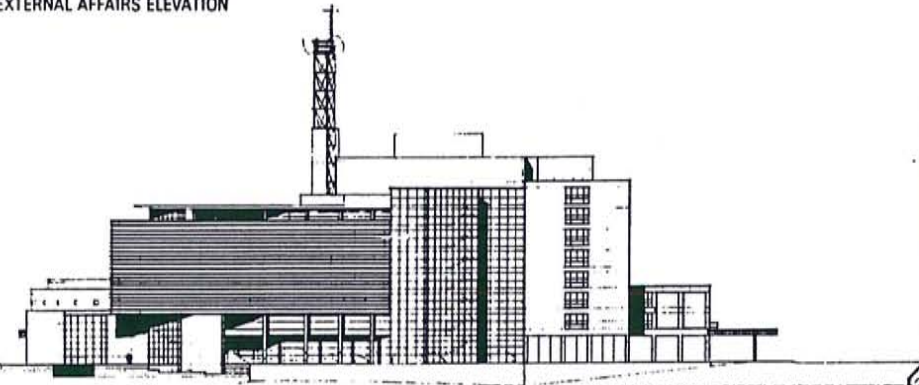
SECTION A-A



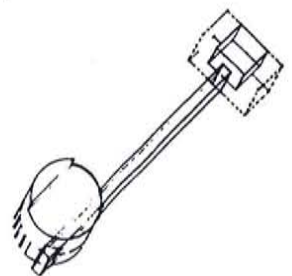
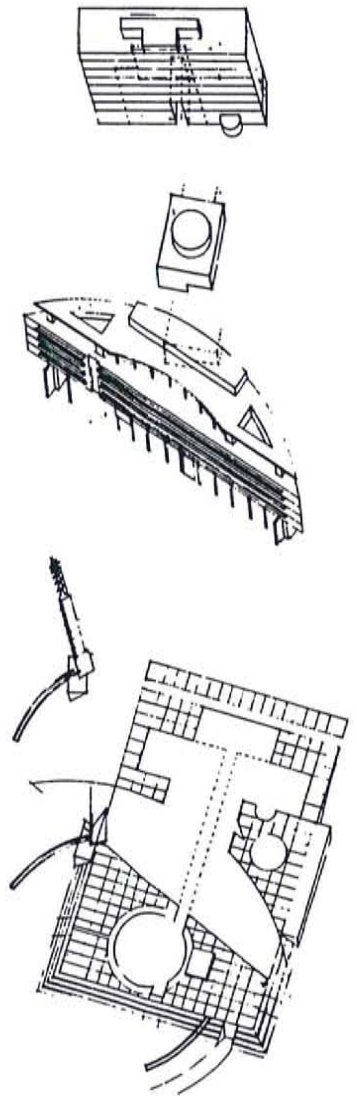
SECTION B-B



EXTERNAL AFFAIRS ELEVATION



NEW EDINBURGH ELEVATION



DESIGN COMPONENTS

MARKHAM MUNICIPAL BUILDING COMPETITION

Program

In 1986, the Town of Markham, Ontario invited three architectural firms (Arthur Erickson Architects, Barton Myers Associates, and Moriyama & Teshima Architects) to participate in a 1-stage competition for the selection of a firm and design for the Markham Municipal Building. George Baird, of Baird/Sampson Architects acted as professional advisor. The jury members were Tom Januszewski, planning director for Markham, Ron Moran, regional councillor, Larry Richards, director of the School of Architecture, University of Waterloo, and architects Jim Strasman and Ron Thom. In September, it was announced that the firm of Arthur Erickson Architects had been selected. (see jury report). In this report, we show the three submissions, extracts from the jury report, and abridged versions of the architects' statements.

The rapidly developing Markham, with a population of 105,000, (175,000 estimated for 2001), encompasses farmlands, new residential areas, businesses, and industries. The civic centre will be the focus of an evolving complex which now includes Markham Theatre and Unionville High School, and will in future accommodate parklands and formal gardens. The gently sloping, untreed, 11.5 ha site is at the northwest corner of a busy intersection. The vacant area opposite is to be developed with office and research buildings, while on the northeast corner, a shopping centre will serve the residential area to the east.

The program called for a building that would symbolize the town, which "comprises a series of historic communities, at the same time that it now houses an important group of contemporary technological industries." Public facilities required include a lobby, winter garden, council chamber, committee rooms, executive wing, chapel, library and archives,

daycare, and fitness facilities. Numerous municipal departments are to be accommodated in spaces that are accessible to the public. Total building area is 12,118 m². Outside spaces are to include a skating rink/reflecting pool, a daycare play area, and cafeteria terrace. Landscaping is to have pathways, benches, trees, grading, lighting, and grassed areas. Budget for base construction of the building is \$14.4 million, and for phase one of site development and landscaping, \$4.2 million. Budget for phase two of site development and landscaping, to be implemented later, is \$1 million.



Jury Report

The jury felt that the winning scheme had many outstanding qualities, but was particularly impressed with its imaginative site planning strategy, superb landscape composition, and sensitive incorporation of existing buildings. The jury admired the sequences of views created for the passer-by and members of council and staff in their daily work. The scheme's symbolic image was also considered the most appropriate for the Town of Markham.

The jury held certain reservations about the winning scheme, most notably the fact that the detailed development was not as resolved as that of the Myers' scheme, especially in the main public entrance and the council chamber. This, it was felt, could be refined during the design development.

The jury also had praise for the two competitors. It was impressed by the meticulous architectural refinement and sumptuous presentation of Myers' submission. The main reservations about the scheme concerned its siting and the sequences of views it created. It was felt that the Erickson scheme was more successful at sustaining an overall feeling of spaciousness on the site, and that views out of the building were less considered in the Myers' scheme.

The jury was also impressed by the bold drama of Moriyama and Teshima's submission, and admired its simplicity. However, the jurors considered that it was less fully resolved in detail than either of the other two schemes and that it related less successfully to the site's other buildings. In one case, they noted that views of the theatre were completely obscured. There was considerable doubt as to whether the bold symbolic image was the most appropriate for Markham.

As far as costs were concerned, the jury noted the quantity surveyor's conclusion that the base buildings for each of the three submissions were over the base budget allowed. However, the jury was confident that the base buildings were capable of being brought within budget in all three cases. As for the costs of the site work, ancillary architectural features, and landscaping, the jury noted the quantity surveyor's opinion that again all three schemes exceed the budget. It was thought likely that a major portion of these three elements could be phased over an extended period. It was the jury's view that the Erickson scheme was initially capable of achieving more of the overall required image than the other two in the event this phasing occurs.

SCHEME ONE

Moriyama & Teshima Architects

Design Statement

The Markham Municipal Building must allow daily operations to proceed with efficiency, dignity and decorum. It must provide the framework and tools for public events and community gatherings, and must project a coherent and identifiable image.

Not a town hall, but a "hall for the town" is the concept's nucleus. It takes the recognizable architectural form of a hall that is accessible and responsive to people's needs. The council chamber, encased in glass, animates the hall and conveys the spirit of a democratic government. A winter garden surrounding the chamber provides an appropriate backdrop for a community with a love of gardens. Rather than surrounding the hall and council chamber, two flanking administrative wings are distinct architectural forms, continuing the theme of reaching out to the community.

The site's major walkway respects both the existing school and theatre,

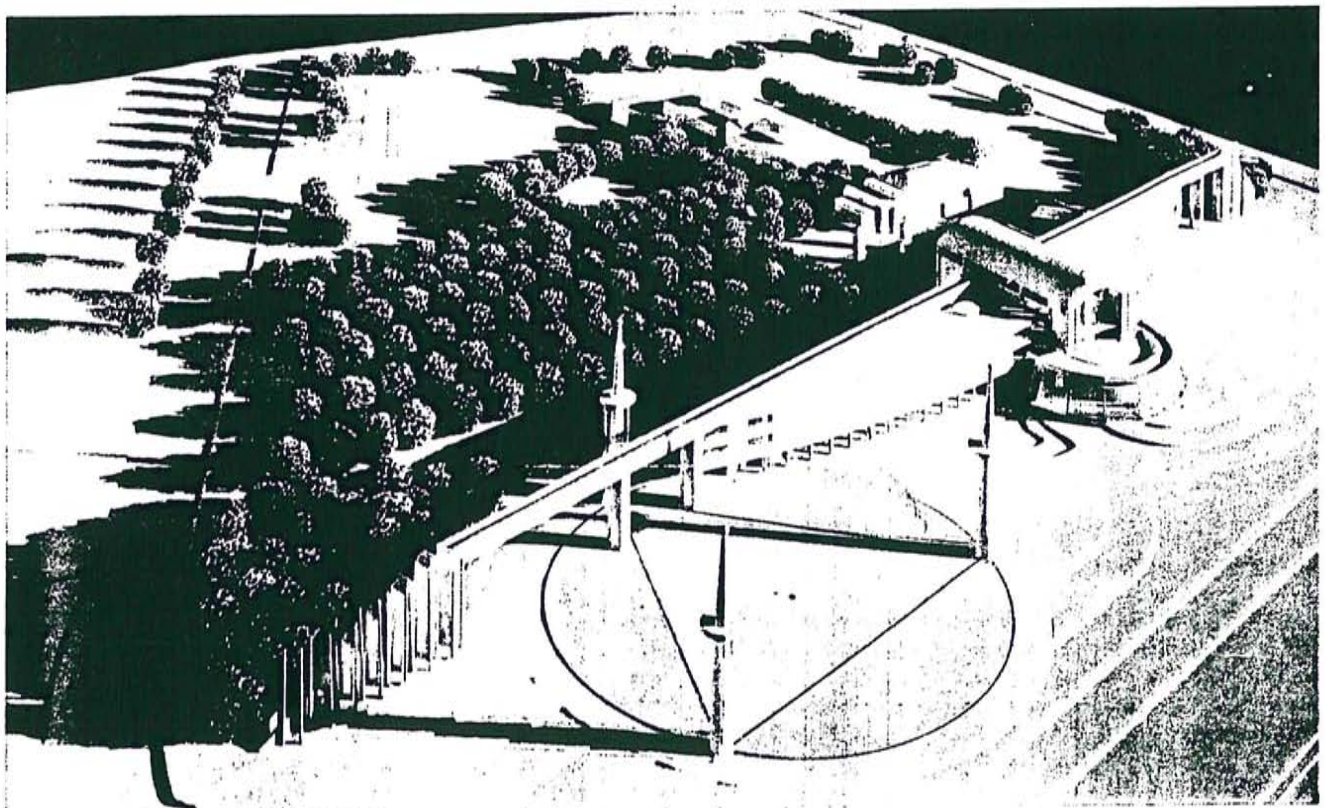
passing their front doors to culminate in the pre-eminent civic space, the hall for the town. The administration's north facade—the "winter wall"—is constructed of granite, with punched window openings, to keep out winter winds and symbolize permanence and strength. This wall, which takes its directional cue from nearby Highway 7, is also the administration's major service/circulation spine. The "summer wall" extends the feeling of openness, as transparent glass and the reflective surfaces of mullions and spandrels transmit light. Suspending the wall above grade further emphasizes the sense of accessibility.

Markham's urban/rural mix is an asset; the rural foreground, which anchors the civic centre, fits into the present context and will be an even more welcome oasis of green as urbanization increases.

The hall projects over a traditional civic square, giving it a sheltering backdrop and stage for civic functions. A skating rink laps over

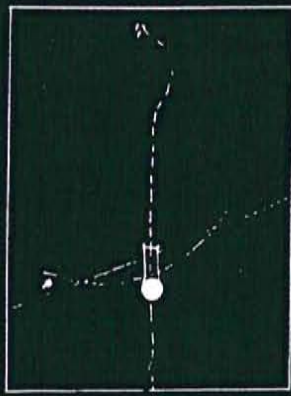
the square, while twin towers frame the square's entry and serve as tools for lighting and communications. For informal community events, a "gathering circle" is planned south of the winter wall. Three round, 25 m-high spires, also serving as lighting and communications tools, stand in this circle. A platform designed for a lighting, fireworks, or laser light display will occupy the top length of the winter wall.

Space for future expansion is planned in the first phase; the leasing of this area will make it self-sustaining until needed by the town. Civic development will occur north of the winter wall, west of the civic promenade. Proposed surface parking will move underground. Design team members are Raymond Moriyama, Ted Teshima, Shella Penny, George Stockton, Greg Patterson, Gair Williamson and Peter Heywood. Mechanical and electrical consultant is Rybka, Smith and Ginsler Ltd.; structural, M.S. Yolles & Partners Ltd.

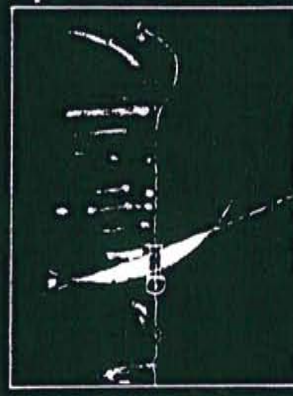




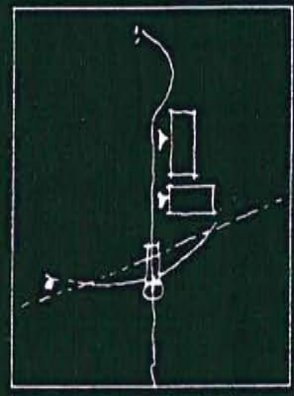
hall for the town



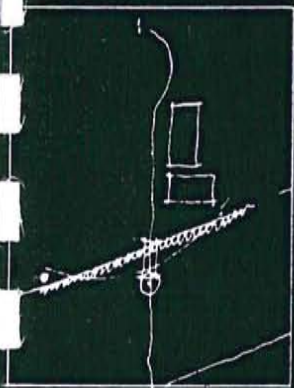
Council Chamber



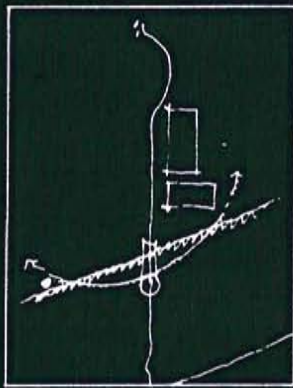
Administration



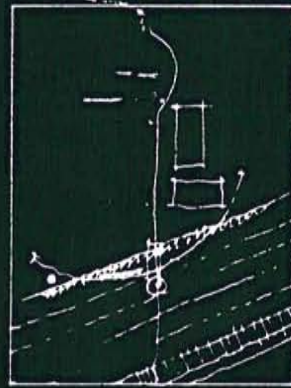
Civic Promenade



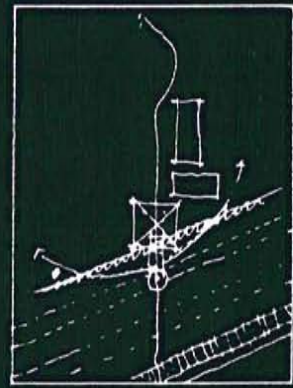
Water Wall



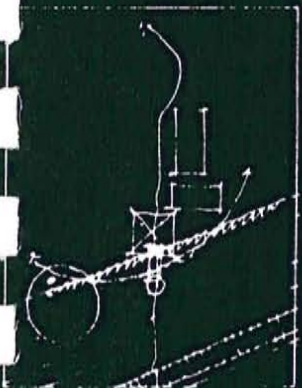
Summer Hall



On the edge of open space



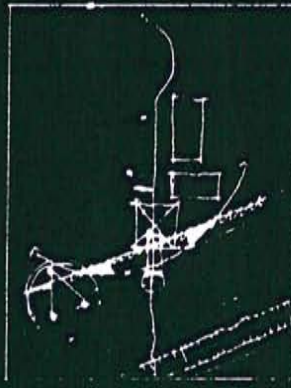
Civic square



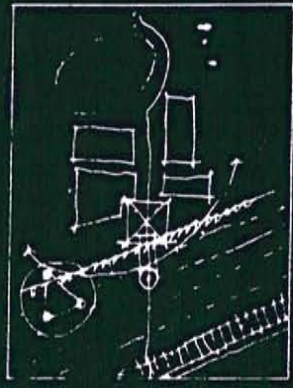
gathering area



entrance of gathering area



to build the library



Urban Development



center of light

SCHEME TWO: WINNING ENTRY

Arthur Erickson Architects

Design Statement

The intent of the design was to create a building with the appropriate image for the town and a pleasant, easy-to-use environment. The building height was kept fairly low to simplify public circulation and interdepartmental communications. On the north side, the structure is only two storeys high, stepping down another floor to the south and following the slope of the land.

The water feature was developed into a lake, which as a major landscaping element, acts as a reflecting pool and visually lends height to the building's south facade and the chamber council located there. In winter, the lake will also provide a large skating surface as an additional community amenity. The landscaping of the public park around the lake is intended to be natural and informal. Man-made mounds were designed to create controlled views of the building from Highway 7 and Warden Avenue.

Visual axes along the approach routes focus on the lake, the building, and the plaza. Parking areas are screened from the building and city streets by berms and planting. To incorporate the existing buildings

into the overall scheme, a hard-landscaped civic square was created, linking them to the main ceremonial entrance. The space in the junction between the Markham Theatre and the municipal building was then developed as an amphitheatre, stepping down to the water and serving as an outdoor gathering place for public functions.

The building itself is organized into two main parts: a departmental wing and the municipal executive offices. The different departments are organized into a linear form with multiple public entrances with easy access from the north parking areas. Each department is provided with a public area in one of the three lobbies, thus giving the public direct access to municipal services. Circulation routes were kept simple and a building section was developed to give public lobbies and offices views to the lake.

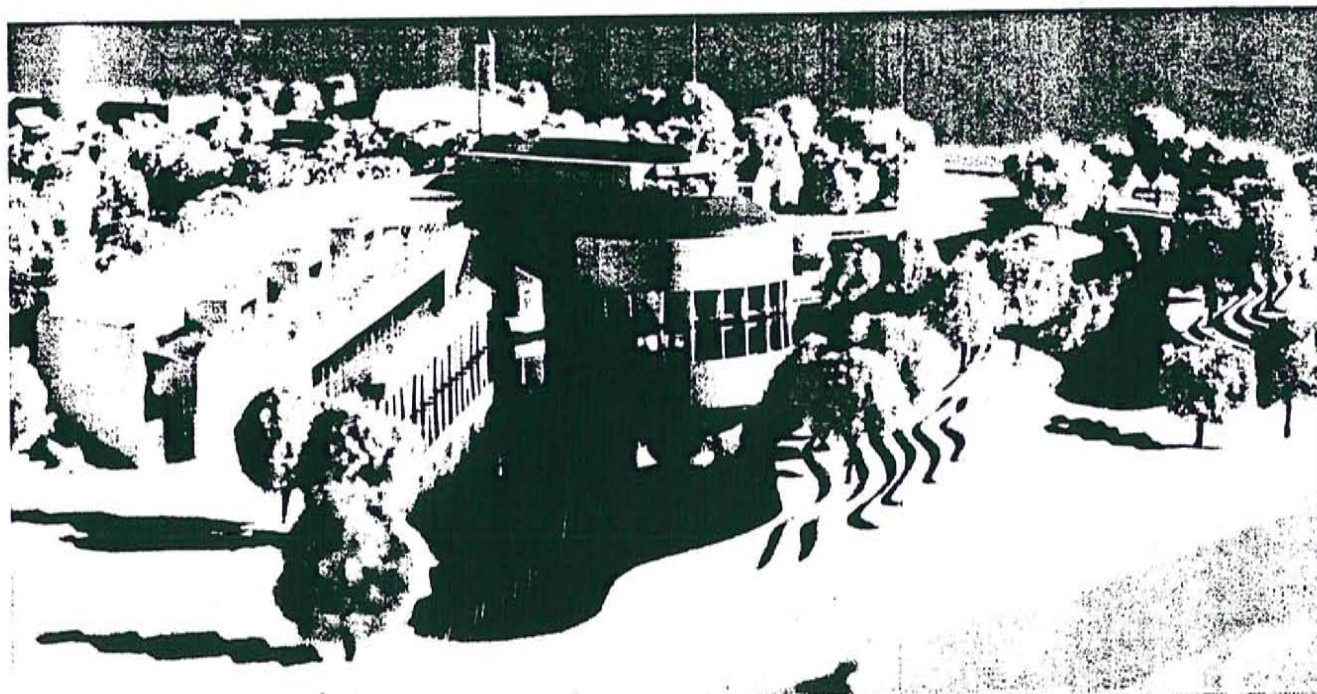
The main public facilities and municipal executive offices are more compactly grouped at the building's eastern end, and are linked to the department wing by a glass-roofed winter garden off the main lobby. The winter garden steps down to lake level where the chapel, reference

library and cafeteria are located. The main lobby also gives access to several committee rooms and leads directly to the semi-circular 200-seat council chamber, supported over the cafeteria below on columns rising from the lake.

The executive wing is the only part of the building above three storeys from lake level. The mayor and councillors have direct elevator access to their offices from an underground parking area. The main service areas of the building are grouped on the north side of the lowest level with access from an underground delivery zone.

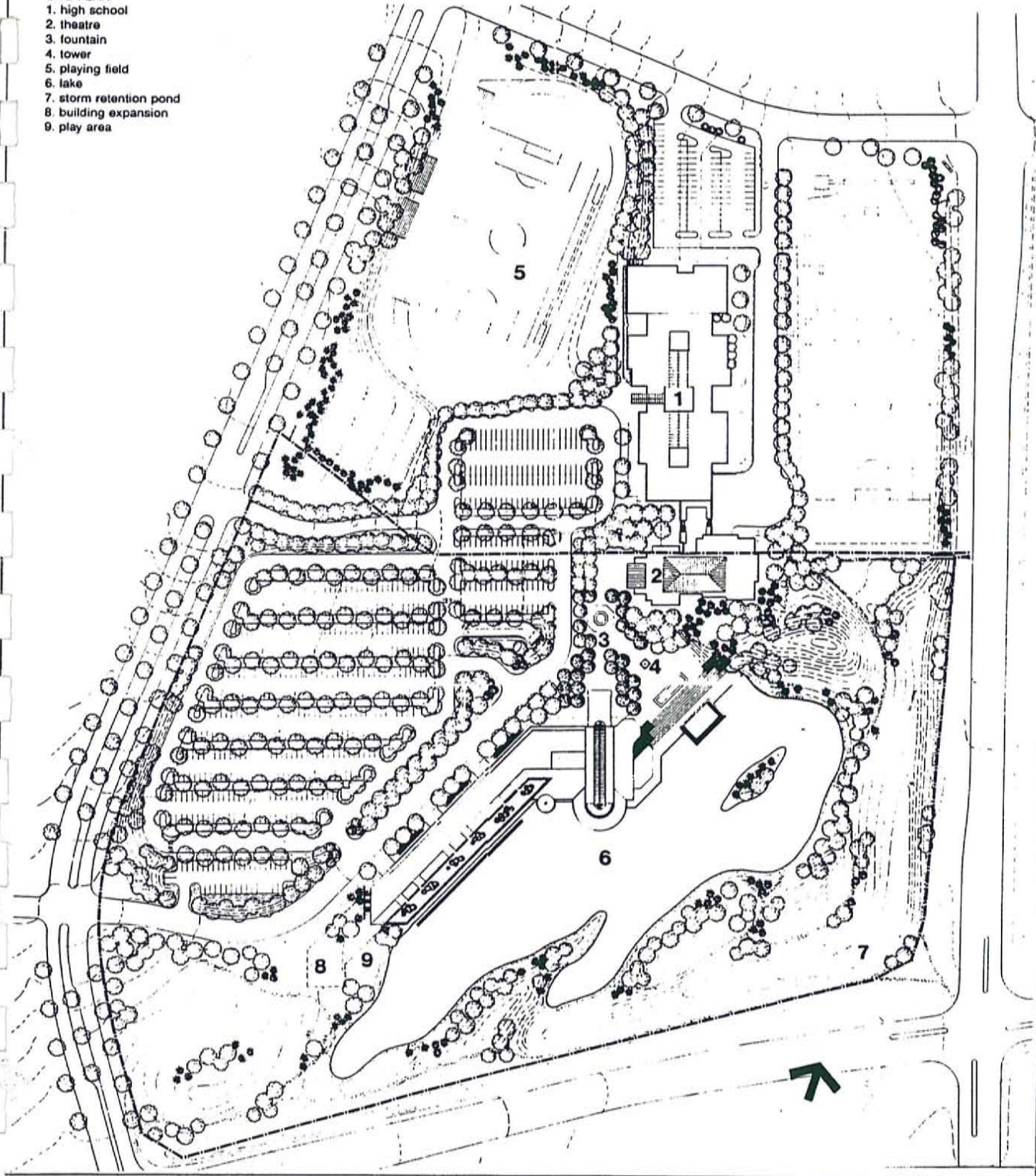
The exterior wall of the building will have a reconstructed stone finish in off-white. The sloping roof of the council chamber, the roof of the circular chapel and parts of the roof light structure over the executive wing will be in weathered, copper green metal.

Principal is Arthur Erickson; project architect, Oscar Pereira; design team members, Joseph M. Galea, Brad Lamoureux, Mustafa Master, Eric Mustonen (landscape architect), and Ahmed Osman. Structural consultant, M.S. Yolles & Partners Ltd.; mechanical and electrical, Bayes, Yates, McMillan Inc.

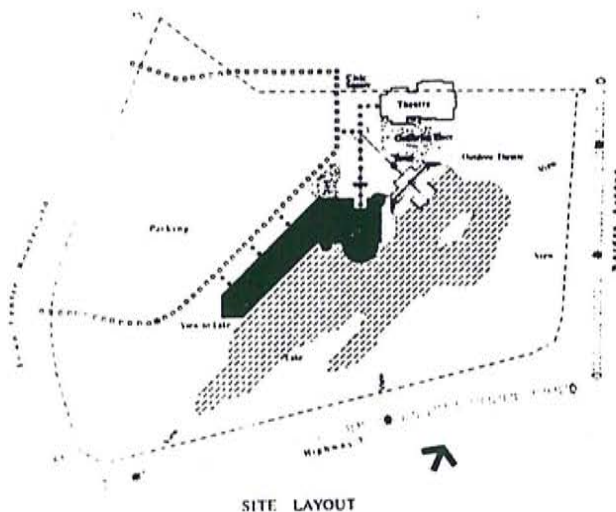


SITE PLAN

- 1. high school
- 2. theatre
- 3. fountain
- 4. tower
- 5. playing field
- 6. lake
- 7. storm retention pond
- 8. building expansion
- 9. play area

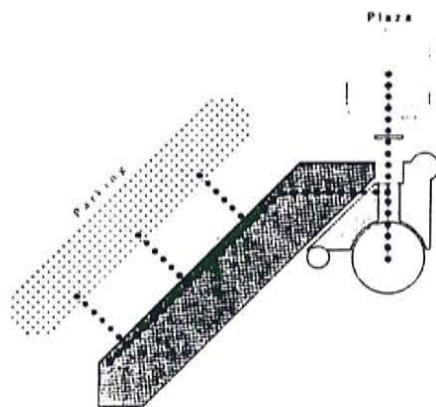


SITE PLAN



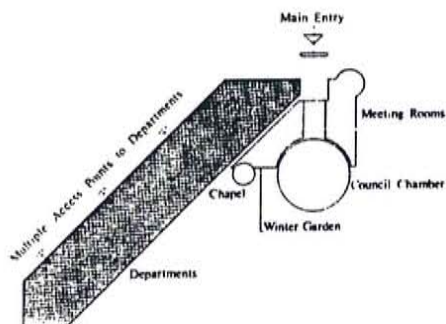
SITE LAYOUT

- CAREFULLY CONSIDERED VISIBILITY FROM HIGHWAY 7 AND MARDEN AVENUE
- APPROACH AVENUE TO THE BUILDING PROVIDES LAKE VIEW
- LANDSCAPE AND LAKE ENHANCE THE ARCHITECTURAL IMAGE OF THE BUILDING
- LAKE WITH NATURAL EDGE PROVIDES A VALUABLE AMENITY FOR VERY LOW MAINTENANCE COSTS
- LAKE PROVIDES A GENEROUS WINTER SKATING SURFACE IN A NATURALLY LANDSCAPED SETTING
- THE HARD-LANDSCAPED CIVIC SQUARE LINKS THE THEATRE TO THE CEREMONIAL ENTRANCE
- SPACE BETWEEN THEATRE AND MUNICIPAL BUILDING DEVELOPED INTO OUTDOOR GATHERING PLACE
- OUTDOOR THEATRE PROVIDES OPPORTUNITIES FOR VARIOUS CIVIC ACTIVITIES



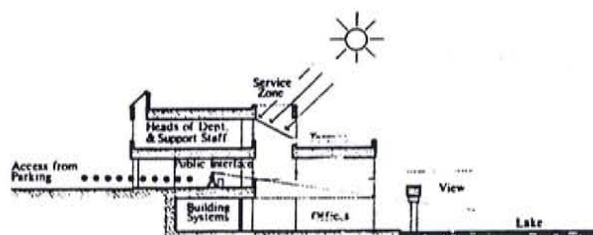
PUBLIC CIRCULATION

- ADJACENCY OF PARKING TO ENTRANCES
- CLEARLY DEMARCATED PUBLIC ENTRANCES
- WELL DEFINED PUBLIC CIRCULATION



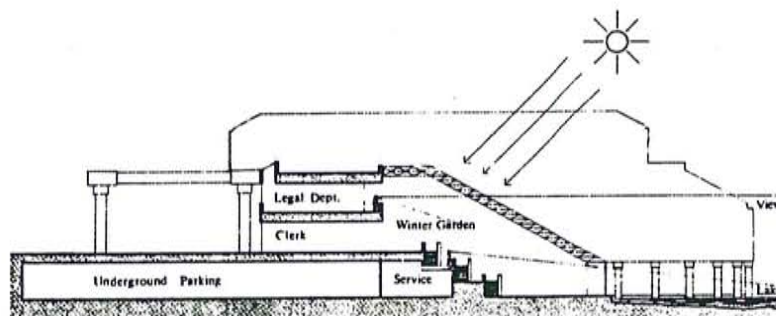
PLAN ORGANIZATION

- CLEAR ORGANIZATION OF BUILDING ELEMENTS
- CEREMONIAL ENTRY TO LOBBY WITH VIEW ACROSS WINTER GARDEN TO LAKE AND LANDSCAPE
- EASY AND DIRECT ACCESS TO DEPARTMENTS FOR FREQUENT USERS



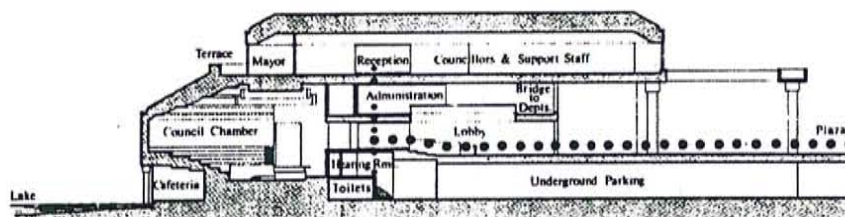
SECTION THROUGH DEPARTMENT LOBBY

- SECTION DEVELOPED TO RESPOND TO SITE CONTOURS
- DAYLIGHT PENETRATION TO OFFICE AREAS MAXIMISED



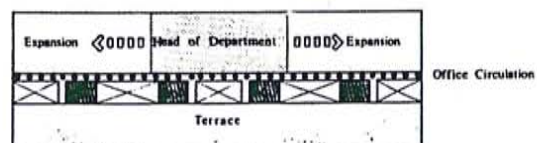
SECTION THROUGH WINTER GARDEN

- WINTER GARDEN VISUALLY INTEGRATED WITH LANDSCAPE
- GREENHOUSE-LIKE ENCLOSURE OF WINTER GARDEN GIVEN SOUTHERN ORIENTATION

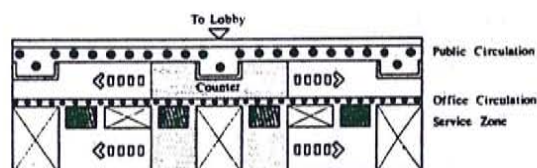


SECTION THROUGH MAIN ENTRANCE

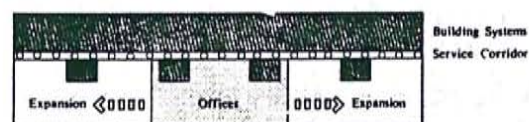
- AXIAL PLACEMENT OF COUNCIL CHAMBER PROVIDES EASY RECOGNITION AND ACCESS BY THE PUBLIC
- MAYOR AND COUNCILLORS HAVE DIRECT ACCESS TO COUNCIL CHAMBER
- LAKEFRONT LOCATION OF CAFETERIA PROVIDES A PLEASANT SETTING FOR DINING



FIRST FLOOR



GROUND FLOOR

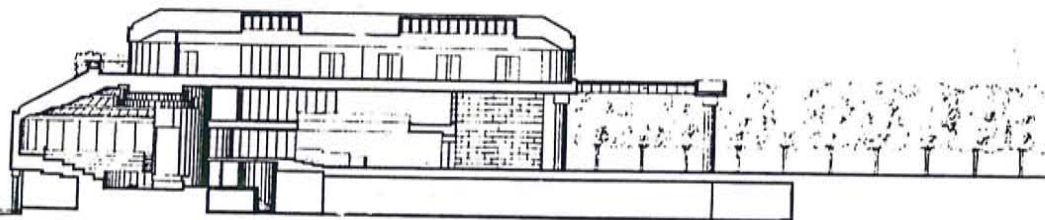


LAKE LEVEL

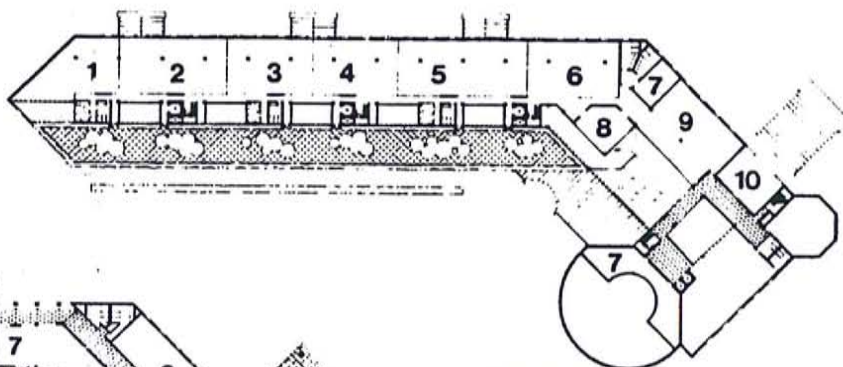
DEPARTMENT ORGANIZATION

- COUNTER ACCESS FOR PUBLIC TO EVERY DEPARTMENT
- FLEXIBLE OFFICE AREAS FOR GROWTH/CONTRACTION OF DEPARTMENTS
- ORGANIZATION OF OFFICE FLOORS PROVIDES CLEAR CIRCULATION AT ALL LEVELS
- AREA NOT IMMEDIATELY REQUIRED BY DEPARTMENTS CAN EASILY BE LEASED OUT

100' 0" 30'
100' 0" 20'
100' 0" 10'
100' 0" 0'
100' 0" 10'
100' 0" 20'
100' 0" 30'

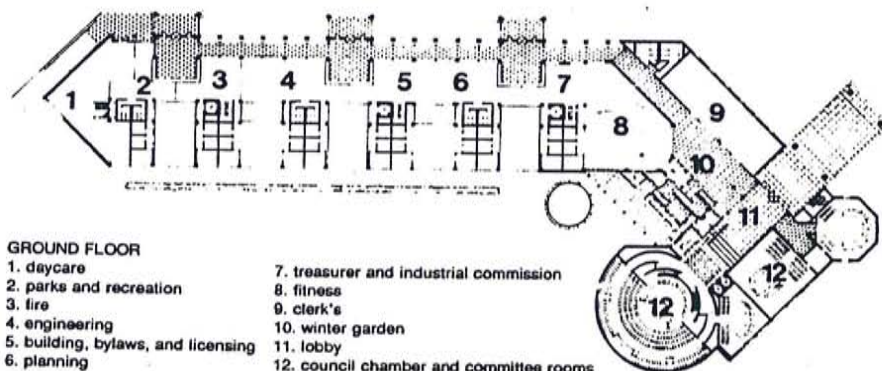


SECTION THROUGH DEPARTMENT LOBBY



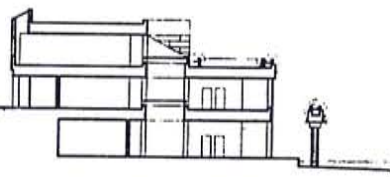
FIRST FLOOR

1. parks and recreation
2. engineering
3. building, bylaws, and licensing
4. planning
5. treasurer and industrial commission
6. library
7. building systems
8. department lounge
9. legal
10. administration

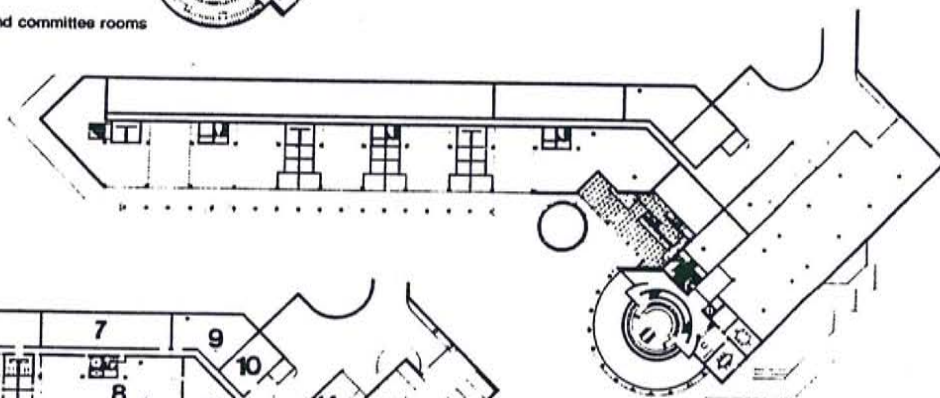


GROUND FLOOR

1. daycare
2. parks and recreation
3. fire
4. engineering
5. building, bylaws, and licensing
6. planning
7. treasurer and industrial commission
8. fitness
9. clerk's
10. winter garden
11. lobby
12. council chamber and committee rooms



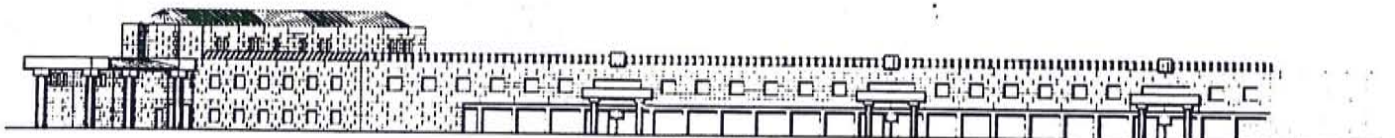
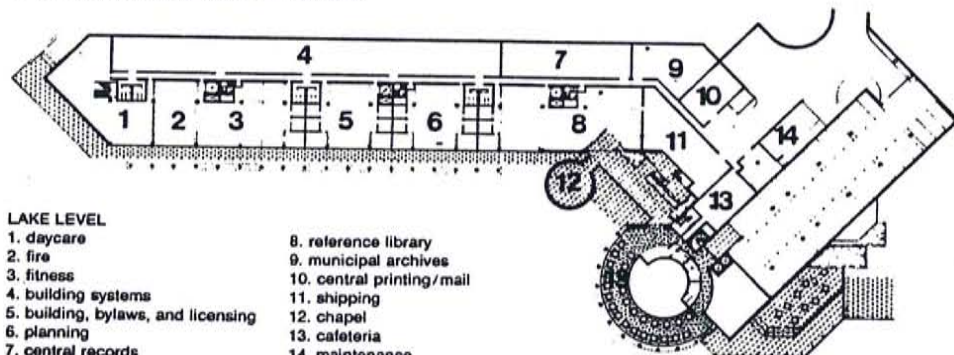
SECTION THROUGH DEPARTMENT OFFICES



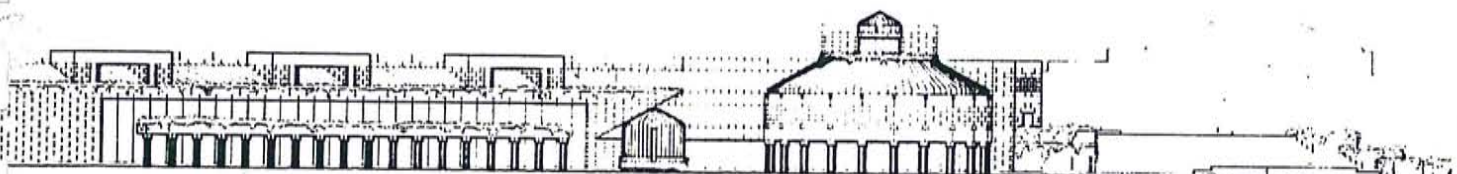
INTERMEDIATE LEVEL

LAKE LEVEL

1. daycare
2. fire
3. fitness
4. building systems
5. building, bylaws, and licensing
6. planning
7. central records
8. reference library
9. municipal archives
10. central printing/mail
11. shipping
12. chapel
13. cafeteria
14. maintenance



NORTH ELEVATION



LAKESIDE ELEVATION

SCHEME THREE

Barton Myers Associates

Design Statement

The design philosophy for this submission is grounded in democratic traditions tempered by contemporary values. As an expression of participatory democracy at the level of municipal government, elected officials, municipal departments, and services should be visible and accessible.

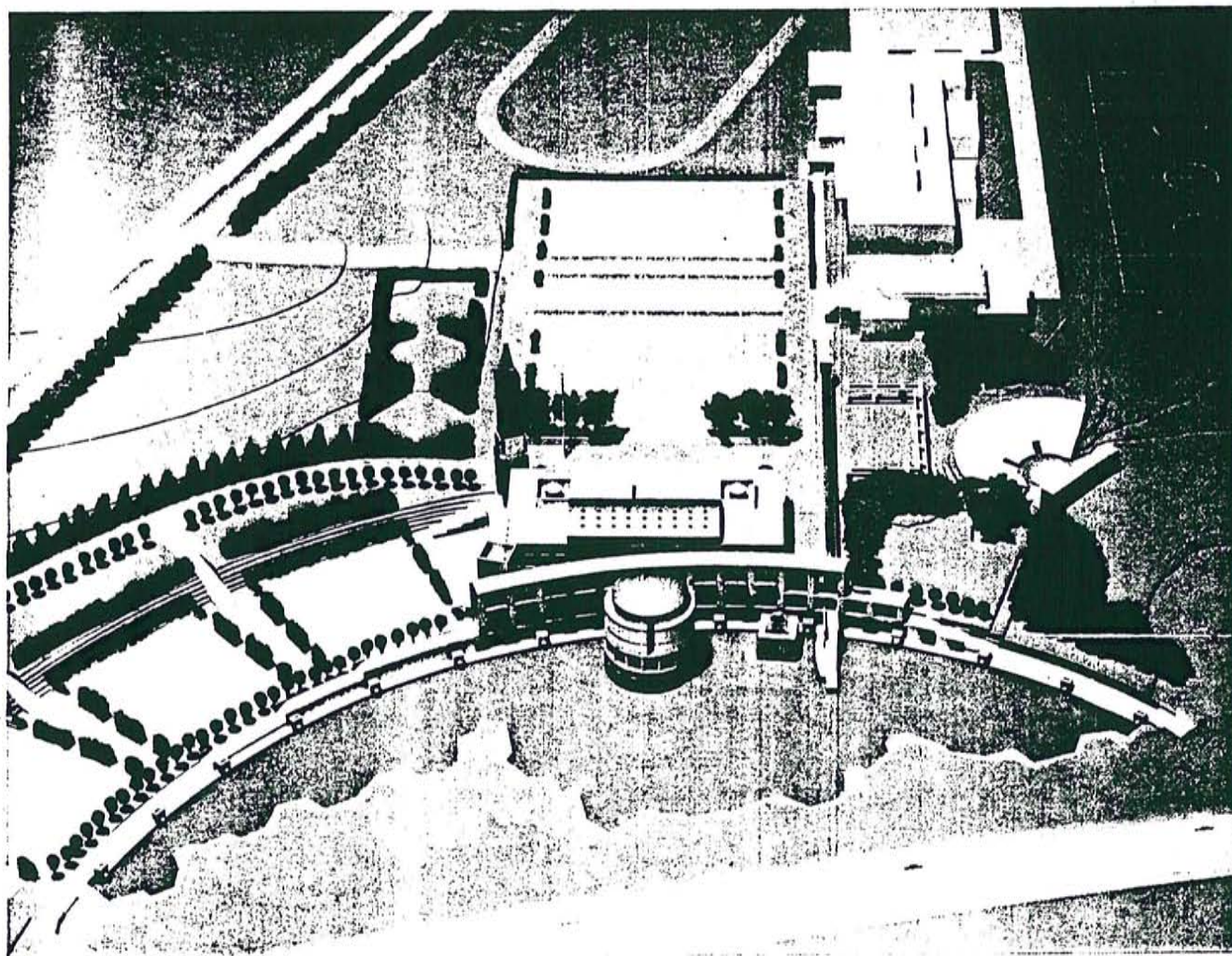
To resolve the challenge of establishing a highly visible landmark building, we developed a prominent symbolic front facing a lake, thus recalling and reinterpreting the traditional siting of 19th-century public buildings.

From Highway 7 and Warden Avenue, the graceful curved wall is viewed as both building and landscape. The wide arc, faced in a

combination of rough textured and honed finished Ontario stone, provides a backdrop for the council chamber and winter garden. Both are sited in the artificial lake, which combines a shallow reflecting pond (a winter skating rink) with a deeper storm water retention pond. The council chamber is a stone-clad drum with a metal domed roof while the winter garden is composed of a clear glass pyramidal skylight, resting on a gridded glass cube. These two geometric volumes and the civic tower are the principal figures in the composition, creating a picturesque ensemble whose foreground is defined by the irregular lake edge. Night lighting will dramatize the powerful image of primary architectural elements when

viewed from the highway.

While the curved wall and lake create a symbolic front to the south, the public entrance of the municipal building faces north. From Town Centre Drive, vehicles pass through gate posts and up to the tree-lined drive to the civic plaza and parking court. This large, relatively flat plateau sits one level higher than lake level. A sequence of spaces, clearly open to view, is established along a north-south axis: the parking court, civic plaza, canopied building entrance, interior civic court, and finally, the council chamber. A secondary north-south axis is established on the alignment of the existing Unionville High School, Markham Theatre, and Warden Avenue, representing the order of



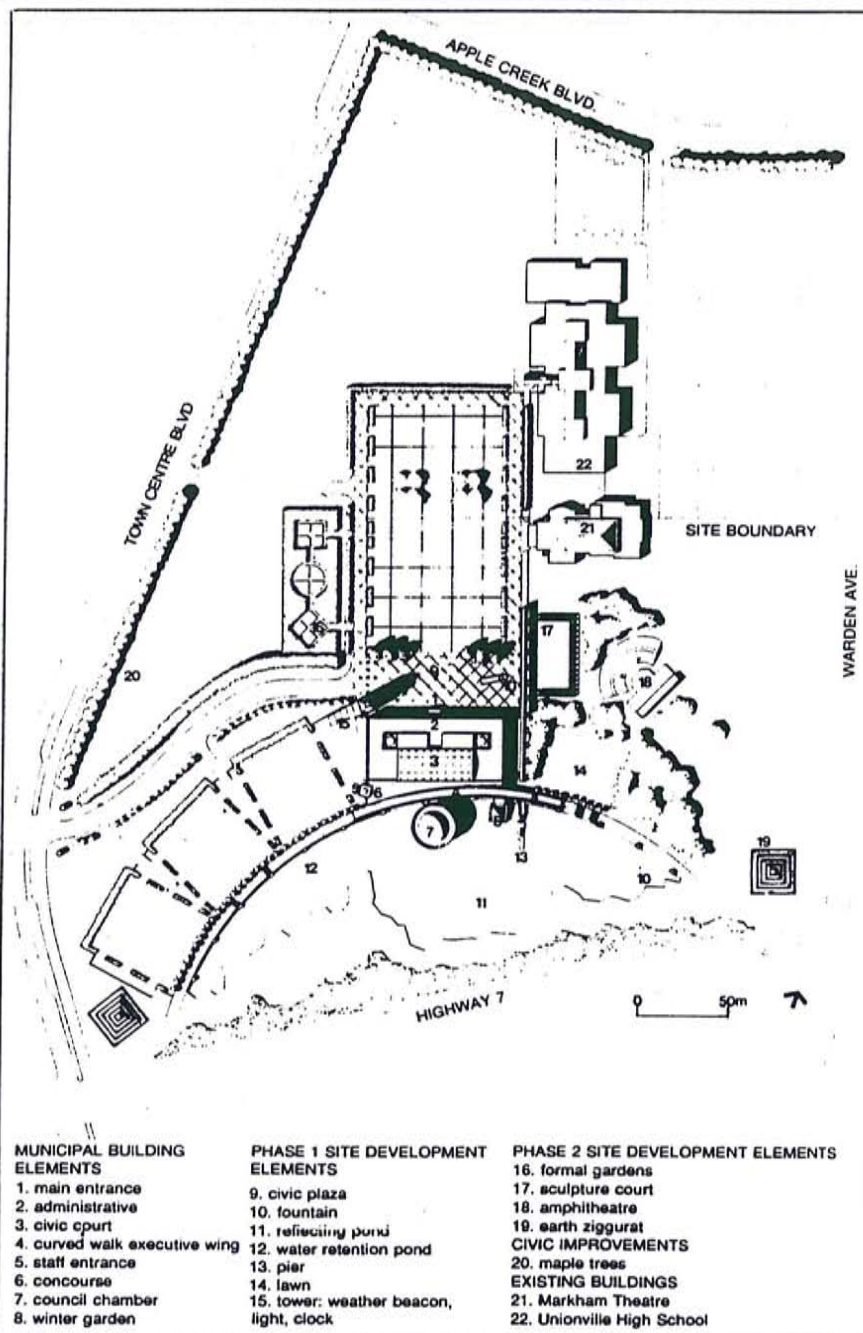
the Ontario concession road grid. The arcade draws the two existing buildings into the composition.

The focal point of the civic plaza is the civic tower, skewed off axis to command the view upon approach from Town Centre Boulevard. The two clock faces acknowledge its position at the end of two separate vistas. The tower, acting as a vertical pivot point between the public civic plaza and the staff parking lots at lake level, marks arrival from the lower level and allows pedestrian passage through its open base.

Landscaping, a major strategy in our scheme, is often used to organize a comprehensive system of public spaces: three square outdoor rooms, defined by an evergreen screen, accommodate staff parking at lake level; a series of promenade walks, formal gardens, and regular tree planting extends the building's public space into the site. The landscaping establishes formal relationships within the complex as a whole. Earth ziggurats anchor the curved wall to the site while landscaping, lighting and paving extend north of the site to suggest a long-range vision of a unified ensemble of public institutions fronting the landscaped court.

A second major strategy is historical reference. Our architectural and landscape motifs borrow from time-honoured forms of civic architecture, parks, and gardens. Our design tries to display a sense of permanence, civility, and symbolic value. However, the civic elements and spaces that allude to the past are reinterpreted in a way that is new and employs current building technologies.

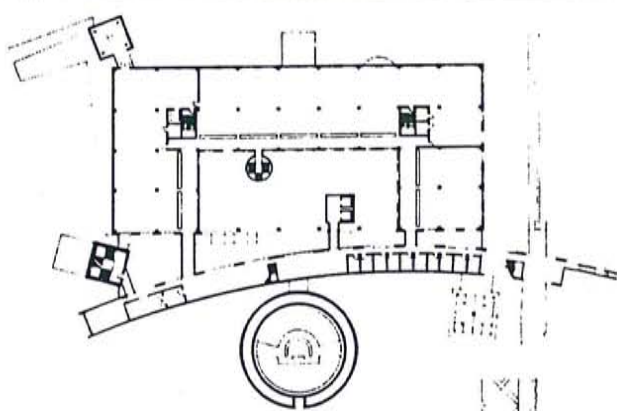
The civic court, representing the public, is appropriately positioned at the building's centre. It engenders a sense of connection between the administrative departments, organized around its perimeter in a visual and symbolic relationship, and the executive wing housed in the middle portion of the curved wall. The reception areas and counter services of the administrative departments are presented on the public walkways around its edge.



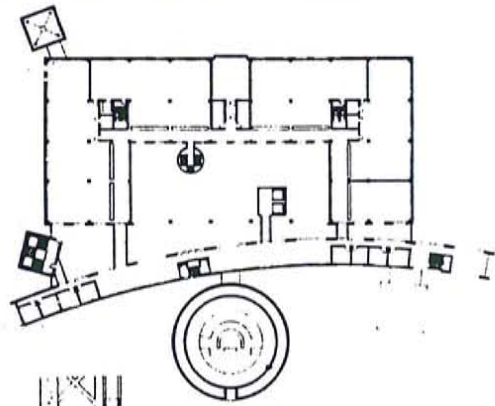
With walls finished in light-coloured wood and stone, wood-coffered ceilings with small skylights, and stone floors, the civic court imparts a sense of richness, dignity and tradition.

Design team members are Barton Myers, Bruce Kuwabara, Howard Sutcliffe, David Weir, Allan Bell, Suzanne Powadiuk, John

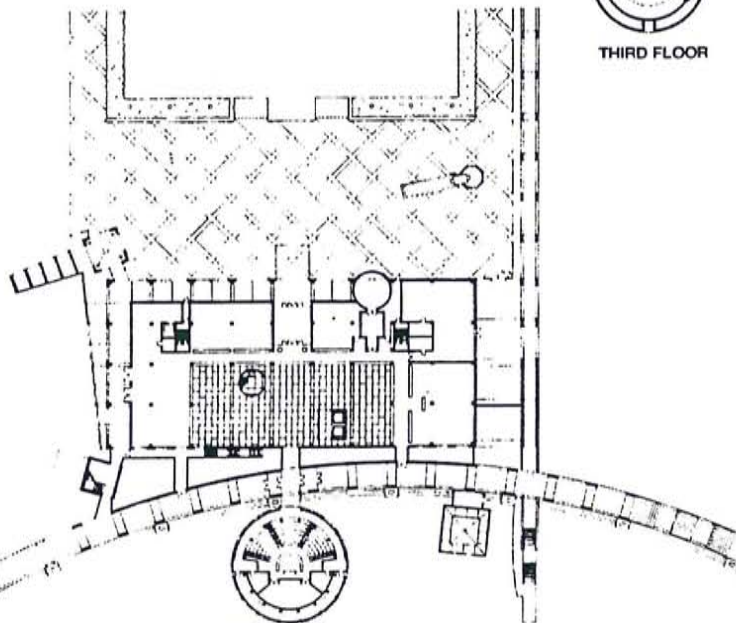
McFarland, Peter Ng, Dominic Gagnon, Paul Stevens, Karen Cvornyek, and John Shnier. Structural consultant is M.S. Yolles & Partners Ltd./Roland Bergmann; mechanical & electrical, The ECE Group Ltd./Gunnar Heissler; landscape consultant, EDA Collaborative Inc./Patrick Li.



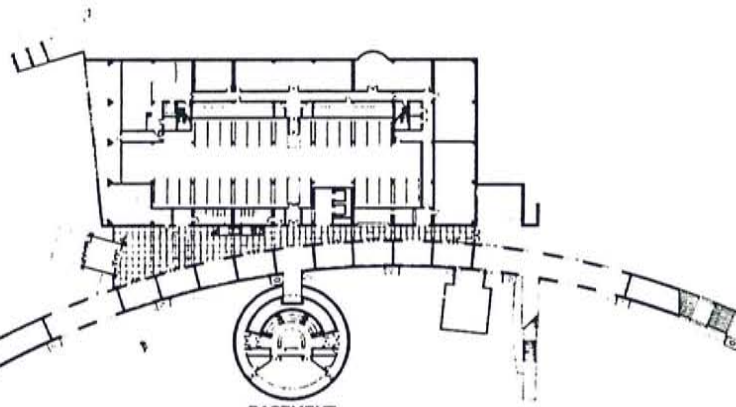
SECOND FLOOR



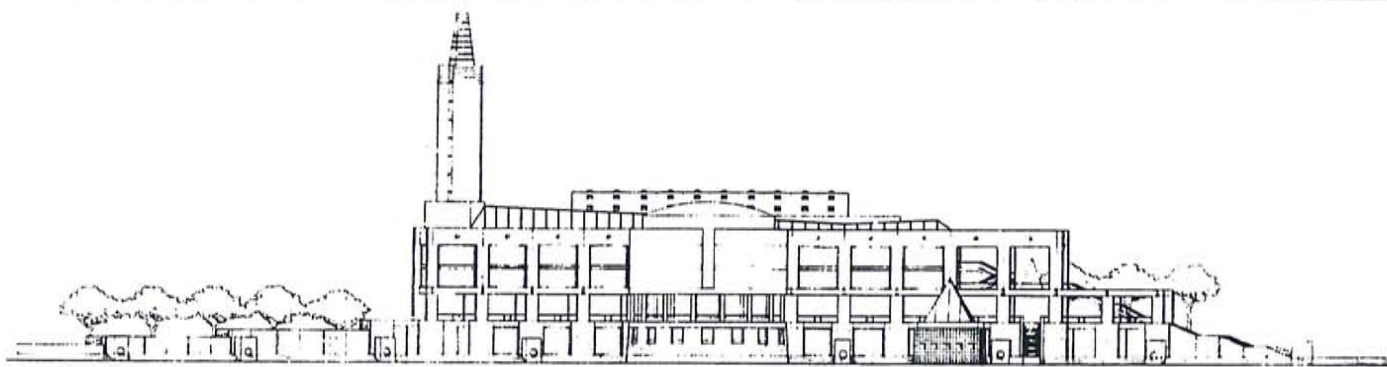
THIRD FLOOR



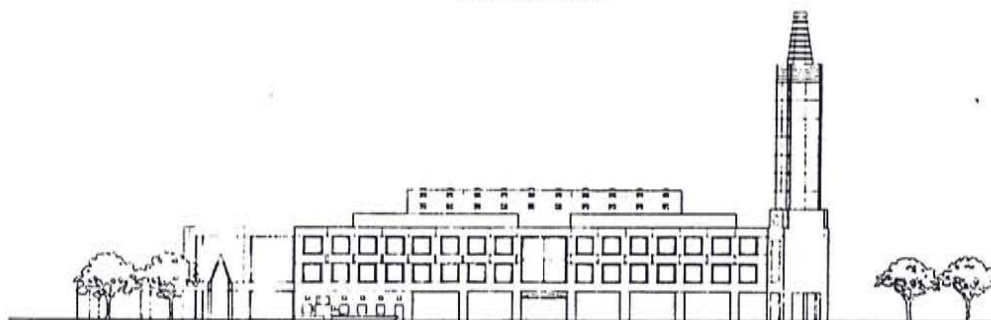
GROUND FLOOR



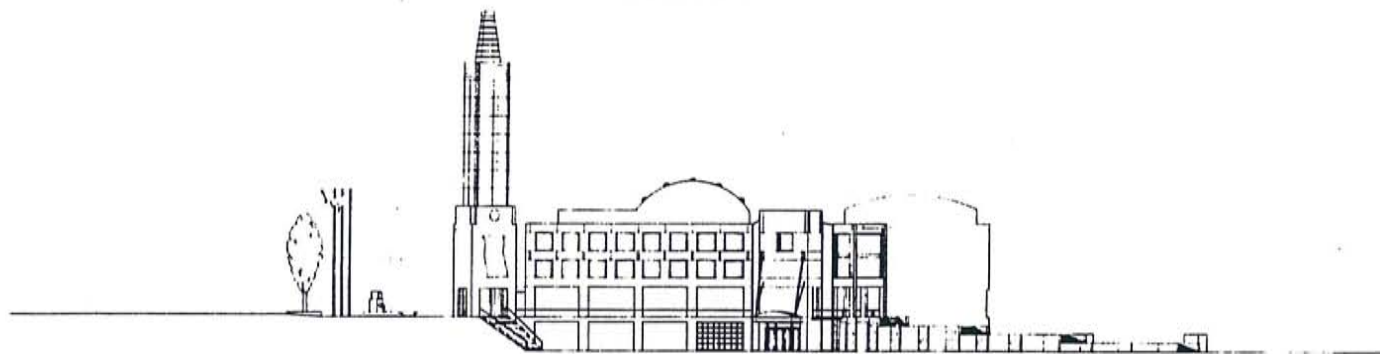
BASEMENT



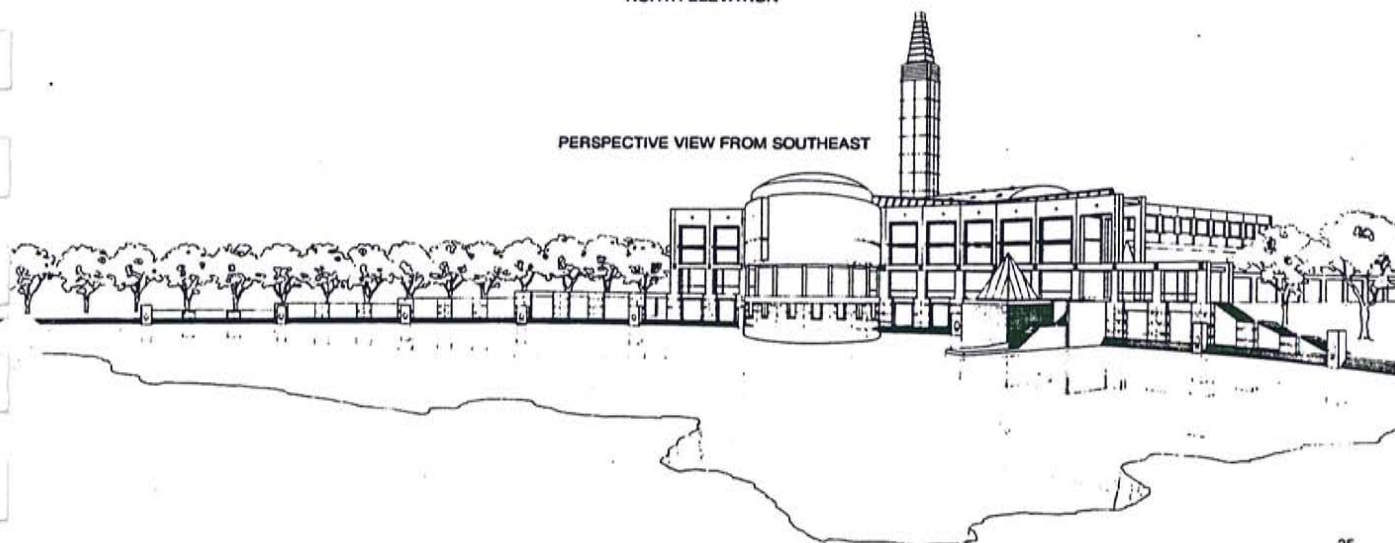
SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION



PERSPECTIVE VIEW FROM SOUTHEAST

Mississauga City Hall

Eb Zeidler offers his reflections on Mississauga City Hall. Now finished and occupied, the building raises questions about competitions, urban context, and the ambivalence of the "Post-Modern condition."

Jones & Kirkland, Architects

Mississauga City Hall stands, brooding and regal, in a cityscape that has lost its rural form, yet not quite found its urban destiny. We may hope that the complex itself will have the power to change the attitude of the Canadian suburban city, but only time will tell.

In evaluating a building of this significance, objective values inevitably intermingle with subjective ones. Much of the story is told—as Jean François Lyotard would say—on a narrative level. This doesn't mean we can forget the cognitive level, but the architects' attempt here to deal with the narrative clearly places this building within the Post-Modern condition. I mean Post Modernism not in the limited architectural sense as defined by Charles Jencks, but rather a Post-Modern societal condition in which the limitations of positivism that governed Modernism are abandoned.

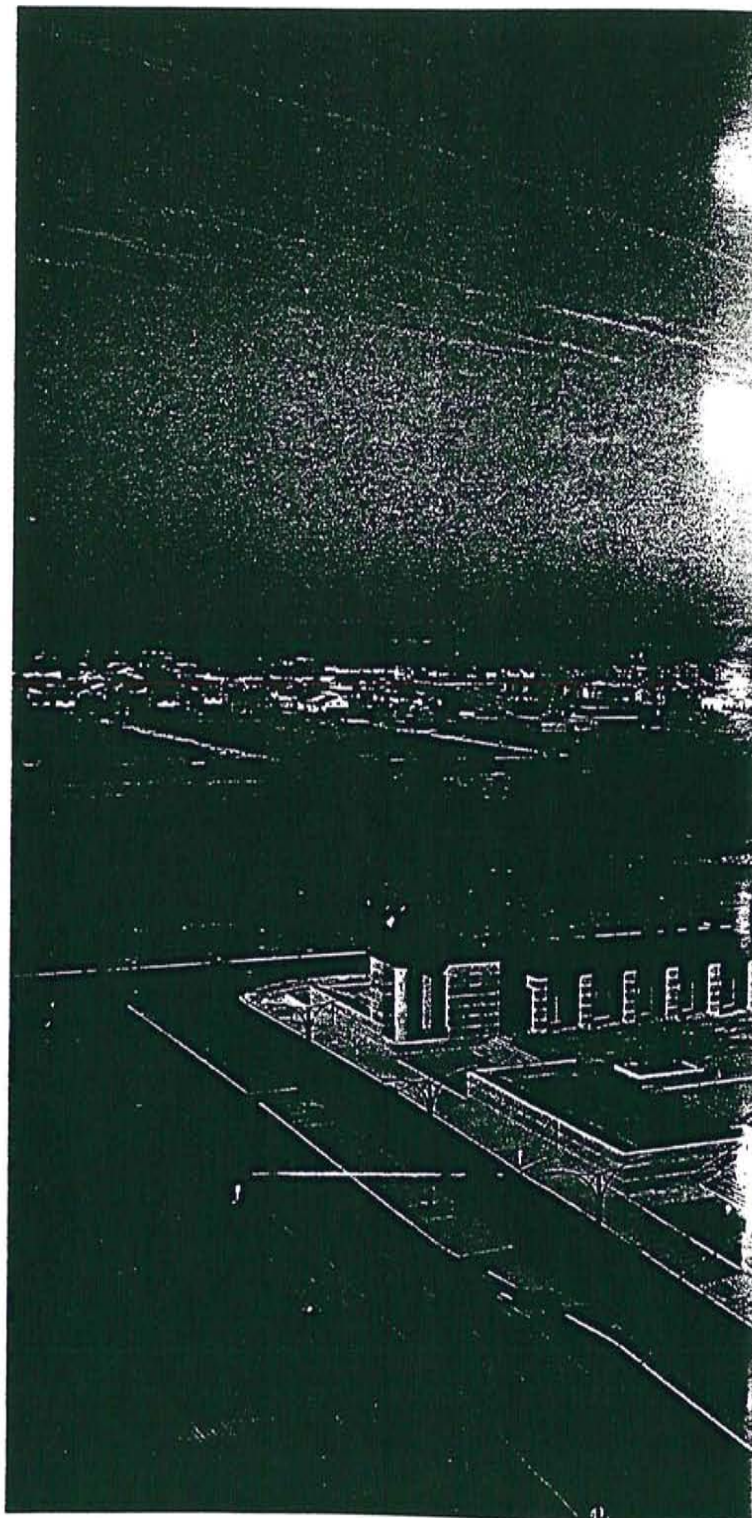
We must also ask if Mississauga City Hall is an important building that has added something to architecture. I feel strongly that it has, regardless of whether we like the building. As I wandered through it and talked to its users, this difference of opinion became clear. Few buildings arouse such strong emotions, and we must praise Mississauga City Hall for so doing.

You may wonder if the building just fell into the trap of "fadism," something new for the sake of being new, as Post-Modernism was recently dismissed by Susan Sontag. But I see such newness in the way T.S. Eliot saw it when he said art to be art must be new. He wrote that something new cannot deny the past, because it can only be new if it fully understands and grows out of the past. However, a thing is not art if it merely repeats and fails to add to our understanding. With each addition, the totality of the past is shifted. The new alters the past, and we don't see art in the way that we did before the new happened.

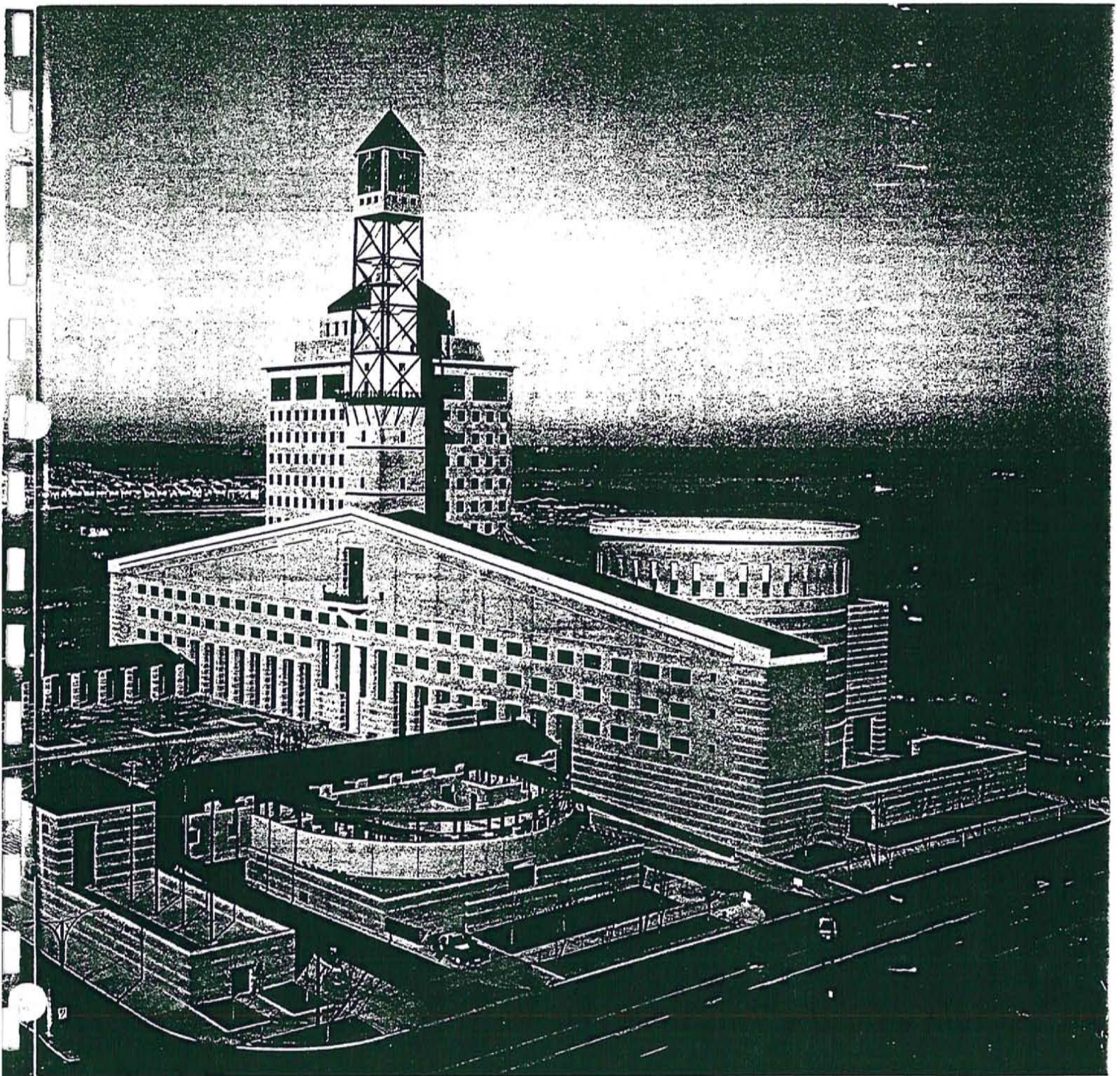
I also see the Post-Modern expression of this building conflicting with its structural and functional reality and not deriving from it. This is a crucial issue in our understanding of architecture today. This understanding will allow us to discuss the city hall from another viewpoint: the need to be more imageable and memorable.

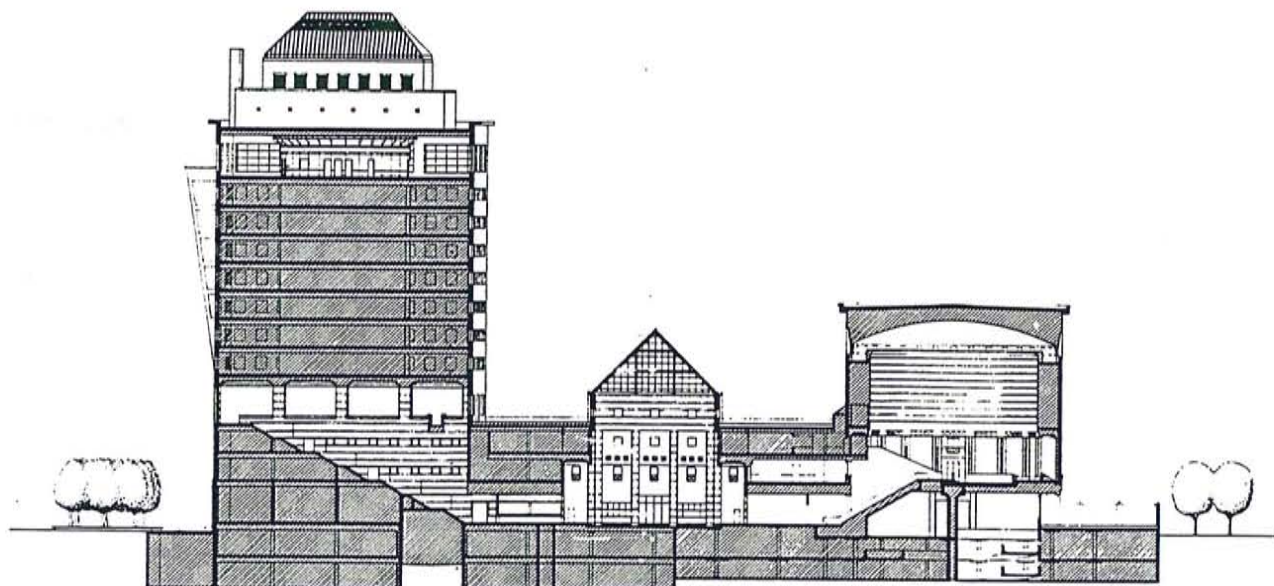
The Competition

Mississauga City Hall stands as proof that competitions *can* create significant structures. A building resulting from a competition is, of course, not necessarily any better than one resulting from the usual process; both are subject to the architects' competence. But competitions can select an exceptional building within the political complexities of a public process. We must forget the myth, however, that a competition allows us to select a view into the future. In a competition, designers work on many different approaches in isolation, and selection committee members exist outside this design process. Obviously, they will favour only what is familiar to them. In other words, the competitor must design for the jury, or at least for the most powerful jury member. Other directions will simply be neglected. There's nothing wrong in this; it is a fact and I would like to state it here. When I questioned Michael



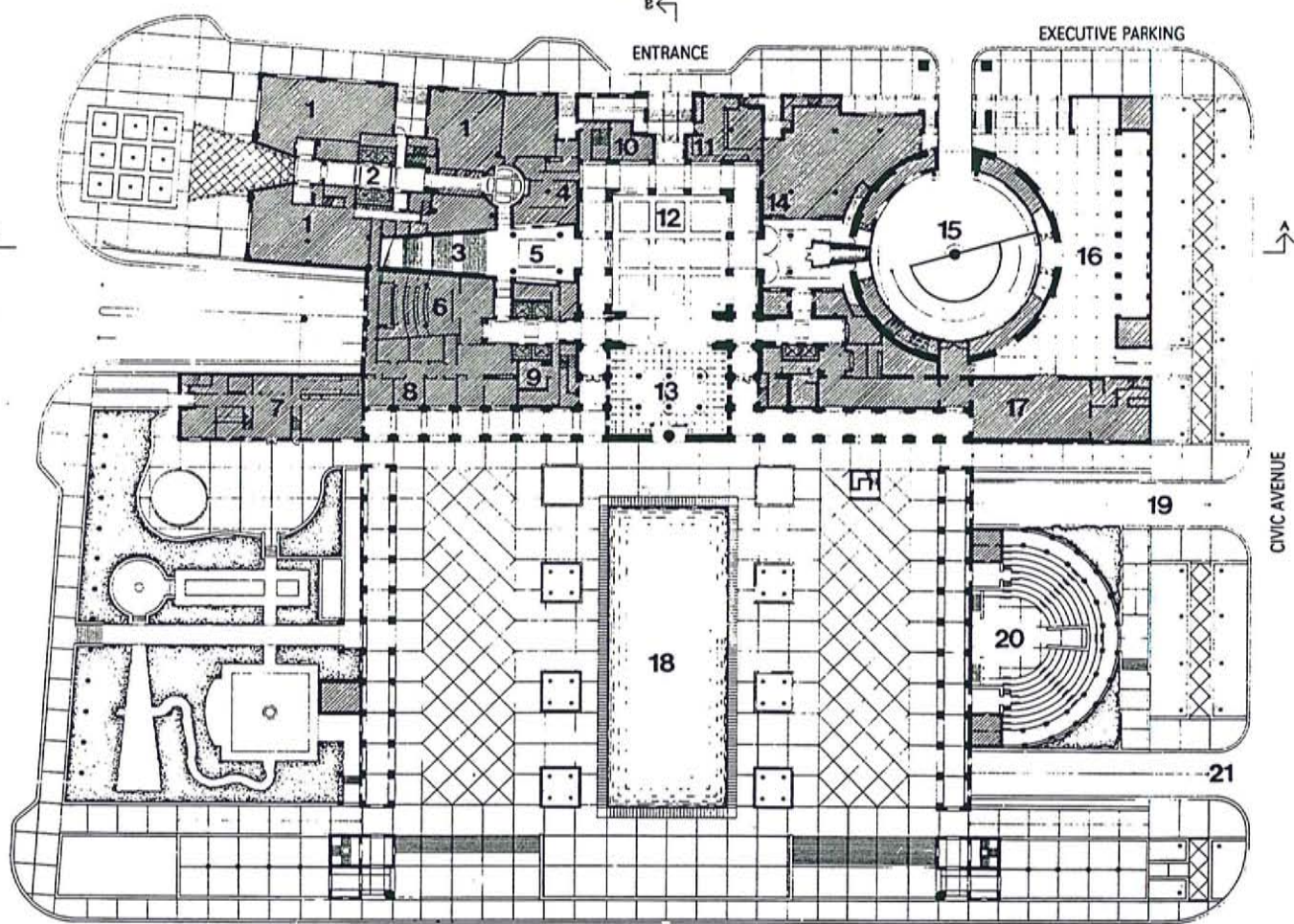
1
View from southeast.





SECTION A-A

B ←



ENTRANCE

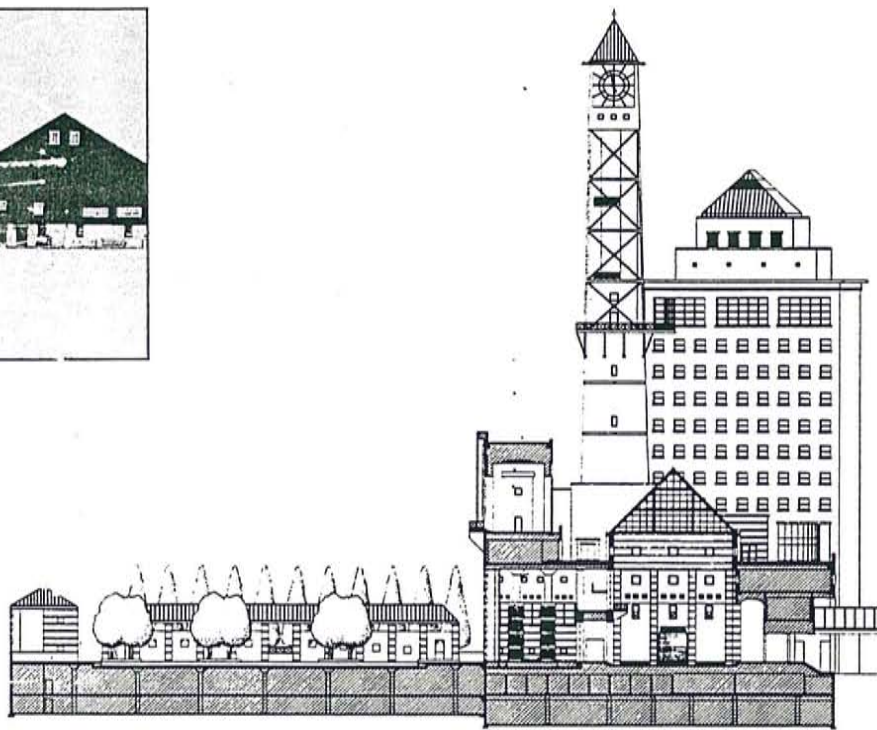
EXECUTIVE PARKING

CITY CENTRE DRIVE

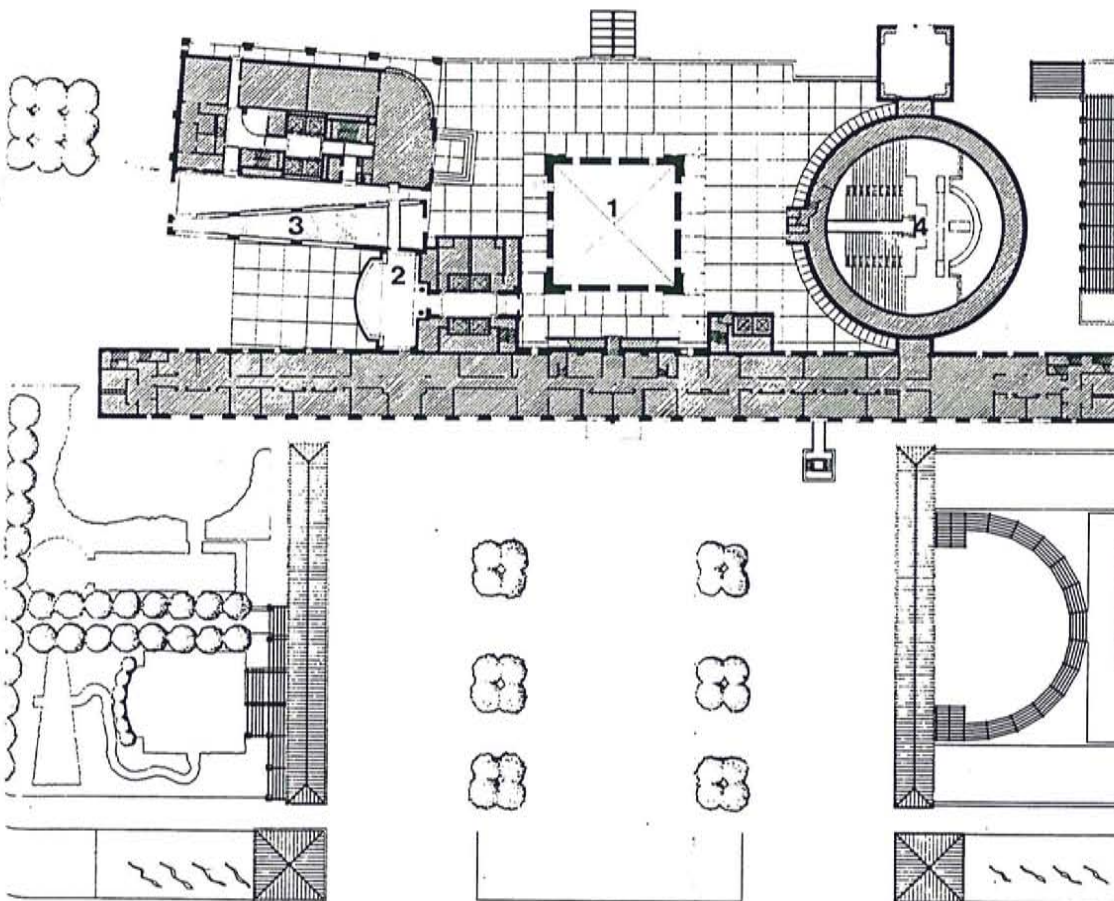
CIVIC AVENUE

GROUND FLOOR

- | | | |
|--------------------------------|----------------------------|---------------------|
| 1. retail | 8. public affairs | 15. council chamber |
| 2. office tower elevator lobby | 9. stairs to garage | 16. sculpture court |
| 3. great stair | 10. tuck shop | 17. art gallery |
| 4. cashiers | 11. information & security | 18. civic square |
| 5. cashiers' hall | 12. great hall | 19. parking in |
| 6. auditorium | 13. conservatory | 20. amphitheatre |
| 7. day care | 14. restaurant | 21. parking exit |



SECTION B-B



FOURTH FLOOR

1. great hall
2. lesser hall
3. grand stair
4. council chamber

The architects' draw on Ontario's civic and agrarian architectural traditions, with allusions to 19th-century public buildings (peaked and pyramidal copper roofs, clock towers) and typical farm clusters (barns, silos and water towers) set within rural concession grids. The outside square and interior court are complementary political and civic spaces, designed with the desire "to reverse the contemporary introspective and imploded tendency for buildings in North America, prompted by extreme climates and centralizing programmatic requirements." The square is a large external room in summer, the lobby an implied exterior space in winter. Both have entrances, rostra, places of assembly and gardens.

PRINCIPAL ELEMENTS:

South Façade: parts of all public and departmental components are accommodated in this representational façade, except for the fitness centre, cafeteria and commercial uses.

Council Chamber: a circular drum contains the council chamber. It is held above grade to provide covered access to honorific elements clustered around the chamber itself. A reversible escalator, stairs and elevators support this space.

City Room: the main hall organizes and centralizes the principal program elements, through the "ground" public stair, which symbolically and actually connects the main lobby to the upper levels.

Tower Block: department offices are provided by a densely consolidated 4-floor podium and conventional office tower. A daycare centre, sports club, cafeteria and garden surround the tower.

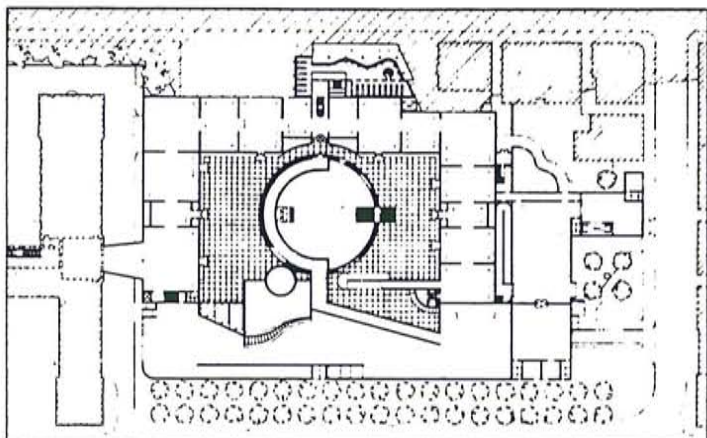
Clock Tower: the clock tower consists of a high projection of an elevator through a glass-clad steel frame.

Building Form: the use of a consolidated parti makes possible the development of substantial interior civic space. The principal building elements establish a cognitive system that is reiterated and elaborated in plan and section. To provide an economic building depth, these elements are enveloped and engaged in the lower portions of the building, but are physically independent in the upper portions.

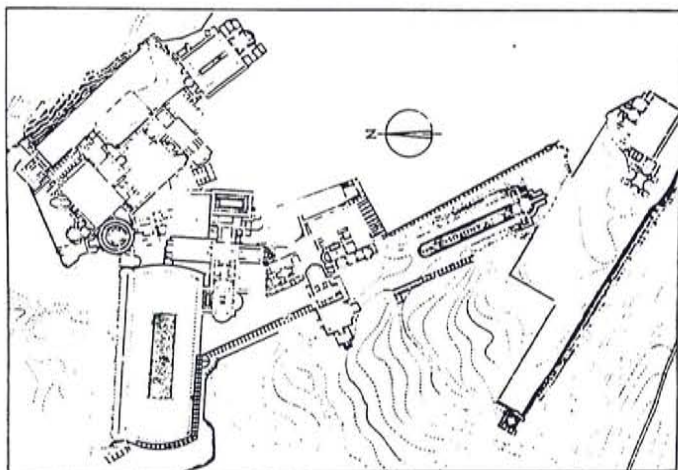
Internal Circulation and Control: horizontal public circulation conforms to a simple biaxial arrangement of routes centred on the lobby. Ceremonial and day-to-day entrances are organized in the north/south direction. In the other direction, a 2-way escalator enters the council chamber and a grand directional staircase refers the public to various departments. Complementary to these routes are three elevator cores: one serves front desks and the fitness centre, with an express elevator to the cafeteria and observation deck on the 18th floor; the second core refers to the council, city management, council chamber and committee rooms; the third vertical core serves interdepartmental needs as a 'back stair' connecting all floors.

Kirkland and Edward Jones about the necessity to respond to the jurors, they said that they never design for a jury, only for themselves, and that they only enter competitions in which they are in sympathy with the jury. That resolves a personal conflict, but doesn't change the predetermination of the design in a competition. In other words, a strong jury determines a future building's style almost as much as an architect, chosen directly without the intervention of a competition, does.

A serious problem in the competition process lies in the lack of interaction between the architect and client in the development of a design consensus. On the other hand, the advantage of the competition is that a strong jury may choose a design that achieves an image not otherwise possible in the political process. This has obviously happened here; as Toronto City Hall carries on the work of Saarinen, so Mississauga carries the mark of Stirling.*



STIRLING'S STUTTGART STAATSGALERIE



HADRIAN'S VILLA, TIVOLI

*Jury: George Baird (professional advisor and chairman), Russell Edmunds, Douglas Kilner, Phyllis Lambert, Jerome Markson, James Stirling.

Client: City of Mississauga
Partners in charge: Edward Jones, Michael Kirkland
Project architects: Maxim James, Gerry Lang, Mark Sterling, Steve Teeple, Kit Wallace
Project administrators: Endel Arro, Bernard Gillespie, Matt Poray, Jack Shaw
Project team: Marc Baraness, James Brown, Sydney Browne, Donna Clare, Margot Griffin, Michael Griffin, Courtney Henry, Hong Kim, Jeff Latto, Dan McNeil, Ian Moore, Neil Morfitt, Sarah Pearce, Jose Pereira, Suzanne

Powadiuk, George Przybylski, Chris Radigan, Val Rynnimeri, Terry Shimbashi, Jon Soules, Kim Storey
Structural: M.S. Yolles
Mechanical: T.M.P.
Electrical: Mulvey & Banani
Construction managers: The Jackson-Lewis Company Ltd.
Photographer: Photos 1, 2, 3, 7, 8, 9, 10 of this story and 1, 3, 4, 6, 7, 8 of the following interior story by Bob Burley. Photos 4, 5, 11, 12 of this story and 2 and 5 of the interior story by Ian Sampson. Photo 6 of this story by Ernie Scullion.

A Reference to Collage

Much has been written about the references the Jones and Kirkland scheme makes to Stirling's collage approach. Many parallels can indeed be seen, for example, in the plans of the Stuttgart Staatsgalerie by Stirling and Mississauga City Hall. Both designs take a narrative approach that has precedents in Hadrian's Villa in Tivoli, which was also a collection of memories. But as well, Mississauga strongly harkens back to functionalist planning, in which forms are expressive of and dedicated to certain functions, even though here they have a pronounced symbolic meaning. The approach in both buildings is further combined with a strong affinity to classicism—or more aptly, mannerism—in which, unlike functionalism, forms are related to each other in a formal geometric order. The whole composition in Mississauga, however, not only creates a plan of collage, but also a collage of massing that now needs justification, within the urban context, and within itself.

While we can't deny the similarity in the collage approach of both designs, the Mississauga solution is quite different from that of Stirling's. Despite their collage plan, the building forms of Stuttgart melt into a strong overall composition that suggests a stronger unity than that of a mere collage. No individual form proposes a direct affinity to its precedents; only vague memories are suggested. The composition of Mississauga City Hall, on the other hand, clearly expresses in its massing a collage, beautifully organized and composed, and in its image strangely reminiscent of the Ontario barnyard. Yet, like the reversible image of the balustrade that can be read as a vase or a face, here too, we can read different images into the building.

In their design brief, the architects state that they have created a metamorphosis of the barnyard into the city hall. But other than in the composition of buildings where each geometric form is expressed (the cylinder, the triangle), the design leaves little of the initial image readable, forcing upon us different images more easily found in classicism or in the form world of an Alberti in the Renaissance.

Perhaps Jones and Kirkland see in the classic heritage the roots of humanism and a way for today's architecture to rediscover meaning. Although they don't believe in it with the ardour of a Quinlan Terry (who sees it as a God-given institution), a transformation of the classic order is a recurring motif in both architects' work. History seems very much on their side; the Doric column, for example, is predated by a thousand years by the temple of Beni Hasan. With us for 3,500 years, the column still conveys the emotion it embodied for so long. The half century during which Modern architecture ruled could not totally eliminate these traces.

The Aspirations of a City Hall

Is a city hall, or should it be, more than the sum of its functions, expressed economically? The answer is not necessarily agreed upon, particularly by those who have to pay for it through their taxes. I have heard this argument frequently from people in Mississauga. But if we have higher aspirations, and I feel the majority does, we are still faced with the issue of how they should be expressed. The success of Toronto's new city hall lies in the way it broke through Modern functionality and brought back the concept of an image, albeit an image rooted in Modern forms. At Mississauga, forms taken from a set of memories that reach back into Western culture are used, as well as forms with more ambiguous affinities. One official I talked to admitted that he liked the building's grand scale and imposing presence, but questioned whether the historic references were not overpowering and smacking of elitism.

We may also question whether such formal treatment of everyday events in a democratic society is correct. A group of German architects, who recently visited the building with Edward Jones and myself, posed this question. It's perhaps a moot point for Germans after their nearly fatal brush with dictatorial monumentalism. They read into this building an undemocratic monumentalism; they couldn't accept Leon Krier's rediscovery of Albert Speer, his assertion (like Venturi's about Las Vegas) that Speer was almost all right. Yet we mustn't throw the baby out



2



3

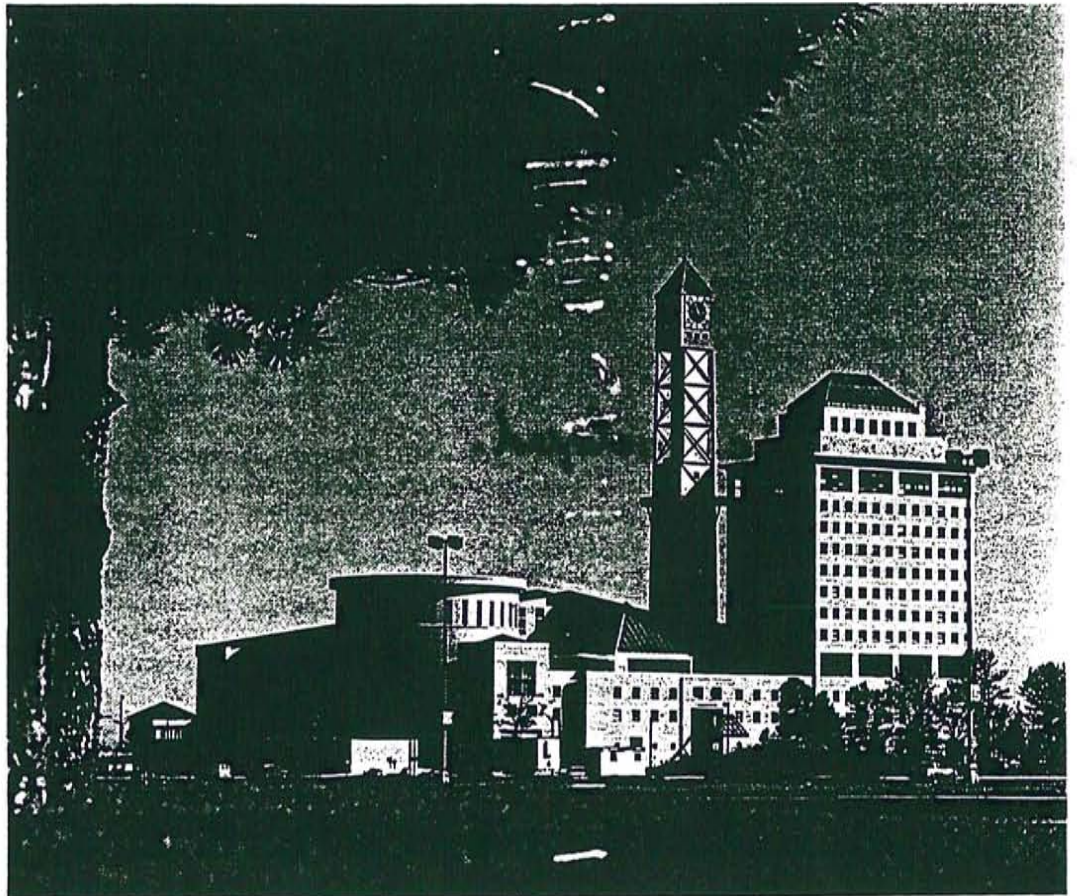
2 & 3
 "Deliberate attempt to become a
 symbolic monument."

4

Rear view from north.

5

Looking from City Centre Drive into the
 civic square.



4

5



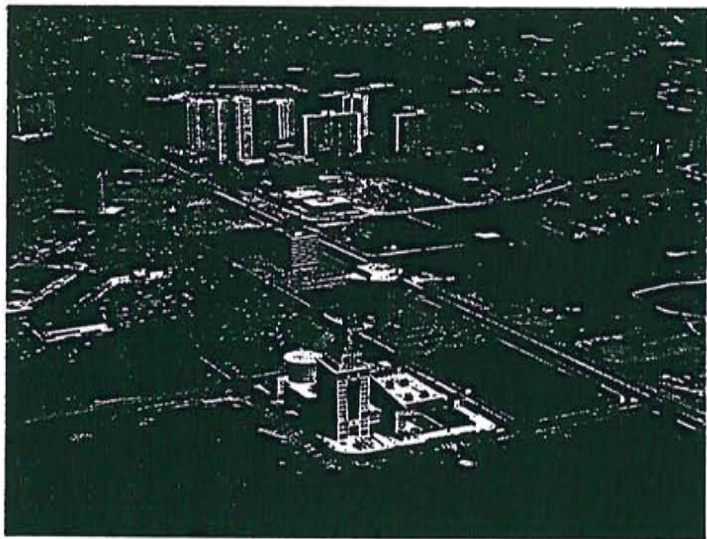
with the bath water. Washington's Mall, for example, is expressed in a Roman monumentalism that, in the opinion of most, has not destroyed democracy.

In the end, of course, such monumentalism is still a matter of scale, place, and architectural expression. The immense spaces of the Mall or the Champs Elysées, matters of national pride, provide the necessary room to hold the crowds that assemble there to celebrate or protest within a democratic system. I feel that the monumental character of the Mississauga City Hall is in scale with its potential use, and the urban spaces well proportioned for civic events. Its deliberate attempt to become a symbolic monument is in keeping with the aspirations of a city that is looking for self-expression, presence, and a heart. To use this sense of theatre to make the city hall a memorable event is a logical consequence of Mississauga's aspirations.

*The Urban Context *to be developed.*

The need to express such civic aspirations raises the issue of urban context. It's difficult to talk here of an urban context, because there isn't one; it can only be assumed from the planning guidelines. But watching the growth of the surrounding area and the economic laws that seem to dictate it, one wonders if it can ever achieve the Krieresque urban form of the 19th-century city that is expressed in the perspective and that the massing of the surrounding buildings should achieve.

Today's preference for a comprehensible urban space draws on the marvellous urban spaces found in the old European cities and advocated by Camillo Sitte at the turn of the century. Unfortunately, this desire doesn't match our urban (or suburban) reality. In Toronto, for example,



6

the surrounding buildings ignore the old city hall (perhaps with the exception of the James St. façade of the Eaton Centre). Yet the massing of this building has stood up well over the years as a civic monument and now as a historic relic—perhaps in the nature of a civic building. (It was slated to be torn down—but then architecture in the end is accident, or as Tafuri said, sublime uselessness.) Despite its success, the new Toronto City Hall has itself become an example of a lost urban opportunity because the new buildings around it have paid so little heed to it. If Toronto had introduced design guidelines controlling the podium heights of neighbouring buildings the way Baltimore has controlled the Inner Harbour, Revell's twin towers would have had a stronger symbolic setting. As it is, buildings like the Holiday Inn hopelessly interfere with the composition.

One hopes that Mississauga learns from these mistakes and maintains urban design control, but I doubt if this is possible. Unfortunately, Canadians have not yet found the political will or the cultural determination to create such coherent urban images. As well, the economic forces of a suburban town centre will likely not support the

sacrifices of a coherent urban form. In fact, a haphazard pattern of tower forms has already begun to spring up around Mississauga City Hall. Will this destroy it? I don't think so. The building will not respond, as intended, to the streetscape, but will act as a sculptural form just as the barnyard acted as a sculptural form in a landscape. Perhaps this ability to live in either condition will be its strength and will vouch for its survival.

Emotions Vs. Reality

The question then arises: is the choice of form and the way detail is handled purely subjective, and would any sculptural form have done the same? Is it only one's architectural denomination that determines the solution?

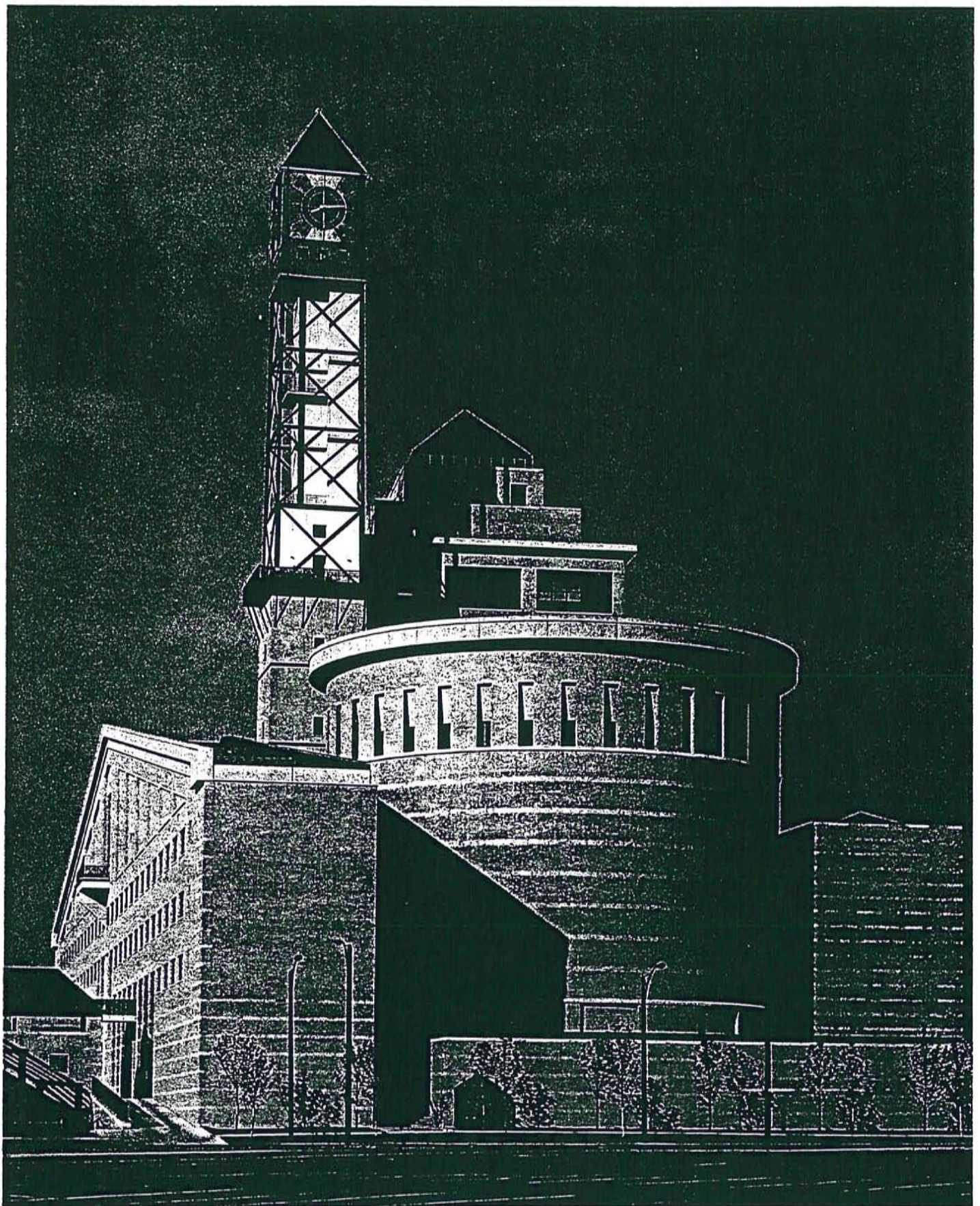
The architects of Mississauga City Hall have made strong use of architectural memories. They use the column as a visual carrying element and introduce it even where it's not needed structurally. But we must ask, where is the balance between emotional expression and functional necessity, between the narrative and the expression of a technological reality? The design itself is a whirling marvel of technology and would virtually collapse without it, but is it correct to use a seemingly unrelated classicism as the cover for such marvellous technology? Would Modern or high-tech elements have been a more appropriate reflection? It's here that the problems of the Post-Modern condition surface.

Faced with the same problem, Norman Foster or Richard Rogers would have sprouted Duesenberg exhaust pipes out of the building and perhaps created a different but equally noticeable effect. Would a different jury have picked a different design from the 280 choices, and would it have been more appropriate?

There may be no clear answer to these questions, but we must ask them even as we admire the tremendous achievement of this building. We can't overlook the conflict between cognitive and narrative knowledge, or the disembodied (rational) and the embodied view. In this conflict lies the crux of our understanding and perhaps the potential solution: to accept the dichotomy between function and emotion that has been uncovered in the Post-Modern condition, and to attempt to resolve these two issues through architecture in the moment of creation. The choice in the end, of course, is an emotional one; it must respond to cognitive thought yet also be outside of it. Perhaps we must finally agree with Tafuri that architecture is sublime uselessness, though that's not the way in which it's created.

The Modern/Post-Modern Conflict

It's important to look at this building's internal resolution, which very much determines its form. In the evolution of architecture, we have had a curious change in attitude toward the expression of interior spaces in the exterior form of the building. Modern architecture found its form in the so-called truthful expression of the interior function. Often this was only a wilful attempt to segregate the functional parts of the plan and to express them in the massing. Architecture based on classical principles often suppressed these functional events into an overall composition in which function followed the form rather than vice versa. The symmetric massing of Baltasar Neumann's Palais in Wuerzburg pays little attention, for example, to the asymmetry of the Treppenhaus and the Chapel. Conversely, Modernism tried to find the idea of "truth" in an often asymmetric formal expression of function. It insisted that architecture had to express the point of meeting between the inside space and the outside form, and that this juncture had to be without disguise and totally expressive of its technical reality. A classical approach would be different. Often the inside space was separated from the exterior skin. This was based on a different "truth," because the available structure simply couldn't cope with the membrane-like following of two totally different situations. The outside skin tried to keep the elements out, and the inside skin tried to determine the image of the interior space. I remember long arguments with Bauhaus teachers who felt that the unused attic created by a sloped roof, common in Germany at the time,



7

6

Aerial photo, looking northwest.

7

View from Civic Avenue.

was a lie that only the flat roof could eradicate and therefore the Modern flat roof was superior. This only confused aesthetic and technical arguments.

We discover in the Mississauga City Hall a blending of attitudes. Despite classical allusions, the elements of the plan are not ordered in a classical way, but rise directly as a mass from their collage plan in a seemingly functional manner. Each plan element is expressed in a massing element, perhaps also slightly similar to the assembly of some French chateaux such as Blois, where different centuries and needs added different buildings to their composition. Further study of the arrangement of the plan reveals that its various parts not only contain the functional expression of its technological components, but also present a geometric order and composition that give these spaces a simple functional organization and a symbolic relationship. The council chamber, main entrance hall, and staircase are examples of this inter-relationship. They clearly organize events within the city hall, yet raise them from being purely functional to being symbolic civic gestures.

Interior Organization

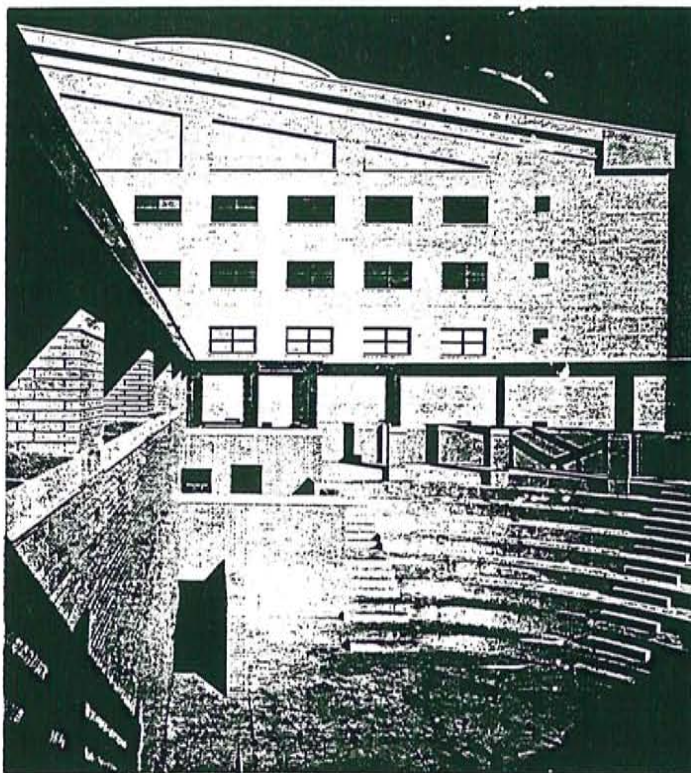
The interior spaces are well organized and provide a clear sense of orientation in which each use finds a meaningful setting functionally and symbolically. Now occupied, the building is still in a settling-in period, but it permits an idea of how it will ultimately function. (The council chamber was not completed at the time of writing.)

I'm struck by the clarity with which the functional requirements fit unobtrusively into the plan yet still help to create the strong image of civic elements. Some resolutions are not quite as clear as the plan seems to indicate while others may sort themselves out when the struggles with building codes are resolved, such as the handrails on the great stair.

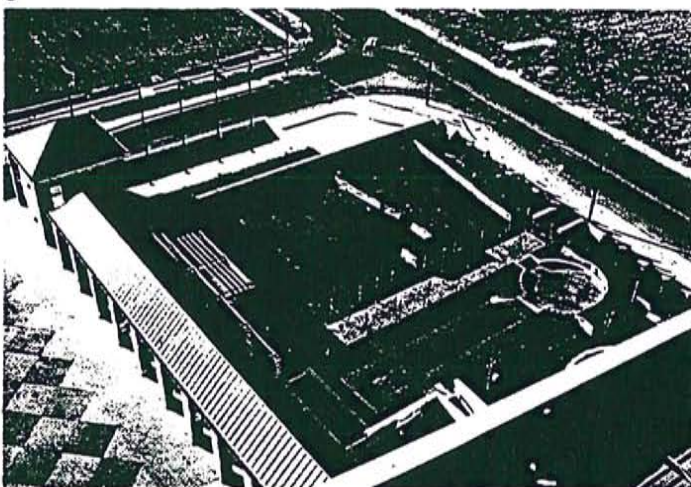
Unfortunately, some details as embodied in the original plan—the entrance to the west tower from the great hall, for example—have been changed in the execution and consequently have lost clarity. But in general, the plan works splendidly, its elements clearly defined and easily reached. The city square achieves a form of its own regardless of what happens in the future. The skating rink in winter has already shown its popularity, as the reflecting pool will in the summer. One only hopes that Mississauga City Hall will fare better than Toronto in street furniture selected by the Parks Department. Perhaps more permanent uses, such as sidewalk cafes, could be incorporated to encourage more use of the space.

The amphitheatre and garden will contribute much toward that goal in the summer. Certainly, the conservatory and its related entrances, incomplete at the time of writing, will be a delightful space. The great hall is the organizing hub of the complex and fulfills its task with dignity with its imposing presence of classical Post-Modern formal expression. A similar event occurs in the Toronto City Hall—differently executed, but also wrestling with the treatment of the narrative civic gesture. The entrance into the council chamber in Mississauga becomes a processional event in tune with the idea of a civic monument. Whether the single escalator used to reach this space will ultimately function well, only time will tell, but it's an elegant use of technology for ceremonial events. On the other hand, the great staircase toward the west, which could perhaps have used escalators, is a wonderful way of opening and displaying the various important departments related to the public within the city hall.

The art gallery, future restaurant, and small auditorium will all

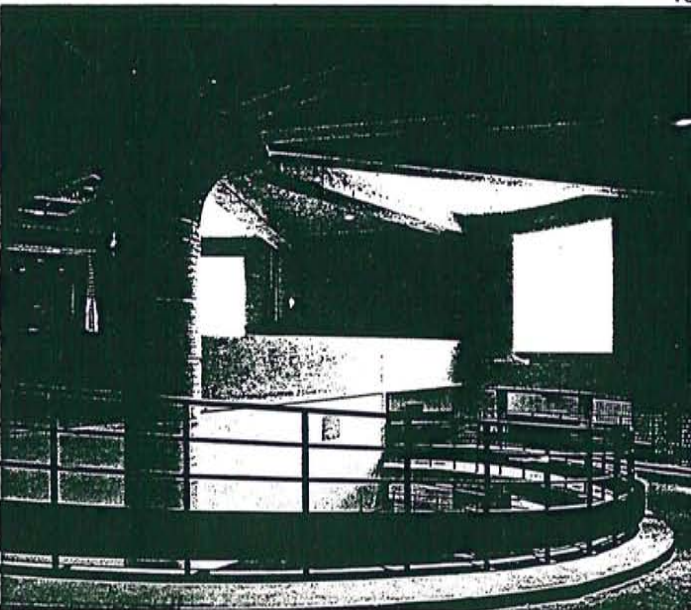


8



9

10



8

Amphitheatre.

9

Looking into garden.

10

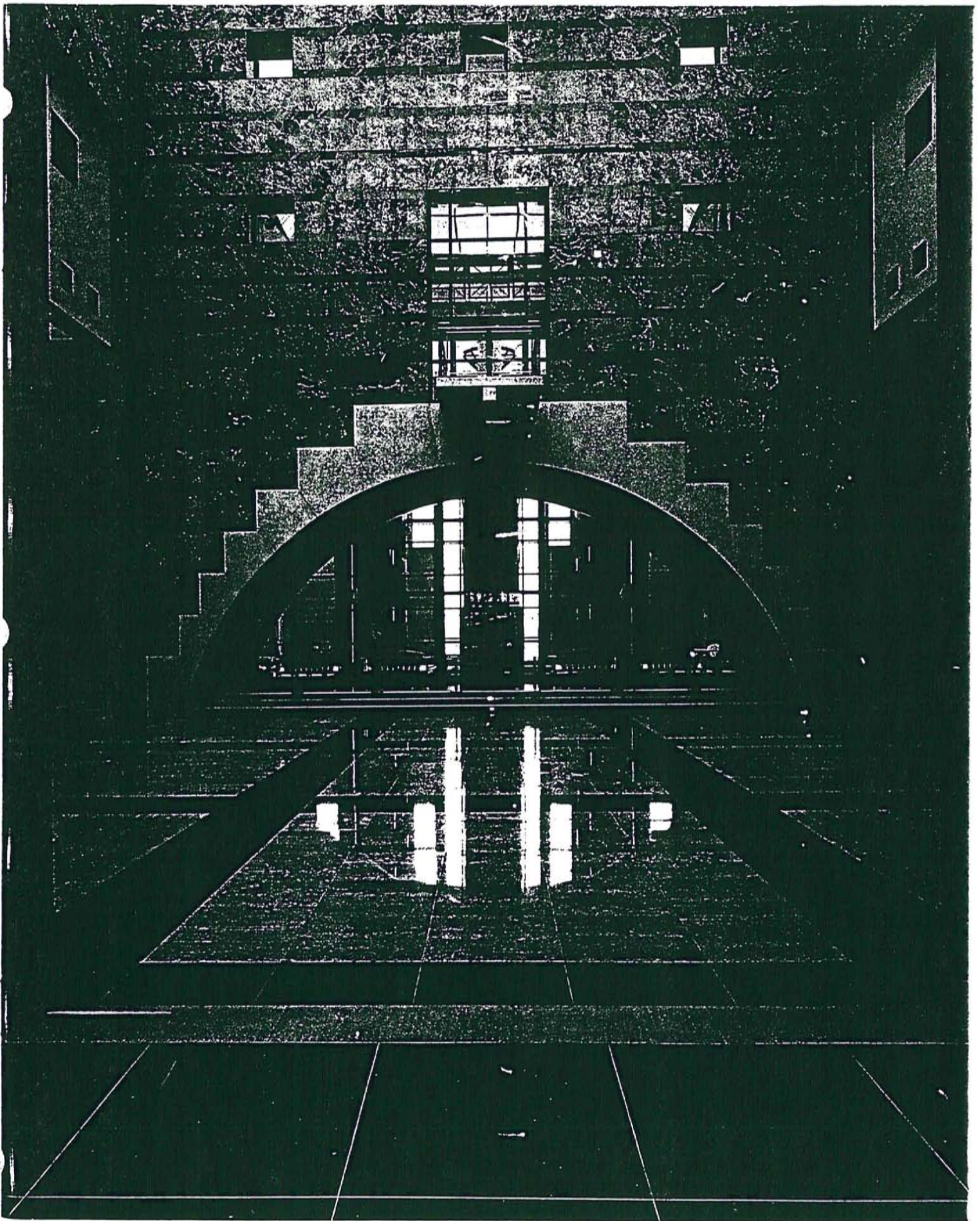
Executive parking entrance.

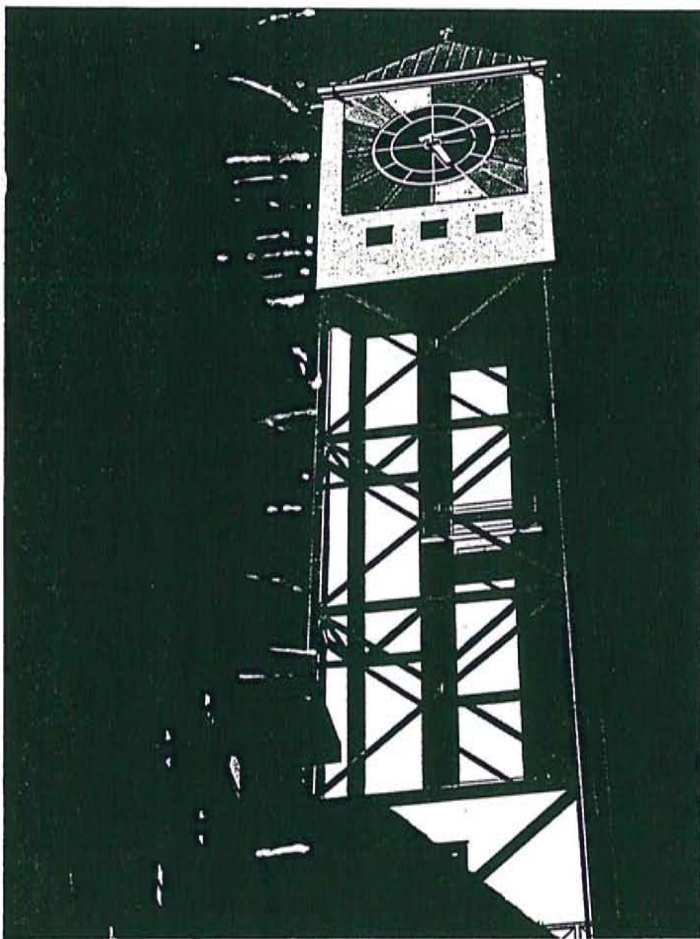
11

Great hall.

12 (page 30)

Clock tower.





12

pleasantly activate this first floor. I pass quickly over the functional aspects of the plan not because they are unimportant, but because they are so well resolved and clearly visible in the plan that further discussion is unnecessary.

The total interior design could be accused of being too sombre and heroic, too Wagnerian in its pathos, but that's perhaps part of the power this building exudes and might lose if diluted. I would have loved, however, to see some of the bright yellow in the executive parking entrance intrude into the colour scheme of the building.

The tremendous care with which details have been evolved throughout the building is remarkable. This thorough persistence in detailing, often absent in other buildings, here permeates even seemingly insignificant elements. Although at times these details may be criticized for overlooking some functional necessities, their prolific presence and total coherence is admirable, and I hope will not be obliterated, as those at the Toronto City Hall have been over the years of aesthetic neglect.

The Dilemma of the Detail

In his criticism of the Gare d'Orsay conversion (*Architectural Review*), Peter Buchanan chides Gae Aulenti for employing a formal classical vocabulary in details that refer to an Egyptian predecessor. He feels that this approach wasn't even on the level of the building's original eclecticism, which at least attempted to express both the technology of its time and the formal classicism of the past. High-tech would have been a more appropriate approach because "it pretends to be devoid of cultural concerns and resonances," he says.

I wish it could be so simple to pass judgment with this positivistic reasoning. The Moderns insisted that the structure be left in its raw stage in order to express its truth; any embellishment was superfluous. But even the Moderns grappled with what to do with the non-structural detail. Details often have the nasty habit of requiring a cover-up, sometimes even for functional and technical reasons. And at that moment, the dilemma occurs. Is an architect free to choose the cover-up

of his liking in telling his story, or must he mimic the technological concept behind the cover-up? Mies van der Rohe did the latter to express steel when he put a non-structural steel beam in front of the structural steel column, which had to be covered up with concrete for code reasons. The Modern argument itself, even if implying a rigorous logic, is totally illogical and subjective.

Let us pretend that after freezing the initial design (I know my venerable architectural friends will shudder at this suggestion), we switch the architects of Mississauga City Hall with those of Lloyds of London, naturally switching thoughts about detailing in the process. I venture to say that one building expression would be transformed into the other. Notwithstanding protests about the integrity of the plan, Mississauga City Hall could be detailed in high-tech and Lloyds of London in Post-Modern classicism. Mississauga, of course, already has a few details from the other camp—the glass roof of the hall, the tower, and some balconies, for example. Is Lloyds of London better than Mississauga City Hall or vice versa? Do we change the quality if we change the adherence to a certain architectural attitude?

This brings us back to the seemingly logical argument Buchanan uses in debunking Gae Aulenti, which is actually illogical because we can't attack the problem from this level. When transforming the needs of a building into built-form, the architect is also narrating a story by means of the details, which may be based on memories or visions of the future. What matters most is the subjective choice of the architect, how well the story is told, the delight the public experiences in listening to it. Obviously, architecture isn't a language, and past attempts to explain it from a purely linguistic point of view dealt only partially with the problem. So when I use the concept of a narrative hidden in architecture, I understand it as the other half in the dichotomy of architecture, the half Modern architecture suppressed in favour of a positivistic cognitive approach.

Despite all its other necessities, architecture is also an art form similar to literature or the theatre, and as such responds to human emotions which, of course, change in time—even if such change has a slower rhythm than that of technological change, which in turn relates to an even faster one of cognitive scientific advances. Architectural form has moved historically through different levels of expression, whereby a cycle of technological expression was followed by one in which necessity was transformed into symbolic meaning, which at times lost itself in mere ornamentation. I won't argue for or against the approach to detail at Mississauga, which uses the delightful complexity of classical language to create a transformation that definitely cannot be mistaken for a restoration attempt à la Quinlan Terry.

The precursors of such details are, of course, a late Stirling covered with a touch of Michael Graves. I find this approach totally appropriate for a city hall in its attempt to represent the function of government in the authoritarian cloth of classical resemblance. That is a memory that we ascribe to such a building. Of course, such detailing could have been expressed in other ways. Gunnar Asplund or Otto Wagner have carried such transformation beyond what has been done in the Mississauga City Hall.

Again, we must be careful when considering these issues because while the bygone Modern period attempted to carry Wagner's and Asplund's detailing beyond their resolutions, today we're busily engaged in turning this around again. It's fascinating to discuss these details and argue about their relevance, not for the purpose of criticizing or praising, but to understand how we have lost the logic of Modernism and the naiveté of eclecticism. We can no longer agree with a Modern concept that allows nothing but the functional necessity of the construction to determine the detail, nor can we agree with the notion that nothing controls our freedom to use whatever we want to cover it.

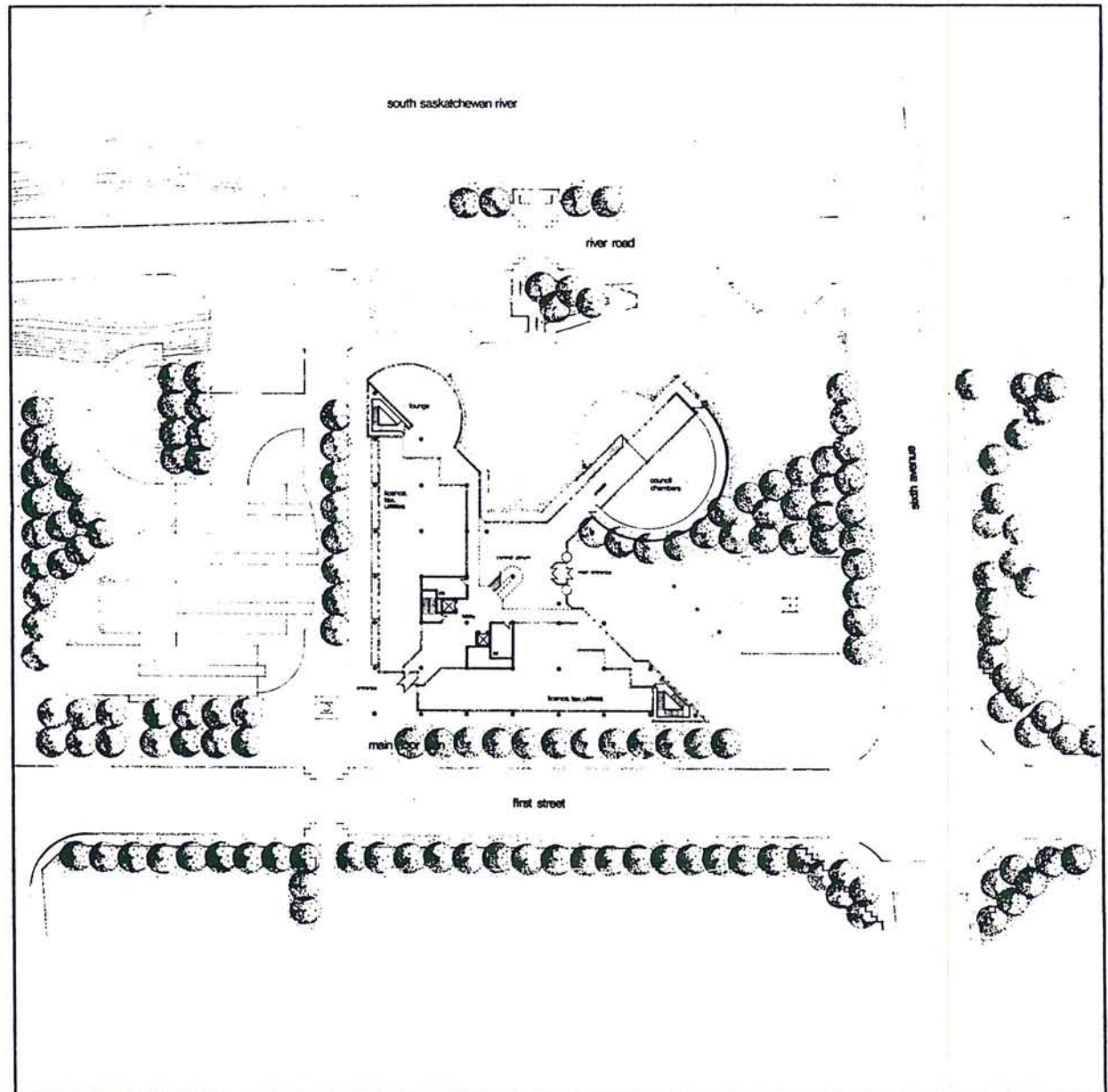
The ambivalence of our Post-Modern condition forces us to struggle again both with such complexity and the problems architects face in giving this complexity form. We can only applaud the courage displayed in this building in transforming its necessities into meaningful architecture. □

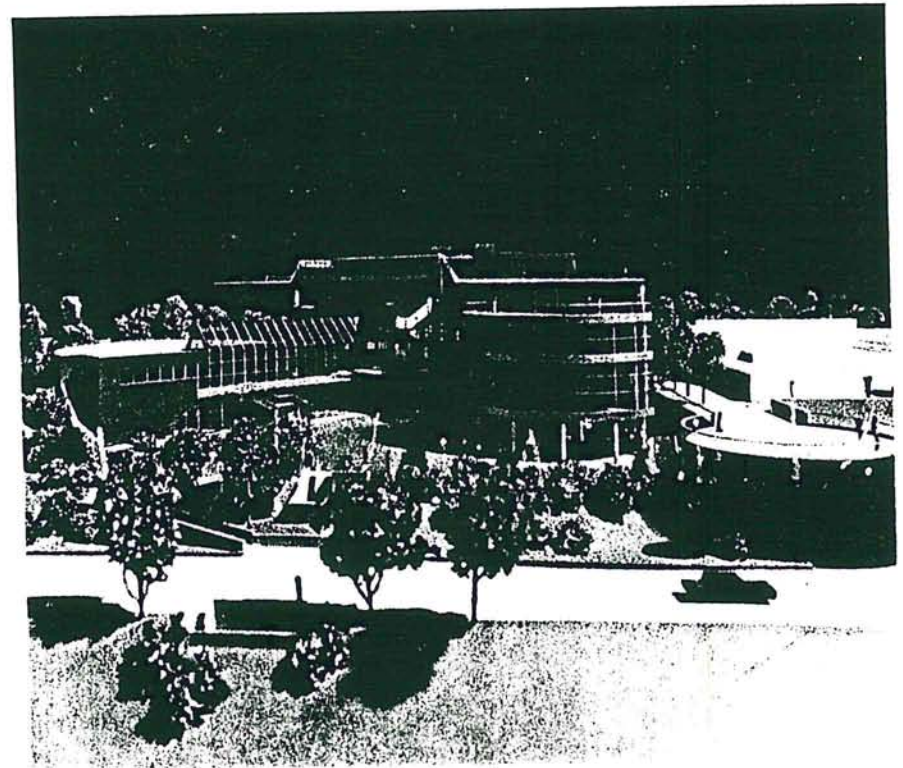
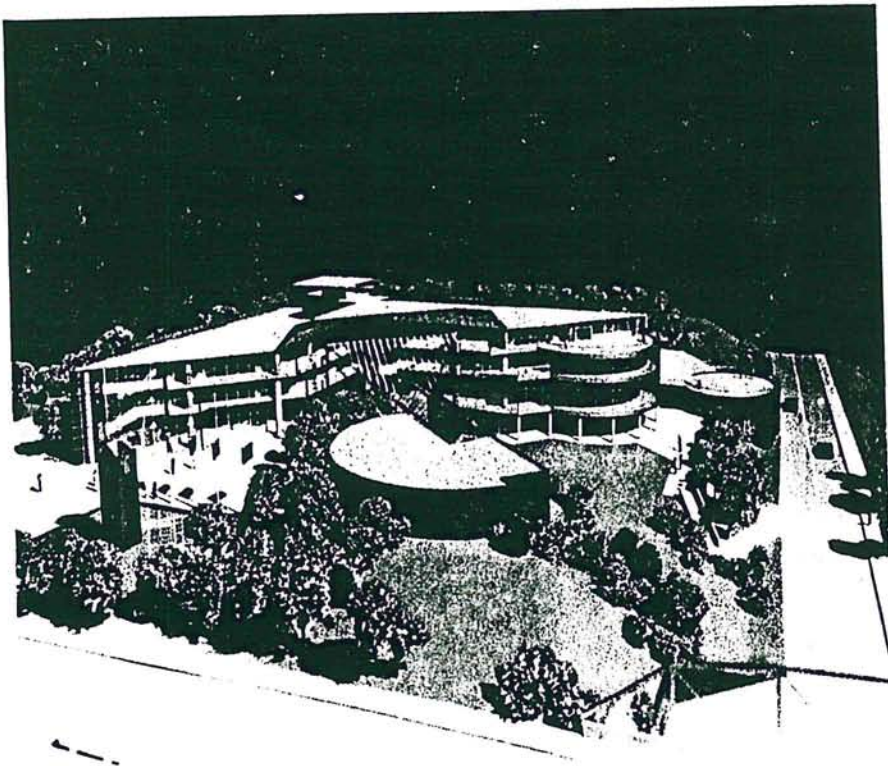
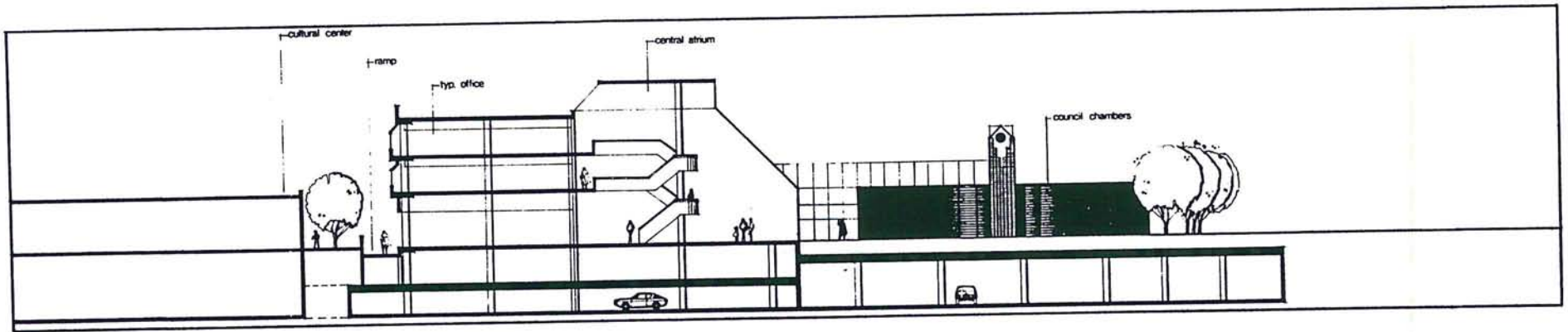
MEDICINE HAT CITY HALL

This building is visually and functionally organized around two major spaces; the legislative component and the administrative office component. These components are interlocked by a large public foyer/atrium, which visually allows the public to readily identify the location of all civic departments within the building. The interface of these elements are connected to a spacious landscaped exterior ceremonial plaza which visually interconnects this civic facility with the river, riverside park and the downtown core.

The building will be a total of five stories in height starting with a full underground level of parking which is accessed directly from River Road. Above the parking is a partially underground level of non-public functions including computer services and building support components. At grade level is located the largest and busiest civic department; license, tax and utilities services, as well as the council chambers. On the second floor is located the mayor's and aldermanic offices as well as the city clerk, director's offices and community services. On the top floor is located development approval services, public works and central administrative services. These upper three levels all require direct public access and are organized around a central open atrium. Public service counters are located along the perimeter of this atrium to allow direct and easy access for the public as well as allowing direct movement between all levels including the parking level.

Client: City of Medicine Hat
Location: Medicine Hat, Alberta
Project: City Hall
Cost: \$15,900,000
Completion: Summer, 1983





R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

SITE SELECTION AND
SITE ANALYSIS

3.4

3.4 SITE SELECTION AND SITE ANALYSIS

3.4.1. INTRODUCTION

The selection of the site for the new City Hall and Civic Square is perhaps the most critical aspect to the success of the new complex. In order to assess the site location it is important to understand the current working conditions and space, then to understand the space requirements for the new facility. The major portion of this analysis is contained in Section 3.5 User Data. In addition to this one must review the availability of sites within the downtown core, the economics of relocating into new facilities and the needs for the revitalization of the downtown core.

Since the demolition of the Historic City Hall in 1972 the City of Kitchener has been housed in the eleven storey Oxlea Tower. The building was part of the then economic revitalization undertaken to redevelop the corner of Frederick and King Streets. Little did they know at the time that the demolition of the old City Hall would lead to the deterioration of the downtown core. Additional accommodation has since been required in the Revenue Building, the Duke-Ontario Parking Garage, and in the Victoria Park Pavilion.

In 1981, City Council retained the Woods-Gordon Group to thoroughly examine Kitchener's Downtown core. Two main statements highlight the need for affirmative action in the Downtown.

"The demolition of the civic square and town hall has eliminated a natural gathering place in the heart of the city, and left the downtown without outdoor focus. No public open space comparable to the old civic square has been developed." Pg. 9

"Our investigations indicate that, for many residents of, and visitors to the City of Kitchener, there is little reason to be Downtown." Pg. 1

With recommendations in hand the City of Kitchener established a number of committees to develop a Downtown Revitalization Plan, a plan that was comprehensive to initiate affirmative action, while maintaining a sensitivity to the current conditions.

I will assess the strengths and weaknesses of the Revitalization Plan as it currently exists, in a latter section of this report.

3.4.2 ACCOMMODATION NEEDS

.1 Existing Premises

In 1987, the City of Kitchener had a staff complement of 1149 employees, of which 388 worked out of the "City Hall". The Revenue Building, Duke-Ontario Parking Garage, and the Victoria Park Pavilion are the current off site facilities.

The lease rates for the current "City Hall" were fixed in 1973 for fifteen years with the option to renew for an additional five years. The City exercised its option to extend its term to 1993 with the following lease terms in effect.

<u>Year</u>	<u>Floor</u>	<u>Area</u>	<u>Annual Rent</u>	<u>Total</u>
1973	2, 3, 4 and parts 1st and 5th	30,000	\$6.50	\$195,000.00
1975	5th	5,215	6.50	33,897.50
1981	Part 11th	4,388	9.75	42,783.00
1986	8th and part 6th	8,210 <u>2,190</u>	10.56 <u>11.66</u>	86,697.60 <u>25,535.40</u>
Total		<u>50,003</u>	<u>\$7.68</u>	<u>\$383,913.50</u>

In addition to this basic rent the City also pays realty tax and operating costs which bring the gross lease rate in line with rates of similar buildings. The City also leases an additional 31,800 square feet in other locations as was indicated previously. This totals 81,383 square feet of space in use for the City Hall staff.

By the year 1993, it is anticipated the City's lease rate will increase dramatically from its current rate, particularly if the city has no accommodation alternatives. Since the existing building will not meet the City's space requirements an additional building would have to be built or the City would have to relocate to a new location.

The City's current workplace is entirely inadequate to serve the present staff. The majority of the departments are grossly overcrowded with insufficient office and work-station space, inappropriate furniture to meet automation requirements, a lack of privacy and noise control and very little outside awareness in the general office area. Overall the space is inefficient, inappropriate and lacks any potential for future expansion.

3.4.3 ACCOMMODATION OPTIONS

There are two primary methods to accommodate the projected needs for the municipality. The first is to secure space through leasing existing or new space, the second option is to finance the construction of a new City Hall that would be owned by the City.

There are certain benefits to the lease option which can be summarized as follows;

- a) Provides for immediate accommodation at the prevailing and generally preferred rates.
- b) Creates an effective tool for stimulating additional private sector development of new lease space.
- c) Allows for short term expansion of floor space usage.

The benefits of constructing their own facility far outweigh the benefits of leasing for the following reasons:

- a) The permanent facility provides a comprehensive solution for the future accommodation needs. The new facility can be designed to address all the current and future functional requirements, such as Council Chambers, delivery, etc.
- b) Only a permanent facility fulfils the aspirations of creating and establishing a new central focal point for the City of Kitchener as a whole.
- c) The new City Hall will restore pride of ownership in an attractive and distinctive building. The establishment of an identifiable and meaningful heart in Kitchener can only be achieved through the construction of a new City Hall and Civic Centre.
- d) The successful completion of this facility will further enhance the revitalization of the downtown core. To comprehensively plan and provide a home for the City government requires a facility to accommodate the long-term requirements, perhaps the next 50 years.
- f) A financial analysis of the alternatives indicates that over a twenty year period purchasing a building is financially superior to leasing. Appendix "B" sets out a number of schedules which compare leasing to purchase costs under various circumstances. Schedules 1 to 5 provide for a comparative cost analysis using different starting and finishing lease rates. The savings over and above the projected cost of \$35,000,000.00 vary from breaking even with a starting rate of \$8.13 to a surplus of \$44,000,000.00 with a starting rate of \$17.00 per square foot. (City of Kitchener or Finance Department.)

3.4.4 SITE OPTIONS

The search for a location for a new City Hall began by considering all of the blocks of land within the Downtown area. Twenty one sites are potentially available for analysis as shown on the key map. Six of the most desirable sites were reviewed in depth based on a specific methodology including the following four steps:

1. Statement of Objectives and Preference.
2. Establish Evaluation Criteria.
3. Weighting of Criteria.
4. Evaluation of the 21 Sites.

1. Statement of Objectives and Preference

To clarify what constitutes a desirable location for the proposed City Hall, as well as give direction to the decision making process, a goal and series of objectives were developed.

The goal outlines what general benefits should be realized from a properly located City Hall. Objectives are those requirements which reflect sound design and planning principles and should be satisfied in order to achieve the desired goal.

The Goal:

Locate the City Hall in the City commercial core in a manner that gives the City an innovative, progressive and dynamic centre.

The Objectives:

The location should foster the visibility of the City Hall to the public in order to establish a strong image for the City of Kitchener. It should re-establish the City Hall as the focal point for the City.

The location should recognize the importance of maintaining the significant character areas and heritage structures.

The location should be accessible to pedestrians, motorists and patrons of the transit systems. The location should be in keeping with the City's Official Plan, the Region's Official Plan and the importance of the Downtown Revitalization. The City Hall should emphasize its visibility and accessibility.

The location should be conducive to creating a vibrant place for people. It should provide for the need for a major open space on Civic Square at the community level on a year round basis.

The location should reflect the "unique" aspects of the history and character of the City of Kitchener.

The location should be economically and socially acceptable in terms of acquisition/development costs and environmental impact.

The location should contribute to the image of the City, its importance as the heart of the City where citizens are encouraged to participate in the civic activities and as a stage for special events.

The location should have a positive social and economical effect on the Downtown Core.

2. Evaluation Criteria

Taking into consideration the above set of objectives the evaluation will be considered under three broad categories, economic, socio-environmental and physical factors.

a. Economic

Acquisition/Development Costs:

Refers to the level of on-site development as well as the ownership of the site. The more developed the site and the more extensive the requirement to assemble land, the more expensive the site will be to acquire and develop.

Commercial/Revitalization Benefits:

Refers to the proximity to the major retail anchors in the downtown and to King Street.

b. Socio-Environmental

Land Use Compatibility:

Refers to the compatibility of the City Hall to the Official Plan land use policies.

Visual Context/Exposure:

Refers to the sites potential for visual prominence within its visual context. A site that is highly visible and is bounded by an attractive context is desirable, whereas a site that is obscured from view and surrounded by prominent structures is less desirable.

Environmental/Pedestrian Comfort:

Refers to the availability to the site from the roadway system and the impact of the City Hall on the road way system. Typically good access from the main arterial roads will have little negative impact from the development to the street. If the site was located on local streets only, access would be poor and the negative impact on the roads would increase.

Site Size, Shape and Topography:

Refers to the ability of the site to accommodate the current and future needs of the proposed building envelope without having a serious impact on the existing adjacent developments.

Infrastructure:

Refers to the impact the City Hall will have on the existing built environment. Ideally only substandard buildings would be removed to accommodate the City Hall.

Overall Impression:

To provide for the subjective overview of the suitability of the site, a category based on "impression" as an overview of the other criteria.

3. Relative Importance (Weighting) of Criteria

Having established the evaluation criteria, it was necessary to establish a weighting or scoring system to assess the sites. With the totals compared and evaluated using the "Overall Impression" category to make the final selection.

Category	Criteria	Maximum Point Value
Economic	A. Acquisition/Development Costs	10
	B. Commercial Revitalization Benefits	20
Socio-Environmental	C. Land Use Capability	10
	D. Visual Context/Exposure	25
	E. Environmental/Pedestrian Comfort	10
Physical	F. Traffic Impact/Accessibility	10
	G. Site Size, Shape and Topography	20
	H. Infrastructure	10
	I. Overall Impression	<u>20</u>
Total Value		135

Results of the assessment are as set out in Appendix "B" which score each site.

4. Evaluation

The most difficult task is to evaluate the sites and make a final selection that will be suitable for the development of the New City Hall.

The six sites that contain superior characteristics are:

Site 2	-	Young, King, College, Weber
Site 3	-	Ontario, King, Young, Weber
Site 8	-	Eby, Weber, Ring Road Diversion, King
Site 11	-	King, Benton, Charles, Queen
Site 15	-	Gaukel, Joseph, Queen, Victoria Park
Site 20	-	Frederick, Weber, Scott, Duke

The pros and cons of more of the sites follow with the five sites that were not selected summarized first.

SITE SELECTION SUMMARY OF SITES

SITE	PRO'S	CON'S
2	<ul style="list-style-type: none">-stimulate West End of Core-good vista down Gaukel St. to Victoria Park-between two retail anchors-good sun orientation for square-close to Transit Terminal	<ul style="list-style-type: none">-poor visibility/exposure-loss of retail on King St.-loss of Dutch Boy Foods-poor surrounding acsthetics
3	<ul style="list-style-type: none">-stimulate west end of core-midway between two retail anchors-good sun orientation	<ul style="list-style-type: none">-large block-multiple ownership-poor visibility-private land assembly-Forsythes-no City ownership
8	<ul style="list-style-type: none">-forms eastern entrance to Core-removes poor existing development-large City ownership-good visibility	<ul style="list-style-type: none">-too far east of Frederick St.-traffic problems Cedar St.-would extend Core east, further down King St.-too far from Transit Centre-removes part of Market Village

15	<ul style="list-style-type: none"> -good park setting, next to Victoria Park -partial public ownership -good transit access 	<ul style="list-style-type: none"> -too far from King St. -poor exposure/visibility -poor vehicle access -could extend Core further into Victoria Park neighbourhood
20	<ul style="list-style-type: none"> -good proximity to Market Square and parking facility -some City ownership 	<ul style="list-style-type: none"> -site too large -private land assembly -prime site for private development -loss of City revenue from disposition of City lands

Based on the selection process followed as well as a good deal of personal knowledge of Kitchener, it can be concluded that the most suitable site for the New City Hall would be Site #11. The site has many inherent features that help to distinguish it from the remainder of the sites.

1. The site is located at the recognized centre of the City of Kitchener, fronts on King and Benton/Frederick Streets and is adjacent to the original main intersection of Ebytown, at King and Queen.
2. The site has superior access from all portions of the Municipality, from all of its surrounding streets; King, Charles, Benton and Frederick Streets.
3. The site has very good visibility from Benton, Frederick and both directions on King Street. The land forms are topographically suited to create a strong visual image.
4. The site is a natural gathering place, with Speaker's Corner as the municipality's location for festive events.
5. The site has a strategic location between the two major hotels and within close proximity to the government services at MacKenzie King Square.
6. The site is on the major transit routes and is in close proximity to the Transit Centre.
7. The city owns a good portion of the site with the remainder held by a small number of owners.

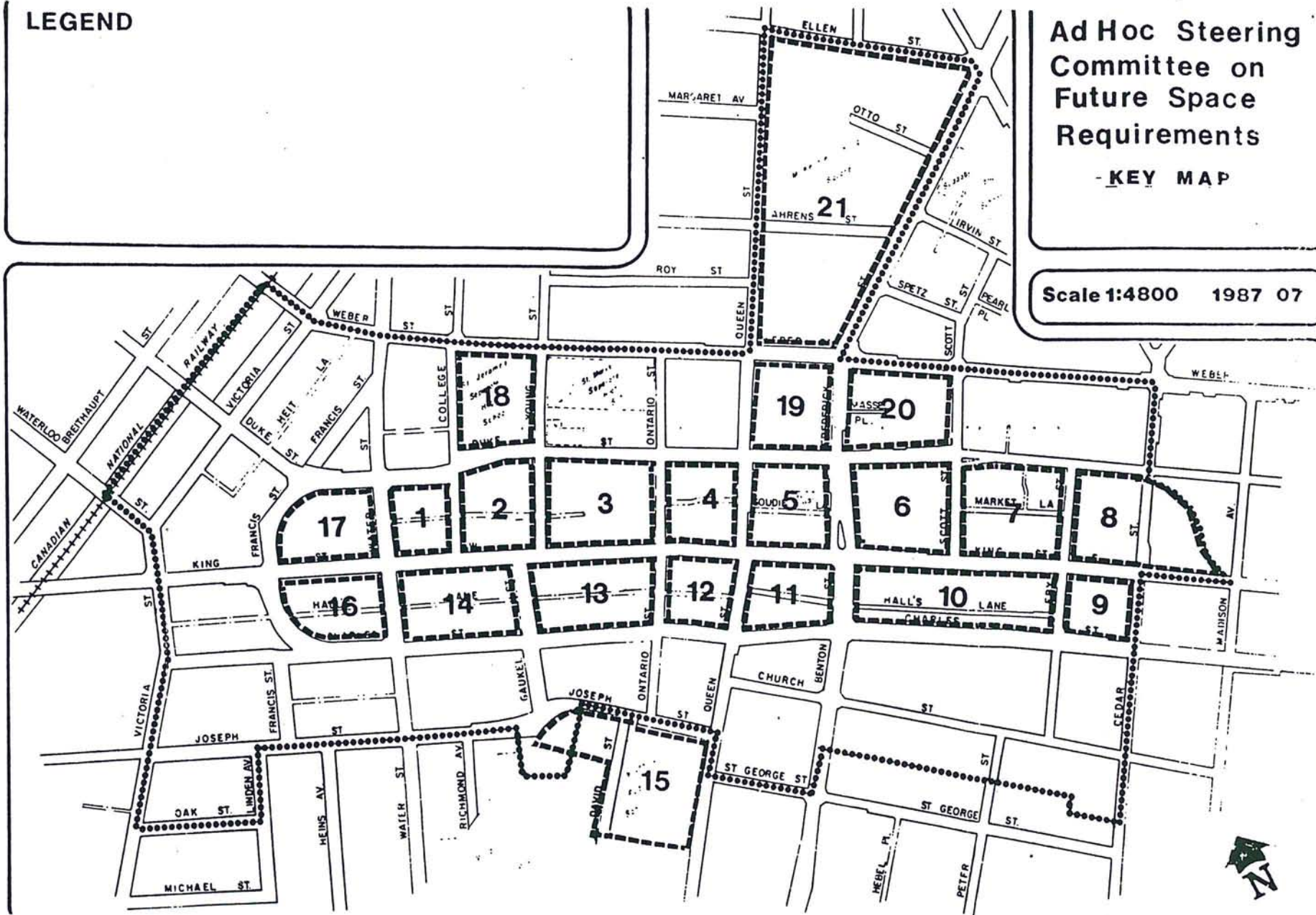
There are two options with respect to the use of the site. Option 1 would utilize the entire site with the exception of the Canadian Imperial Bank of Commerce at the corner of King and Queen Streets due to its Historical Designation. The second option would be to leave the entire retail strip along the length of Queen between King and Charles Streets. In either case the site can accommodate the space requirements for the New City Hall.

LEGEND

Ad Hoc Steering Committee on Future Space Requirements

- KEY MAP

Scale 1:4800 1987 07



3.4.5 BOUNDARIES

The site is a full block located in the downtown and bounded by King Street, Queen Street, Charles Street, and Benton Street.

The Site is about 10,000 square metres in area having a frontage of approximately 120 metres and a depth of approximately 80 metres.

King Street is the main commercial street of the downtown with continuous commercial buildings along both sides. It has recently undergone streetscape improvements with the installation of new sidewalk paving, street lighting, bus shelters, and landscaping along the street. The downtown is encircled by a one way ring road to divert through traffic away from King Street thus keeping the local traffic to a reduced level. It is anchored at each end with major retail shopping centres, Eatons centre to the east and the King Centre to the west. Beyond the west edge is an older industrial section which formed part of the original industrial district.

Queen Street is the primary north-south arterial road supporting a strong retail component at King Street changing to Commercial as one moves further from the core and finally well established residential districts beyond. Queen Street was also one of the first main streets in town.

Charles Street is a part of the one-way ring road system that encircles the downtown. There are wide range of facilities along the length including the newly completed Grey Coach Bus Terminal, commercial office and retail, Victoria Park, and residential single family and apartment building.

Benton (Frederick) Street has a similar make-up as Queen Street with the primary Municipal and provincial buildings located to the northerly section as illustrated on the downtown area plan.

3.4.6 PHYSIOGRAPHIC AND GEOTECHNICAL CONDITIONS

The site slopes generally about five metres from the corner of Benton and Charles to the corner of King and Queen Street. King Streets slopes up from Queen to Benton Street, Queen slopes down from Charles towards King Street, Charles has a substantial slope across its length sloping down from Benton towards Queen Street, while Benton Street slopes significantly down towards King Street.

The general soil profile below the site comprises a relatively thin covering of fill material, a minor and discontinuous stratum of silt, a deposit of silt till, and major deposits of clay till and silt. Groundwater is contained within the silt and sand deposits below the upper silt and clay tills, generally at a depth of about nine metres.

Buildings on the site can be supported on conventional strip and spread foundations. Two levels of underground parking may be located anywhere on the site, with foundations within the silt or clay till deposits between about elevations 325 and 330. Construction below the water line would require dewatering during construction and as part of the permanent structure.

Excavations to the anticipated depths of about seven to nine metres are expected to encounter predominantly cohesive silt and clay till materials. Due to space limitations, some temporary excavation support will likely be required, and conventional methods comprising vertical soldier piles with timber lagging are quite feasible.

For the most part, excavations down to about elevation 325 are expected to encounter only minor quantities of groundwater seepage which can be handled by conventional sump pumping techniques. However, in the northeast quadrant of the block, more substantial dewatering may be required in a localized area and further investigation is needed in the King, Queen Street third of the site to determine whether sub-artesian pressure may cause basal heave of the excavation.

Reinforced concrete foundation walls should be designed using at-rest conditions, and permanent drainage schemes should be incorporated in the design for both the foundation walls and below the lower floor slab.

The above information and accompanying illustrations are extracted from the preliminary Geotechnical Investigation conducted by England Naylor Engineering Ltd, in February 1989.

3.4.7 MICROCLIMATE

The microclimate of the area presents both opportunities and challenges which building design address. The location and massing of the building should maximize desirable year-round conditions of sun and shade, both internally and pedestrians at grade in the Civic Square and on adjacent streets. Similarly, the design of the building and the square should mitigate the discomfort of winds, especially those of winter, and should provide places of calm in open areas. Protection of entrances from winds and snow accumulation is crucial. F.H. Theakston and Associates Inc. prepared wind and snow studies for the downtown core.

Kitchener is located on latitude N43.26.00 and longitude W80.30.00 and is at an altitude of 343 meters above sea level.

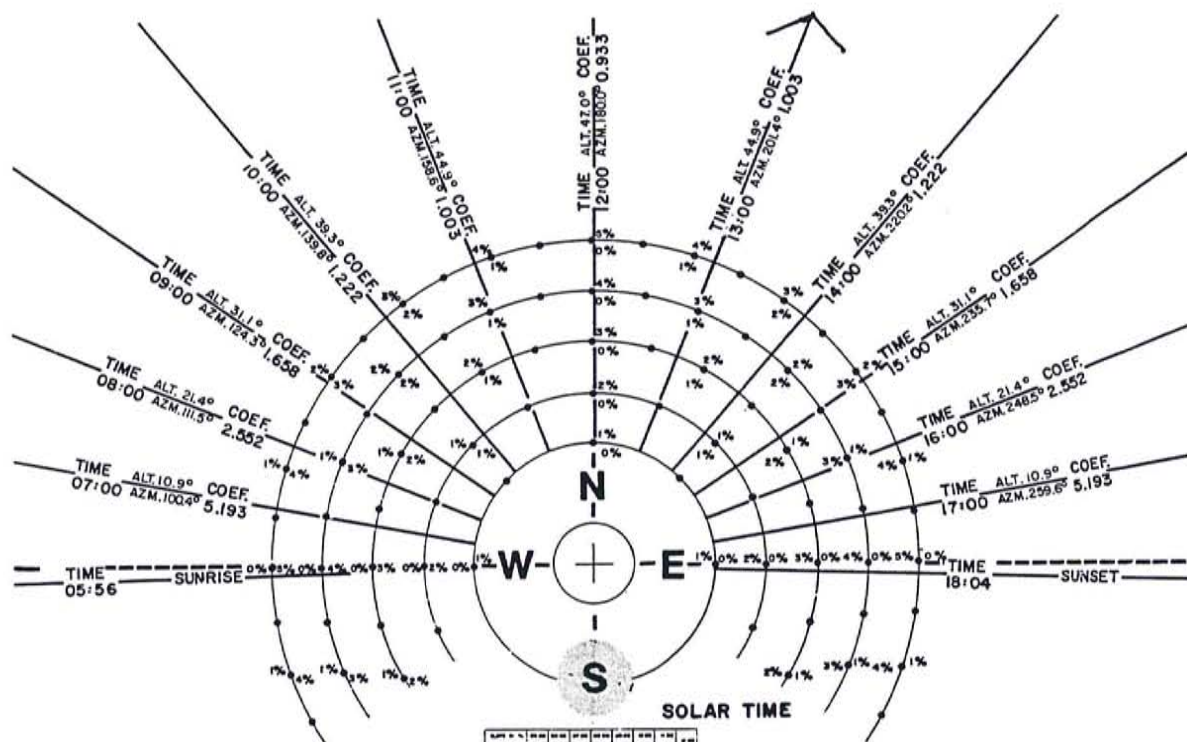
The prevailing summer winds are primarily the North-West, West and South-West; the strongest winter winds emanating from the same directions carry most of the precipitation which occurs over 125 days of the year. Daily air temperatures range from the lows of -10.2 degrees C to highs of -2 degrees C in January, and from 14.7 degrees C to 26.4 degrees C in June.

Extracts from the Beaufort Scale

Force	Description	*Wind Speeds km/hr	Specifications
0	Calm	0-2 (0-1.6)	No noticeable wind.
1	Light airs	3-6 (2.4-5)	No noticeable wind.
2	Light breeze	7-12 (6-10)	Wind felt on face.
3	Gentle breeze	13-19 (11-15)	Wind extends light flag. Clothing flaps.
4	Moderate breeze	20-29 (16-23)	Hair is disarranged.
5	Fresh breeze	30-39 (24-31)	Wind raises dust, dry soil and loose paper. Force of wind felt on body.
6	Strong breeze	40-50 (32-40)	Umbrellas used with difficulty. Hair blown straight.
7	Moderate gale	51-62 (41-50)	Inconvenience felt when walking.
8	Fresh gale	63-75 (51-60)	Generally impedes progress. Great difficulty with balance in gusts.
9	Strong gale	>75 (>60)	People blown over by gusts.

*Wind Speeds indicated are at a height of 9 m. At ground level or 1.8 m., wind velocities are approximately 80% of the given values, and are shown in brackets.

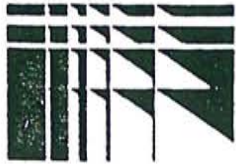
Shadow template for March 21



R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

APPENDIX



FRANK H. THEAKSTON & ASSOCIATES INC.

Consulting Engineers

Frank H. Theakston, P.Eng.
President

335 Laird Road, Unit 1
Guelph, Ontario N1H 6J3

519-824-7656
Fax: 519-824-0774

April 30, 1990

Mr. Wayne Long
Kirshenblatt Korman Associates
388 Mount Pleasant Road
Toronto, Ontario
M4S 2L6

Dear Mr. Long:

Re: City of Kitchener Microclimate

In October of 1985 our firm conducted a model analysis of the microclimatic conditions in the downtown core of Kitchener, Ontario. Specific tests were conducted to assess the potential for adverse snow conditions and to determine the wind comfort levels at various points throughout the downtown core.

During your recent visit to our facility, you mentioned your thesis project involving King Street. We have reviewed our report and are happy to provide you with a brief summary of the results.

1.0 Extent of Study

The study area was centred along King Street. King Street runs in a northwest to southeast direction. The borders of the study area consisted of Francis Street on the northwest and Cedar Street on the southeast.

The model consisted of two four foot discs built at 1:600 scale.

Specific measurements were taken at the following locations:

- A - Intersection of King Street and Francis Street
- B - King Street between Francis Street and Water Street
- C - Intersection of King Street and Water Street
- D - Intersection of King Street and College Street
- E - Intersection of King Street and Ontario Street
- F - Intersection of King Street and Queen Street
- G - Intersection of King Street and Frederick Street
- H - Entrance to Eaton Centre at King Street and Frederick Street
- I - Intersection of King Street and Scott Street

- J - Intersection of King Street and Eby Street
- K - Intersection of King Street and Cedar Street

2.0 BACKGROUND

2.1 General

All problems associated with wind, snow or other particles can be related to wind energy. Wind travels in parallel streamlines over smooth surfaces and terrain. As wind streamlines approach vertical objects of any kind they rise to the top of the object in a "wind velocity gradient": the higher the object the greater the velocity of the wind. The streamlines maintain parallel flow until they contact sharp corners at the top and sides of the object. At this point, the streamlines diverge and become very unsettled creating a turbulent condition. Fall-out of snow and other particles occurs at the base of the turbulent zone.

By dissipating the energy upwind of a critical area, particle fall-out will occur in a location or manner such that the site under study will be relatively free of wind and snow problems.

2.2 Model Analysis

The open channel water flume, or "Snow and Wind Simulator" is used to simulate wind related problems. Flowing water represents wind currents. Water has a higher density than air which allows for a slowing down of the process enabling detailed observation of the currents.

Simulated wind velocities are controlled by a constant head tank so that high, low, and gust velocities can be established and the results analyzed. Coloured dye is used to trace the various movements of wind streamlines, turbulence, and eddy currents while silica sand injected into the water is used to represent snow. The effects are recorded photographically and reflect the conditions at the actual site.

Exact models of existing and proposed structures and landforms are constructed allowing the simulation and study of microclimates at the site. Model analysis identifies problem areas and aids in developing solutions to reduce or relieve them.

2.3 Wind Simulation

When assessing wind velocities and characteristic profiles in the field, it is necessary to evaluate boundary layer conditions. At the earth's surface, "no slip" conditions require the wind speed to be zero. At an altitude of approximately one kilometre above the surface, the motion of wind is governed by pressure distributions associated with large scale weather systems. As a result, these winds, known as "geostrophic winds" are independent of the surface topography.

In model simulation, as in the field, the area of concern is the boundary layer between the earth's surface and the geostrophic winds, in particular, the velocity profile of winds as they increase from zero to the geostrophic velocity.

The boundary layer profile is directly affected by specific surface topography. Over relatively rough terrain the boundary layer is thicker and the wind speed increases relatively slow with height. The opposite is true over open terrain.

Velocity/power equations have been developed to represent various velocity profiles for given topographic conditions. An appropriate profile is selected for each particular site studied.

Full scale, free stream wind velocity corresponding to the water velocity measured in the flume is determined based on the equivalency of the model sand-in-water to actual snow-in-air parameters. The frequency of winds from various azimuth directions are determined from macroclimatic data.

2.4 Snow Simulation

Factors affecting snow accumulation and drifting are topography, wind velocity and frequency by direction, and annual snowfall. The volume of sand used in model simulation must accurately represent snow volumes in the field to determine the site's characteristic snow accumulation patterns.

There are three basic modes of transporting snow as follows:

1. "Creep" is the migration of particles along the surface with little, if any, absence of surface contact.
2. "Saltation" is the trajectory motion of particles under the influence of gravity and wind induced drag forces. Particle trajectory displacements are low.
3. "Turbulent diffusion" is the suspension of snow particles in wind streamlines carried for great distances and heights. It is usually only associated with snow-drifting in Arctic Regions.

Wind may collect snow particles from an area upstream of the site and carry them to the site. This area is defined by the topography and is simulated by creating an appropriate upstream roughness surface in the water flume and constructing contours of the site on the model.

Snowdrifts occur as a result of high wind velocities transporting and depositing snow particles in areas of low wind velocities. The transportation of snow particles is dependent upon their size, shape, and degree of cohesion with surrounding particles.

3.0 Pedestrian Level Wind Velocity Study

To determine pedestrian level wind velocities, both qualitative and quantitative analyses were conducted on the model. Qualitative analyses were conducted for the pedestrian level wind velocity study to reflect the entire microclimatic conditions at the site. These involved conducting dye injection tests for the azimuth wind directions studied allowing the visualization of turbulent areas, calm areas and areas of high velocity.

From the qualitative analyses, several points illustrating the actual microclimatic conditions existing at the development site were chosen. The locations are summarized in section 1.0.

A data acquisition system and customized probes were used to measure the wind velocity at each location. The ratio of the velocity at each location on the model to the upstream, frictionless velocity gradient in the water flume is equivalent to the ratio of the microclimatic wind velocity at the actual site to the macroclimatic or geostrophic winds in the study area. Using this ratio, the actual site wind velocities at the pedestrian level for each location were calculated. Through further statistical analyses the probability of exceeding any wind velocity was calculated.

The Beaufort Scale and a relative comfort chart developed in terms of pedestrian activities were used to determine the pedestrian comfort levels for the various locations tested. These charts are as shown in Tables 1 and 2, respectively.

The Beaufort Scale is based on mean wind velocities and represents the most common form of analysis for determining pedestrian comfort.

The comfort chart categorizes velocities for base activities that may be conducted in comfort at that velocity. These activities range from greatest to least comfortable as follows:

- sitting/standing for long exposure
- sitting/standing for short exposure
- strolling/skating
- walking
- unacceptable
- dangerous

Pedestrian comfort is based on mean velocities being exceeded only 1% of the time. Therefore, the comfort categories take in account the other 99% of the time when mean velocities are lower.

The results expressed in terms of the average Beaufort numbers are shown in Table 3. The effect of the relatively large developments at King and Frederick Streets (Valhalla Inn, Eaton Centre, etc.) and at King and Water Streets (Canada Trust) is evident by increased wind speeds in those areas. All locations tested had acceptable wind speeds.

4.0 Snow Accumulation Study

The snow accumulation study consisted of both qualitative and quantitative model analyses. Qualitative analyses were conducted for the snow accumulation study to reflect the entire microclimatic conditions at the site. This involved conducting silica sand injection tests for the three wind directions studied allowing the visualization of areas subject to snow accumulation.

Table 4 summarizes the number of occurrences of adverse snow accumulation at each location. It is noteworthy that the greatest adverse snow accumulations occur in the most densely developed areas. This is consistent with the more extreme wind environment associated with such development as previously demonstrated.

5.0 Summary

At the time of the test, the Downtown Core of Kitchener represented a reasonable comfort area for pedestrians.

King Street is a relatively narrow street and will be quite susceptible to adverse wind effects as new development occurs.

I hope this summary will be of use to you. If we can be of any further assistance, please do not hesitate to call.

Yours very truly,

FRANK H. THEAKSTON & ASSOCIATES INC.



Malcolm MacKenzie, P.Eng.
Vice President

TABLE 1
EXTRACTS FROM THE BEAUFORT SCALE

Force	Description	* Wind Speeds km/hr	Specifications
0	Calm	0-2 (0-1.6)	No noticeable wind.
1	Light airs	3-6 (2.4-5)	No noticeable wind.
2	Light breeze	7-12 (6-10)	Wind felt on face.
3	Gentle breeze	13-19 (11-15)	Wind extends light flag. Clothing flaps.
4	Moderate breeze	20-29 (16-23)	Hair is disarranged.
5	Fresh breeze	30-39 (24-31)	Wind raises dust, dry soil and loose paper. Force of wind felt on body.
6	Strong breeze	40-50 (32-40)	Umbrellas used with difficulty. Hair blown straight.
7	Moderate gale	51-62 (41-50)	Inconvenience felt when walking.
8	Fresh gale	63-75 (51-60)	Generally impedes progress. Great difficulty with balance in gusts.
9	Strong gale	>75 (>60)	People blown over by gusts.

* Wind Speeds indicated are at a height of 9 m. At ground level or 1.8 m, wind velocities are approximately 80% of the given values, and are shown in brackets.

TABLE 2

PEDESTRIAN ACTIVITY COMFORT CRITERIA FOR WINDINESS

Activities	Applicable Areas Velocity km/hr	* Wind Number	Beaufort
Sitting, standing (long exposures)	Outdoor restaurants, bandshells	0-19 (0-15)	<3
Sitting, standing (short exposures)	Parks, plazas	20-29 (16-23)	4
Strolling, skating, long leisurely walks	Parks, outdoor skating rinks	30-39 (24-31)	5
Walking, jogging	Sidewalks, other walkways	40-50 (32-40)	6
Uncomfortable		51-62 (41-50)	7
Dangerous		>62 (>50)	>7

NOTE: This chart pertains to mean wind velocities exceeded 1% of the time.

* Wind speeds indicated are at a height of 9 m. At ground level or 1.8 m, wind velocities are approximately 80% of the given values, and are shown in brackets.

TABLE 3
WIND COMFORT LEVELS

Location	Wind Comfort			
	W	NW	E	Average
Eaton Centre Entrance	3	3	2	2.67
King & Water	2	3	2	2.33
King & Frederick	3	2	2	2.33
King & Francis	2	3	2	2.33
King between Francis & Water	2	3	1	2.00
King & Young	2	2	2	2.00
King & College	2	2	2	2.00
King & Eby	1	2	3	2.00
King & Queen	2	1	2	1.67
King & Scott	1	2	2	1.67
King & Ontario	2	1	2	1.67
King & Cedar	1	1	1	1.00

NOTE: All numbers are from the Beaufort Scale.

APPENDIX "B"

EVALUATION SUMMARY										
SITE	CRITERIA									TOTAL
	A	B	C	D	E	F	G	H	I	
1	3	13	5	9	6	5	7	6	8	62
2	8	16	7	20	6	8	15	7	15	102
3	6	18	8	22	7	8	16	8	18	111
4	8	15	7	16	7	7	12	8	7	87
5	4	18	7	23	6	7	13	8	10	96
6	1	2	2	20	5	7	12	6	4	59
7	7	17	8	19	7	8	14	5	3	88
8	8	17	8	22	7	7	16	7	16	108
9	4	13	7	10	7	7	5	7	8	68
10	1	2	2	11	7	6	5	6	7	47
11	8	19	9	24	8	8	18	9	19	122
12	3	16	5	11	7	7	14	7	3	73
13	4	16	7	14	6	8	13	8	8	84
14	3	2	6	12	6	6	12	5	3	55
15	6	5	6	14	8	8	15	8	10	80
16	5	5	8	16	5	7	14	7	14	81
17	2	5	8	16	6	7	14	7	14	79
18	6	3	7	15	7	8	16	7	15	84
19	2	10	5	14	5	6	13	6	5	66
20	8	14	6	15	6	7	13	7	8	84
21	9	5	8	20	9	8	17	8	11	95

SITE SELECTED NOTED THUS

APPENDIX ~~5A~~"C"

Financial Analysis - Leasing vs. Purchasing

CORPORATION OF THE CITY OF KITCHENER
NEW CITY HALL PROJECT
COMPARISON OF LEASING VS. PURCHASING

SUMMARY

<u>ALTERNATIVE</u>	<u>SCHEDULE</u>	<u>TOTAL OCCUPANCY COSTS</u>
Leasing Alternative "A"	1	\$ 160,325,323 =====
Purchasing Alternative "A"	2	\$ 116,536,659 =====
Leasing Alternative "B"	3	\$ 142,700,323 =====
Purchasing Alternative "B"	4	\$ 117,761,659 =====
Leasing Alternative "C"	5	\$ 117,752,823 =====

Note: Leasing Alternative "C" is a projected "Break-even" to Purchasing Alternative "B".

Finance Department
January 6, 1988

CORPORATION OF THE CITY OF KITCHENER
NEW CITY HALL PROJECT
COMPARISON OF LEASING VS. PURCHASING
NOTES APPLICABLE TO VARIOUS ALTERNATIVES

Schedule	<u>Alternative A</u>		<u>Alternative B</u>		<u>Alternative C</u>
	<u>Leasing</u>	<u>Purchasing</u>	<u>Leasing</u>	<u>Purchasing</u>	<u>Leasing</u>
	1	2	3	4	5
Base Year 1	1993	1993	1993	1993	1993
Municipal Taxes -					
Base Year 1					
Inflation Factor	\$ 3.00 4%	\$ 3.00 4%	\$ 3.00 4%	\$ 3.00 4%	\$ 3.00 4%
Operating Costs -					
Base Year 1					
Inflation Factor	\$ 6.00 4%	\$ 6.00 4%	\$ 6.00 4%	\$ 6.00 4%	\$ 6.00 4%
Debt Charges -					
Term					
Interest Rate		20 Yrs. 10%		20 Yrs. 10%	
Net Lease Rates -					
First 5 Years	\$17.00		\$14.00		\$ 8.13
Next 5 Years	20.00		17.00		11.13
Next 5 Years	25.00		21.00		15.13
Next 5 Years	31.00		25.00		19.13

CORPORATION OF THE CITY OF KITCHENER
 NEW CITY HALL PROJECT
 COMPARISON OF LEASING VS. PURCHASING

SCHEDULE 1

LEASING ALTERNATIVE "A"

YEAR	Net Lease	Tax	Oper.	Total	Square Footage Req'd.	Occupancy Cost
-----	-----	-----	-----	-----	-----	-----
1	\$17.00	\$3.00	\$6.00	\$26.00	175,000	\$4,550,000
2	17.00	3.12	6.24	26.36	175,000	4,613,000
3	17.00	3.24	6.49	26.73	175,000	4,678,520
4	17.00	3.37	6.75	27.12	175,000	4,746,661
5	17.00	3.51	7.02	27.53	175,000	4,817,527
6	20.00	3.65	7.30	30.95	200,000	6,189,975
7	20.00	3.80	7.59	31.39	200,000	6,277,574
8	20.00	3.95	7.90	31.84	200,000	6,368,677
9	20.00	4.11	8.21	32.32	200,000	6,463,424
10	20.00	4.27	8.54	32.81	200,000	6,561,961
11	25.00	4.44	8.88	38.32	225,000	8,622,495
12	25.00	4.62	9.24	38.86	225,000	8,742,394
13	25.00	4.80	9.61	39.41	225,000	8,867,090
14	25.00	5.00	9.99	39.99	225,000	8,996,774
15	25.00	5.20	10.39	40.59	225,000	9,131,645
16	31.00	5.40	10.81	47.21	250,000	11,802,123
17	31.00	5.62	11.24	47.86	250,000	11,964,208
18	31.00	5.84	11.69	48.53	250,000	12,132,776
19	31.00	6.08	12.15	49.23	250,000	12,308,087
20	31.00	6.32	12.64	49.96	250,000	12,490,411
-----	-----	-----	-----	-----	-----	-----
						\$160,325,323
						=====

CORPORATION OF THE CITY OF KITCHENER
NEW CITY HALL PROJECT
COMPARISON OF LEASING VS. PURCHASING

SCHEDULE 2

PURCHASING ALTERNATIVE "A"

YEAR	Debt Paym't	Tax	Oper.	Total	Surplus Square Footage	Square Footage Leased	Lease Income	Occupancy Cost
-----	-----	-----	-----	-----	-----	-----	-----	-----
1	\$4,111,087	\$120,000	\$1,500,000	\$5,731,087	75,000	40,000	\$1,040,000	\$4,691,087
2	4,111,087	124,800	1,560,000	5,795,887	75,000	40,000	1,054,400	4,741,487
3	4,111,087	129,792	1,622,400	5,863,279	75,000	40,000	1,069,376	4,793,903
4	4,111,087	134,984	1,687,296	5,933,367	75,000	40,000	1,084,951	4,848,416
5	4,111,087	140,383	1,754,788	6,006,258	75,000	40,000	1,101,149	4,905,109
6	4,111,087	91,249	1,824,979	6,027,315	50,000	25,000	773,747	5,253,568
7	4,111,087	94,899	1,897,979	6,103,964	50,000	25,000	784,697	5,319,268
8	4,111,087	98,695	1,973,898	6,183,679	50,000	25,000	796,085	5,387,595
9	4,111,087	102,643	2,052,854	6,266,583	50,000	25,000	807,928	5,458,655
10	4,111,087	106,748	2,134,968	6,352,803	50,000	25,000	820,245	5,532,558
11	4,111,087	55,509	2,220,366	6,386,962	25,000	12,500	479,027	5,907,935
12	4,111,087	57,730	2,309,181	6,477,997	25,000	12,500	485,689	5,992,309
13	4,111,087	60,039	2,401,548	6,572,674	25,000	12,500	492,616	6,080,058
14	4,111,087	62,440	2,497,610	6,671,137	25,000	12,500	499,821	6,171,317
15	4,111,087	64,938	2,597,515	6,773,539	25,000	12,500	507,314	6,266,226
16	4,111,087	0	2,701,415	6,812,502	0	0	0	6,812,502
17	4,111,087	0	2,809,472	6,920,559	0	0	0	6,920,559
18	4,111,087	0	2,921,851	7,032,938	0	0	0	7,032,938
19	4,111,087	0	3,038,725	7,149,812	0	0	0	7,149,812
20	4,111,087	0	3,160,274	7,271,361	0	0	0	7,271,361
-----	-----	-----	-----	-----	-----	-----	-----	-----
	\$82,221,737	\$1,444,848	\$44,667,118	\$128,333,703			\$11,797,044	\$116,536,659
	=====	=====	=====	=====			=====	=====

CORPORATION OF THE CITY OF KITCHENER
 NEW CITY HALL PROJECT
 COMPARISON OF LEASING VS. PURCHASING

SCHEDULE 3

LEASING ALTERNATIVE "B"

YEAR	Net Lease	Tax	Oper.	Total	Square Footage Req'd.	Occupancy Cost
-----	-----	-----	-----	-----	-----	-----
1	\$14.00	\$3.00	\$6.00	\$23.00	175,000	\$4,025,000
2	14.00	3.12	6.24	23.36	175,000	4,088,000
3	14.00	3.24	6.49	23.73	175,000	4,153,520
4	14.00	3.37	6.75	24.12	175,000	4,221,661
5	14.00	3.51	7.02	24.53	175,000	4,292,527
6	17.00	3.65	7.30	27.95	200,000	5,589,975
7	17.00	3.80	7.59	28.39	200,000	5,677,574
8	17.00	3.95	7.90	28.84	200,000	5,768,677
9	17.00	4.11	8.21	29.32	200,000	5,863,424
10	17.00	4.27	8.54	29.81	200,000	5,961,961
11	21.00	4.44	8.88	34.32	225,000	7,722,495
12	21.00	4.62	9.24	34.86	225,000	7,842,394
13	21.00	4.80	9.61	35.41	225,000	7,967,090
14	21.00	5.00	9.99	35.99	225,000	8,096,774
15	21.00	5.20	10.39	36.59	225,000	8,231,645
16	25.00	5.40	10.81	41.21	250,000	10,302,123
17	25.00	5.62	11.24	41.86	250,000	10,464,208
18	25.00	5.84	11.69	42.53	250,000	10,632,776
19	25.00	6.08	12.15	43.23	250,000	10,808,087
20	25.00	6.32	12.64	43.96	250,000	10,990,411
-----	-----	-----	-----	-----	-----	-----
						\$142,700,323
						=====

CORPORATION OF THE CITY OF KITCHENER
NEW CITY HALL PROJECT
COMPARISON OF LEASING VS. PURCHASING

SCHEDULE 4

PURCHASING ALTERNATIVE "B"

YEAR	Debt Paym't	Tax	Oper.	Total	Surplus Square Footage	Square Footage Leased	Lease Income	Occupancy Cost
-----	-----	-----	-----	-----	-----	-----	-----	-----
1	\$4,111,087	\$120,000	\$1,500,000	\$5,731,087	75,000	40,000	\$920,000	\$4,811,087
2	4,111,087	124,800	1,560,000	5,795,887	75,000	40,000	934,400	4,861,487
3	4,111,087	129,792	1,622,400	5,863,279	75,000	40,000	949,376	4,913,903
4	4,111,087	134,984	1,687,296	5,933,367	75,000	40,000	964,951	4,968,416
5	4,111,087	140,383	1,754,788	6,006,258	75,000	40,000	981,149	5,025,109
6	4,111,087	91,249	1,824,979	6,027,315	50,000	25,000	698,747	5,328,568
7	4,111,087	94,899	1,897,979	6,103,964	50,000	25,000	709,697	5,394,268
8	4,111,087	98,695	1,973,898	6,183,679	50,000	25,000	721,085	5,462,595
9	4,111,087	102,643	2,052,854	6,266,583	50,000	25,000	732,928	5,533,655
10	4,111,087	106,748	2,134,968	6,352,803	50,000	25,000	745,245	5,607,558
11	4,111,087	55,509	2,220,366	6,386,962	25,000	12,500	429,027	5,957,935
12	4,111,087	57,730	2,309,181	6,477,997	25,000	12,500	435,689	6,042,309
13	4,111,087	60,039	2,401,548	6,572,674	25,000	12,500	442,616	6,130,058
14	4,111,087	62,440	2,497,610	6,671,137	25,000	12,500	449,821	6,221,317
15	4,111,087	64,938	2,597,515	6,773,539	25,000	12,500	457,314	6,316,226
16	4,111,087	0	2,701,415	6,812,502	0	0	0	6,812,502
17	4,111,087	0	2,809,472	6,920,559	0	0	0	6,920,559
18	4,111,087	0	2,921,851	7,032,938	0	0	0	7,032,938
19	4,111,087	0	3,038,725	7,149,812	0	0	0	7,149,812
20	4,111,087	0	3,160,274	7,271,361	0	0	0	7,271,361
-----	-----	-----	-----	-----	-----	-----	-----	-----
	\$82,221,737	\$1,444,848	\$44,667,118	\$128,333,703			\$10,572,044	\$117,761,659
	=====	=====	=====	=====			=====	=====

CORPORATION OF THE CITY OF KITCHENER
 NEW CITY HALL PROJECT
 COMPARISON OF LEASING VS. PURCHASING

SCHEDULE 5

LEASING ALTERNATIVE "C"

YEAR	Net Lease	Tax	Oper.	Total	Square Footage Req'd.	Occupancy Cost
-----	-----	-----	-----	-----	-----	-----
1	\$8.13	\$3.00	\$6.00	\$17.13	175,000	\$2,997,750
2	8.13	3.12	6.24	17.49	175,000	3,060,750
3	8.13	3.24	6.49	17.86	175,000	3,126,270
4	8.13	3.37	6.75	18.25	175,000	3,194,411
5	8.13	3.51	7.02	18.66	175,000	3,265,277
6	11.13	3.65	7.30	22.08	200,000	4,415,975
7	11.13	3.80	7.59	22.52	200,000	4,503,574
8	11.13	3.95	7.90	22.97	200,000	4,594,677
9	11.13	4.11	8.21	23.45	200,000	4,689,424
10	11.13	4.27	8.54	23.94	200,000	4,787,961
11	15.13	4.44	8.88	28.45	225,000	6,401,745
12	15.13	4.62	9.24	28.99	225,000	6,521,644
13	15.13	4.80	9.61	29.54	225,000	6,646,340
14	15.13	5.00	9.99	30.12	225,000	6,776,024
15	15.13	5.20	10.39	30.72	225,000	6,910,895
16	19.13	5.40	10.81	35.34	250,000	8,834,623
17	19.13	5.62	11.24	35.99	250,000	8,996,708
18	19.13	5.84	11.69	36.66	250,000	9,165,276
19	19.13	6.08	12.15	37.36	250,000	9,340,587
20	19.13	6.32	12.64	38.09	250,000	9,522,911
-----	-----	-----	-----	-----	-----	-----
						\$117,752,823
						=====

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

USER DATA

3.5

3.5 USER DATA

3.5.1 INTRODUCTION

The understanding of the user of any facility is imperative to the outcome of the final design solution. This leads to the need for the thorough review of the types of user, the times the facility is used, how it is used, how the user arrives, the internal and external relationships, and the current and future needs.

3.5.2 SYMBOLIC IMAGE

It is essential that the new City Hall will become the symbol of the city and a prominent landmark and focus within it. Its design should present a coherent, identifiable and memorable image. It should reflect the vibrant nature of this community with its multi-cultural roots, industrious and progressive economy, stability, friendliness, pride in the past and confidence for the future. It should project a strong public presence with appropriate openness and dignity.

3.5.3 DOWNTOWN REVITALIZATION

The revitalization of Kitchener's downtown core is the secondary focus of this thesis. The site selected allows for the greatest potential exposure while creating a strong focal point in the current centre of the town. It is anticipated this will stimulate further growth in this area and recreate a renewed sense of place. Although there is strong pressure from the local Council to redefine the centre of town to a more central location of downtown (the competition site) in an effort to stimulate growth to the west. I feel this can be better achieved by creating a new downtown shopping district which has the strength to compete with the suburban shopping centres, as well as attract business to the west end of the downtown.

In order to achieve this objective the City Hall must be extroverted and inviting, with the major public spaces, both inside and outside, created to accommodate a variety of activities year-round. The public should be attracted to the downtown and encouraged to use the public facilities that will be created. The City Hall should become an integral part of the urban fabric and therefore must be appropriate in scale and character of the downtown while creating a strong direction for future growth and redevelopments. It is important that the City Hall serve as both a landmark and focus in the city and creates a cohesive urban whole.

Parking within the downtown is always a difficulty, in that there is considerable cost in providing sufficient, convenient and inexpensive parking to support the activities which generate interest in the core, such as shopping, parades, Civic Ceremonies, and leisure or passive recreation to name a few. It is therefore vital to allocate areas for parking. The City Hall will be providing additional parking for downtown users, with easy access without disruption the existing traffic patterns.

Increasing the residential densities in the core area along with personal service shops along King Street and the local side streets will bring new life to the street creating a vibrant focus in itself.

Revitalization will be dealt with in the following section of this report.

3.5.4 PUBLIC SPACES AND CEREMONY

The City Hall should become an integral part of the everyday life of the community as well as a place for a special city-wide events. It should accommodate and encourage open and accessible government, promote public use and support gatherings, receptions and public ceremonies.

The facility should allow for easy access to the most frequently used components of the administration. The system of public movement in the building should encourage the use of all areas within. The public should be provided with access to and activity on several levels of the buildings to permit familiar and routine use of the entire facility. Views should be created for the public and employees to the Civic Square and to the downtown beyond.

A number of special occasions have become traditions in Kitchener. At various times throughout the year people gather to participate in numerous community events. These events are vital for social cohesion and a strong sense of civic pride and friendliness for which Kitchener is famous. Such events are Oktoberfest, Canada Day Celebrations, artistic and multi-cultural festivals, reception of visiting dignitaries and New Year's Eve Celebrations.

Special consideration will be given to ceremonial activities that take place both inside and outside the building. The building and Civic Square will provide conditions for public theatre of both programmed and spontaneous nature.

It is essential that the building and the civic square work in harmony and that they become an inviting and delightful place. They must be equally successful for solitary use as well as large gatherings.

3.5.5 THE ELECTED BODY

City Council is the elected body of the City of Kitchener and is composed of the Mayor and ten Ward Aldermen. The term of office is three years. The positions can be full or part-time depending on the incumbent. Council meets in the council chamber twice a month, while various Committees meet at least monthly in the Committee Board Rooms.

An open and accessible government is an important aspect of the municipal government. City Council must be concerned and committed to providing responsive and available representation, and to involve the public in the processes and activities of government. Citizens and community groups should be encouraged to use the new meeting facilities and to participate in the deliberations of Council.

Various media ensure the public is well informed and exposed to the issues to be debated and presented via radio, television and video.

Participation in government and accountability are the key to successful government.

3.5.6 THE WORKPLACE / MUNICIPAL ADMINISTRATION

The Civic Administration consists of ten key departments, as outlined in the Architectural Program in Section 5. The largest amount of space within the City Hall will be the workplace for the municipal employees. The space should be arranged to allow for maximum flexibility, ease of accessibility to the public, easy integration with office automation and should provide for a healthy and productive environment.

There is considerable concern for the health and well-being of the employees. The building should provide for as many views as possible thus allowing for natural day lighting as the primary source of office lighting, supplemented by high quality, artificial lighting. Employee sickness due to the environment of the workplace has become a major concern in building design. The mechanical system should take into consideration energy conscious technology as well as providing for a high standard of air quality. The ventilation and air filtration systems should be state of the art with air monitoring systems in place. The system should prevent contamination of the duct work and workplace.

Circulation both internally and externally should be clearly understood with identifiable points of entrance, relationships between departments and separation between the employee and the public spaces. The Civic Square both interior and exterior should have a strong relationship with easy access for everyday use as well as public ceremony.

THESIS
REPORT

FINANCIAL DATA /
ANALYSIS

3.6

3.6 FINANCIAL DATA

3.6.1 INTRODUCTION

The projected budget has been estimated at \$64,245,000 based on a building area of 20,000 square metres (215,000 sq.ft.) gross including a 500 car underground parking garage, and future expansion space.

3.6.2 PROPOSED BUDGET

1. Land Acquisition	\$ 6,000,000.
2. Site Clearing	550,000.
3. Building Construction including 5 % design contingency, underground parking and 2 % construction contingency.	43,900,000.
4. Urban Square	2,000,000.
5. Fittings and Furnishings	1,200,000.
6. Architect, Management Fees and expenses.	4,600,000.
7. Competition Costs	430,000.
8. Post-Construction Contingency	920,000.
9. Moving Costs	250,000.
10. Administration Expenses	200,000.
11. Construction Inflation 1 year	4,195,000.
TOTAL	64,245,000.

3.6.3 REVENUE SOURCE FOR FUNDING

The following information is taken from City of Kitchener public information bulletin.

Source of Funds

1. Capital Levy / Debentures	27,048,000.
2. Lot Levies	2,500,000.
3. Contribution from Gas Utility	30,000,000.
4. Parking Enterprise	4,500,000.
5. Capital Surplus from prior years	1,000,000.
6. Land Sales, Interest - Other Revenues	3,593,000.
7. OMERS Surplus Transfer	1,359,000.
TOTAL	70,000,000.*

* Over the period 1987 - 1989 City Council has set aside \$11,378,657. towards this figure.

3.6.4 PROJECT COST ESTIMATE

The project costs outlined are for the City Hall only including the reconstruction of the clock tower, the construction of the civic plaza all three sites, and the aqueduct and related water features.

A cost for the construction of the Market building and adjacent retail to form the civic square are given as a lump sum based on a cost per square metre estimate.

1.0 HARD COSTS

110	Temp. Services	300,000.00
120	Winter Conditions	1,000,000.00
130	Site Superintendent	150,000.00
140	Labour	415,000.00
150	Hoarding	60,000.00
210	Excavation and Backfill	1,220,000.00
220	Shoring	625,000.00
230	Drainage	250,000.00
240	Site services	200,000.00
250	Landscaping including Civic Square	1,850,000.00
300	Concrete	3,600,000.00
310	Concrete Forming	3,160,000.00
320	Reinforcing	474,000.00
400	Masonry	1,250,000.00
510	Structural Steel	1,453,000.00
520	Roof Deck	95,000.00
530	Miscellaneous Metal	475,000.00
600	Carpentry and Woodwork	550,000.00
700	Waterproofing	930,000.00
710	Roofing	250,000.00
720	Caulking	75,000.00
800	Aluminum and Metal Cladding	2,500,000.00
810	Doors and Frames	450,000.00
900	Gypsum Board & AC tile	1,500,000.00
910	Flooring and Wall Covering	1,200,000.00
920	Painting	750,000.00
1000	Miscellaneous specialties	450,000.00
1400	Elevators	600,000.00
1500	Mechanical	5,500,000.00
1600	Electrical	<u>3,950,000.00</u>
		34,532,000.00
	2% Contingency	<u>690,640.00</u>
	Total Hard Costs	<u>35,222,640.00</u>

2.0	Farmers Market	6,830,000.00
3.0	Retail Offices (2 buildings)	3,850,000.00
4.0	Chapel	250,000.00
	Total Site Development	<u>46,152,640.00</u>

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

TECHNOLOGICAL DATA

3.7

3.7 TECHNOLOGICAL DATA

3.7.1 INTRODUCTION

The technological approach to the project can be best described as being standard in terms of the materials and methods employed to develop a framework for the construction of the buildings. I have however explored a number of new methods of assembly.

The summary provided contains a description of the architectural, structural, mechanical and electrical systems proposed, while the drawings allow for the integration of the various systems.

3.7.2 ARCHITECTURAL

The design of the building is such that it quickly establishes a new direction for the future development of the core, as well it must fit into the current city form. To this end the cladding systems have been carefully selected to accommodate this insertion into the urban fabric.

The City Hall has been designed to incorporate a number of exterior treatments showing an evolution of the architecture of the city from brick along King Street representing the past, meeting the glassed atrium symbolic of change, to the prefinished metal panel and glazed curtain wall system signifying the modern times. A granite wall between the glazed atrium and the curtain walled high tower reinforces the need to continually move towards the future while respecting the past.

The low office portion has two distinct facades. Along King and Benton Street the facade are constructed of red brick and block cavity wall with RSI 2.1 rigid insulation in the cavity, anodized aluminum frames and light green tinted glass. The module of the brick columns, floor heights and window modules are compatible with the language of the existing urban fabric. The civic plaza facade has a full height curtain wall system.

The highrise office portion as mentioned above is clad with a prefinished insulated metal panel system and aluminum curtain wall system.

The granite wall serves as an architectural plan organizer as well acts as a vertical service shaft for mechanical systems.

The council chamber that is situated in the civic plaza is clad in both glazed curtain wall and granite on block back up.

The wall of the aqueduct running north south is composed of red brick with precast concrete sills and block backup around a structural steel framing system.

The market building and retail wall are constructed of brick and block cavity walls with RSI 2.1 rigid insulation in the cavity.

3.7.2 ARCHITECTURAL contd

Flooring is generally granite for the primary circulation spaces such as the great hall, atrium and elevator lobbies while the staff office areas are carpeted.

Ceilings in the offices are 500mm x 1500mm acoustic tile. Atrium areas are painted exposed structural steel. The council chamber incorporates a sandblasted concrete with a suspended wire lighting grid.

The roofing system of all buildings is an inverted protected membrane EPDM roofing with RSI 2.1 rigid insulation.

3.7.3 STRUCTURAL

I have used a number of structural systems in combination in order to achieve the architectural design intent.

The underground parking is constructed of poured concrete one-way and two-way slabs. Concrete beams are utilised in the loading area to allow for greater free spans. The standard grids are 6m x 6m and 9m x 9m. which are carried up to support the buildings or civic plaza above.

The City Hall structure is primarily poured concrete two-way slab on a 9m x 9m grid. The roof structure of the lowrise tower and the atrium are engineered roof trusses supported on columns extending from ground floor to the roof. The columns also provide the support for the glazed curtain wall system.

The Aqueduct structure is post and beam steel and wrapped in brick cladding.

The Market building is poured concrete while the retail buildings are steel structure with composite floor.

3.7.4 MECHANICAL

The mechanical systems have been split into three separate systems. One each for the highrise and lowrise/atrium and the third for the council chamber.

The office building systems are central systems with the cooling tower, chiller, boilers and built-up air handling units located on the roof. V.A.V. boxes throughout the office area allow for greatest flexibility for temperature control. Distribution is handled through the suspended ceiling space with boots in the light fixtures.

3.7.4 MECHANICAL contd

The ceiling space above the ceiling is used as a return air plenum. The atrium space is conditioned from high level ducts with baseboard radiation.

The Council Chamber system is a package HVAC unit located in the lower level.

3.7.5 ELECTRICAL

The site is service through a transformer vault located in the underground parking level. All buildings in the main civic block will be served by one location with individual electrical rooms for each building. The outdoor civic square will also have a separate system.

Electrical lighting for the general office area utilises a 2 lamp fluorescent fixtures laid out on a 1500mm grid pattern.

Atrium lighting is handled with incandescent wall and column light fixtures with minimal ceiling lights. Most light in this area will be borrowed from daylight and office light.

The outdoor plaza will be lite by column mounted high pressure sodium fixtures with recessed incandescent soffit lighting provided in the covered arcade areas.

A power cable tray will be provided along the rail tracks to power the moveable stage. A suspended grid in the council chambers will carry the lighting for this area. Day lighting will be borrowed from the north windows.

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

DOWNTOWN
REVITALIZATION

4.0

4.0 DOWNTOWN REVITALIZATION

4.1 GENERAL

The purpose for discussing Revitalization as a part of this thesis is to expose the tragedies of dismantling our past, whether it be City Halls, Town Halls, Civic buildings or whole parts of our collective historic structures, and the effects this has had on smaller urban centres. The resultant disintegration of town life, social order and economic stability of the downtown core of many Canadian and American cities has been well documented. This is not to say that by strictly replacing the historic structures, in particular the prominent civic buildings, we will stop the decay, however the construction of new Civic Centres can be a catalyst for renewed growth, focus and identity.

The City of Kitchener is one such city that is currently undergoing such a change. After experiencing negative growth in their Downtown since the demolition of the City Hall and Market Square throughout the seventies and early eighties Kitchener commissioned a number of studies and created a number of committees to deal with Revitalization of the downtown.

The Kitchener Downtown Study prepared by Woods-Gordon, Barton Myers Associates and McCormick Rankin, formed the bases for the development of the DOWNTOWN REVITALIZATION PLAN, City of Kitchener, 1987, prepared by the City of Kitchener Urban Design Team, approved by Council November, 9, 1987. With the stage set the City of Kitchener began to implement the recommendations set out in the Downtown Revitalization Plan.

The revitalization of the downtown core is the secondary theme for this thesis and as such my intent is to prepare a critical analysis of the existing plan and to prepare design guidelines to define the new core with respect to building height, textures relationships to the street etc..

4.2 DECAY OF THE DOWNTOWN CORE CAUSES AND EFFECTS

There are a number of issues that have contributed to the deterioration of Kitchener's Downtown core over the past three decades. Before the Revitalization can take place one must first expose the relevant causes that effected the stability of the Downtown Core in the first instance. "Only by understanding our place, we may be able to participate creatively and contribute to its history."¹

1. "Rapid housing developments after the war to house the thousands of homeless gave us the first Suburbs, with high towers ignoring the streets."²
2. Given this new suburbanism, fuelled by mass production of the automobile, people choose to drive their "New" cars, to their "New" suburban homes, to drive to work and to drive to shop. The introduction of the automobile gave a new mobility.

3. Introduction of regional shopping centres allowed for ample free parking with one stop shopping. The need to go downtown began to disappear.
4. No new residential developments were planned nor constructed within the Downtown Core.
5. Destruction of existing historic building in the core left gaping holes in the urban fabric. "The continuity of urban "walls" is interrupted, and the coherence of urban space damaged."³
6. Restrictive zoning bylaws were passed controlling use densities and mix of development, all of which play an integral role in urban planning. The lack of a strong mix of residential, commercial, industrial and open space leads to a weak infrastructure unable to support itself.
7. The destruction of the Historic City Hall and Market Square was a major contributor to the fall of the Downtown. The natural gathering place had disappeared. The City lost its heart and consequently its soul. "The essence of settlement consists of "Gathering"....."Openness" espoused by the Modernist "cannot be gathering". Openness means depart, gathering means return." The need for a natural gathering place is evident.

4.3 DOWNTOWN REVITALIZATION STRATEGIES

The analysis of the existing Downtown Revitalization Plan will be diagrammatic in nature with the primary emphasis on developing design guidelines that will direct future development within the Downtown core study area. Along with the guidelines developed, there are a number of issues within the City of Kitchener's current Downtown Revitalization Plan, I feel should be modified, to reflect my review and analysis. This will form part of my first presentation and will include a written summary of only the areas which should have major revisions.

While developing the revitalization guidelines a number of issues presented themselves as being key to the success of the revitalization program.

1. A theme of inner courts developed and could be expanded to include activities such as flea markets, antique markets, specialty shopping district and passive recreational areas. Gateway features can be developed to identify the various districts and serve to guide user to their destination.
 2. The development of two primary axes became very clear, north-south contains the civic axis encompassing buildings such as The Provincial and Municipal Courthouses, Centre in the Square, Regional Offices etc.. The east-west axis is the strong commercial core which has existed and developed over the years.
- The intersection of these two axes is the location of the site selected for my thesis. The strengthening of these two distinct axes should be of utmost importance.

4.4 CITY OF KITCHENER "DOWNTOWN REVITALIZATION PLAN" A CRITICAL ANALYSIS

The following is a summary of the issues and conditions I have modified, added to, or deleted to coincide with the intent of my proposed Design Guidelines for the Revitalization of Downtown Kitchener. A copy of Kitchener's Downtown Revitalization, adopted by council for implementation is Appendix 1., and should be read in conjunction with my analysis. For the most part I found the Plan to be very thorough.

Page 5 2.1 Land Use and Marketing

- Add the following objective

* Upgrade the image of Downtown, create a new Centre and focal point to replace the Historic City Hall and Market.

Page 7 2.2 Employment

- Add Objectives

* Increase the office density within the core to promote daytime and early evening uses.

* Attract higher quality businesses to the Downtown.

Page 9 2.3 Housing

- Add the following Objectives

* Encourage "Housing on Main Street" as a primary generator of increasing the residential density on King Street. Additions above existing retail and/or office should be promoted as cost effective and desirable.

Page 10 2.4 Building Conditions

- Add Objectives

* Upgrade the facades and building along King Street to create a unified streetscape with regards to texture, rhythm, proportion etc.

* Encourage developments that fill in the voids in the urban fabric created by the demolition of buildings within the core.

Page 31 2.12 Security/Policing

- Add the following

By increasing the population densities a self policing will become inherent pushing unwanted groups out of the downtown.

Page 39 Summary of Objectives

The above recommendations are to be added to the objectives contained in this section.

Page 52 Overhead Pedestrian Linkages

This section should be eliminated. The linkages created to provide climate controlled access throughout the city also create visual barriers at street level. "Bridges only add to their rupture of urban room."⁴

NOTES:

1. Christian Norberg-Schulz, *Genius Loci Towards a Phenomenology of Architecture*, pg. 202
2. Spiro Kostof, *History of Architecture*, pg. 696
3. Christian Norberg-Shultz, *Genius Loci*, pg. 189
4. Trevor Boddy, *Making/Breaking the Canadian Street Metropolitan Mutations, The Architecture of Emerging Public Spaces. R.A.I.C., Pg. 170*

BIBLIOGRAPHY

1. *History of Architecture, Settings and Rituals*
Spiro Kostof, Oxford University Press, Inc. 1985
2. *History of Architecture on a Comparative Method*
Bannister Fletcher,
3. *The World Atlas of Architecture*
Michael Beasley, G.C. Hall and Co.
4. *An Outline of European Architecture*
Nikolaus Pevsner, Penguin Books, 1990
5. *Modern Architecture, A Critical History*
Kenneth Frampton, Thames and Hudson Ltd., 1985
6. *Modern Architecture*
Vincent Scully, Jr., George Braziller, 1982
7. *Planning Canadian Communities*
Gerald Hodge, Methuen Publications, 1986

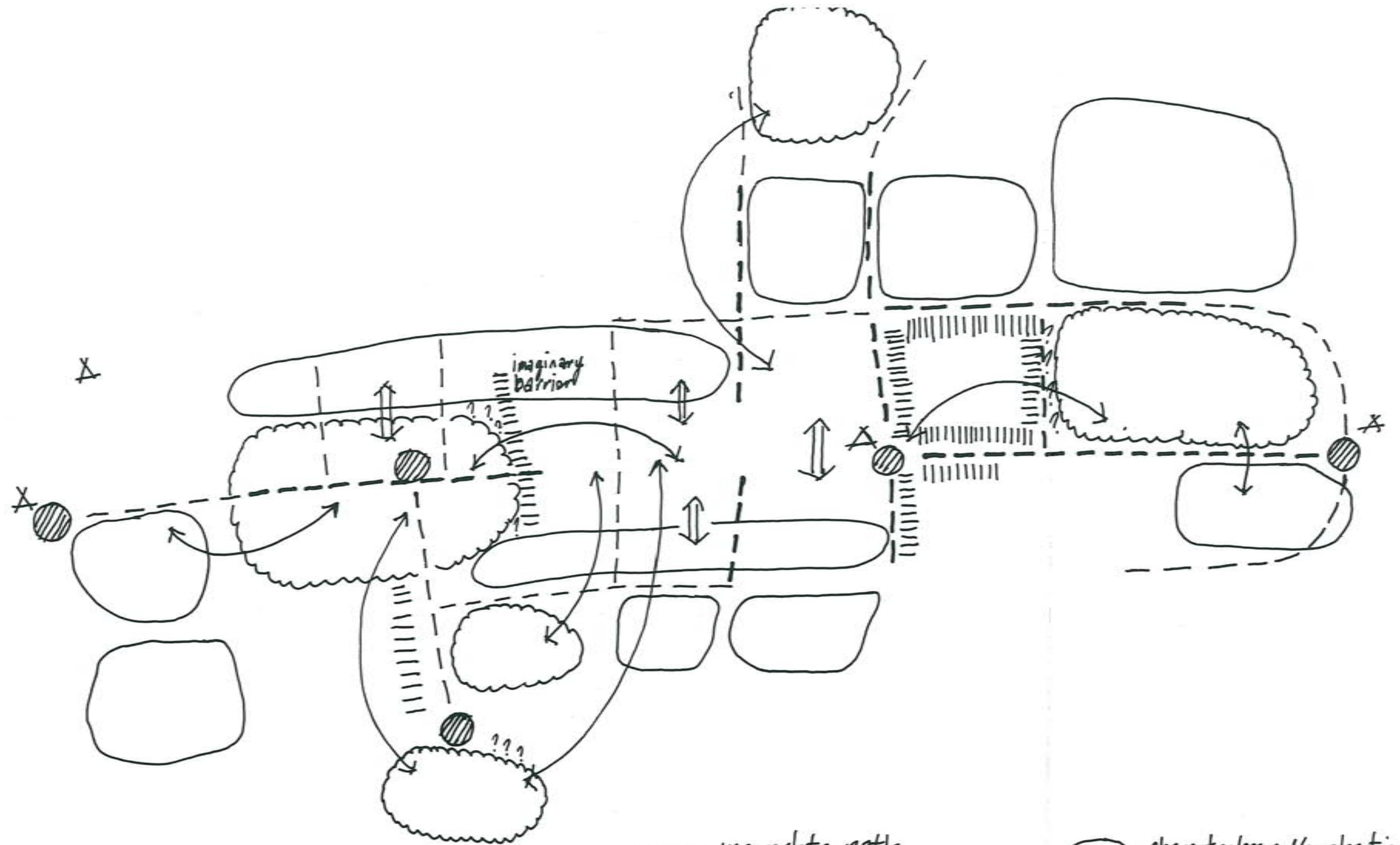


owing the city of Kitchener

KEY PLAN.



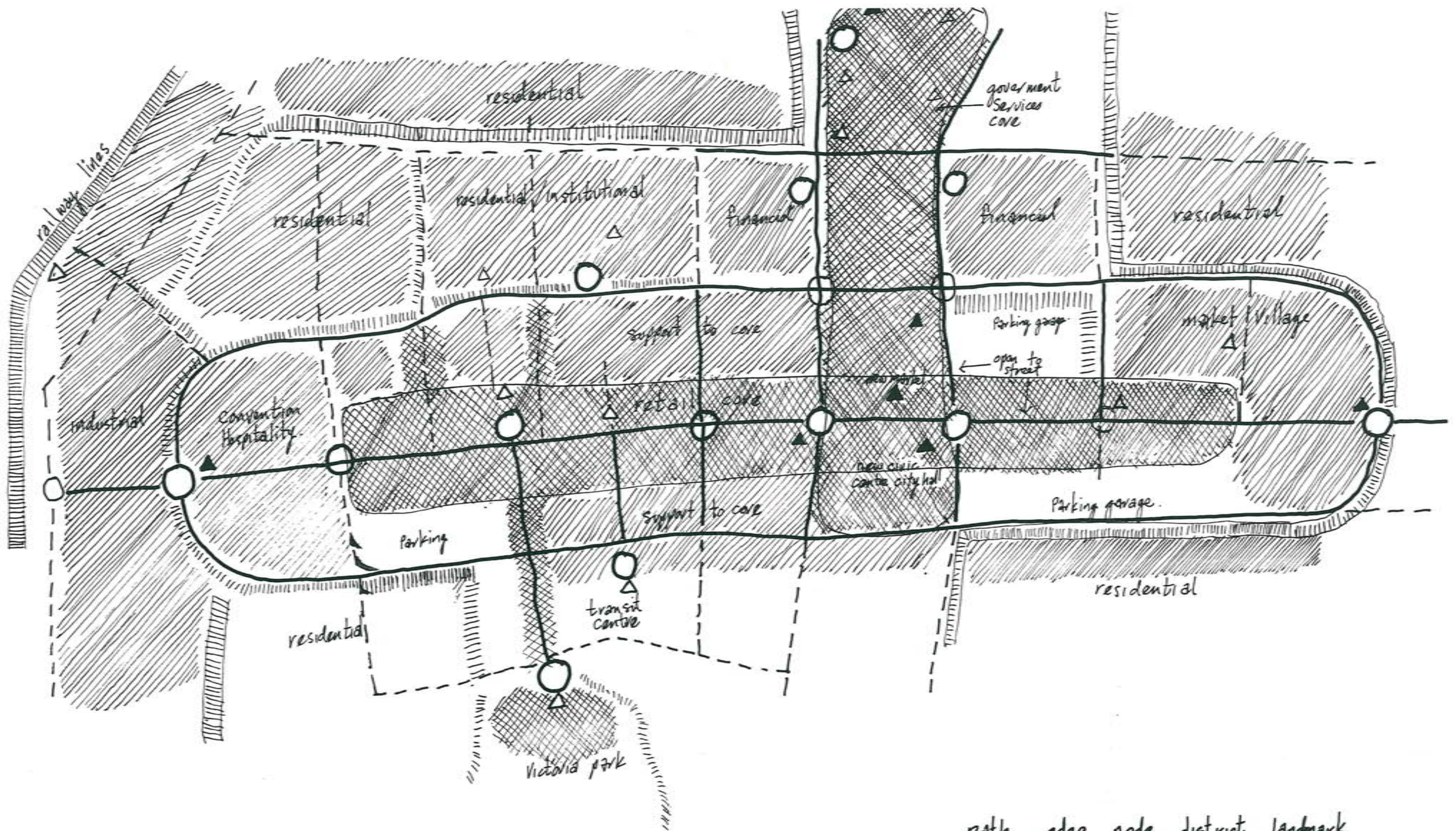
FIGURE / GROUND PLAN - EXISTING



problems of Kitchener downtown Image.

- incomplete path
- characterless path
- ||||| barriers to pedestrian movement
- ↔ lack of connection
- X points of confusion

- characterless and/or chaotic areas
- lack of focal point
- ☁ isolation
- ↕ lack of N-S interrelationship
- ?? lack of relation



proposed Kitchener form.

	path	edge	node	district	landmark
major elements	—	▨	○	▨	▲
minor elements	- -	▨	○	▨	△

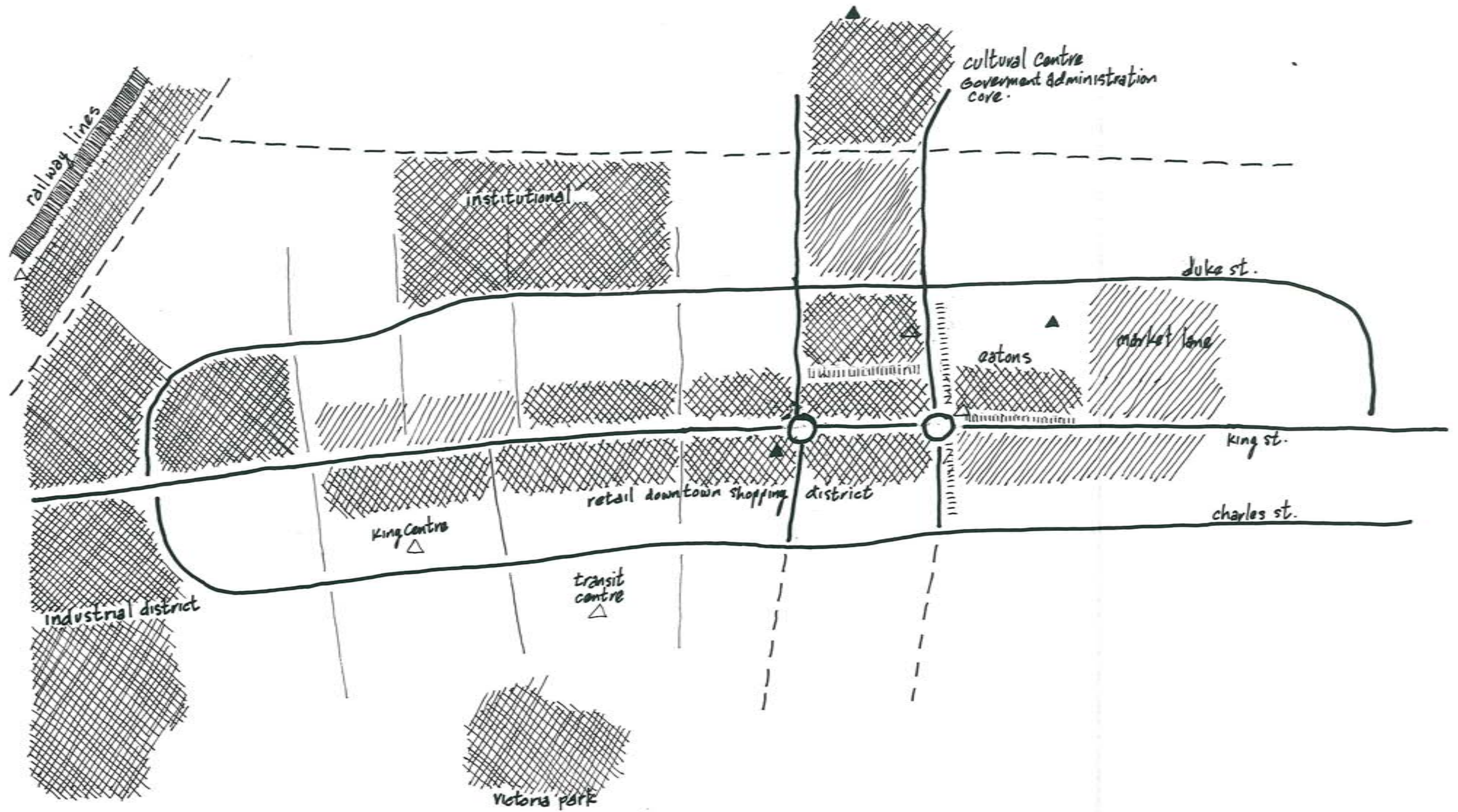


Image of Kitchener as everyone knows

major elements	path	edge	node	district	landmark
major elements	—	▨	○	▨	▲
minor elements	- -	▨	○	▨	△

Proposed Intensification

- Government Centres Cultural Centre
- Commercial retail core
- mixed use office/retail/residential
- proposed high density residential
- Open Green space
- Convention/Hotel facilities
- reinforce existing pedestrian walkways

NOTE: PROPOSED BUILDING FACADE STUDY AREA - KING STREET BETWEEN CEDAR AND FRANCIS STREETS

RESTORATION/REDEVELOPMENT
AREAS SUGGESTED FOR UPGRADES AND MORE INTENSIVE USE
*REDEVELOPMENT SHOULD BE CONSIDERED WHERE RESTORATION IS NOT FEASIBLE

--- OVERHEAD CONNECTION --- eliminates all overhead connections.

○ ○ ○ ○ ○ AT GRADE PEDESTRIAN CONNECTION

□ PRIMARY VEHICULAR ROUTE
□ SECONDARY VEHICULAR ROUTE

— LIMITS OF STUDY

SPECIALTY SHOPS / OPEN SPACE
*ENHANCE LIMITED DEVELOPMENT OF SPECIALTY SHOPS WITH APPROPRIATELY DESIGNED OPEN SPACE

MUSEUM DISTRICT
*MUSEUM OF HISTORICAL BUILDINGS AS A NETWORK OF WORKING MUSEUMS
*ENHANCE A COLLECTION OF FACTORY OUTLETS

RETAIL / OFFICE / HOTEL / PARKING / OPEN SPACE
*MAINTAIN CONTINUITY OF KING STREET
*RETAIL FUNCTION OF BUILDING
*REINFORCE DOWNTOWN PATTERNS OF PROGRESSIVE RESIDENTIAL USE OFFICE & HOTEL
*PROVIDE PARKING TO ACCOMMODATE DOWNTOWN & PERIPHERAL DEMANDS
*IMPROVE OPEN SPACE TO PROVIDE QUALITY PEDESTRIAN ENVIRONMENT

*Ideal for Convention Centre

MAJOR WEST ENTRANCE FEATURE
*INTO DOWNTOWN AT KITCHENER

BROADWAY STREET INDUSTRIAL AREA

OFFICE/RESIDENTIAL/PARKING
*OFFICE DEVELOPMENT
*REINFORCE LOCATION OF OFFICE & RECREATION FACILITIES
*PARKING ON 278

RETAIL / OFFICE / HOTEL / PARKING / OPEN SPACE
*MAINTAIN CONTINUITY OF KING STREET
*RETAIL FUNCTION OF BUILDING
*REINFORCE DOWNTOWN PATTERNS OF PROGRESSIVE RESIDENTIAL USE OFFICE & HOTEL
*PROVIDE PARKING TO ACCOMMODATE DOWNTOWN & PERIPHERAL DEMANDS
*IMPROVE OPEN SPACE TO PROVIDE QUALITY PEDESTRIAN ENVIRONMENT

Proposed new Farmers market indoor/outdoor

RESTAURANTS/OPEN SPACE
*DEVELOP OUTDOOR PATIO/CAFE AREA HAVE TO CAPTURE OFFICE DUTY HOUR EMPLOYMENT

MINOR ENTRANCE FEATURE
*REINFORCE LOCATION OF OFFICE & RECREATION FACILITIES
*PARKING ON 278



CITY OF KITCHENER

downtown revitalization plan: CONCEPTUAL DEVELOPMENT PLAN

SCALE 1:2000

JANUARY 1988



SPECIALTY SHOPS / RESIDENTIAL / PARKING / OPEN SPACE
*ENHANCE LIMITED DEVELOPMENT OF SPECIALTY SHOPS WITH APPROPRIATELY DESIGNED OPEN SPACE

residential

MAJOR EAST ENTRANCE FEATURE
*INTO DOWNTOWN AT KITCHENER

complete loop of ring road - KING STREET

*MAINTAIN CONTINUITY OF KING STREET
*RETAIL FUNCTION OF BUILDING
*REINFORCE DOWNTOWN PATTERNS OF PROGRESSIVE RESIDENTIAL USE OFFICE & HOTEL
*PROVIDE PARKING TO ACCOMMODATE DOWNTOWN & PERIPHERAL DEMANDS
*IMPROVE OPEN SPACE TO PROVIDE QUALITY PEDESTRIAN ENVIRONMENT

City hall site

RESIDENTIAL / RETAIL / OFFICE / PARKING
*MAINTAIN CONTINUITY OF KING STREET
*RETAIL FUNCTION OF BUILDING
*REINFORCE DOWNTOWN PATTERNS OF PROGRESSIVE RESIDENTIAL USE OFFICE & HOTEL
*PROVIDE PARKING TO ACCOMMODATE DOWNTOWN & PERIPHERAL DEMANDS
*IMPROVE OPEN SPACE TO PROVIDE QUALITY PEDESTRIAN ENVIRONMENT

MAJOR WEST ENTRANCE FEATURE
*INTO DOWNTOWN AT KITCHENER

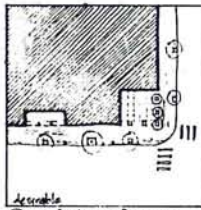
RETAIL / OFFICE / HOTEL / PARKING / OPEN SPACE
*MAINTAIN CONTINUITY OF KING STREET
*RETAIL FUNCTION OF BUILDING
*REINFORCE DOWNTOWN PATTERNS OF PROGRESSIVE RESIDENTIAL USE OFFICE & HOTEL
*PROVIDE PARKING TO ACCOMMODATE DOWNTOWN & PERIPHERAL DEMANDS
*IMPROVE OPEN SPACE TO PROVIDE QUALITY PEDESTRIAN ENVIRONMENT

MAJOR PARK ENTRANCE FEATURE
*INTO DOWNTOWN AT KITCHENER

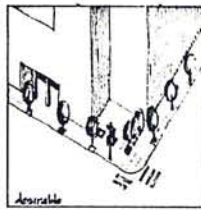
RETAIL / OFFICE / HOTEL / PARKING / OPEN SPACE
*MAINTAIN CONTINUITY OF KING STREET
*RETAIL FUNCTION OF BUILDING
*REINFORCE DOWNTOWN PATTERNS OF PROGRESSIVE RESIDENTIAL USE OFFICE & HOTEL
*PROVIDE PARKING TO ACCOMMODATE DOWNTOWN & PERIPHERAL DEMANDS
*IMPROVE OPEN SPACE TO PROVIDE QUALITY PEDESTRIAN ENVIRONMENT

RETAIL / OFFICE / HOTEL / PARKING / OPEN SPACE
*MAINTAIN CONTINUITY OF KING STREET
*RETAIL FUNCTION OF BUILDING
*REINFORCE DOWNTOWN PATTERNS OF PROGRESSIVE RESIDENTIAL USE OFFICE & HOTEL
*PROVIDE PARKING TO ACCOMMODATE DOWNTOWN & PERIPHERAL DEMANDS
*IMPROVE OPEN SPACE TO PROVIDE QUALITY PEDESTRIAN ENVIRONMENT

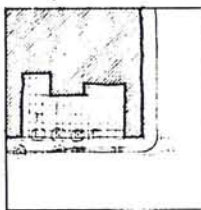
MINOR ENTRANCE FEATURE
*REINFORCE LOCATION OF OFFICE & RECREATION FACILITIES
*PARKING ON 278



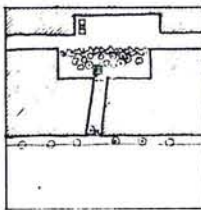
① definition of corners



② definition of intersections



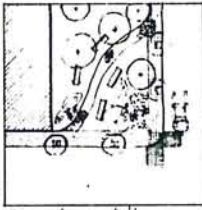
③ public urban plaza



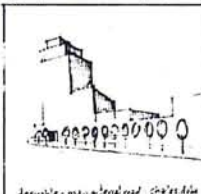
④ interior walks



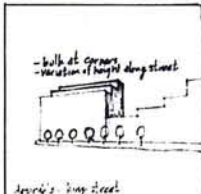
⑤ interior walks



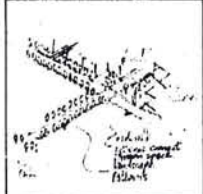
⑥ urban parkette



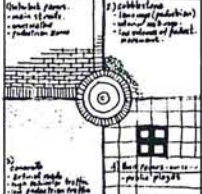
⑦ building bulk - arterial



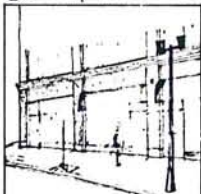
⑧ building bulk - king st.



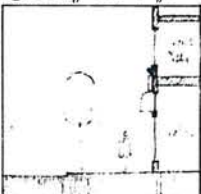
⑨ exhibition facades



⑩ sidewalk materials



⑪ ground floor facades



⑫ ground floor use



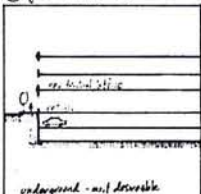
⑬ king street character - pilasters, columns, scale, proportion



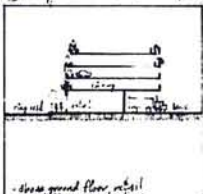
⑭ photo - texture



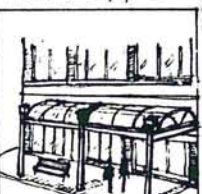
⑮ at grade parking



⑯ Uly parking



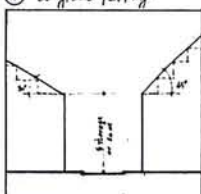
⑰ above grade parking



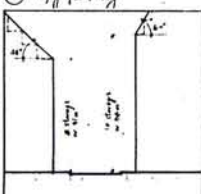
⑱ weather protection



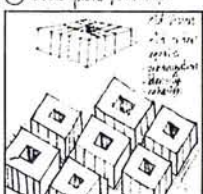
⑲ photo - character



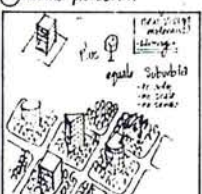
⑳ king street building heights



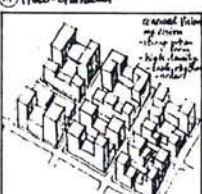
㉑ arterial road building heights



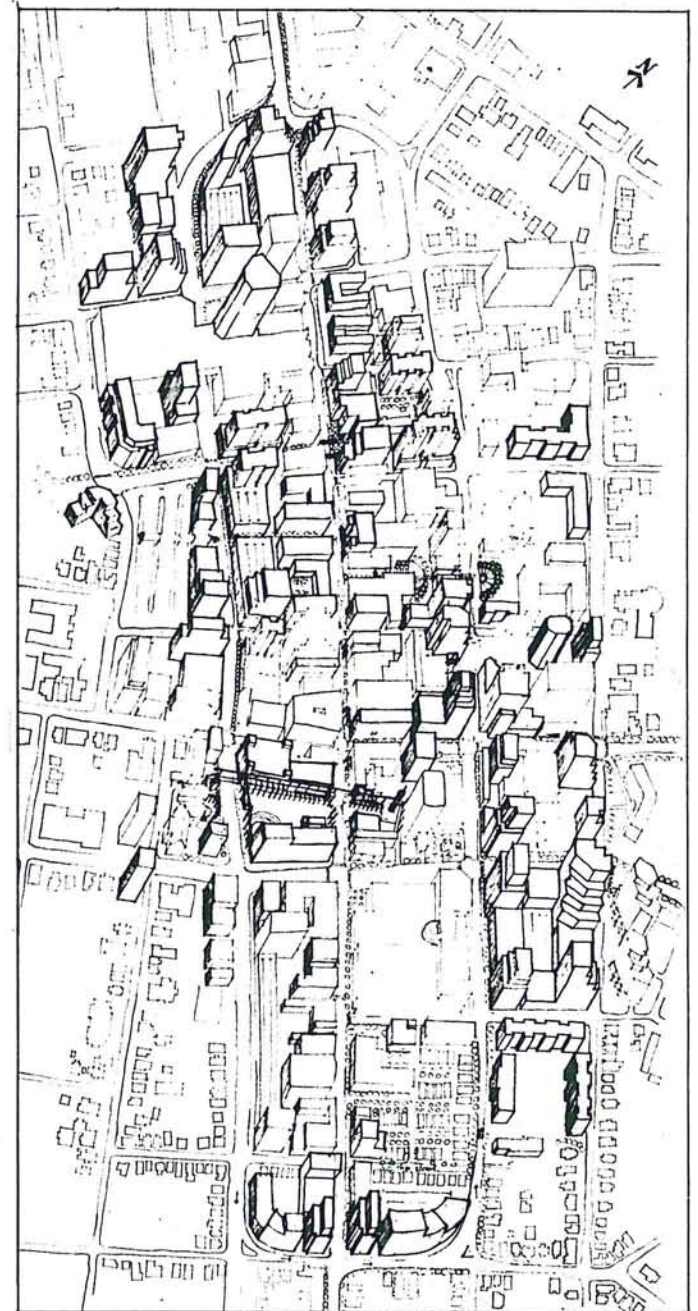
㉒ urban form - classical use



㉓ urban form - modern use



㉔ urban form - landscape



downtown revitalization - if guidelines applied

design guidelines - definition of street spaces

R.A.I.C. SYLLABUS

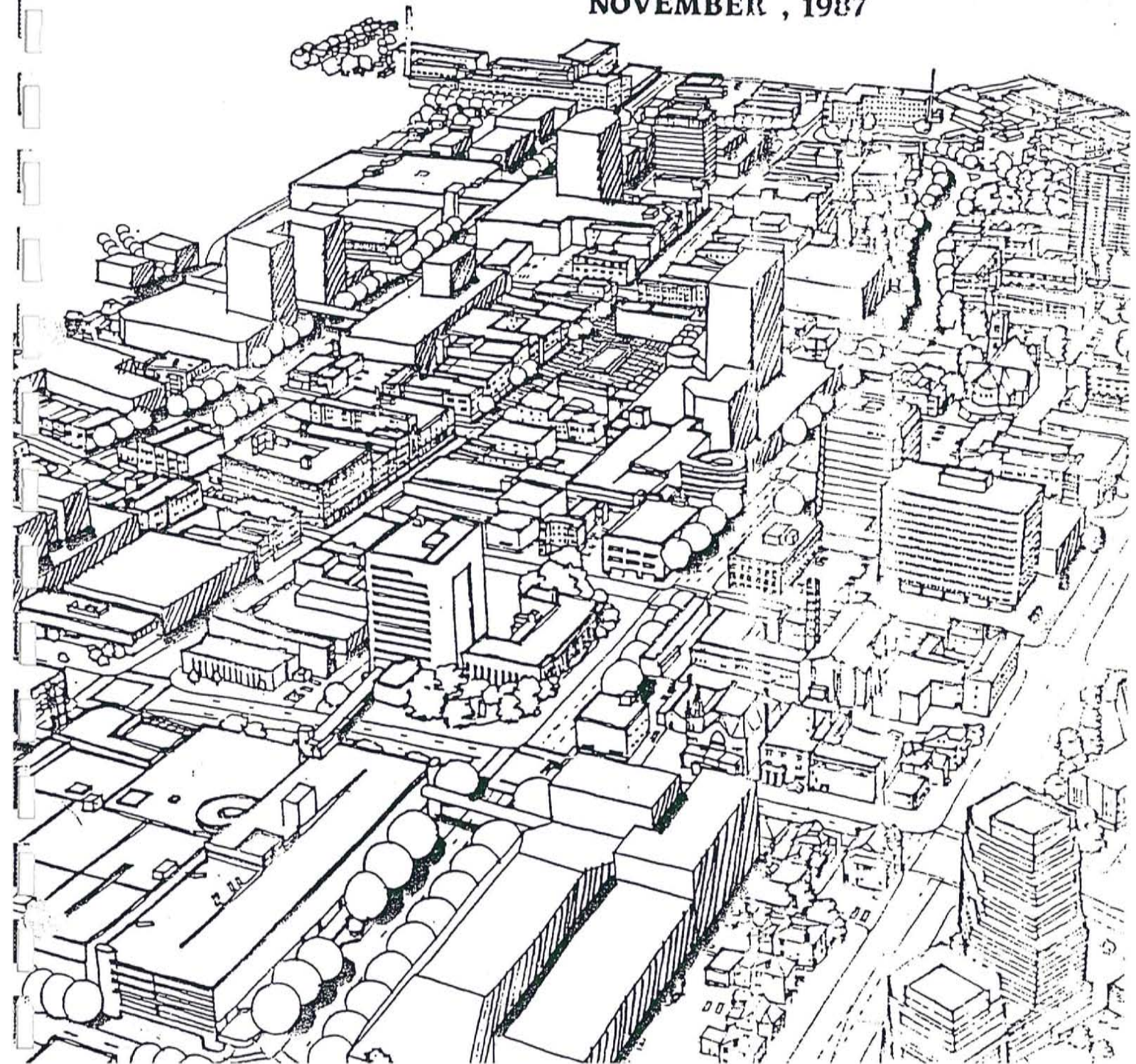
T H E S I S
R E P O R T

APPENDIX

DOWNTOWN REVITALIZATION PLAN



CITY OF KITCHENER
NOVEMBER , 1987





DOWNTOWN REVITALIZATION PLAN

Prepared by the City of Kitchener Urban Design Team; the co-operative effort of the Parks and Recreation, Transportation Services and the Planning and Development Departments.

Approved by City Council
- November 9, 1987

DOWNTOWN REVITALIZATION PLAN

Table of Contents

1. OVERVIEW

- 1.1 City Council Direction
- 1.2 Purpose of the Plan

2. ISSUES AND CONDITIONS

- 2.1 Land Use/Marketing
- 2.2 Employment
- 2.3 Housing
- 2.4 Building Conditions
- 2.5 Resident Population
- 2.6 Traffic Circulation
- 2.7 Transit
- 2.8 Parking
- 2.9 Open Space
- 2.10 Municipal Services
- 2.11 Culture - Recreation
- 2.12 Security - Policing
- 2.13 Heritage
- 2.14 Environmental Concerns
- 2.15 Pedestrian Comfort
- 2.16 Energy Conservation

3. SUMMARY OF OBJECTIVES

4. DOWNTOWN REVITALIZATION PLAN

- 4.1 New City Hall/Focal Point
- 4.2 Downtown Transportation Centre
- 4.3 Completion of Ring Road
- 4.4 Entrance Features
- 4.5 Housing
- 4.6 New Private Commercial Redevelopment
- 4.7 Overhead Pedestrian Linkages
- 4.8 Streetscape Themes
- 4.9 Public Parking
- 4.10 Heritage Development
- 4.11 Cultural/Recreational Development
- 4.12 Open Space and Park Dedication
- 4.13 Character Areas
 - 1. Market Village
 - 2. King East
 - 3. King Street Core

1.0 OVERVIEW

1.1 CITY COUNCIL DIRECTION

On August 12, 1985, City Council approved the formation of an in-house Urban Design Team to develop a Downtown Revitalization Plan to guide the future development of the Downtown.

1.2 PURPOSE OF THE PLAN

The purpose of the Downtown Revitalization Plan is firstly to project a quality urban image of how the future Downtown should function and appear. This image is the culmination and synthesis of recommendations approved by City Council in recent years.

Secondly, this report will present a development plan of opportunities, strategies, and initiatives to concentrate private and public investment in the renewed Downtown.

Thirdly, this report will present a specific list of public revitalization projects to be carried out under the auspices of the Ministry of Municipal Affairs' PRIDE Program.

Specific suggestions were presented regarding the design of the Downtown Area, and how this affects the image the Downtown projects. Suggestions included a range of actions that would:

- "- support the expansion and improvement of open space,
- support improved pedestrian amenity in the Downtown, and
- encourage and promote community improvement and event programming."

The above three sets of improvements to the Downtown are intended to elevate the image to that of an exciting area, which demands a high level of quality in retail goods, restaurants, entertainment, architecture and public services.

The improvement of the Downtown would increase its attractiveness for housing, employment and tourism.

Continuing on the topic of image, during the summer of 1984, the Parks and Recreation Department undertook a survey of pedestrians, tourists and the Downtown business community. These surveys questioned the Downtown users to determine their demographic composition, travel methods and spending behaviour. The survey interviewed 353 pedestrians, 54 tourists, and 224 businesses. They were also asked for their opinions on the existing conditions and possible future improvements. The results have been summarized:

1. Tourists have a positive view of the City and like to visit the area.
2. Kitchener/Waterloo and area residents felt the general appearance of Downtown is lacking, particularly in storefronts and facades. The business community strongly agrees.
3. Inconvenience and high cost of parking is a serious concern among businesses, supported to some extent by pedestrians. The number of car spaces is not as much the problem.
4. Total or partial enclosure of the sidewalk is not strongly supported by the pedestrians or businesses.
5. People who live Downtown contribute greatly to the economy of local businesses, as do people who work there. Encouragement of residential and office uses is suggested.
6. Special events and uniform hours are also suggested for improvements in the Downtown area.
7. Married people with children use cars to come Downtown. The majority of people who shop Downtown also use their cars to get there. Bus ridership is higher among people who work Downtown, students and single people.

- 10) Traffic, parking and transportation in the area.
- 11) Determination of the future intentions of firms in the area together with recommendations and implementation of these respecting rationalization of operations, development of surplus and underutilized land and buildings, rationalization of parking, site beautification and landscaping.
- 12) Exploration of the market for this area and development of a marketing strategy.
- 13) An assessment, itemization and estimated cost of those community improvements items considered to be appropriate for funding under the Province's PRIDE Program. This would include landscaping and tree planting, street furniture, lighting, signage, utility upgrading, etc.
- 14) Assessment of alternative funding programs for the revitalization of buildings and outdoor space for industrial uses.

The results of this in depth study will greatly assist all of the Victoria Street Industrial Community.

As a result of the above, the following land use objectives have been adopted.

- * To create a modern Canadian City capitalizing on the strength of its diverse cultural heritage.
- * To create an exciting and vibrant atmosphere in the Downtown offering the greatest choice of goods and services, entertainment opportunities and lifestyles.
- * To attract new public and private investment in the Downtown.
- * To significantly increase the Downtown area's resident and employee population to expand the entertainment, retail and personal services sectors.
- * To recognize the value, requirements and inherent environmental characteristics of the Victoria Street industrial community.

In 1984, the Kitchener Downtown Business Association surveyed over a six week period, the number of employees of its members. The boundary of the KDBA is shown on Map 1. The boundaries of the two areas are not coincidental. The KDBA survey differs from the 1983 Region of Waterloo Study in that they survey all land use (business) activity whereas the Region of Waterloo surveyed only offices. The KDBA found the following.

	<u>Full Time</u>	<u>Part Time</u>
Male	1755	452
Female	<u>2548</u>	<u>1226</u>
Total	<u>4303</u>	<u>1678</u>

As both these studies were conducted generally during the same time period, some additional working of the results can provide a rough and approximately total work force figure specifically for the PRIDE application. The following considerations about the respective surveys were taken into account.

- The KDBA survey covers both office and non-office business establishments within their geographic area. The KDBA area is significantly smaller than the boundaries of the Downtown Area. the Waterloo Region Study therefore included portions of the Downtown where higher concentration of major office buildings occur.
- The Waterloo Region Study only pertains to full time employees, whereas the KDBA includes both full time, and part time.
- The industrial areas, and non-office business firms beyond the boundary of the KDBA are not included in either survey.

With above in mind, the detailed sheets of the KDBA survey were reviewed to factor out all employment considered to be an office use. This includes 125 businesses, employing 766 full time males, and 644 full time females; total 1410. The Region of Waterloo figures are then added to the reduced KDBA survey to produce the following:

	<u>Full Time</u>	<u>Part Time</u>
KDBA	2893	1678
Region of Waterloo	<u>3330</u>	<u>-</u>
	<u>6223</u>	<u>1678</u>

The above total is used for the PRIDE application as a 1983 level of Downtown workforce. However, it should be noted that while it is the only available figure, it should not be considered totally reliable.

HOTEL PROPOSED BUILDING FACADE STUDY AREA - KING STREET BETWEEN CEDAR AND FRANCIS STREETS.

RESTORATION/REDEVELOPMENT
 AREAS SUGGESTED FOR UPGRADES AND MORE INTENSIVE USE
 REDEVELOPMENT SHOULD BE CONSIDERED WHERE RESTORATION IS COST PROHIBITIVE

OVERHEAD CONNECTION eliminates all overhead connections.
 AT GRADE PEDESTRIAN CONNECTION

PRIMARY VEHICULAR ROUTE
 SECONDARY VEHICULAR ROUTE
 LIMITS OF STUDY

Proposed Intensification
 - Government Centres, Cultural Centres
 - Commercial retail core
 - mixed use office/retail/residential
 - proposed high density residential
 - Open green space.
 - Convention/Hotel facilities
 - reinforce existing pedestrian walkways

OFFICE/RESIDENTIAL/PARKING
 INFILL DEVELOPMENT
 PARALLEL TO EXISTING BUILDINGS
 ADAPTED TO EXISTING BUILDINGS & FUTURE DEMAND

DEVELOPMENT PROPOSAL
 ENCLOSED ACCORD TO
 DEVELOPMENT & RECREATION
 FACILITIES
 PARAGRAPH 24.278

Proposed new
 Farmers market
 indoor/outdoor

RESTAURANTS/OPEN
 SPACE
 DEVELOP OUT OF
 EXISTING BUILDINGS
 TO CREATE OPEN
 SPACE FOR
 DIRECT EMPLOYMENT

SPECIALTY SHOPS / OPEN SPACE
 ENCLOSED CONTAINED DEVELOPMENT
 OF SPECIALTY SHOPS WITH
 APPROPRIATELY DESIGNED OPEN
 SPACE

MUSEUM DISTRICT
 REUSE OF HISTORICAL BUILDINGS
 AS A NETWORK OF WORKING
 MUSEUMS
 ENCLOSED A COLLECTION
 OF FACTORY OUTLETS

RETAIL/OFFICE
 HOTEL/PARKING/
 OPEN SPACE

MAINTAIN CONTINUITY
 OF KING STREET
 BY RETAIL FUNCTION
 BY RETAIL SPACES
 RESPONSE DOWNSTOWN
 PATTERNS OF
 OFFICE & HOTEL
 PREVIOUS TAKING
 TO ALLOWING
 BUILDING & PROVIDE
 DRAINAGE
 APPROPRIATE OPEN SPACE
 TO PROVIDE QUALITY
 PEDESTRIAN
 ENVIRONMENT

potential for
 Convention
 Centre

MAJOR WEST
 ENTRANCE
 FEATURE
 INTO CONVENTION
 ATTENDANCE

PARKING

MAJOR DEVELOPMENT
 ALONG KING STREET
 TO PROVIDE QUALITY
 OPEN SPACE
 RESPONSE TO EXISTING BUILDINGS & PROVIDE
 OPEN SPACE
 APPROPRIATE DESIGN TO PROVIDE QUALITY
 OPEN SPACE

INFILL DEVELOPMENT

MAJOR PARK
 ENTRANCE FEATURE
 RIGHT LANE ALONG
 MAJOR WEST
 ENTRANCE
 INTO VICTORIA PARK
 MAJOR WEST
 ENTRANCE
 INTO VICTORIA PARK
 MAJOR WEST
 ENTRANCE
 INTO VICTORIA PARK

RETAIL/PARKING
 ALONG KING STREET
 TO PROVIDE QUALITY
 OPEN SPACE
 RESPONSE TO EXISTING BUILDINGS & PROVIDE
 OPEN SPACE
 APPROPRIATE DESIGN TO PROVIDE QUALITY
 OPEN SPACE

MINOR ENTRANCE FEATURE
 INTO CONVENTION
 ATTENDANCE
 MAJOR WEST
 ENTRANCE
 INTO VICTORIA PARK

CITY OF KITCHENER

downtown revitalization plan: CONCEPTUAL DEVELOPMENT PLAN

JANUARY 1988

SPECIALTY SHOPS/
 RESIDENTIAL/PARKING
 OPEN SPACE

EXTEND EXISTING
 STREET WALKWAY
 THROUGH

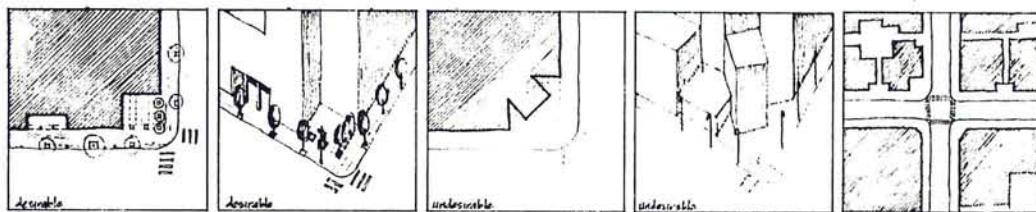
residential

MAJOR EAST
 ENTRANCE FEATURE
 INTO CONVENTION
 ATTENDANCE

complete loop of ring road.

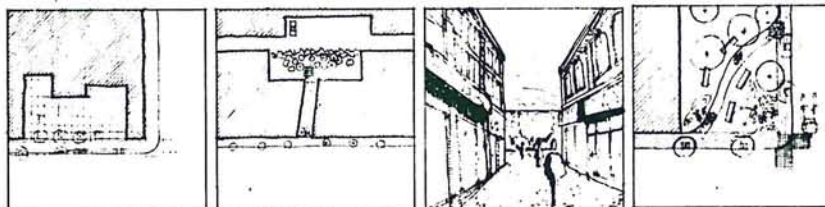
KING STREET
 MAINTAIN CONTINUITY
 OF KING STREET
 BY RETAIL FUNCTION
 BY RETAIL SPACES
 RESPONSE DOWNSTOWN
 PATTERNS OF
 OFFICE & HOTEL
 PREVIOUS TAKING
 TO ALLOWING
 BUILDING & PROVIDE
 DRAINAGE
 APPROPRIATE OPEN SPACE
 TO PROVIDE QUALITY
 PEDESTRIAN
 ENVIRONMENT

City hall site
 RESIDENTIAL/RETAIL
 OFFICE/PARKING
 MAINTAIN CONTINUITY
 OF KING STREET
 BY RETAIL FUNCTION
 BY RETAIL SPACES
 RESPONSE DOWNSTOWN
 PATTERNS OF
 OFFICE & HOTEL
 PREVIOUS TAKING
 TO ALLOWING
 BUILDING & PROVIDE
 DRAINAGE
 APPROPRIATE OPEN SPACE
 TO PROVIDE QUALITY
 PEDESTRIAN
 ENVIRONMENT



① definition of corners

② definition of intersections

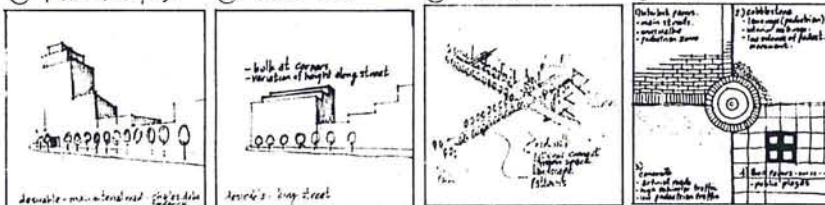


③ public urban plaza

④ interior walks

⑤ interior walks

⑥ urban parkette

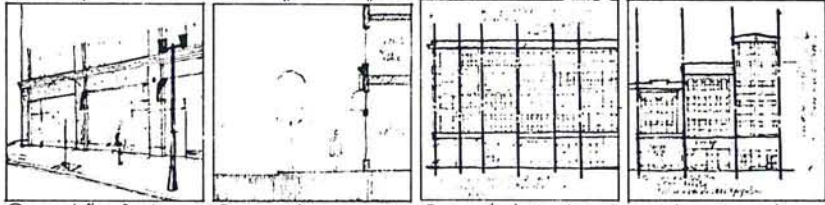


⑦ building bulk - articulated

⑧ building bulk - king st.

⑨ building bulk - king st.

⑩ building bulk - king st.

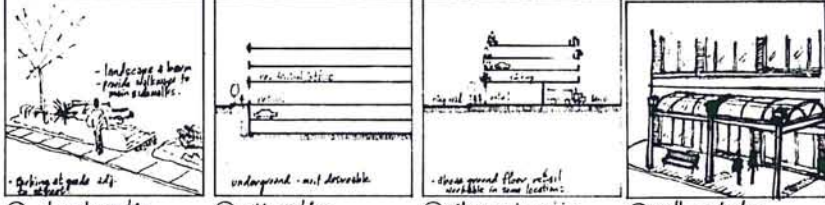


⑪ ground floor facades

⑫ ground floor use

⑬ king street character - patterns, textures, scale, proportion

⑭ photo - factors



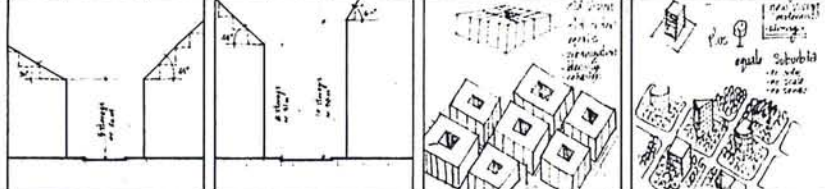
⑮ at grade parking

⑯ 4th parking

⑰ above grade parking

⑱ weather protection

⑲ photo - character



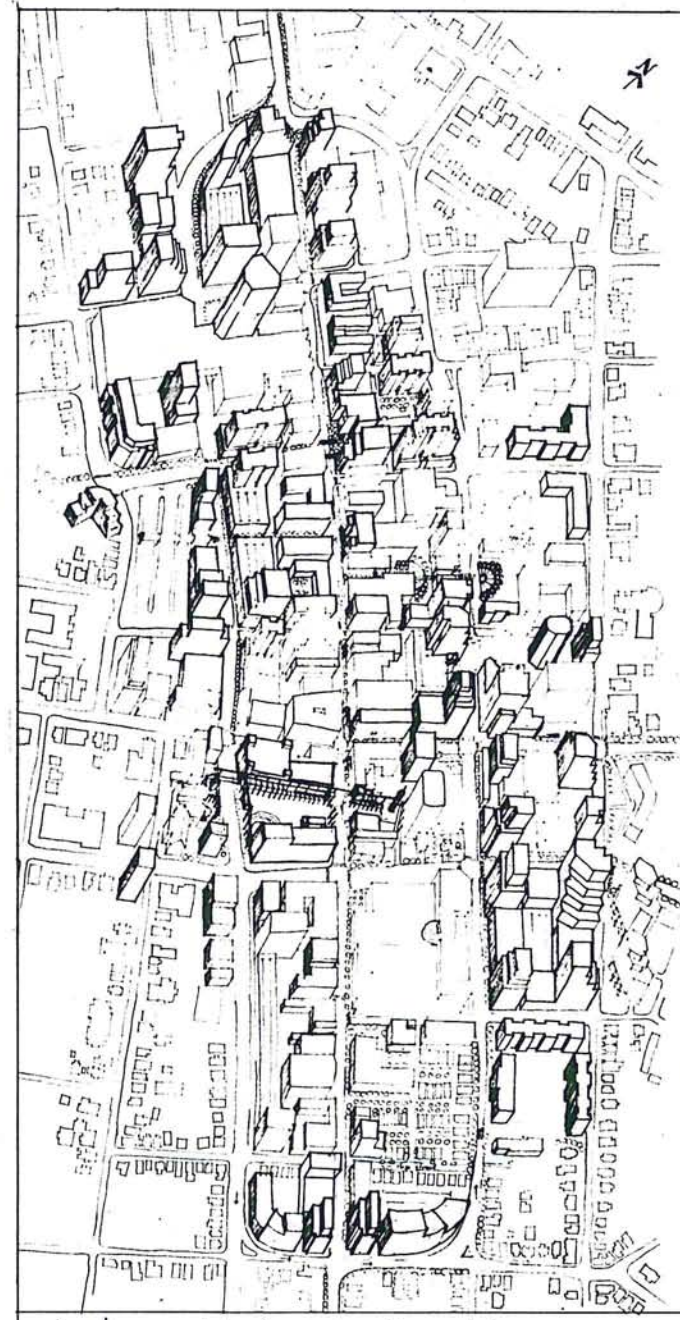
⑳ king street building height

㉑ urban form - building height

㉒ urban form - building height

㉓ urban form - building height

㉔ urban form - building height



downtown revitalization - if guidelines applied

design guidelines - definition of street spaces

R.A.I.C. SYLLABUS

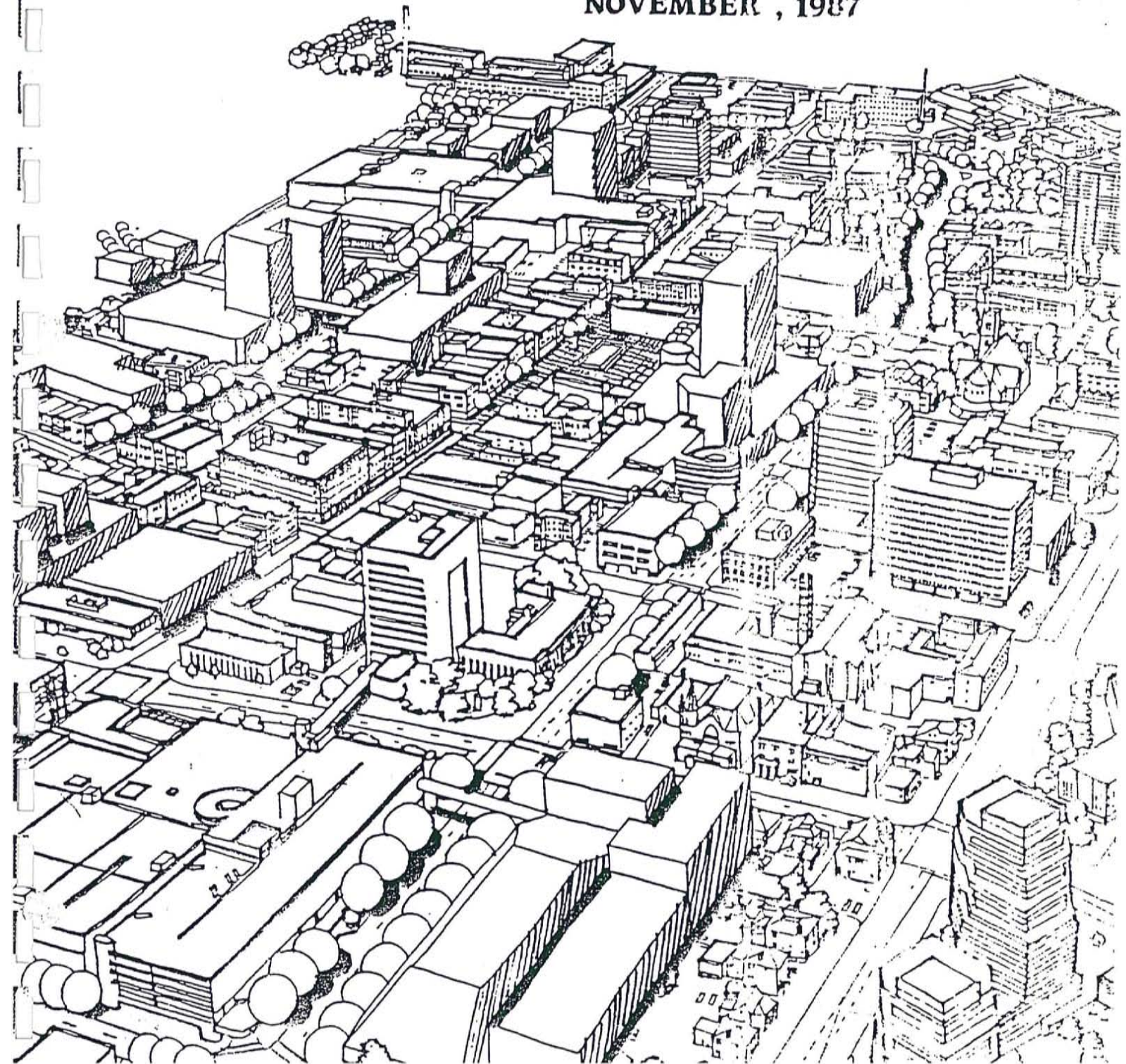
T H E S I S
R E P O R T

APPENDIX

DOWNTOWN REVITALIZATION PLAN



CITY OF KITCHENER
NOVEMBER , 1987





DOWNTOWN REVITALIZATION PLAN

Prepared by the City of Kitchener Urban Design Team; the co-operative effort of the Parks and Recreation, Transportation Services and the Planning and Development Departments.

Approved by City Council
- November 9, 1987

DOWNTOWN REVITALIZATION PLAN

Table of Contents

1. OVERVIEW

- 1.1 City Council Direction
- 1.2 Purpose of the Plan

2. ISSUES AND CONDITIONS

- 2.1 Land Use/Marketing
- 2.2 Employment
- 2.3 Housing
- 2.4 Building Conditions
- 2.5 Resident Population
- 2.6 Traffic Circulation
- 2.7 Transit
- 2.8 Parking
- 2.9 Open Space
- 2.10 Municipal Services
- 2.11 Culture - Recreation
- 2.12 Security - Policing
- 2.13 Heritage
- 2.14 Environmental Concerns
- 2.15 Pedestrian Comfort
- 2.16 Energy Conservation

3. SUMMARY OF OBJECTIVES

4. DOWNTOWN REVITALIZATION PLAN

- 4.1 New City Hall/Focal Point
- 4.2 Downtown Transportation Centre
- 4.3 Completion of Ring Road
- 4.4 Entrance Features
- 4.5 Housing
- 4.6 New Private Commercial Redevelopment
- 4.7 Overhead Pedestrian Linkages
- 4.8 Streetscape Themes
- 4.9 Public Parking
- 4.10 Heritage Development
- 4.11 Cultural/Recreational Development
- 4.12 Open Space and Park Dedication
- 4.13 Character Areas
 - 1. Market Village
 - 2. King East
 - 3. King Street Core

- 4.14 Downtown Design Features
1. King Street Building Envelope
 2. Downtown Building Facade Improvements

Maps

1. Study Area Boundaries
2. Official Plan Land Use Policies
3. Resident Population
4. Major Thoroughfares
5. Roadway Use for Transit
6. Existing Municipal Parking Facilities
7. Walking Distances to Major Parking Facilities
8. Sanitary Sewers (Age)
9. Roadways (Age)
10. Condition of Sidewalks
11. Streetscape Themes
12. Character Areas
13. King Street Building Envelope
14. Downtown Building Facade Improvements

Appendices

- Appendix 1 Notice of Public Meeting of Downtown Revitalization Committee
- Appendix 2 Minutes of Public Meeting of Downtown Revitalization Committee
- Appendix 3 Circulation Replies

1.0 OVERVIEW

1.1 CITY COUNCIL DIRECTION

On August 12, 1985, City Council approved the formation of an in-house Urban Design Team to develop a Downtown Revitalization Plan to guide the future development of the Downtown.

1.2 PURPOSE OF THE PLAN

The purpose of the Downtown Revitalization Plan is firstly to project a quality urban image of how the future Downtown should function and appear. This image is the culmination and synthesis of recommendations approved by City Council in recent years.

Secondly, this report will present a development plan of opportunities, strategies, and initiatives to concentrate private and public investment in the renewed Downtown.

Thirdly, this report will present a specific list of public revitalization projects to be carried out under the auspices of the Ministry of Municipal Affairs' PRIDE Program.

2.0 ISSUES AND CONDITIONS

2.1 LAND USE/MARKETING

Official Plan Amendment No. 43, recently approved by the Region of Waterloo, is summarized on Map 2. The proposed arrangement of land uses is predicated on the following objectives:

1. To attract investment and redevelopment in the Downtown.
2. To create a rational land use strategy for the Downtown which concentrates retail activity, provides for a wide range of residential accommodation, and encourages manufacturing/service commercial uses.

The Woods-Gordon Study (1981) gave direction respecting the role and image of the Downtown Area. It was suggested that the retail and commercial role would be strengthened by:

- maintaining its regional service role while continuing to serve local needs
- working to attract new development
- improving linkages between major uses; between Victoria Park and the Downtown, between the MacKenzie King Square and the Downtown, between adjoining buildings, and establishing new focal points along King Street, between the two anchors.

The Woods-Gordon report made the following significant statements regarding future land use:

"The Region's retail gravity model for Department Store Type Merchandise (DSTM) indicates that the people of the Region shop most frequently in Downtown Kitchener, followed by Guelph, Fairview Mall, London and Downtown Galt."

"A certain amount of high density housing in the core would help to stabilize the retail market by providing a neighbourhood base supplementing its regional shopping function. A neighbourhood population could stabilize activity, ensure a relatively safe environment after store hours and add a diversity of streetscape and use to the Downtown."

In terms of Downtown's image/marketing the Woods-Gordon report had the following pertinent statements:

"Our investigations indicate that for many residents of, and visitors to the City of Kitchener, there is simply little reason to be Downtown."

"In many ways, the image of an area is as important as its substance; efforts must be taken to create an image of interest and excitement. Downtown must be a place that people are drawn toward."

Specific suggestions were presented regarding the design of the Downtown Area, and how this affects the image the Downtown projects. Suggestions included a range of actions that would:

- "- support the expansion and improvement of open space,
- support improved pedestrian amenity in the Downtown, and
- encourage and promote community improvement and event programming."

The above three sets of improvements to the Downtown are intended to elevate the image to that of an exciting area, which demands a high level of quality in retail goods, restaurants, entertainment, architecture and public services.

The improvement of the Downtown would increase its attractiveness for housing, employment and tourism.

Continuing on the topic of image, during the summer of 1984, the Parks and Recreation Department undertook a survey of pedestrians, tourists and the Downtown business community. These surveys questioned the Downtown users to determine their demographic composition, travel methods and spending behaviour. The survey interviewed 553 pedestrians, 54 tourists, and 224 businesses. They were also asked for their opinions on the existing conditions and possible future improvements. The results have been summarized:

1. Tourists have a positive view of the City and like to visit the area.
2. Kitchener/Waterloo and area residents felt the general appearance of Downtown is lacking, particularly in storefronts and facades. The business community strongly agrees.
3. Inconvenience and high cost of parking is a serious concern among businesses, supported to some extent by pedestrians. The number of car spaces is not as much the problem.
4. Total or partial enclosure of the sidewalk is not strongly supported by the pedestrians or businesses.
5. People who live Downtown contribute greatly to the economy of local businesses, as do people who work there. Encouragement of residential and office uses is suggested.
6. Special events and uniform hours are also suggested for improvements in the Downtown area.
7. Married people with children use cars to come Downtown. The majority of people who shop Downtown also use their cars to get there. Bus ridership is higher among people who work Downtown, students and single people.

With the arrival of the Grand Trunk Railway to Berlin in the 1850's, the Victoria Street area of the Downtown quickly developed as an active industrial area. Products included furniture, footwear, buttons, felt, and a range of other associated products.

Today many of the original industries occupy their original structures (such as Kaufman Footwear). Other remaining structures have been retooled for alternative industries (such as Epton Industries). In some cases, such as the Lang Tannery Building, the original structures have been remodelled and divided into many smaller industrial and warehousing uses.

The industrial area west of Victoria and north of King Street falls within the boundaries of the "Breithaupt Street Industrial Area Study". Commencing in the Fall of 1987, this study will address the following:

- 1) A determination of: 1) the area's viability including the marketability or demand for space in the area; 2) the development potential (supply) of space in vacant industrial and commercial buildings as well as vacant land; and 3) sites suitable for conversion, redevelopment or revitalization.
- 2) A determination of how much of the study area should be retained for industry and what lands should be given over to other uses. This would include an assessment of whether or not all or part of the existing residentially developed and zoned areas are suitable for retention for future industrial use or are better maintained as residential.
- 3) A determination as to the suitability and advisability of converting certain older vacant industrial buildings to residential under the Convert-to-Rent program.
- 4) A determination as to the suitability of rehabilitation, renovation and subdivision of the older industrial buildings to viable industrial space (incubator industry).
- 5) The condition and/or capacity of existing hard and soft municipal services.
- 6) The appropriateness of Official Plan Policies and zoning by-law regulations.
- 7) Examination of existing Industrial linkages.
- 8) Compatibility between industrial uses and other land use activities.
- 9) Measures that the City can take to retain existing industry and attract new economic investment into the area.

- 10) Traffic, parking and transportation in the area.
- 11) Determination of the future intentions of firms in the area together with recommendations and implementation of these respecting rationalization of operations, development of surplus and underutilized land and buildings, rationalization of parking, site beautification and landscaping.
- 12) Exploration of the market for this area and development of a marketing strategy.
- 13) An assessment, itemization and estimated cost of those community improvements items considered to be appropriate for funding under the Province's PRIDE Program. This would include landscaping and tree planting, street furniture, lighting, signage, utility upgrading, etc.
- 14) Assessment of alternative funding programs for the revitalization of buildings and outdoor space for industrial uses.

The results of this in depth study will greatly assist all of the Victoria Street Industrial Community.

As a result of the above, the following land use objectives have been adopted.

- * To create a modern Canadian City capitalizing on the strength of its diverse cultural heritage.
- * To create an exciting and vibrant atmosphere in the Downtown offering the greatest choice of goods and services, entertainment opportunities and lifestyles.
- * To attract new public and private investment in the Downtown.
- * To significantly increase the Downtown area's resident and employee population to expand the entertainment, retail and personal services sectors.
- * To recognize the value, requirements and inherent environmental characteristics of the Victoria Street industrial community.

2.2 EMPLOYMENT

The amount of people who work in the Downtown area directly affects the viability, atmosphere, and security of the Downtown area. Employment supports the retail services, restaurant, entertainment and housing sectors. That is, the greater the employment level, the greater the stability and opportunity for growth for all other sectors of the Downtown's economy. A comprehensive employment study has not been conducted in the Downtown. However, the following surveys have been conducted.

In 1983, the Region of Waterloo conducted an Office Space Study. Regarding Kitchener, the study has the following summary:

"KITCHENER DOWNTOWN

As can be expected, the greatest incidence of office activity in the Region is found in Downtown Kitchener. A total of 217 offices were surveyed, employing 3,330 people and occupying 759,219 square feet of office space."

Table 1

Kitchener Downtown Office Type Distribution

Function	Employment		Floorspace		Offices	
	No.	%	Sq. Ft.	%	No.	%
Mining, Mfg, Transp, Util Fin, Ins,	247	7.4	90,119	11.9	5	2.3
Real Estate	1050	31.5	228,169	30.0	69	31.8
Business Ser	830	24.9	185,741	24.5	68	31.3
Technical Ser	51	1.5	10,290	1.4	8	3.7
Personal Ser	139	4.2	36,827	4.8	42	19.4
Commun & Medi	50	1.6	8,119	1.1	1	0.5
Associations	63	1.9	12,437	1.6	10	4.6
Government	900	27.0	187,517	24.7	14	6.4
Total	3330	100	759,219	100	217	100

The largest proportion of the office workforce is employed in the "Financial, Insurance, and Real Estate" sector (31.5%). The second largest group is "Government", 900 employees representing 27.0% of total, followed by "Business Services" with 830 people or 24.9%.

In 1984, the Kitchener Downtown Business Association surveyed over a six week period, the number of employees of its members. The boundary of the KDBA is shown on Map 1. The boundaries of the two areas are not coincidental. The KDBA survey differs from the 1983 Region of Waterloo Study in that they survey all land use (business) activity whereas the Region of Waterloo surveyed only offices. The KDBA found the following.

	<u>Full Time</u>	<u>Part Time</u>
Male	1755	452
Female	<u>2548</u>	<u>1226</u>
Total	<u>4303</u>	<u>1678</u>

As both these studies were conducted generally during the same time period, some additional working of the results can provide a rough and approximately total work force figure specifically for the PRIDE application. The following considerations about the respective surveys were taken into account.

- The KDBA survey covers both office and non-office business establishments within their geographic area. The KDBA area is significantly smaller than the boundaries of the Downtown Area. the Waterloo Region Study therefore included portions of the Downtown where higher concentration of major office buildings occur.
- The Waterloo Region Study only pertains to full time employees, whereas the KDBA includes both full time, and part time.
- The industrial areas, and non-office business firms beyond the boundary of the KDBA are not included in either survey.

With above in mind, the detailed sheets of the KDBA survey were reviewed to factor out all employment considered to be an office use. This includes 125 businesses, employing 766 full time males, and 644 full time females; total 1410. The Region of Waterloo figures are then added to the reduced KDBA survey to produce the following:

	<u>Full Time</u>	<u>Part Time</u>
KDBA	2893	1678
Region of Waterloo	<u>3330</u>	-
	<u>6223</u>	<u>1678</u>

The above total is used for the PRIDE application as a 1983 level of Downtown workforce. However, it should be noted that while it is the only available figure, it should not be considered totally reliable.

HOUSING

Until very recently much of the Downtown Area was zoned so that residential uses were prohibited. As a consequence, limited high density residential development was built on the periphery of the Downtown core. This restriction has now been lifted.

The Woods-Gordon Study recommended that the City of Kitchener strongly support the development of a secure Downtown resident population through:

- recognizing and supporting both the regional service role and the local residential role of the Downtown in the Official Plan;
- encouraging new housing to serve all income groups in appropriate areas to strengthen the residential function of the Downtown;
- encouraging the provision of residential accommodation through renovation and conversion of existing structures and infill on appropriate sites within the Downtown;
- conserving and enhancing existing residential neighbourhoods within the Downtown and ensuring that new development within them complements them both physically and socially;
- permitting residential use within the Downtown in certain areas that are currently designated commercial;
- encouraging the provision of assisted housing for senior citizens, non-family households and families at appropriate locations within the Downtown.

In 1985, the Municipal Housing Study by J.L. Cox made the following observations about the Downtown Area:

- the current lack of residential multi-family rental residential construction is due to high interest rates, the Provincial rent control program, and removal of government subsidies;
- the existing zoning controls and approval process was also cited as a stumbling block in the private sector's way; and
- finally, Downtown land prices are high to the point where the economics of a proposal are very difficult.

In terms of development potential in the Downtown most of the respondents cited a need for a limited number of high end of market condominiums (approximately \$100,000 per unit) and potential for the conversion of existing single family detached dwellings to multiple unit residences as the most realistic possibilities.

The Municipal Housing Statement conducted a survey of the Core Area and found the following conditions:

- i) the majority of residents within the Ring Road Area live in one bedroom apartments above ground floor, commercial enterprises and old hotels,
- ii) rental rates range from \$150 per month for a bachelor apartment in the Ring Road area to \$400 per month for a two bedroom unit in the adjacent core area neighbourhoods,
- iii) 52% of the households in the Ring Road area have average annual incomes of less than \$10,000,
- iv) if the Inner Residential Core were to account for 50% of the annual city-wide demand for medium and high density dwelling units (150 units per year), it is forecast that the area will have an average annual population growth of 26.4% and achieve an overall population increase of 8,684 persons by 2001.

The following housing objectives are proposed:

- * To create new housing to serve all income groups to strengthen the residential function of the Downtown.
- * To develop a diversity of residential accommodation through renovation of existing structures, infill on appropriate sites, and new multiple residential buildings. This diversity will include new medium and high density residential units as well as assisted housing units.
- * To instigate and seed housing opportunities in the Downtown through a variety of innovative and co-operative strategies, and by having the City of Kitchener act as a land and development co-ordinator/facilitator.

2.4 BUILDING CONDITIONS

In concert with the Downtown Revitalization/Transit Study, an investigation of the buildings along King Street, from Frederick to Water Street, was completed by the Building Division in conjunction with the Fire Department. Structures were assessed relative to compliance with present fire regulations, and structural conditions. With many buildings being forty years old or older, and some built at the turn of the century, most of the ring road area is composed of an older building stock.

2.5 RESIDENT POPULATION

In 1984, a WLU graduate MSW student, from the Mayor's Office conducted a door to door housing survey of the Downtown Commercial Core residents. The study area bordered by Duke, Charles, Francis and Cedar Streets was to determine:

- the number of residential units available,
- the resident population, and
- the population's characteristics.

The study included identifying the location of all residential units, and the administering of a questionnaire on the resident's age, sex, marital status, income, physical mobility and type of transportation used. Contact was made with key informants from the fields of housing, public health and social and physical planning prior to interviews with residents. 98% of all residential units within the ring road area were contacted and interviewed.

DOWNTOWN POPULATION

Living within the ring road area are 416 people in 280 dwellings (1.5 persons per dwelling). Most (69%) of the residents live by themselves or with one other person (20%).

SEX AND AGE

There are significantly more males (61%) than females. The age range is widely and evenly distributed, but there are few children (9%). Indicative of a more family oriented environment, the Inner City Neighbourhoods and City of Kitchener, have a much higher percentage of children, (17% and 23% of the population respectively). Resident families who were surveyed report that families are moving out to adjacent neighbourhoods where there are more children and green areas for recreation.

There appears to be a significantly higher population of adults 35-44 years (14%) as compared to the similar age range in the Inner City (10%) and Kitchener, (12%). The population in the Downtown appears to be primarily 35 years and up. In the study, over half of the population (54%) is 35 years and up as compared to slightly over one-third (39%) of Kitchener's population.

The adults 55 years and over are quite visible in the downtown and hence are strongly reflected in the population (24%), slightly higher than Kitchener (17%) but less than the Inner City (28%). Seniors, who are primarily supported by pensions appear to be attracted to the convenience and low rent in the downtown areas.

Table 2
Age Distribution

<u>Ages</u>	<u>Ring Road Area</u>	<u>City Commercial Core</u>	<u>Inner City</u>	<u>Kitchener</u>
0-14	9%	9%	17%	23%
15-24	20%	21%	19%	19%
25-34	18%	18%	17%	18%
35-44	14%	8%	10%	12%
45-54	16%	11%	10%	11%
55-64	11%	12%	12%	8%
65 +	13%	21%	16%	9%

Marital Status

The Downtown is dominated by single adults (72%) who are living alone or sharing accommodation. Only 20% of the adult population are married or living common-law. There are few single parents (6%) in the sample.

Means & Level of Financial Support

Although it is well below Kitchener's average (76%), the majority of the Downtown residents (56%) derive their income from employment. The rest of the residents receive financial support from various pension plans, family benefits allowance, general welfare assistance, unemployment insurance and other sources of government assistance. Almost half of the population is retired or presently unemployable and living on a small, fixed income.

Generally, within the Ring Road households are impoverished with over half the population (52%) receiving less than \$10,000 a year. In Kitchener, as a whole, only one-tenth of the households (12%) earn less than \$10,000 a year and over half (56%) earn over \$20,000 a year. Very few households (12%) in the ring road area earn more than \$20,000 a year. Some residents (6%) are in extremely impoverished circumstances receiving an income of less than \$5,000 a year.

Transportation

Recognizing the low income level within the Ring Road, it is not surprising that walking is the most popular (43%) mode of transportation. The use of buses (25%) and cars (26%) were almost equal. Most praised the efficiency of the bus system but residents with cars were concerned at the availability of parking. Many residents had to park at lots several blocks from their residences. Women residents were concerned about walking at night from the parking lots to their residence.

Physically Handicapped

Although there is a large elderly population, few residents (7%) use a cane or wheelchair. This is not surprising when it is taken into account that many of the dwellings are inaccessible, walk-up dwellings, above stores. This obviously discourages a handicapped population from residing here.

Mobility

Residents within the Ring Road are a moderately stable population. It is important to note that nearly half of the population (48%) have lived in their residences for over two years. Similarly, a large population of the residents (28%) have not moved in more than five years. The Downtown residents are less mobile than one traditionally thinks of a city core population. The Downtown residents cannot fairly be labelled transients.

Rental Rates

As current adjusted C.M.H.C. local apartment rental rate averages range from \$225.00 per month for bachelor apartments to \$350.00 per month for two bedroom apartments, the downtown dwellings are well below average rates. Most residents (85%) pay rent under \$300.00 and over half (57%) pay under \$199.00 per month. Many of the residents in older buildings pay between \$120.00 - \$150.00 per month for rent. Inexpensive rent appears to be the central reason for the residents putting up with poor conditions. The modernized and renovated dwellings require rents from \$230.00 for bachelor apartments to \$360.00 per month for one bedroom units. The public assistance-aided residents tend to choose the low rentals; whereas, the employed group in the upper income brackets tend to locate in the renovated units.

Many of the residents, especially in the lower income brackets are using more than thirty percent - acceptable shelter cost expenditure - of their income to pay for their residence. Even with inexpensive rent, many residents cannot afford this level of rent.

Vacancy Rate

As a result of onsite inspection, it appears that less than 1% of the residences were vacant. In confirmation of this figure, the residents reported that probably due to low rent and convenient location, the vacancy rate is very low. The largest vacancy rates are in the older hotels.

Choice of Location

The residents cited the following reasons for living downtown: inexpensive rent; convenience of grocery and other shopping stores; inexpensive restaurants; theatres; bus transportation and a wide variety of unique and trendy shops.

For the elderly and frail residents, proximity to services was important.

For residents with alcohol problems, the local wine stores and less expensive bars were favourites. For these groups and others living on a low income, the price of rent was very important.

Some elderly and disabled people wished a community centre could be established in the Downtown for a place to meet, chat and have an inexpensive meal.

The young professionals thought if more specialized shops and restaurants - not to compete with the chain stores and suburban malls - were established downtown and renovated, or newer apartments were available, more young professionals would be attracted Downtown.

Overall, the residents seemed to like and want to continue living downtown, but were also interested in the downtown being revitalized.

Objective

- * To co-ordinate the objectives and directions of the network of social and housing agencies operating in the Downtown with the process of Downtown Revitalization.

RECOMMENDATIONS

- (1) That the membership of City Council's Downtown Revitalization Committee be amended to include an additional member to represent the network of social agencies and housing/shelter organizations operating in the Downtown.
- (2) That Kitchener Housing Inc. and/or the Regional Municipality of Waterloo and the North Waterloo Housing Authority consider the development of a non-profit housing project in the downtown for senior citizens and mentally and physically handicapped adults, and other groups in need, drawing funds from the Province's municipal non-profit housing programme, as they become available.

- (3) That the City of Kitchener support the concept of accessible accommodation being made available to physically handicapped residents in the downtown area.
- (4) That the City of Kitchener encourage landlords to consider securer measures to protect the tenants and their buildings and that liaison with the police occur about the problem.
- (5) That the City of Kitchener review its residential parking standards and zoning regulations to improve residential parking in the downtown (Parking Study authorized to commence in 1987).
- (6) That the City of Kitchener encourage the downtown residents to utilize the services offered by Kitchener Parks and Recreation Seniors Programme including the Frail and Elderly Programme, and other local support programmes and volunteer services. Transportation for those physically handicapped, made available through Project Lift, could be utilized to bring these residents to local services.
- (7) That the City of Kitchener consider the opening of a central drop-in centre for meeting, chatting and recreation for the local residents. This could be modelled after the existing senior citizen centres run by Kitchener Parks and Recreation which provide leisure activities, recreation, counselling, information and health clinics and should reflect the lifestyle and values of the downtown residents.

2.6

TRAFFIC

The Downtown Core is serviced by an arterial/collector road system comprised of King Street and the Duke/Charles ring road which are crossed by Frederick/Benton, Queen and Water Streets. These streets serve the role of providing access to the core and must be maintained to ensure the vitality of the Downtown.

In 1975 the City began to implement the ring road concept with the construction of Duke/Charles Streets as one way pairs. At that time the western end (Francis Street) of the ring road was completed to provide a reasonable diversion to/from King Street. Regional Council has since approved a report titled the Preliminary Design of The South Ring Road Connector, Kitchener, April 1982, by Underwood McLellan Limited. This report determined the optimum design and configuration for the completion of the south ring road connection. Present estimates from the Regional Engineering Department indicate that the South Ring Road Connector will not be installed before 1992.

This connection is considered vital not only from a capacity point of view, but also from a marketing of the Downtown Core perspective. The continuity of traffic flow, and the development of entrance treatments to the core area are an integral aspect of the revitalization of the Downtown, and therefore serious consideration should be given to the completion of the south ring road connection as soon as possible.

Certain modifications will be required to the local road network to accommodate the Transportation Centre on Charles Street between Gaukel and Ontario Streets. These include converting Gaukel Street to two-way traffic from Charles to King Street and narrowing Ontario Street to one-way northbound between Halls Lane and King Street to accommodate the required turning movements. Minor intersection improvements and widenings to provide turning lanes will also be necessary depending upon the ultimate Transit routes selected.

The Queen/Benton Connection Study, September 1983, prepared by Proctor and Redfern Limited and adopted by Regional Council in November 1983 determined the preliminary design of this road connection. While the main roadway improvements occur between Courtland and Highland Roads, well removed from the Downtown, there will be an impact on the core road network in that volumes on Queen Street north of the diversion will decrease and a corresponding increase will occur on Frederick/Benton Streets.

The main retailing area of Kitchener's Downtown is situated along King Street from Cedar to Francis. This linear form contains a system of rear lanes that are used for servicing, deliveries, fire protection and vehicular access to parking areas. Typically constructed with widths in the order of 10' to 15', they are of insufficient width to simultaneously accommodate all of the intended functions. When a vehicle

stops for any purpose, the laneway is totally blocked and all movements are physically obstructed. The only remedy to this condition is to widen the lanes to an ultimate width of 25 feet by acquiring additional right-of-way as lands are redeveloped adjacent to the laneways. To further improve traffic circulation in the Downtown it is recommended that the direction of travel on Hall's Lane West, between Queen and Gaukel Street be reversed to a westbound direction which is counter flow to the Charles Street eastbound movement.

In recognition of the transportation plans which have been developed over the years as well as introduction of the new transit terminal and to encourage revitalization of the Downtown, the following should be the City's traffic objectives for the Downtown Core.

- * To encourage the Region of Waterloo to construct the South Ring Road connection as soon as possible.
- * To encourage use of laneways for deliveries by providing for reasonable access while also designing for the pedestrian environment.
- * To further modify the road network through the introduction of turning lanes, signal timing improvements, parking restrictions, etc. where warranted.

2.7

TRANSIT

Kitchener Transit operates a "modified radial route system" which involves the direct routing of most buses from residential areas of the City to the Downtown core. This type of system is ideal for Kitchener and is expected to be retained over the next 20 years.

This type of transit system requires a terminal facility in the Downtown. Kitchener's present terminal was constructed in 1974, as a short term facility, on Duke Street between Scott and Frederick Streets. In its present form, the Terminal has some major deficiencies:

- i) The Terminal is not centrally located in the Downtown, and a better location would be approximately half way between the two major retail anchors (Market Square and King Centre);
- ii) The Terminal cannot logically be expanded at the existing location; and
- iii) The topography of the existing site is sloped, and thereby does not provide the best engineering and traffic management characteristics.

Kitchener Transit has been working towards a remedy to the present situation for some time. Several studies conducted by Kitchener Transit between 1980 and 1984 were utilized extensively and involved the analysis of 14,000 questionnaires of those people not only travelling by Transit but also by other modes as well (i.e. automobile, walk, taxi)

Highlights of the findings by Transit support the theory that Downtown Kitchener plays a major role in the Region of Waterloo. These highlights are summarized as follows:

1. Downtown Kitchener attracts more people than any other area of Kitchener-Waterloo.
2. It is ranked second, next to Fairview Mall, as the usual shopping location for all K-W residents and is the primary destination for those travelling by bus.
3. More people are dependent on Transit for travel to Downtown Kitchener than any other area in K-W.
4. An estimated 13,501 Transit passengers enter the Downtown daily with 5,067 destined to locations within the Downtown with the remainder travelling through the Downtown. These passengers generate 28,000 Transit activities daily (i.e. boardings, alightings). These figures are expected to increase by 30% within the next 10 years.

The above findings can only lead one to conclude that downtown Kitchener has the greatest potential to increase its share of the market place. For example, although more people are destined to the Downtown for all trip purposes, it ranks only second among the preferred shopping locations of K-W residents.

A revitalization scheme must take advantage of the large numbers of people that work, shop and attend school in the Downtown. Proper transportation network, pedestrian environment and land use policies should be in place in conjunction with an adequate supply and variety of goods and services offered by the Downtown business community to allow revitalization to occur.

Four alternative solutions were identified. In an effort to capitalize on the relatively large demand to the Downtown core, alternatives aimed at maximizing Transit passenger exposure to the Downtown, particularly along King Street, were reviewed and assessed. Recent studies have demonstrated that there is a need for a more appropriate Transit focal point(s) to accommodate passenger transfers, a passenger information facility and passenger comfort and safety. Various Transit and Downtown revitalization alternatives were then reviewed and short-listed to four (4) basic concepts, namely:

1. Transit Mall
2. Urban/Inter-urban Terminal
3. Expansion of the Existing Terminal
4. Dual Terminal

The selected option is the Urban/Inter-Urban Terminal.

Urban/Inter-Urban Terminal

The combined Transit facility involves the provision of a bus terminal to accommodate urban buses operated by Kitchener Transit and inter-urban buses primarily operated by Gray Coach Lines. Site selection was dependent upon both Transit passenger needs and the degree that these needs could be capitalized on in a revitalization scheme. In conjunction with the combined Transit facility all buses would be routed along King Street.

Subsequent to selecting the preferred concept, Municipal staff in 1984 closely examined three sites in the Downtown that would be suitable for the new combined Transit facility. Initially the Charles, Ontario, Joseph, Gaukel block was a second choice. The first choice, the block bounded by Duke, Ontario, King and Young, was submitted to thorough investigation by a consortium of architects and engineers - Moffat-Duncan 1985. The site did not prove favourable upon thorough investigation. With these findings, City Council selected the second block - the Charles, Ontario, Joseph, Gaukel.

In 1987, City Council approved of the development of the Transportation Centre on the 12,400 square metre block of land bounded by Charles Street, Gaukel Street, Joseph Street, and Ontario Street. The acquisition of these lands is now complete, and construction will begin shortly. The Transportation Services Department worked closely with the Ministry of Transportation and Communications in the design of this facility.

The following two objectives have been developed:

- * To develop a Downtown Transportation Centre on the block bounded by Gaukel, Charles, Ontario, and Joseph Streets to provide for an efficient combined city and regional bus terminal.
- * To concentrate future bus routes in the heart of the Downtown to facilitate greater interaction between the retail sector and the transit users.

2.8

PARKING

The Traffic and Parking Study, a component of the Downtown Kitchener Revitalization Study, which was completed in November, 1984, identified a total of 6,576 parking spaces in the Downtown area. Of these, 1,970 were City operated and 4,606 were privately operated.

The City of Kitchener's parking mandate has been to provide for short term parking in the Downtown. This has been accomplished through the construction of two parking garages and the development of numerous surface lots throughout the core. Long term parking has been accommodated in a number of these locations where surplus spaces were available in order to increase the occupancy of the garages or lots, generate additional revenue, and meet an existing need.

Studies indicate that City managed garages and surface lots are presently operating at 80 - 100% occupancy which is considered to be capacity. Considerable waiting lists for monthly parking in both garages indicates a sizeable demand for long term parking which cannot be met at present.

In order to determine where future parking structures should be located, reference should be made to Figure 7. This map illustrates the existing public parking structures (Market Garage, Duke/Ontario, King Centre and Valhalla Inn), and also identifies numerous City operated surface parking facilities, the strategically located ones being Lot 5 Eby Street, Lot 3 Water Street, Lot 1 Charles Street, and Lot 9 Ontario Street. The majority of persons parking Downtown are destined for locations within or adjacent to the ring road. Numerous studies indicate that the average walking distance in the Downtown core, for a City of size of Kitchener, is approximately 500 feet. With the 500 foot radius circles imposed on the existing parking facilities, Market, Duke/Ontario, King Centre, Valhalla Inn, the entire Downtown core is not covered within the preferred walking distance. However, if it is assumed that the City continues to provide both short and long term parking, and that existing City facilities are used to provide this parking, then by drawing a 500 foot radius circle on Lot 5 Eby Street, Lot 3 Water Street, Lot 9 Ontario Street, and Lot 1 Charles Street, the majority of the core is covered within the 500 foot walking distance, by the existing and identified potential parking sites. The only exception is the northwest quadrant. In order to correct this deficiency which has been identified, and to allow the City to develop a parking structure in the northwest quadrant when demand dictates, land should be purchased in the approximate location of Young, Duke and College Streets.

The core itself is approximately 1800 feet wide and with few exceptions, the 500 foot radius covers the majority of expected redevelopment. Typically long term parkers would be expected to not park in the immediate core, but rather park in the 700 - 1000 foot area. However, the Downtown core has very distinct boundaries, on which the opposite

side is well established, stable, residential land uses. The City should not be encouraging parking to intrude into these neighbourhoods, and as such, cannot develop long term employee parking beyond the boundaries of the Downtown core. It is therefore recommended that long term parking be provided and included within the existing and future garages as previously identified. It is intended that smaller surface metered lots within the core, and long term lots in the fringe would still be encouraged, especially as an interim use of land awaiting redevelopment.

It is unlikely that the future garage sites, which have been identified, would be developed as free standing parking structures, but rather developed as mixed use facilities. With this in mind, the City should be prepared to enter into an agreement with a private developer for the purpose of building parking facilities on these lands, together with another land use, be it commercial, retail or residential. Realizing that an above ground parking structure costs \$10,000 to \$12,000 per space and a below ground parking structure costs \$12,000 to \$14,000 per space, in 1987 dollars excluding land costs, considerable amounts of money will be required in order to provide for future parking structures. Joint or mixed use developments would not only maximize the use of available land but would also defray the capital cost of construction, generate parking in excess of that required by the development and contribute to the increase in activity necessary for the revitalization of the Downtown through an increase in the residential/retail/office base.

The financing of major parking facilities would be through the Capital Budget or through the issuance of debentures. However, smaller surface lots that could be developed for parking should be purchased in a planned manner, rather than only when land becomes available. In order to do this, sufficient funds will be required on relatively short notice. It is suggested that a fund be established by City Council, whereby money is contributed yearly for the purchase and development of land for parking facilities. This fund could take the form of a cash contribution by City Council or a portion of parking revenues generated the previous year.

The existing zoning by-law defines the majority of lands within the ring road as C4 which has no parking requirement, except for hotel/motel and new residential development. This in effect means that any new or existing building does not have to provide any parking on the site, for either it's customers or employees. This was intended to take advantage of the existing structures which did not have parking available and also to discourage multiple access points in a heavily used pedestrian area. The existing parking requirements of Zoning By-law 4830, were adopted by City Council in 1962. Considerable

changes have occurred in the past 25 years, in relation to vehicle ownership, vehicle use, land use, and the basic character of the Downtown area. Consideration should be given to rescinding the parking exemption in the Downtown core in order to ensure that future developments satisfy their own parking requirements instead of relying on the City and also to accept some of the financial responsibility of providing parking for their customers and clients.

Before the City can impose a parking requirement on new developments in the Downtown core, a comprehensive parking requirement study must be completed in 1987 in order to determine the number of parking spaces required. This will also determine the area of greatest need and establish a priority for the development of parking facilities. Consideration can then be given to operating a cash-in-lieu of parking fund to give developers the option of providing parking on site or contributing a portion of the cost to the City for the development of parking.

One area, which by definition is included in the Downtown, but which has not yet been addressed, is MacKenzie King Square. This area serves as the cultural centre for the Downtown, housing the Centre In The Square, Art Gallery, Library, Police Headquarters, County Courthouse and Provincial Courthouse. There are currently in excess of 500 surface parking spaces within this area. In order to consolidate these spaces, minimize the amount of surface parking, and accommodate further development, it will be necessary to develop a parking structure when any additional development is introduced to the area.

The one factor, which to a large degree determines where people will park, in addition to the ease of access and parking convenience, is the rate structure. The 1987 Parking Budget will adjust the parking rates effective July 1, 1987 to address the realistic operational constraints imposed by the location of the parking facilities and the demand generated to them.

In order to address the various problems and issues outlined above, the following objectives were adopted and applied during the formulation of the Downtown Revitalization Plan.

- * To continue to provide short term parking in the immediate core, a portion of which should be surface lots developed adjacent to the land use.
- * To ensure an adequate supply of long term parking in existing and future City facilities.
- * To offer existing City surface parking lots for redevelopment in return for the development of parking on site.
- * To rectify the parking deficiency identified in the northwest quadrant of the core through the purchase of land in the area of Duke, College and Young Streets.

2.9

OPEN SPACE

Amenities are an attractive feature of a site which can include various physical, historical, social, and cultural aspects. It is the amenities of a city that contribute greatly to a community's overall quality of life. Today, the quality of life within a city is an important factor in industrial, residential and business location decision making. It is a fact that there are economics to amenity.

Open space is an amenity within any city. Many cities have experienced an exodus of residents from the core areas to suburban residential areas partially because of the draw of open and green spaces. To entice people to live in a downtown area a system of quality open space is needed to satisfy the visual expectations of today's public and to accommodate the pedestrian. Walking plays a significant role in urban living especially for the elderly, others with small children, and children themselves.

A word of caution must be mentioned at this point. The simple creation of open space without a clear purpose or the creation of too much open space can be a detriment to an urban core area. Each open space and linear pedestrian route must integrate with the overall city objectives respecting the many disciplines which compose a city. (eg. marketing, transit, cultural development, garbage collection, pedestrian comfort, housing, etc.) Too much or poorly placed open space can also adversely impact energy conservation and the concept of infilling within a downtown.

Kitchener's Official Plan defines the many types of open space. It includes parks, parkettes, greenways, cemeteries, etc. but an important open space which must be addressed when dealing with urban design at the secondary planning level is the sidewalks and urban courts and patios of the Downtown. In conjunction with open space, sidewalks must be seen as an important part of the network of pedestrian patterns and leisure activity. It is in this environment that users of public transportation, school children, shoppers, the elderly, and Downtown employees spend a significant amount of time on foot. Kitchener's sidewalks generally are bland, concrete construction and provide an uninteresting walking surface which seldom differs from one street to the next.

As to be expected, commercial streetscapes dominate Kitchener's Downtown with some residential, industrial and institutional uses in the fringe area. The Downtown has a fair number of parkettes and greens to complement the visual image of the area and is quite fortunate to have a major urban park, Victoria Park, abutting the Downtown boundary. Victoria Park is within walking distance to the core area and has a visual and physical link with King Street along Gaukel. This link, however, is weak and thus does not encourage the pedestrian connection like it could.

MacKenzie King Square is the site of the Centre in the Square, a major theatre complex and the home of the K-W Art Gallery. This cultural centre and its associated open space is a district which needs to be upgraded to provide an inviting pedestrian outdoor environment and to integrate it with the core area.

The King Street sidewalks are the major pedestrian corridors in the Downtown not simply because of their length but because of the heavy use they receive. This linear characteristic allows easy orientation for pedestrians but also presents a somewhat visually boring space. Its linearity also has implications for the retailing of King Street. The distance between the two retail anchors of the King Centre and Market Square undermines the success of the shopping mall concept which encourages pedestrian traffic between anchors. Recent streetscape improvements and the future development of a focal point on King Street will alleviate this situation. Visual interest and the perceived shortening of King Street will be the result.

The appropriate use of open space could improve the lack of definition which the ring road system and the core area presents. A tree lined ring road would visually improve the view from the road, delineate road curves, and provide visual continuity which would assist in orientation. The west and east ring road entrances could also be more readily identifiable if open space was developed with that purpose in mind.

Kitchener's Parks and Recreation Master Plan Update 1984 indicated that open space in the inner City areas was deficient. There is a problem of cost and the lack of suitable land in the older parts of the City. It was noted that existing school sites appear to offer the best solution of ensuring that the older residential areas remain attractive to families. With respect to open space and the environment, the general policy presented in the update report and supported by staff reads as follows:

The Parks and Recreation Department's role is to protect and provide resources and parks for their contribution to leisure opportunities, city beautification, urban form and educational value.

The City of Kitchener Official Plan presently allows City Council to accept up to one hectare of land for every 300 dwelling units upon development. The purpose of this clause is to provide parks and open space for future residents. More commonly referred to as the "5% Fund", the City has one account which accepts all cash-in-lieu proceeds. From this fund, the City actively acquires and develops a range of parks and open space across the entire city.

Similarly, City Council can accept up to 2% in fees from all commercial or industrial development within the Downtown area. This contribution to the City can take the form of land, cash-in-lieu, or amenity.

All Downtown streets should be considered important pedestrian corridors and thus should be recipients of quality design. The reconstruction of Queen Street between Charles and Weber and King Street between Ontario and Frederick Streets are fine examples of quality urban design - a product of the City's commitment to Downtown revitalization, civic pride and a realization of the economics of amenity. Barrier free design, to accommodate handicapped individuals whenever feasible, is another aspect of open space which has been addressed in the design of Queen Street, and King Street.

The following are policies resulting from the Woods Gordon Study and have been adopted by Council in August of 1982 in support of the expansion and improvement of public open space in the Downtown:

- a) encouraging and where possible ensuring an increased amount of open space within the Downtown;
- b) encouraging a focus which will lend support to a pedestrian oriented commercial core;
- c) recognizing the role of Victoria Park as an important open space resource in the inner city and developing strategies for linking it more directly with the Downtown environment;
- d) encouraging the provision of suitable open space and small courts for the use of occupants and the public in all new development in the Downtown;
- e) characterizing the King Street corridor by sheltering sidewalks and pedestrian crossings;
- f) encouraging private merchants and property owners to undertake the provision of arcades and internal linkages between their premises;
- g) encouraging the use of King Street itself for special event programming to further heighten pedestrian activity in the Downtown.

Presently, open space within the Downtown has often been left to chance. When parcels of land became available through building or roadway redevelopment or because a building was demolished these spaces were transformed to urban greens. Kitchener has done an excellent job in taking advantage of such opportunities and the flexibility to do the same in the future should remain. However, open spaces and buildings are the main elements of urban design. They must be organized through a deliberate planning and design to complement each other aesthetically, functionally, and ecologically. The shaping of public and private open space and the urban form of the cityscape cannot be left totally to chance and market forces. Direction must be given, however, flexibility should still be maintained to take advantage of unforeseeable opportunities and/or trend changes.

The following open space objectives have been adopted to address the issues noted above.

- * To develop a system of parks, parkettes, streetscapes and walkways which will functionally and aesthetically improve the Downtown.
- * To ensure strong pedestrian links are developed between the core area and Victoria Park, MacKenzie King Square and adjacent residential areas.
- * To visually accentuate the east and west entrances to the Downtown.
- * To upgrade the visual quality of the ring road system.
- * To create an integrated system of character areas each reflecting its existing form, atmosphere and cultural heritage.
- * To identify and enhance views and vistas of significant buildings and open spaces.
- * To encourage private enterprise to provide amenities in the Downtown that would enrich the quality of open space.

2.10 MUNICIPAL SERVICES

Virtually every road and laneway in the Downtown core has some municipal services located thereon. These are comprised of Hydro, water and gas mains, storm and sanitary sewers, Bell and Cable. Discussions with the agencies which supply these services indicates that work should be done to the services and the roadway of some Downtown streets.

Maps 8, 9, and 10 of this section present the age and condition of the Sanitary Sewer System, Roadways, and Sidewalk Conditions, respectively.

Most overhead hydro pole lines have basically been removed from the core, and replaced with underground services. However, without the owners consent, Hydro had to maintain some overhead pole lines to provide service. At such time as redevelopment within a specific area or the street occurs, all overhead pole lines should be removed and services placed underground with the appropriate connections to adjacent buildings. Where such a policy would create undue financial hardships on a business, alternate methods of providing services while still removing the pole line should be considered.

A problem has occurred in the past with Hydro and/or Bell vaults that are located within the roadway. Any work that is required within the vaults or the rebuilding of the vaults themselves, creates considerable disruption to the free flow of traffic. When a vault needs replacing or major renovation, every effort should be made to relocate the vault to within or preferably behind the sidewalk. This will improve the flow of traffic on the roadway, the safety of workers, and reduce congestion and delay to the general public.

Snow has always been completely removed from the Downtown core due to the large number of pedestrian movements, large volumes of traffic and the lack of available storage space (boulevards). This policy should be continued to make access and pedestrian movements within the core area during the winter months, as easy and convenient as possible. To aid in the total removal of snow from the core area within a reasonable amount of time, the sidewalk design should allow for the movement of snow clearing equipment. Existing street furniture (poles, planters, benches) impede the movement of snow clearing equipment, thereby reducing its effectiveness and increasing the costs. This is not to say that all street furniture should be removed but rather that it should be strategically placed by recognizing the limitations of snow clearing equipment.

Garbage is currently picked up six nights a week in the Downtown core. This has resulted in some merchants and residents placing garbage at the curb on Saturday night for Monday morning collection. On occasion this garbage is strewn about resulting in a poor image of the Downtown for Sunday morning window shoppers, strollers, etc. In order to maintain the aesthetics of the revitalized area, curb side pickup of garbage should be extended to seven day a week service or preferably eliminated all together.

While it is recognized that this may be somewhat inconvenient to some businesses, more bins than currently exist may have to be provided in order to make garbage disposal as convenient as possible. The merchants must be made aware that placing garbage at the curb detracts from the overall image of the core area, and should be discouraged. The locations of the garbage bins is extremely important if we expect merchants to comply with the no curb service. Land owners should enter into a formal agreement with the City to ensure that space for the garbage bin will be maintained, and properly screened from adjacent buildings by the use of walls, fences, building extensions, recessed loading bays, plantings etc., to further enhance the area. As part of the collection of garbage from the Downtown, the sweeping and flushing of streets must continue with greater emphasis being given to the cleaning of sidewalk areas.

The ring road system has been, and will be further developed to encourage maximum vehicular use. As a result, street lighting should be designed for the road user, with the pedestrian being a secondary beneficiary on these streets. However, King Street will be developed and encouraged for pedestrian activities. As a result, street lights, while still meeting CSA specifications, should be directed to the pedestrian environment, as opposed to the vehicular environment. This may lend itself to more architecturally pleasing street lights. Each distinct area of the core could possibly have its own different type of lighting to match the architectural style and intended use for that area.

The provision of municipal services is often taken for granted. The following objectives address the problems listed above and allow for their inclusion in the preparation of the Downtown Revitalization Plan.

- * To support the continued improvement and expansion of the municipal infrastructure.
- * To recognize that a quality image of the Downtown depends upon consistent maintenance and to recognize the constraints associated with providing municipal services.

2.11 CULTURAL/RECREATIONAL DEVELOPMENT

As noted earlier, the quality of life factors have increased their importance to many firms and households when making location decisions. Obviously, cultural and recreational facilities/activities influence the quality of life in a city. These amenities in themselves are not usually the main generator of new jobs and prosperity, but certainly create a climate in which the decision to invest or relocate is viewed more favourably. In significant concentrations and scale, cultural and recreational activities can draw many suburbanites and tourists and thus help create the customer traffic that will benefit other businesses in the Downtown.

Kitchener's recreational facilities and programs are of good quality, however, a deficiency has been identified in the Downtown area. A concentration of senior citizens in the core neighbourhoods makes King Street an important congregating place for them, and yet they find it unattractive. Improvements in urban design and the addition of a meeting facility Downtown would be appropriate. Special needs groups also require an accessible facility to centralize administration and activities. This would again preferably be Downtown.

The City of Kitchener Parks and Recreation Master Plan Update 1984, identified the following:

"Arts and cultural interests have grown rapidly and are predicted to become even more popular. Kitchener has excellent major cultural facilities, particularly the Centre in the Square, but attention must also be given to the many individuals and groups who participate in arts and culture as a leisure pursuit.

The Waterloo Regional Arts Council is the main co-ordinating body among local organizations. It is a private, non-profit group, and the Parks and Recreation Department has supported its activities. The Master Plan Review revealed that the major concerns of the arts and cultural community were a lack of resources for program development and access to adequate facilities. However, a comprehensive needs and planning study for the arts has not been undertaken.

The Department also works with the Waterloo Regional Multicultural Folk Arts Council in co-sponsoring annual Multicultural Festivals, and assisting groups in finding facilities."

Waterloo Region possesses a distinctive cultural heritage and atmosphere with the Kitchener Farmer's Market and Doon Heritage Crossroads strongly reflecting this theme. The heritage atmosphere is accented by the Germanic roots of the City especially during the annual Oktoberfest celebration. According to A Tourism Development Strategy for the Waterloo Region, University of Waterloo, there has not been a concerted effort to capitalize on this cultural heritage.

Today Kitchener is ripe for redevelopment not only economically but culturally and the arts may just be the catalyst to assist in a successful venture. The arts can fit into city redevelopment programs in many ways. The following outline a few:

- a) entertainment and cultural facilities can be components of mixed-use projects or serve as anchors for larger development projects;
- b) the arts can be used to augment a strategy to attract business;
- c) the arts can be an attractive focus for private investment in civic improvement efforts; and
- d) the arts can improve a city's image, increasing tourism potential.

To summarize, a cultural development strategy is needed for Kitchener to assist in Downtown revitalization and this should be implemented by one organizing body. A problem in Kitchener is that the arts have not acted collectively in the past and thus have not enjoyed the collective strength for fund raising, grant applications, and goal reaching. Further, it is suggested that Kitchener has not fully realized its potential by exploiting its rich cultural heritage and that recreational opportunities should be increased in the Downtown area.

As a result, the following objectives have been adopted.

- * To capitalize on the cultural heritage that Kitchener possesses through the arts and entertainment.**
- * To develop a strategy for cultural activities, events and programs in the Downtown to complement revitalization.**
- * To provide opportunities for all residents and visitors (including seniors and special needs groups) to participate culturally and recreationally in the Downtown.**

2.12

SECURITY/POLICING

Within the past few years, there appears to have been an increase in the number of "young persons" congregating in the Downtown core. This is evidenced by the loitering, intimidation, and verbal abuse which occurs, especially in the evening hours. The merchants are understandably alarmed by this apparent increase, and the public naturally tends to avoid the Downtown area in the evening hours, preferring the malls, where they are not subjected to the verbal abuse and intimidation.

One of the major differences between the malls and the Downtown is that the malls are private property; they have their own private security force who, if they find a person acting improperly, can have them removed, and if necessary, charged with trespassing. In the Downtown area, persons congregating on street corners have a legal right to assemble, and providing they are not obstructing traffic or pedestrians, or causing a disturbance, have the right to remain. This has been one of the greatest stumbling blocks to the Police in removing these persons.

It would appear that the majority of people loitering in the Downtown area are made up of young persons who are attracted to the type of store, activities, and events in the core area. King Street has historically been considered the "main drag," and anyone cruising, will drive up and down King Street.

One of the most effective ways to remove undesirables and the associated security concerns is to increase the proportion of desirables. This has been addressed in the section on housing, in that if a greater population existed in the Downtown core, there would be a higher number of persons and services, and the proportion of desirables to undesirables would be greater. During the day, there is a high percentage of office and retail workers, shoppers, etc. in the Downtown core, and the loitering, and verbal abuse, does not occur to any appreciable degree. It is during the evening hours when the offices and some stores are closed, that people tend to congregate and create the unhealthy atmosphere which presently exists.

While there would not appear to be serious security problems in the Downtown, there nevertheless is a perceived problem by the general public. As a result, the main security/policing objective is:

- * To create an environment in the Downtown that the public perceives to be healthy and safe.

There are a number of design considerations that should be incorporated into a revitalized Downtown, to address security and policing problems. These include the provision of effective, consistent levels of lighting; the elimination of dark alleyways and alcoves and; the incorporation of "round corners" in new buildings to eliminate hiding places and improve sight lines.

2.13

HERITAGE DEVELOPMENT

"Heritage" means something which is inherited from our cultural past. It does not necessarily attach a value on the subject matter, however, in the case of a community with a rich history, there is definitely merit in the conservation of heritage buildings and environmental features. Heritage development in the context of this report refers to buildings, structures, artifacts, districts and archaeological sites of architectural, historical or scenic significance. It is seen as an important aspect of the cultural development in Kitchener. The conservation of architecture and related streetscape components perpetuates a tangible record of the City's past. The continuity which a heritage streetscape or individual building can possess provides a firm foundation upon which to build the future. Conservation can precipitate the recycling of old buildings, increase real estate values, improve the business community, and increase public awareness of the City's roots. A fine example of economic revitalization within a town is found in Perth, Ontario. With the assistance of Heritage Canada, Perth has drawn out her assets through heritage conservation of the core business area. It is significant to note that for every dollar spent by Heritage Canada, \$14 was invested by the private sector. Also of interest is the positive effect this has had on the tourist dollar spent there and the industry which has located there.

Kitchener's L.A.C.A.C. (Local Architectural Conservation Advisory Committee) is a dominant force with respect to heritage development. Section 28 of the Ontario Heritage Act allows municipal councils to appoint LACAC's to advise them. Under the Act, municipalities have the power to designate individual buildings or groups of buildings as heritage resources as well as protect resources of archaeological value. A number of individual buildings in the Downtown or within walking distance have been designated for their historical and/or architectural significance. A fine example is the Walper Hotel, 1-11 King Street West, which when combined with the others would make for an interesting walking tour. To date, Kitchener does not have a Heritage Conservation District established but there has been discussions on several possibilities. King Street within the core area is one of the potentials.

The Ministry of Citizenship and Culture has recently revised their funding programs under the umbrella document, entitled "Preserving Ontario's Architecture". There are four programs offered as follows:

- a) Designated Property Grant Program;
- b) Revolving Heritage Funds Program;
- c) Conservation District Grants Program; and
- d) Commercial Rehabilitation Grants Program

Kitchener's heritage conservation policies in the Official Plan make provision for the implementation of heritage conservation.

A significant issue regarding Kitchener's heritage is the lack of visual connection with the past. There are very few plaques, monuments, sculptures, etc., which allow locals or visitors to educate themselves about Kitchener's history. These features within the Downtown would also add character and visual interest, thus making the Downtown more attractive as a place to spend leisure time, which includes shopping.

The following objectives address the concerns noted above.

- * To conserve historical and/or architecturally significant buildings and/or districts where deemed appropriate.**
- * To introduce visual reminders of Kitchener's heritage such as statues and plaques.**

2.14 ENVIRONMENTAL ISSUES

2.14.1 Pest Birds

Kitchener's dominant pest bird is the domestic pigeon (*Columbia livia*). It is not indigenous to North America, but since being introduced from Europe has become the number one pest bird in most urban areas. The pigeon prefers flat or smooth surfaces for resting and feeding.

As is evident in Kitchener, pigeons are communal birds and congregate in flocks. The abundance of shelter and modified micro-climatic niches created by structural elements such as buildings provides the pigeons with suitable habitat. With a large number of pigeons in the Downtown area, several problems have been identified including the unsightly mess on sidewalks and buildings, and the potential health hazard. The following objective is proposed:

- * To develop and implement a plan of action to reduce the bird pest problem.

2.14.2 Air Pollution

The Ontario Ministry of the Environment has an air quality index station in Kitchener near the juncture of the Conestoga Expressway and Frederick Street. The station is somewhat removed from the Downtown but would alert the Ministry of air quality problems anywhere within the City. Another one is also planned for lands adjacent to Victoria Park. These stations are placed in areas where there are concentrations of people to monitor air conditions. Kitchener has generally low levels of air pollutants compared to Toronto or Hamilton.

Kitchener's street layout is conducive to the dispersal of air pollutants as well. The linear form of the main streets such as Weber, Duke, King, and Charles are generally in line with the prevailing winds most of the year. These westerly winds tend to flush and circulate fresh air into the core which otherwise would linger in the calm areas between buildings.

A problem common to all urban areas which allow motorized vehicles to penetrate is that of toxic emissions into the air. The greater the number of vehicles and stops and starts by these vehicles the greater the amount of emissions discharged into the air. Kitchener's transit service has reduced the need to travel into the core via private car and thus has alleviated the emission problem to a degree. The Conestoga Expressway alleviated many problems with respect to truck and other through traffic in the area and obviously makes a contribution to air quality in Kitchener's Downtown. The ring road system of Duke, Charles, Francis, and Cedar Streets coupled with the Region's co-ordination of the traffic signal system has improved air quality as well.

The following objective recognizes the existing quality of Kitchener's air.

*** To maintain and improve air quality in the Downtown.**

✓ 2.14.3 Noise Pollution

Kitchener has not had significant problems arise with respect to noise. One isolated issue which took place in the summer of 1985 was the problem of noise generated by the placement of a play structure on a closed portion of College Street just off King Street. A resident living in an adjacent apartment complained of the noise as he attempted to sleep.

Truck and bus traffic, whether in motion or idling, are universally the main vehicular noise generators with car traffic secondary.

The proposed transit terminal and the associated re-routing of bus traffic along King Street will likely present increased noise levels in this vicinity. Empirical case studies indicate that the average noise level of an idling diesel bus at a distance of 25 feet is 75 dBA and for passby buses at 5 m.p.h. at the same source is 71 dBA. These noise levels are not considered damaging to human health for short time periods and, in fact, the resulting sound and movement from a bus or any vehicle can add a desirable portion of "hustle-bustle" to the Downtown. The potential problem areas are residential units in the Downtown, and outdoor sitting areas or cafes which abut noise sources. The solutions to these potential problems will be found in sound urban design. Furthermore, the architectural design of residential units can address noise attenuation.

To address these concerns the following objective has been adopted.

*** To recognize the noise nuisance factor in the development of the Downtown Revitalization Plan.**

V 2.14.4 Pedestrian Comfort

The urban design problems associated with micro-climatic conditions created by the built environment have become evident as cities have developed more densely and buildings constructed taller. The wind acceleration and turbulence caused by the buildings may create dangerous conditions for pedestrians because of strong winds, fume problems in parking garages, or snow removal problems because of concentrated snow deposition. The tall buildings play a major role in blocking sunlight from penetrating pedestrian areas, and affecting interior lighting quality and heating requirements of adjacent buildings.

Kitchener has a significant population which works, visits, or lives in the Downtown and thus the pedestrian comfort/safety levels should be maintained. Two examples of existing problems resulting from wind

venturi and deflection effects are the canopy fronting City Hall and the front doors of the Revenue Building. Because of the building forms in the vicinity, the winds and air pressure differentials are accented to the point where the front doors must be locked and entrance accommodated elsewhere.

The following objective encompasses the concerns noted above.

- * To create architectural and landscape treatments to enhance pedestrian comfort with the aim of creating a liveable city all year round.**
- * To recognize the impact that major redevelopment has on the micro-climate of the Downtown.**

2.14.5 Energy Conservation

The Planning Act contains reference to the need for municipalities to address energy conservation in planning documents. The spatial relationship between residents, places of employment, recreation, entertainment, shopping, and other services determines the distance travelled and energy consumed. Land use controls also determine the placement, size and shape of individual buildings with resultant energy profile implications.

Transportation activities and buildings account for significant energy consumption. These areas can be influenced by land use planning policies and development plans. Kitchener has policy statements in the Official Plan which have been endorsed by City Council and the Region. The policies are quite thorough but it is more difficult to translate these broad statements of intent into practical solutions which will reduce energy consumption in Kitchener's Downtown.

Although Kitchener has taken positive steps with respect to energy conservation in recent years, there is much to be done in terms of facility rehabilitation. Some of the problems which need to be addressed in the Downtown area are mentioned below;

- a) the Ontario Building Code does not require any insulation on commercial or industrial buildings.
- b) because some landlords Downtown do not pay utility bills, there is no incentive to invest in energy conservation via insulation or alternative heating or lighting.
- c) many buildings Downtown still use the inefficient incandescent lighting, have single pane windows, flat poorly drained rooftops, and other inefficient building features.

As alluded to earlier, there is a need to translate the City's energy conservation policies into practical solutions.

The following objectives provides for their implementation in the Downtown Revitalization Plan.

- To encourage the infilling of vacant areas and intensify land use through redevelopment.
 - To encourage urban design which addresses energy conserving features and opportunities.
-

3.0 SUMMARY OF OBJECTIVES

The Downtown Revitalization Plan is based on the following objectives:

3.1 Overall

- * To create a modern Canadian City capitalizing on the strength of its diverse cultural heritage.
- * To create an exciting and vibrant atmosphere in the Downtown offering the greatest choice of goods and services, entertainment opportunities and lifestyles.
- * To attract new public and private investment in the Downtown.
- * To significantly increase the Downtown area's resident and employee population to expand the entertainment, retail and personal services sectors.
- * To recognize the value, requirements and inherent environmental characteristics of the Victoria Street industrial community.

3.2 Housing

- * To create new housing to serve all income groups to strengthen the residential function of the Downtown.
- * To develop a diversity of residential accommodation through renovation of existing structures, infill on appropriate sites, and new multiple residential buildings. This diversity will include new medium and high density residential units as well as assisted housing units for senior citizens and families.
- * To instigate and seed housing opportunities in the Downtown through a variety of innovative and cooperative strategies, and by having the City of Kitchener act as a land and development coordinator/facilitator.

3.3 Social Needs

- * To co-ordinate the objectives and directions of the network of social and housing agencies operating in the Downtown with the process of Downtown Revitalization.

3.4 Traffic

- * To encourage the Region of Waterloo to construct the South Ring Road connection as soon as possible.
- * To encourage use of laneways for deliveries by providing for reasonable access while also designing for the pedestrian environment.
- * To further modify the road network through the introduction of turning lanes, signal timing improvements, parking restrictions, etc. where warranted.

3.5 Transit

- * To develop a Downtown Transportation Centre on the block bounded by Gaukel, Charles, Ontario, and Joseph Streets to provide for an efficient combined city and regional bus terminal.
- * To concentrate future bus routes in the heart of the Downtown to facilitate greater interaction between the retail sector and the transit users.

3.6 Parking

- * To continue to provide short term parking in the immediate core, a portion of which should be surface lots developed adjacent to the land use.
- * To ensure an adequate supply of long term parking in the Downtown.
- * To encourage new large developments to provide parking on site.
- * To offer existing City surface parking lots for redevelopment in return for the integration of parking on site.
- * To rectify the parking deficiency identified in the northwest quadrant of the core.

3.7 Open Space

- * To develop a system of parks, parkettes, streetscapes and walkways which will functionally and aesthetically improve the Downtown.
- * To ensure strong pedestrian links are developed between the core area and Victoria Park, MacKenzie King Square and adjacent residential areas.
- * To visually accentuate the east and west entrances to the Downtown.

- * To upgrade the visual quality of the ring road system.
- * To create an integrated system of character areas each reflecting its existing form, atmosphere and cultural heritage.
- * To identify and enhance views and vistas of significant buildings and open spaces.
- * To encourage private enterprise to provide amenities in the Downtown that would enrich the quality of open space, eg., sculpture.

3.8 Municipal Services

- * To support the continued improvement and expansion of the municipal infrastructure.
- * To recognize that a quality image of the Downtown depends upon consistent maintenance and to recognize the constraints associated with providing municipal services.

3.9 Culture/Recreation

- * To capitalize on the cultural heritage that Kitchener possesses through the arts and entertainment.
- * To develop a strategy for cultural activities, events and programs in the Downtown to complement revitalization.
- * To provide opportunities for all residents and visitors (including seniors and special needs groups) to participate culturally and recreationally in the Downtown.

3.10 Security/Policing

- * To create an environment in the Downtown that the public perceives to be healthy and safe.

3.11 Heritage Development

- * To conserve historical and/or architecturally significant buildings and/or districts where deemed appropriate.
- * To introduce visual reminders of Kitchener's heritage such as statues and plaques.

3.12 Environment

- * To develop and implement a plan of action to reduce the bird pest problem.
- * To maintain and improve air quality in the Downtown.

- * To recognize the noise nuisance factor in the development of the Downtown Revitalization Plan.
- * To create architectural and landscape features to enhance pedestrian comfort with the aim of creating a livable city, year-round.
- * To recognize the impact that major redevelopment has on the micro-climate of the Downtown.

3.13 Energy Conservation

- * To encourage the infilling of vacant areas and intensify land use through redevelopment.
- * To encourage urban design which addresses energy conserving features and opportunities.

4.0 DOWNTOWN REVITALIZATION PLAN

OVERVIEW

The Downtown Revitalization Plan represents a valued opportunity for the City of Kitchener to take stock of its Downtown area, and formulate a comprehensive set of private and public economic initiatives to maintain the Downtown as the functional heart of Waterloo Region.

The Revitalization Plan consists of the following set of directions and should be reviewed in conjunction with the accompanying plan, located in this volume's pocket. Some portions of the Plan will be carried out by the private sector while others will be the responsibility of the City of Kitchener, in co-operation with the Region of Waterloo, and the Province of Ontario.

4.1 New City Hall/Focal Point

Since 1973, the City of Kitchener has been leasing space for its Administrative functions in an office building at 22 Frederick Street. On September 30, 1988, the City's present lease with Cambridge Leaseholds will expire. The City has the option to renew for a further five years from that date if it so desires.

To be prepared for September 30, 1993 the City has begun planning to investigate the implications of constructing a new City Hall. A Committee of Council Members and Staff has been struck, and work is proceeding on space planning, and site evaluation. A new City Hall in conjunction with a civic plaza would provide a meaningful focal point for the Downtown.

4.2 Downtown Transportation Centre

In 1987, City Council approved the development of a Transportation Centre on the 12,400 square metre block of land bounded by Charles Street, Gaukel Street, Joseph Street, and Ontario Street. The expropriation of these lands is complete, and a consortium of architects, engineers, and transportation planners have been retained to design the proposed facility. The Transportation Services Department is working closely with the Ministry of Transportation and Communications in the design of this facility.

The Centre will have the capacity to accommodate 20 - 12.2 metre Kitchener Transit buses, and 8 - 12.2 metre inter-urban buses using a "saw-tooth bus bay design". Buses will enter and exit the terminal via Gaukel Street, and Ontario Street.

A two-level terminal building fronting onto Charles Street will contain:

- i) Indoor passenger waiting facilities
- ii) An information and ticket selling office (up to 6 staff)
- iii) A photo identification booth for monthly passes
- iv) A Transit inspector's office (up to 4 inspectors)
- v) A lunch room for up to 50 bus operators
- vi) Washroom facilities for the public and separate facilities for Transit terminal staff
- vii) Bus parcel express area
- viii) Public baggage storage lockers
- ix) Video display terminals for passenger information

In addition to the provision of facilities for intra-city bus passengers and inter-city bus passengers and packages, the building(s) to be constructed facing on Charles Street will provide for commercial enterprise. This could include, but is not limited to, fast food, retail, professional offices, restaurant, variety, mini-mart, grocery, etc.

The Transportation Centre, although reflecting a high level of functionality in its design, must be as aesthetically pleasing as possible by blending into the immediate environment and being complementary to the redevelopment theme established for the Downtown. This will be reflected in the exterior of the facility.

There will be visual screening and noise attenuation along the Joseph Street side of the site in an effort to minimize the impact on surrounding development.

Land acquisition and development costs for the Downtown Transportation Centre are shared by the City of Kitchener and the Province of Ontario. There are three sources of funds for this project: the City of Kitchener; the Ministry of Transportation and Communications; and the Ministry of Municipal Affairs (through the PRIDE Program). M.T.C. will provide some funding for the acquisition of lands, and site development for the transit functions. M.M.A. (by virtue of the accompanying PRIDE application) is requested to consider funding for new sidewalks and streetlighting for the site's periphery.

This project is a key component of the Downtown Revitalization Plan. It will have a positive impact on the vitality of the Downtown in the following ways:

1. The provision of a new combined Terminal in the Downtown to adequately address the efficient operation of both City and Regional Bus service.
2. The new central location, situated midway between the two retail anchors (King Centre and Market Square) will bring passengers closer to the main retailing sector of the Downtown.
3. The revised transit routings will concentrate buses on the King Street retail area, and thereby dramatically increase the convenience of shopping on King Street. In addition, pedestrian/passenger exposure to King Street storefronts will similarly increase.
4. The new facilities will replace seriously deteriorating on-site building conditions. The new Transportation Centre will incorporate a highly efficient transit operation and will present a significant visual improvement for this portion of the Downtown.
5. The anticipated increase in pedestrian traffic will provide additional customers for the Charles Street, Gaukel Street, Ontario and Queen Street shopping areas. In addition, Victoria Park will be more accessible to all Kitchener-Waterloo Transit riders.

4.3 Completion of the Ring Road

The most significant transportation improvement is the completion of the ring road connection, which will divert traffic from King Street to Duke Street, between Madison and Cedar Streets. This connection is required to off-load traffic from King Street, and should be considered not only from a capacity point of view, but also from a marketing of the Downtown Core perspective. The continuity of traffic flow, and the development of entrance treatments to the core area are an important aspect of the revitalization of the Downtown.

The acquisition of properties, and installation of the roadway is estimated at \$2.2 million (1986). This project is the responsibility of the Region of Waterloo, and is scheduled to be completed by 1993.

4.4 Entrance Features

With the completion of the ring road connection the inner core will be physically defined. However, there is little at present to say to the motorists that "you are about to enter Downtown Kitchener." People can only relate to specific boundaries that are physical and visual.

It is therefore important to develop at either end of the ring road (Cedar/Madison and Francis) major entrance features including possibly a clock tower, sculptures, plantings or open space.

In conjunction with the entrance treatments, it is recommended that the ring road be extensively planted to create a tree-lined canopy to not only enclose the inner core of the Downtown but take away some of the visual harshness of the major traffic carrying arterial road network that it is and provide direction through visual continuity.

4.5

Housing

The Plan proposes a strategy by which both the private and public sectors can "seed" housing in the Downtown. Four population groups are targetted for the Downtown including senior citizens, urban professionals, students and to a lesser degree families. A concerted effort to significantly attract these groups would provide a greater cross section of society in the Downtown, a larger client group for the Downtown's business community, a more lively and bustling atmosphere and greater tax assessment.

Senior Citizens

The close proximity to retail shops, personal services, restaurants, entertainment, government and medical services, churches and civic events and attractions provides a high level of convenience for seniors. Most Canadian municipalities typically contain a concentration of seniors within and around the Downtown area. The development and extension of the Skywalk System to link seniors housing with major shopping malls would provide a welcomed environment for the elderly, particularly in winter.

The Municipal Housing Statement (1984) recommended that an additional 342 seniors units would be required between 1984 and 1986. 50% of these units should be developed in the Downtown area through non-profit housing programs.

Urban Professionals

This group includes young professionals (20-35), either single or married as well as the "empty nesters" i.e., those parents of family units in which the children have matured and left to create their own households. This group makes up a significant share of the Downtown's and inner city's office workers. Definitive lifestyle characteristics suggests that this group can best be accommodated through private sector condominium and rental apartment development.

The group typically has a range of available money that can be devoted to shelter. The empty nesters have participated in the privately owned real estate market for some considerable time, and therefore have a high level of equity to put forward on a Downtown luxury condominium. To some degree, the young, married but childless professional couple can be attracted to the luxury condominium market (i.e., prices \$90,000 to \$150,000) by virtue of a combined household income of \$50,000 to \$90,000. However, it is believed that the larger share of the young professional groups could not realistically participate in the higher priced condominium market. The moderately priced rental unit and the more modest condominium project would be more attractive and financially manageable.

Reasonably priced rental units can be created to a limited degree through the Convert-to-Rent Program. A strong supply of rentals will only occur with government subsidy of some form. Downtown Toronto has had success in providing more modest priced condominium units (\$60,000 to \$90,000), through reduced size (but well designed) unit layouts, and the elimination of on site amenities. Indoor pools, fitness centres, community games rooms and saunas are space demanding, capital intensive and require consistent maintenance and monitoring. It is suggested that more reliance on the existing facilities Downtown could reduce the overall cost of a residential condominium project. As an example, a recently completed (and fully occupied) Convert-to-Rent project had no on site room for recreational amenities. Instead, the developer arranged for memberships in an existing fitness club (within one block proximity) for all tenants. This business relationship helps the Downtown by supporting existing attractions, and represents a cost-effective and space saving marketing tool with which to satisfy the life-style characteristics of the intended client group. This concept could be pursued further to "network" the interests and recreational pursuits of the "urban professional" group to existing facilities. Centre in the Square attractions, restaurants, clubs and movie theatres could all be potential areas of mutual enrichment.

Students

This group represents the combined full-time student population of the two Universities and Conestoga College. All three institutions are presently experiencing difficulty in finding accommodation for all the approximate 21,000 students. Downtown Kitchener has a great deal to offer the student population including the widest selection of:

book stores	food stores/delis
record shops	restaurants
stationery supplies	bars, nightclubs
clothing	fitness, health foodstores
furniture - new & used	drug stores/dry cleaners

Downtown has direct, convenient and inexpensive transit service to all three institutions and inter-city travel is available by both bus and railway.

In return an increased student population would provide an opportunity for building owners to convert vacant second and third level areas for rental accommodation. The Convert-to-Rent program may be of assistance in this regard to owners. The entertainment and restaurant environment of the Downtown Area could be positively affected through increased student population. Through the private sector they will demand a more interesting and diverse array of entertainment facilities.

Finally, a student population will bring a more youthful and more vibrant image to the Downtown.

Families

Family accommodation requires the provision of safe access to parks, schools and recreational programs. After careful consideration there appears two general areas suitable for additional family units. The Charles-Church Street area, to some degree, is an extension of the adjoining neighbourhood, and their access to existing facilities is available. Secondly, the corner of Joseph and David Streets, adjoining Victoria Park provides an ideal location for family oriented development.

Strategies

1. Increased Publicity of the Convert-to-Rent Program

To date, six applications have been approved for the creation of one hundred and five housing units in the Downtown. Increased publicity of this program to building owners could provide additional applications. The upper floors of the King Street buildings are specifically identified for additional investigation and discussion with owners.

In the future, it may be that demand for grants under Convert-to-Rent will exceed supply. In this case, it is suggested that City Council consider a "Downtown Conversion Loan Program" as has been successfully developed and implemented in the City of Kingston. The program was established under Section 113 Chapter 302 of The Municipal Act. Acting as a revolving fund, assistance is provided in the form of loans up to \$15,000 per dwelling unit to a maximum of two dwelling units to any landlord. The repayment of the loan and interest (set at 8%) is payable over a number of years as specified by City Council.

2. Municipal Joint Ventures

The City of Kitchener is a major landowner Downtown. The City's surface parking lots are strategically located adjacent to the ring road (for good vehicular access), and immediately to the rear of the King Street retailing area (for good pedestrian access). The Plan recommends that these areas be redeveloped for more intensive mixed use developments including parking, housing, and where possible commercial retail and office uses. This strategy involves the surface parking lots being used as a catalyst to encourage additional private sector development.

Generally, one method of the joint venture concept could operate as follows. The City advertises for a private partner that has suitable corporate objectives and resources. The City offers the land as equity, and commits to the construction of the parking component (as was the case in Market Square). The private partner commits to the residential and commercial components (including the required parking). A non-profit housing corporation could also become involved by allocating dwelling units (either seniors or families) as they become

available through the Ontario Housing Corporation. The City leases the land (and thereby retains ownership) to the private partner on a long term basis (20 to 25 years). Revenues from the leasing and parking fees offset operational costs and to some degree the initial construction costs of the municipal parking structure. In addition, the municipal treasury could receive increased property taxes from the additional assessment. The Downtown benefits from increased parking, population, commercial space, and atmosphere. The private partner can more efficiently proceed with the development of housing and other land uses in the Downtown without the costly and time consuming upfront assembly of lands.

This strategy depends on private sector involvement and risk taking. The municipality would only be responsible for the municipal parking component. While increasing the distribution and number of parking spaces in the Downtown, City Council can provide real opportunity for additional private sector involvement through the concept of mixed land use.

The following sites can be considered for joint ventures.

A. EBY STREET (LOT #5)

- Possible Land Use - Municipal parking
- Retail (Eby and Cedar Street frontages)
- Residential
- Offices

B. FRANCIS/KING/WATER (LOTS #3, #6, #16)

- Possible Land Use - Municipal parking
- Retail (King Street frontage)
- Residential
- Hotel
- Offices

C. CHARLES/FREDERICK/KING

- Possible Land Use - Municipal parking
- Retail (King and Frederick Street frontages)
- Residential
- Office, Hotel

D. DUKE/FREDERICK/SCOTT

- Possible Land Use - Residential
- Retail
- Offices

3. Non-Profit Housing

There is strong potential for additional housing from several presently established private Non-Profit Housing Corporations and Kitchener Housing Inc. (Kitchener's municipally-owned Non-Profit Housing Corporation).

Funding programs from the Ontario Ministry of Housing can be utilized to construct housing units on Downtown sites.

4.6 New Private Commercial Redevelopment

A number of privately owned sites could be redeveloped for combined commercial and residential use. A suggestion for consideration by land owners is the "Plus 15" overhead pedestrian connection. The attractiveness and development potential of any site in the Downtown can be increased by directly linking the new structure to one of the two anchors. The relationship is mutually beneficial.

Referring to the King Street retail area two specific comments are made:

- A) The continuity of retail facilities needs to be maintained. Expansive gaps in the street frontage only serve to lengthen the distance of King Street and disrupt shopping behaviour. Four areas should be considered for redevelopment that would create more intensive retail frontages.

- CIBC property, between Frederick and Queen (north side), presently surface parking
- F.W. Woolworth's and Charities Bingo Palace, between Frederick and Queen (south side)
- Water to Francis blocks (south side), presently surface parking

Internal linkages should be provided through these redeveloped sites from rear parking areas to attract customers.

- B) The Police Department has become increasingly concerned with the type of people congregating along King Street, during the late night hours. The lack of a greater cross section of people allows the undesirable element to become more visible.

4.7 Overhead Pedestrian Linkages

The Revitalization Plan recommends that the two existing retail anchors continue to expand their respective networks of "Skywalk" connections to adjacent developments.

The skywalk is an important new development in North America that provides direct pedestrian access between buildings across busy streets (like Charles and Duke). An integrated network originating from the anchors can improve the market environment for presently undeveloped sites, while drawing more people to the King Street retail area.

The Market Square renovation has incorporated two connections: one to the Valhalla Inn; and the second to the Office Building at 22 Frederick Street.

4.8

Streetscape Themes

Open space and buildings are the two key components of urban design. Sidewalks are an integral part of the core's open space system and thus need to be of quality design.

A system of streetscape themes has been developed for the Downtown. Each theme reflects the individual characteristics of the particular character area it passes through. As an example, a single theme is proposed for King Street from Madison to Francis Street. However, as King Street passes through several character areas (such as King Street Core, King East) the details of streetscape theme change subtly to differentiate and emphasize their unique existing character area features.

A continuous theme is also suggested to visually delineate MacKenzie King Square. Unique themes for Queen and Frederick will link the core with MacKenzie King Square.

It is suggested that the paving pattern of King Street, Gaukel, and Ontario Streets use the circle and its derivatives; the arc, half round, and quarter round. The arc shape is suggested because it is found on many of the cornices, windows, and decorative facade features of Downtown buildings. The design of the bus shelters for King Street have also reflected the period character of the older buildings. The tinted glazing used in the upper arched clear-storey section, relates to the smaller windows of the upper floors of the King Street buildings. The clear, larger glazed panels at eye level reflect the large shopfront windows facilitating the viewing of approaching buses. Significant weather protection is afforded by the design of the shelters and yet a wide pedestrian circulation space is maintained along the shopfronts.

4.9

Public Parking

In the Downtown there are over 6,500 parking spaces, almost 2,000 operated by the City and 4,600 privately operated. Studies have indicated that the City operated surface lots are at 80-100% occupancy. The supply of sufficient parking to meet the existing and future demands and sustain the revitalization of the core is critical. Surface parking lots will continue to be developed as an interim use of land awaiting redevelopment wherever possible. Publicly operated long term parking is proposed to be located within existing and future City operated garages in order to protect the adjacent residential areas from Downtown generated parking. Specific sites have been identified which strategically cover the Downtown core and will provide parking within a 500 foot walk of most locations. These sites are presently occupied by City operated parking lots in the following locations:

Lot 1	Charles Street
Lot 3	Water Street
Lot 5	Eby Street
Lot 9	Ontario Street

In addition to the above, it is recommended that land in the area of Young/Duke/College Streets be purchased for the development of a future parking facilities in the northwest quadrant of the core. It is suggested that all of these sites be developed as mixed use facilities to maximize the use of available land.

Prior to the development of any major parking facilities, a Parking Requirement Study must be completed to determine exactly how many spaces should be developed for each facility, which area has the highest priority for development and assess the impact of continuing to exempt new developments from having to provide parking in the C4 zone. If the onus is on the City to continue to develop parking facilities for developments within and adjacent to the core, a major financial commitment will have to be made by the City to ensure an adequate supply of parking. Alternatively, if the parking exemption was rescinded in the C4 zone and all new developments were required to provide sufficient parking for the intended use, then some of the onus of providing parking and the financial responsibility would be shifted to the private sector. Consideration will also be given to the development of a cash-in-lieu of parking program.

A new parking structure is scheduled in the City's five year Capital Forecast to be built in 1990. The existing demand would indicate that an additional structure could be supported immediately. The Parking Requirement Study will confirm that this demand exists at present and may justify moving the construction of a new facility forward in the Capital Forecast.

4.10 Heritage Development

"Pandemonium broke out in Kitchener City Council chambers when a call for a plebiscite was presented to change the name of the City back to Berlin."

This was the scene that reportedly took place in the Council on December 2, 1919, just a few years after the name had been changed.

The chamber, packed with irate citizens, became a scene of bedlam following the vote on the question. Before police could intervene, Aldermen were dragged from their seats and out into the street. One Alderman was forced by members of the crowd to sign a public apology. Another was forced to kiss the flag at Victoria Hall before being taken to Victoria Park and thrown into the freezing lake water."

Lyla Smith
Conestoga College, 1977

An inventory of the Downtown reveals less than a half dozen historical plaques. Only two of these markers give a very brief description of their importance. One statue exists of a Roman Catholic Priest, at the corner of Duke and College Streets, however the description is in Latin. In a city that has had a very colourful past, the Downtown is lacking in visual reminders of its history.

Heritage, in all forms, needs a visual presence in the Downtown. As the oldest section of a city, it is the most logical place to look for the reminders of the people and events that took place in another era. In terms of tourism, the Downtown is the destination of travellers because it is the focus of accommodation and activities. It is here that tourists form their impressions of Kitchener.

Downtown Kitchener is also the centre of a large historical region. Many of our successfully developed heritage resources are located in the inner city (Schneider House, MacKenzie King Homestead), suburbs (Homer Watson House, Doon Heritage Crossroads) or adjacent municipalities (Seagram's Museum). The introduction of visual reminders into the Downtown is seen as a marketing technique to "network" or "link" the Region's attractions through the Downtown.

For example, a statue of MacKenzie King at a prime corner in the Downtown could become a well known city landmark (like the Cenotaph). A description of his significance would also mention that the visitor can see more at the MacKenzie King Homestead located on Wellington Street.

In addition to networking regional heritage resources, the Downtown needs to develop itself as a tourist destination. Tourists travel primarily to discover, learn, and experience a community's attractions, attributes, and interact or observe with its people. The Canadian Travel Survey, conducted in 1976, found that the most frequent reason for travel (29% of all respondents) was historical or cultural discovery.

In addition to the tourism potential, it is important for a community to present a comprehensive set of visual reminders of its past as a matter of community citizenship. Greater understanding of our past provides an intangible benefit to all parts of society. The construction of monuments to successful and colourful historical characters can provide meaningful role models for our children.

Having stated our case as to why heritage development needs to be implemented in the Downtown, the following initiatives are suggested.

A. MONUMENT PROGRAM

Monuments can take the form of statues, obelisks, fountains, squares, or more informal forms, such as landscapes, or even recreational equipment. The setting, historical importance, and level of funding all influence the ultimate form of visual reminders. Keeping in mind this range of alternatives, the following registry of monuments is proposed.

i) Lord Horatio Kitchener

A monument is suggested bearing a description of how this City came to have the Kitchener name. Within this simple and sometimes light hearted tale, lies a unique, personal and profound community perspective about the tragedy of war. By circumstance it would be a monument to peace.

ii) Founding Families of Kitchener

This monument to the pioneer families could retrace the development and extent of "Ebytown" over time and recount the tale of the pioneer travels from Lancaster County, Pennsylvania. As a network component, it would direct interested persons to the Pioneer Tower Memorial, Schneider House, Doon Heritage Crossroads, etc.

iii) William Lyon MacKenzie King

The historical plaque presently located in front of the library should be moved and accompanied by a suitable monument to a location closer to his birth place at 43 Benton Street. As a network component, it would direct people to his homestead on Wellington Street.

iv) Homer Watson

The celebrated 19th Century landscape painter was born and painted extensively in the Doon area, somewhat distant in character from the Downtown. However, it serves to notify visitors of the Homer Watson House.

v) Beck/Snider/Detweiler

Sir Adam Beck, D.B. Detweiler and E.W.B. Snider are known as the Fathers of Ontario Hydro. A monument to the three would tell the story, and each individual's contribution as well link Conestoga College's museum on electricity.

B. HISTORICAL THEME DISTRICTS

The Revitalization Plan suggests two potential ideas for further study and consideration. Both include historical theme districts.

i) King Street Core

A conservation district could be pursued for the King Street Core area. This would preserve and intensify the distinctive character of this retailing area. Its development would have obvious benefits for the retail sector. The first step involves an assessment of the building facades of the King Street area, completed in 1987.

ii) Victoria Street Industrial Museum District

Kitchener's development is unquestionably tied to the expansion of the manufacturing sector, spurred on by the arrival of the Grand Trunk Railway in the 1850's. It is suggested that a museum district be developed capitalizing on an industrial theme.

Located adjacent to Victoria Street, generally between Ahrens and Duke Streets, the district could have the following attractions some of which were suggested in the Waterloo/Stratford Tourism Master Plan.

- Industrial Museum
- Steam Train Excursion to Stratford Festival or Waterloo
- Factory Outlet Flea Market/Mall
- Night Clubs/Restaurants/Boutiques

C. ARCHITECTURAL/HISTORICAL DESCRIPTIONS

Two studies conducted for the City of Kitchener in 1980 and 1981, identify approximately 40 existing structures within and adjacent to the Downtown, which hold some historical and/or architectural significance. The Local Architectural Conservation Advisory Committee (L.A.C.A.C.) has been actively pursuing the possibility of designation with individual owners, pursuant to the Heritage Act of Ontario.

The Revitalization Plan makes the observation that upon designation, a small simple plaque appears to notify the general citizenry that a landmark has been established. However, the historical events or the architectural significance is not explained. It is suggested that a brief written explanatory text would be more informative. In addition, while actual designation under the Act may not be desired by respective building owners, the placement of a descriptive text may be acceptable. The placement of this information in the streets of our Downtown would greatly add to the interest of the area.

4.11 Cultural/Recreational Development

The predominant recreational activity within a Downtown retailing area must be recognized as consumer shopping. An attractive and relatively safe streetscape combined with a continuous presentation of interesting store windows provides a comfortable shopping trip enjoyed by all. Quality urban design will promote this increasingly popular leisure activity in Kitchener's Downtown.

A multi-use community centre in the Downtown area is suggested to accommodate the leisure activities of an increased population base, including space for senior's activities and special needs groups.

MacKenzie King Square could better serve as Kitchener's cultural centre by presenting an outdoor environment which functionally promotes the performing arts and entertainment. The Revitalization Plan suggests the development of an outdoor amphitheatre for afternoon and evening performances. The Centre in the Square annually has a summer school for the performing arts. As an outlet for these students, as well as those of all area public and private theatre dance studios, the amphitheatre could provide an informal but valuable opportunity for local people and tourists to enjoy leisure time in MacKenzie King Square. A well designed pedestrian landscape treatment, including a sculpture garden would complement the amphitheatre.

4.12 Open Space and Park Dedication

The Planning Act provides, through Sections 41 and 50, that as a condition of development or redevelopment of land, the Council of the local municipality may require that land or cash-in-lieu be conveyed to the municipality for parks and recreational purposes.

The Kitchener Official Plan allows up to:

- one hectare of land (or cash equivalent) to be dedicated for every 300 dwelling units, and
- 2% of land (or cash equivalent) to be dedicated for commercial development.

The Revitalization Plan suggests that the maximum dedication be required in the Downtown area. In the case of cash-in-lieu, the money would be used to create a better pedestrian environment throughout the Downtown. Private redevelopment would be encouraged to provide on site amenities in exchange for the respective dedication. This intended exchange would provide greater public benefit at a reduced cost to the public treasury. The following list of public amenities are eligible for credit as part of park dedication fees:

- i) the provision and maintenance of public outdoor art, sculpture or monuments (as specified under Heritage Development);
- ii) the provision of public open space in the form of a courtyard, a parkette that has public access;
- iii) the provision of public streetscape features and sidewalk treatments in compliance with the approved streetscape theme design, and
- iv) the preservation of identified historical elements and environmental features.

4.13 Character Areas

An interesting Downtown attracts residents and visitors with a variety of different experiences and areas. Toronto, for example, offers Yorkville, Eaton Centre, Harborfront, Spadina Avenue and Kensington Market. The success of each area adds to the whole.

A detailed inventory of the land use, architectural and open space attributes of the Downtown was conducted. An integrated system of distinctive character areas have been established. Within the heart of Downtown, three strong character areas emerge in addition to the two established retail anchors. These concepts are presented for discussion purposes only and serve as a catalyst to generate further ideas.

4.13.1 King Street Core

Located along King Street between Frederick and Francis, the King Street Core is the most familiar commercial streetscape of our City. A fine collection of late 19th century and early 20th century buildings provide a unified and interesting streetscape. The present scale of building facades (about 3-6 storeys) should be retained. This area should provide more intensive retail, restaurants and entertainment activity. Upper storeys that are not useable for commercial endeavours are suggested to be converted for additional residential accommodation to expand the business client group. The existing structures could be renovated and preserved. Infill developments should respect the massing, proportions, and character of the area.

4.13.2 King East

Between Cedar Street and Market Square, the King East area is an eclectic grouping of commercial buildings from late 19th century two and three storey structures and modern multi-storey retail and office buildings. The area is rich in ethnic/cultural resources. The restaurants, grocery stores, bakeries, delicatessens, and night clubs, reflect the City's long established European ethnic groups as well as the more recent Carribean and Southeast Asian citizens.

The combination of curb side parking, irregular building set backs, and open space plazas provides a self sufficient area quite distinct from the King Street Core. New sidewalks, lighting, as well as municipal services are required.

4.13.3 Market Village

This area is planned as an expansion of the theme initiated by the Market Lane development. Without any encouragement, the theme has already migrated to include most of Eby Street.

This area is composed of older residential structures, that are well suited for conversion to specialty retail shops, art and antique galleries, restaurants, professional offices and personal services. Upper floors can be retained for residential and/or professional office use.

A distinctive, unifying streetscape theme is required to create a complementary pedestrian environment. In addition, a co-operative approach by landowners and the City of Kitchener is needed to expand and centralize required parking. South of Duke Street, four major improvements are proposed:

1. Redevelopment of Market Lane to introduce some separation of vehicular and pedestrian routes. This includes the extension of walkways to Duke Street and to Market Green.
2. Removal of overhead wires and the provision of complementary lighting and sidewalks.
3. Redevelopment of the vacant lands on King Street to provide direct pedestrian access from the King East area.
4. Redevelopment of the Eby Street Municipal Parking Lot to expand parking facilities, continue and consolidate the retail function of Eby Street, and introduce a residential population.

Market Village has the potential for long term expansion to encompass the lands on the north side of Duke Street between Scott and Cedar Streets.

North of Duke Street, an overall pedestrian circulation plan needs to be finalized that would capitalize on the existing internal laneways of May Place and Wilton Place.

Wilton Place, as an example, holds great potential to be integrated into this theme. Today, it's a forgotten private lane with four residential structures. It could be an exciting retail/residential area with outdoor patio cafes with artists and craftsmen exhibiting their skills.

4.14 Downtown Design Features

Through the development of the Downtown Redevelopment Plan, it has been recognized that certain existing design features contribute to the character and identity of the Downtown. These spatial elements allow the Downtown to be distinct from commercial areas in the suburbs, and indeed distinct from other Downtown areas. It is the purpose of this section to describe those spatial and visual elements of the Downtown, and to recommend a basic set of initiatives to preserve these important features.

It is intended that these recommendations will be implemented through a range of procedures, ie. the new Downtown Zoning By-law, independent studies, and funding programs.

1. King Street Building Envelope

King Street, from Frederick to Water Street contains the historical commercial centre or heart of the Downtown. As the oldest commercial area in the City its architecture and retail activity has evolved over 150 years. It is the area that one identifies with the term "Downtown".

Buildings have been constructed abutting the King Street right-of-way (60'), and range from one storey to six storeys with most consisting of three to four storeys. The maintenance of this comfortable relationship (scale) between sidewalk pedestrians and adjacent architecture should be continued. Hypothetically, the redevelopment of all lands within this area to six storeys would not jeopardize the continuity of this relationship. However, the development of higher structures (7 to 12 storeys) could quite conceivably overpower the sidewalk pedestrian and disrupt the architectural facade.

There are two important facets of the geometry of King Street at this location. The roadway is not straight through this section, but rather the centre-lines of the roadways meet at a skewed angle $6\frac{1}{2}^\circ$ less than 180° (a straight line). The implications for urban design are:

1. From the Frederick and King intersection, one cannot fully see the intersection of Water and King, and vice-versa.
2. With people standing at both intersections, the sightlines converge in the block on the north side of King Street between Ontario and Young Streets (in the vicinity of the lands between the Lyric and Capital Theatres).
3. The building facades, while varying in height, unite and lead the viewer's eye along King Street. An element of intrigue and interest is generated by the curving street.

In addition to the above the roadway generally runs from the northwest to the southeast providing two environmental advantages.

Firstly, without considering micro-climatic influences, winds from the West, West-North-West, Northwest, and North-North-West that prevail during all months of the year, provide a flushing action on King Street to carry away fumes.

Secondly, this street orientation allows some level of sunlight to fall on the sidewalk areas on both sides of King Street during the business day. This environmental feature is very important. In a 1984 survey of Downtown merchants, a bright sunny day was determined as a major contributor to increased sales.

For all of the above reasons, a Maximum Building Envelope was introduced in the C-4 District of the Kitchener Zoning By-law in 1985. The envelope allows for a good level of development flexibility, yet protects the architectural integrity of the existing development and preserves a reasonable level of daily sunlight. Section XXIV.2.5 of Kitchener Zoning By-law (4830) reads as follows:

"5. Maximum Building Height:

There shall be no maximum building height, except with respect to the lands, zoned Downtown Commercial (C4) located between the north side of Frederick/Benton Streets and the south side of Water Street, wherein the maximum building height shall be no greater, measured at a right angle, than the distance between the farthest side of King Street and the part of the building closest to King Street provided that higher storeys may be constructed in tiers subject to the additional storey being no higher each than the distance of their set back from the wall closest to King Street of the storey below.

(By-law 85-111, 5.2)"

2. Downtown Building Facade Improvements

Heritage conservation in the form of the built environment and simply beautification are the tangible benefits of a facade improvement objective. The economic benefits of this amenity, of course, are more difficult to comprehend but are indeed real. An attractive Downtown can capture a larger segment of the primary and secondary retail markets as well as draw tourists.

In 1984 the Queen Street Facade Study acted as a "pilot" to test the interests of building owners and tenants in upgrading their facades. The study area was bounded by Charles and Duke Streets along Queen. It is noteworthy to add that the modest promotion of the facade study recommendations without financial incentive, in concert with the concurrent streetscape improvements, did result in facade upgrading as well as a decrease in commercial vacancies.

Streetscape improvements continued in 1985 (Queen Street) and 1986 (King Street) with plans to implement a theming concept within the Downtown in subsequent years.

The King Street Facade Study was conducted in 1987 to complement the current year's thrust to complete another block of the King Streetscape theme. The subject buildings involved both sides of King between Francis and Cedar Streets. The major goal of the initiative was to achieve an attractive, inviting, and prosperous downtown business district. The recommendations provide affordable and practical facade improvements to the exterior envelopes of the building stock.

Map 14 depicts the improvements suggested for 78 King Street West (Mr. Submarine) as an example.

The King Street Facade Study was jointly funded by the Kitchener Downtown Business Association and the Ontario Ministry of Municipal Affairs. Kitchener City Council approved the Study in principle via resolution July 20, 1987.

Facade Improvement Loan Program. The experience in Southern Ontario with facade programs is that they need to be marketed. To this end, City Council passed two resolutions July 20, 1987 supporting a loan program that would allow building owners within the Kitchener Downtown Business Association limits to borrow up to \$7,500 at two percentage points below the rate that the City receives for short-term investments. To expedite this program, portions of the principle would be forgiven for work completed quickly. For example, from the time the loan program is formally initiated, 30% of the principle would be forgiven if the approved improvements were implemented within six months. Note should be made that prior to instituting the loan program, the City must receive the Ministry of Municipal Affairs' approval of our Community Improvement Plan - this Plan is current being prepared.

To further promote the implementation of facade improvements, the Design/Development Section, Parks and Recreation Department will provide conceptual design services and consultation to assist building owners. This service will allow those within the Kitchener Downtown Business Association but outside the Queen Street and King Street Facade Study limits to take advantage of the City's conceptual design services.

The Potential:

The Downtown of Kitchener has developed over 150 years and possesses many fine building facades. At present, however, many of these are obscured by metal cladding, signage, and layers of paint. Many facades have simply been neglected. The goal of architectural improvements is to maintain and enhance the Downtown's most distinguishing and visually attractive characteristics. This, in turn, will foster economic revitalization as noted at the outset of this discussion.

3. Laneways

As previously discussed in Section 2.6 - TRAFFIC, and in accordance with the stated Objective, it is highly desirable to have laneways (to the rear of King Street, and within the ring-road) with an ultimate right-of-way width of 7.62 metres (25 feet). The implementation of these expanded laneways would occur through an Amendment to the Official Plan's Schedule "A" - Highways to be Widened. Once the specific laneways have been described, and legally adopted in the Official Plan, then dedications can be taken by the Municipality upon redevelopment.

LEGEND

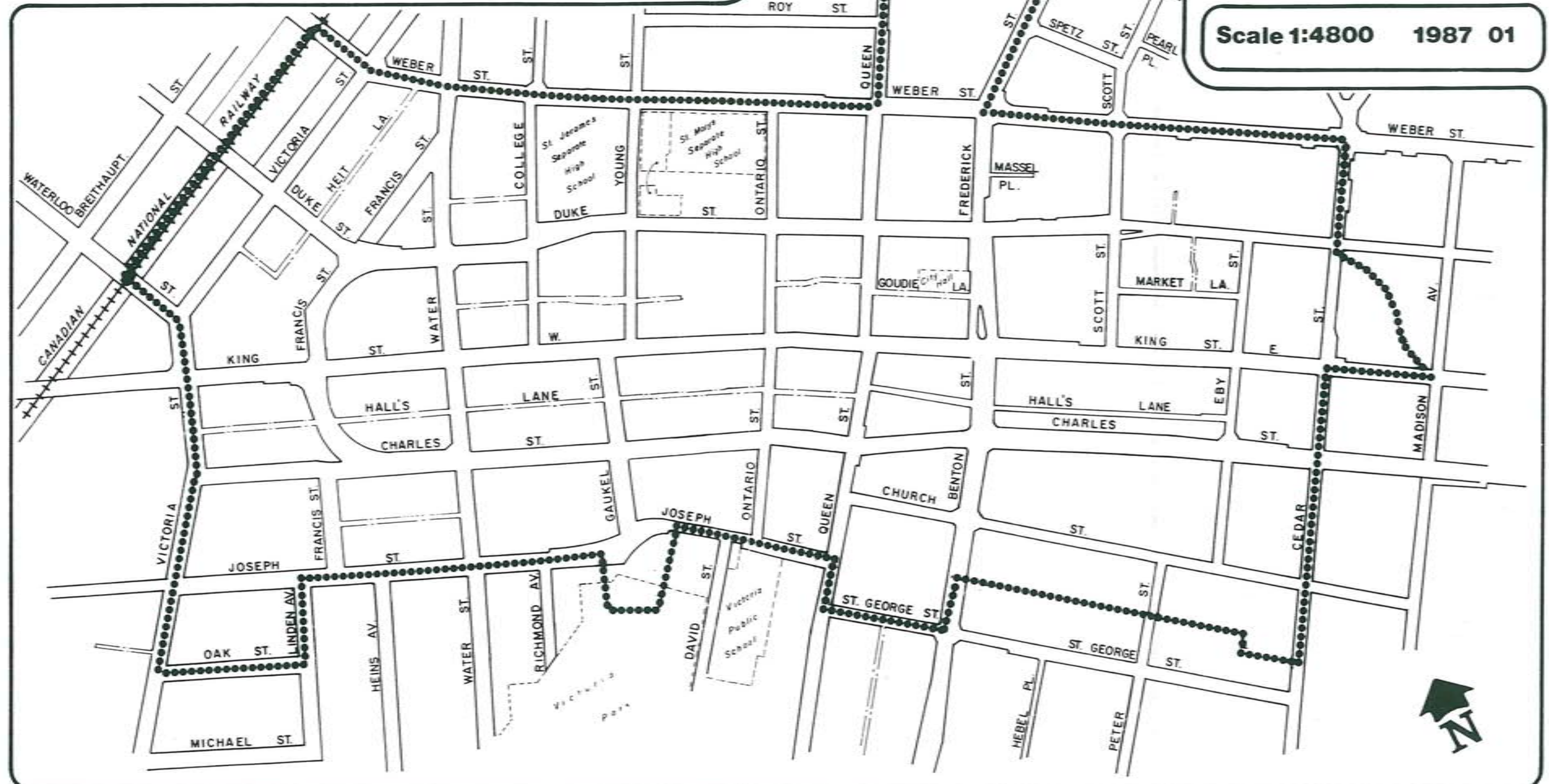
..... STUDY AREA BOUNDARIES

DOWNTOWN REVITALIZATION PLAN

MAP No. 1

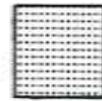
STUDY AREA
BOUNDARIES

Scale 1:4800 1987 01



LEGEND

- 1-DOWNTOWN CORE
- 2-SERVICE COMMERCIAL/MANUFACTURING
- 3-EXCLUSIVE HIGH DENSITY RESIDENTIAL
- 4-MACKENZIE KING SQUARE
- 5-RESIDENTIAL/OFFICE
- 6-SMALL RETAIL/OFFICE
- 7-SERVICE COMMERCIAL/MANUFACTURING/SMALL RETAIL/OFFICES
- 8-MANUFACTURING/SERVICE COMMERCIAL/SMALL RETAIL/OFFICES



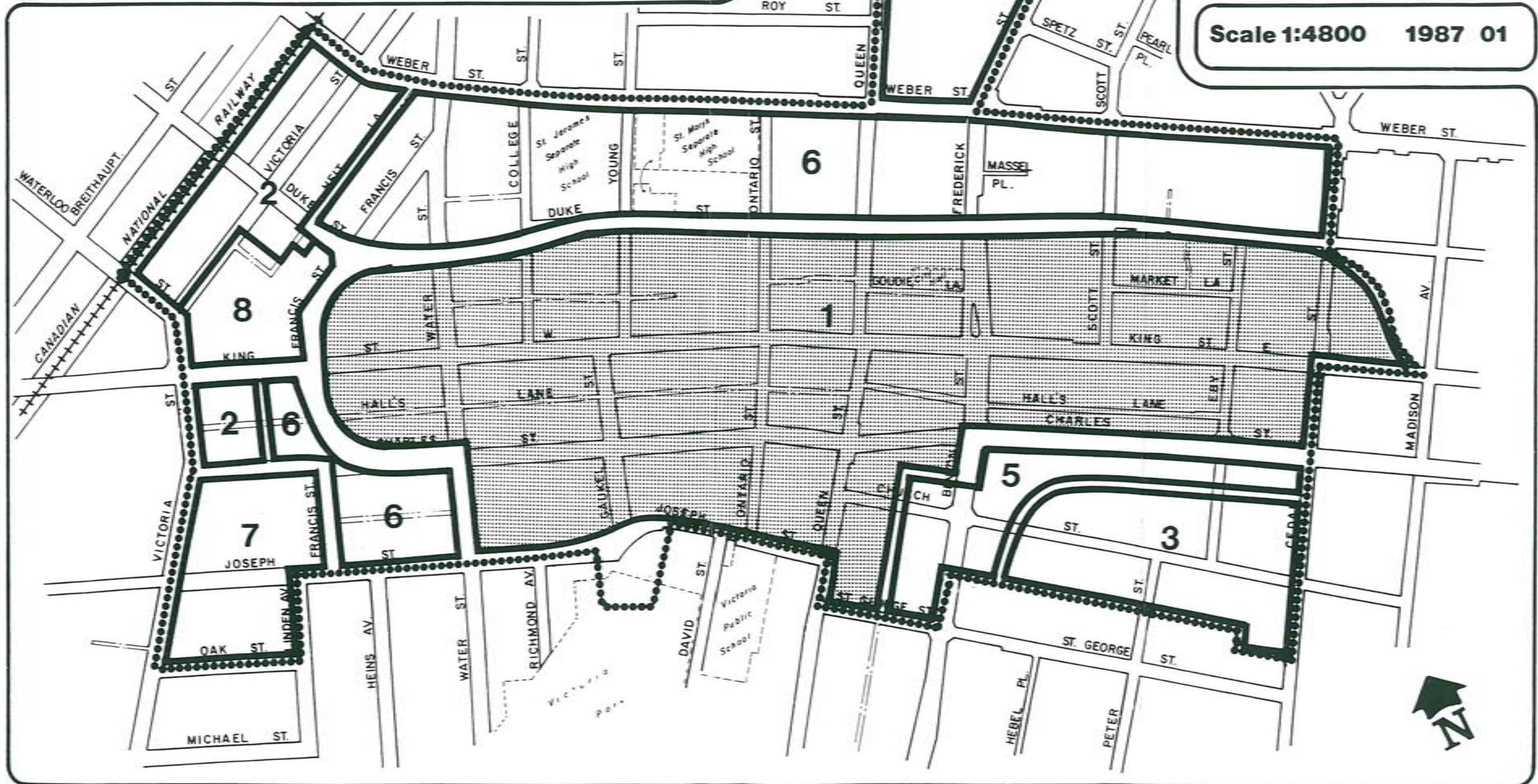
AREA WHERE "RESIDENTIAL USES ARE PERMITTED AND MAY DEVELOP WITHOUT RESTRICTION AS TO DENSITY"

DOWNTOWN REVITALIZATION PLAN

MAP No. 2

OFFICIAL PLAN
LAND USE POLICIES

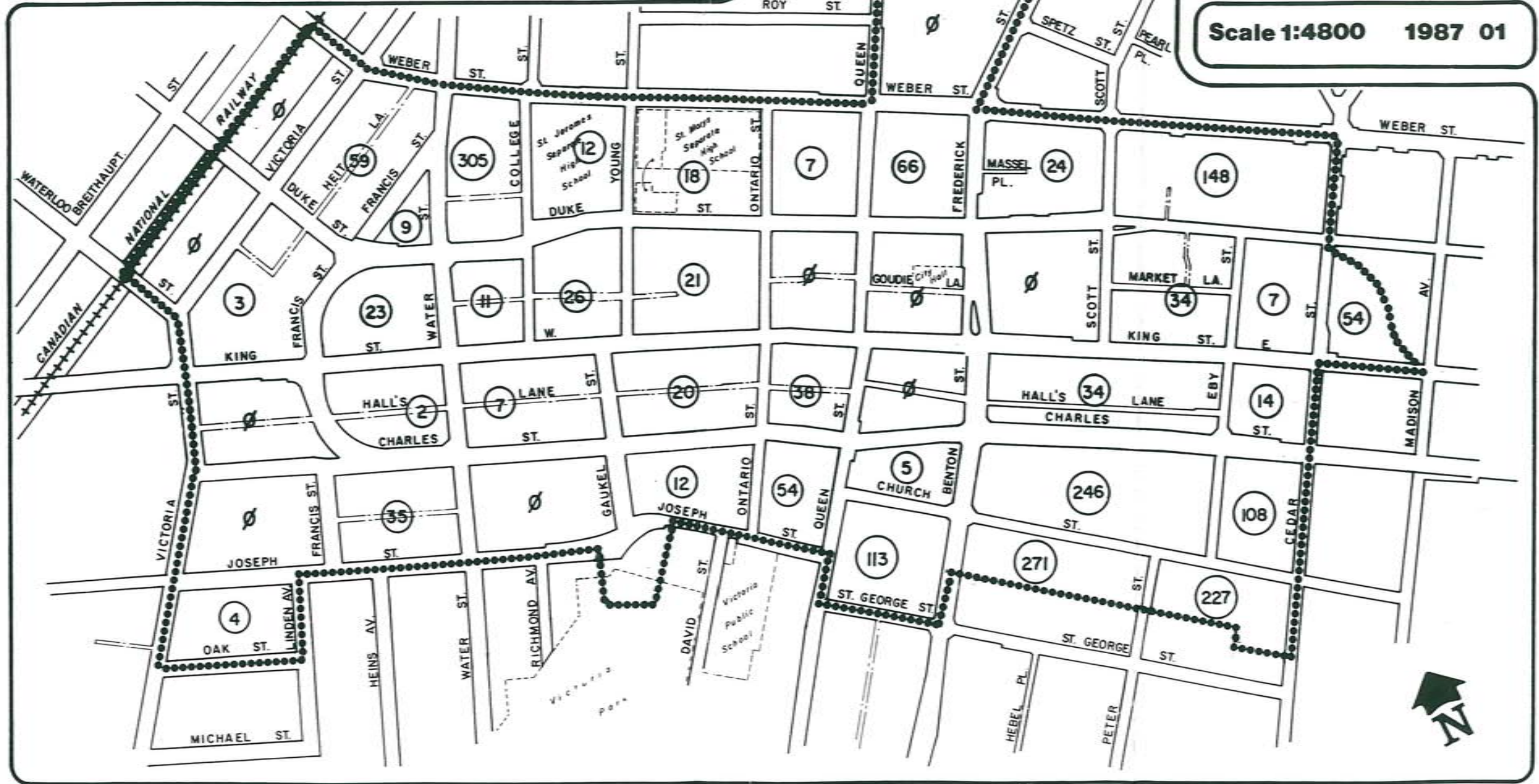
Scale 1:4800 1987 01



TOTAL POPULATION - 1997

MAP No. 3**RESIDENT
POPULATION**

Scale 1:4800 1987 01



LEGEND

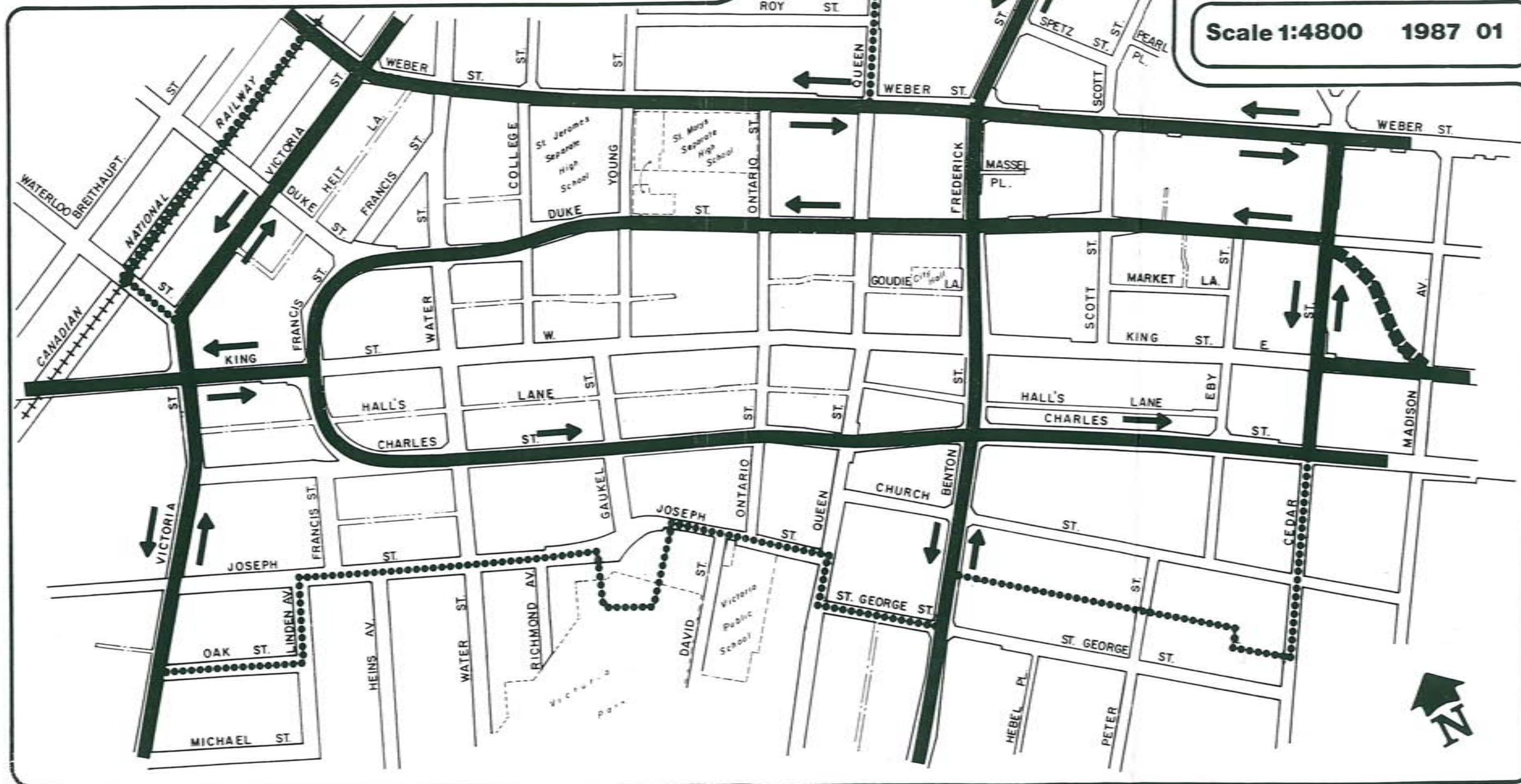
- PRIMARY ROAD
- DIRECTION OF TRAFFIC FLOW

DOWNTOWN REVITALIZATION PLAN

MAP No. 4

MAJOR
THOROUGHFARES

Scale 1:4800 1987 01



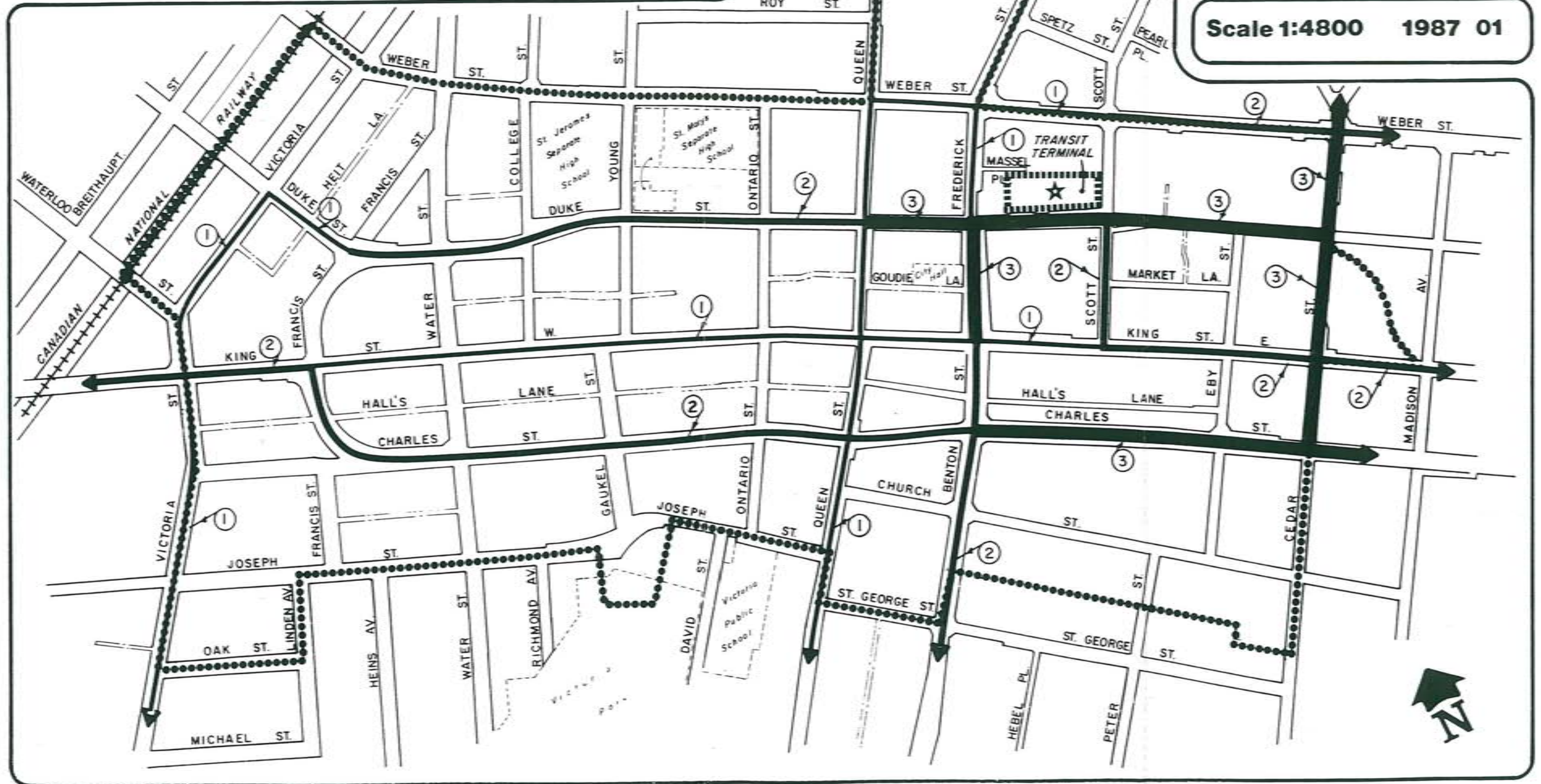
LEGEND

- ① — 1-2 TRANSIT ROUTES
- ② — 2-4 TRANSIT ROUTES
- ③ — MANY TRANSIT ROUTES

DOWNTOWN REVITALIZATION PLAN

MAP No. 5
EXISTING
ROADWAY USE
FOR TRANSIT


Scale 1:4800 1987 01



CITY OF KITCHENER OPERATED

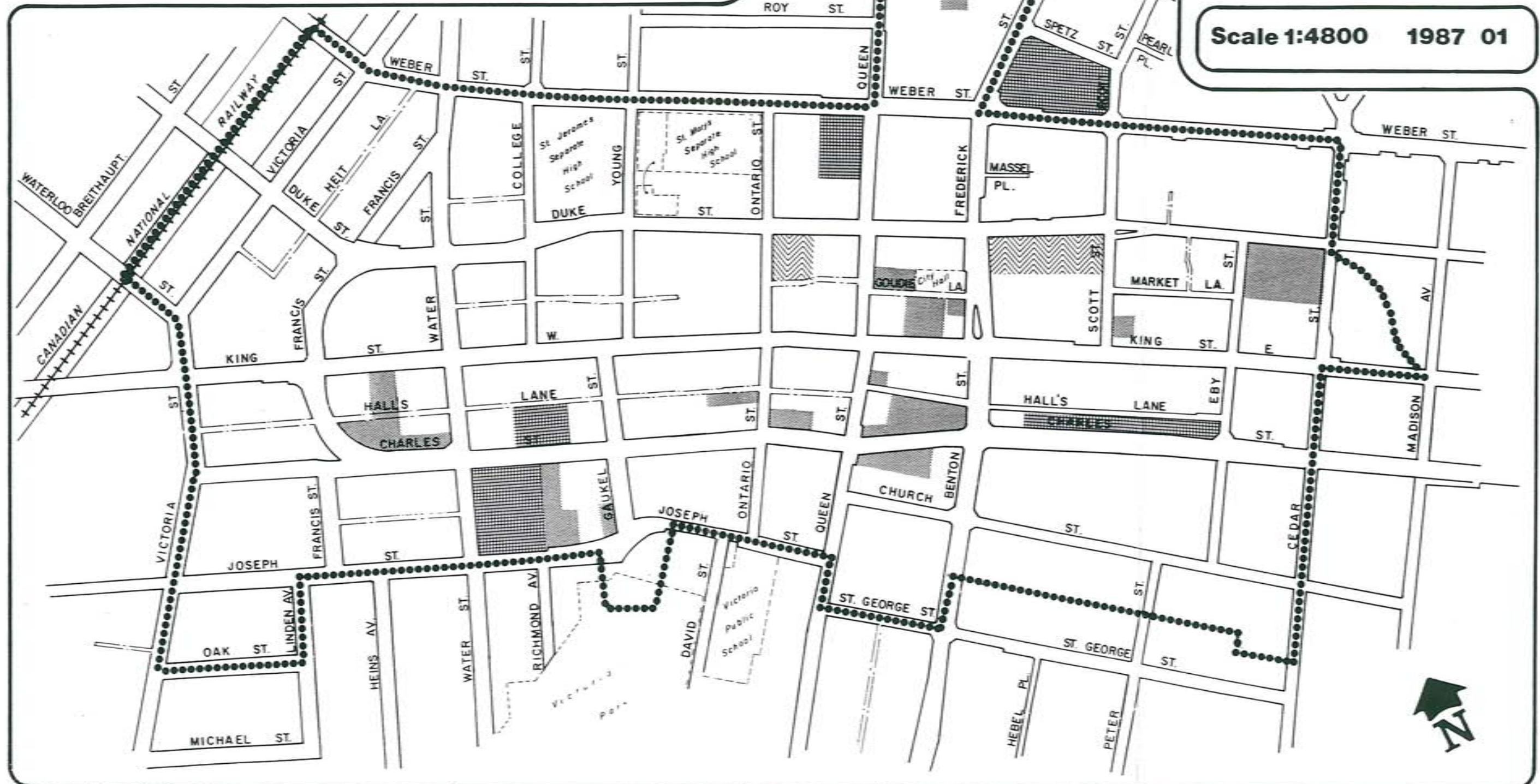
 SURFACE PARKING

PRIVATELY OPERATED

 PARKING STRUCTURE
(NON-RESIDENTIAL)**MAP No. 6**

EXISTING CITY PARKING FACILITIES

Scale 1:4800 1987 01



LEGEND



PARKING AREAS



500' RADIUS FROM EXISTING PARKING AREA



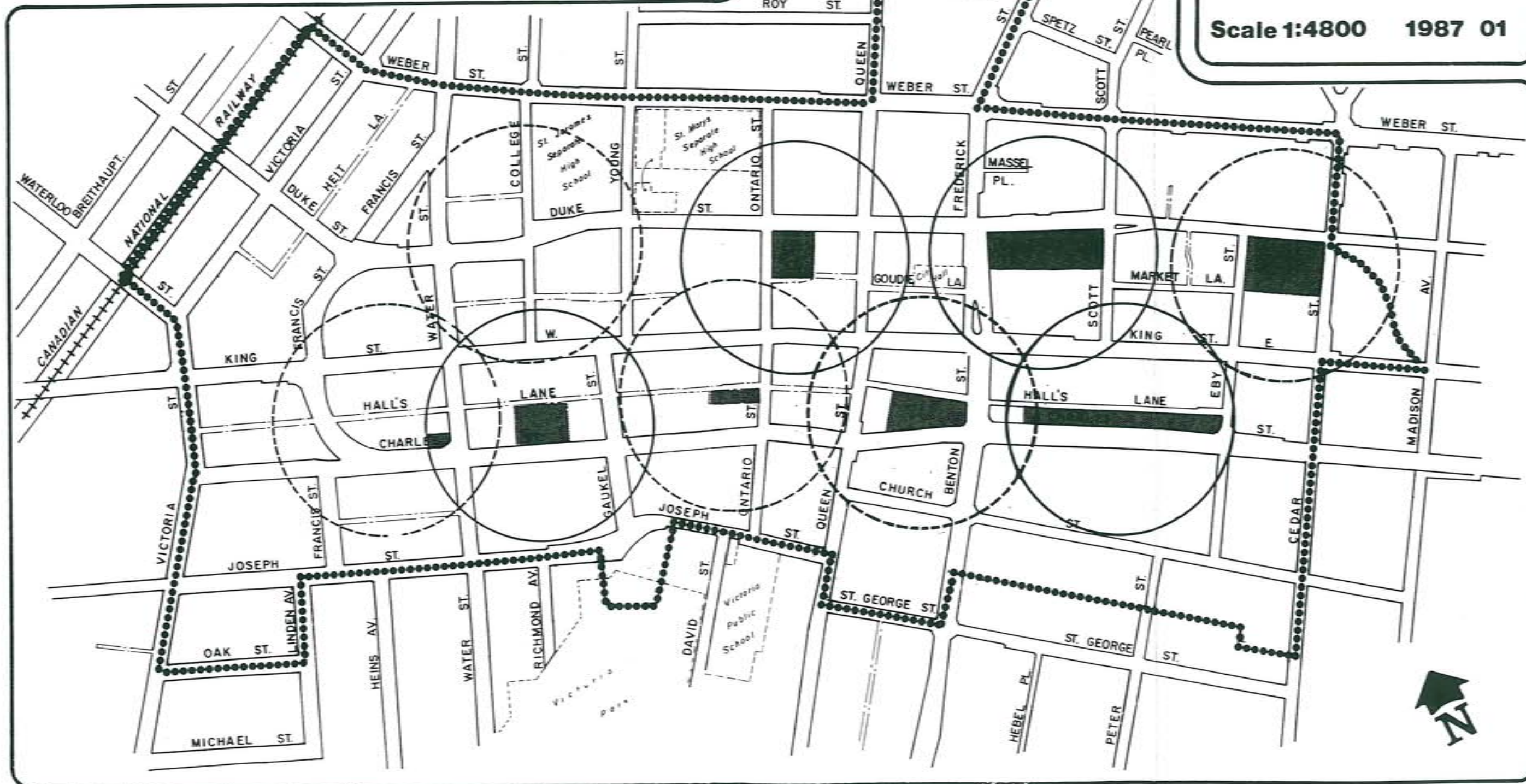
500' RADIUS FROM PROPOSED PARKING AREA

DOWNTOWN REVITALIZATION PLAN

MAP No. 7

WALKING DISTANCES
FROM EXISTING &
PROPOSED PARKING
STRUCTURES

Scale 1:4800 1987 01



LEGEND



OLD - PRE-1900



MIDDLE AGED - 1905-1934



NEW - 1960-1986

DOWNTOWN REVITALIZATION PLAN

MAP No. 8

SANITARY SEWERS
(AGE)

Scale 1:4800 1987 01



LEGEND



OLD - 1900-1929



MIDDLE AGED - 1930-1959



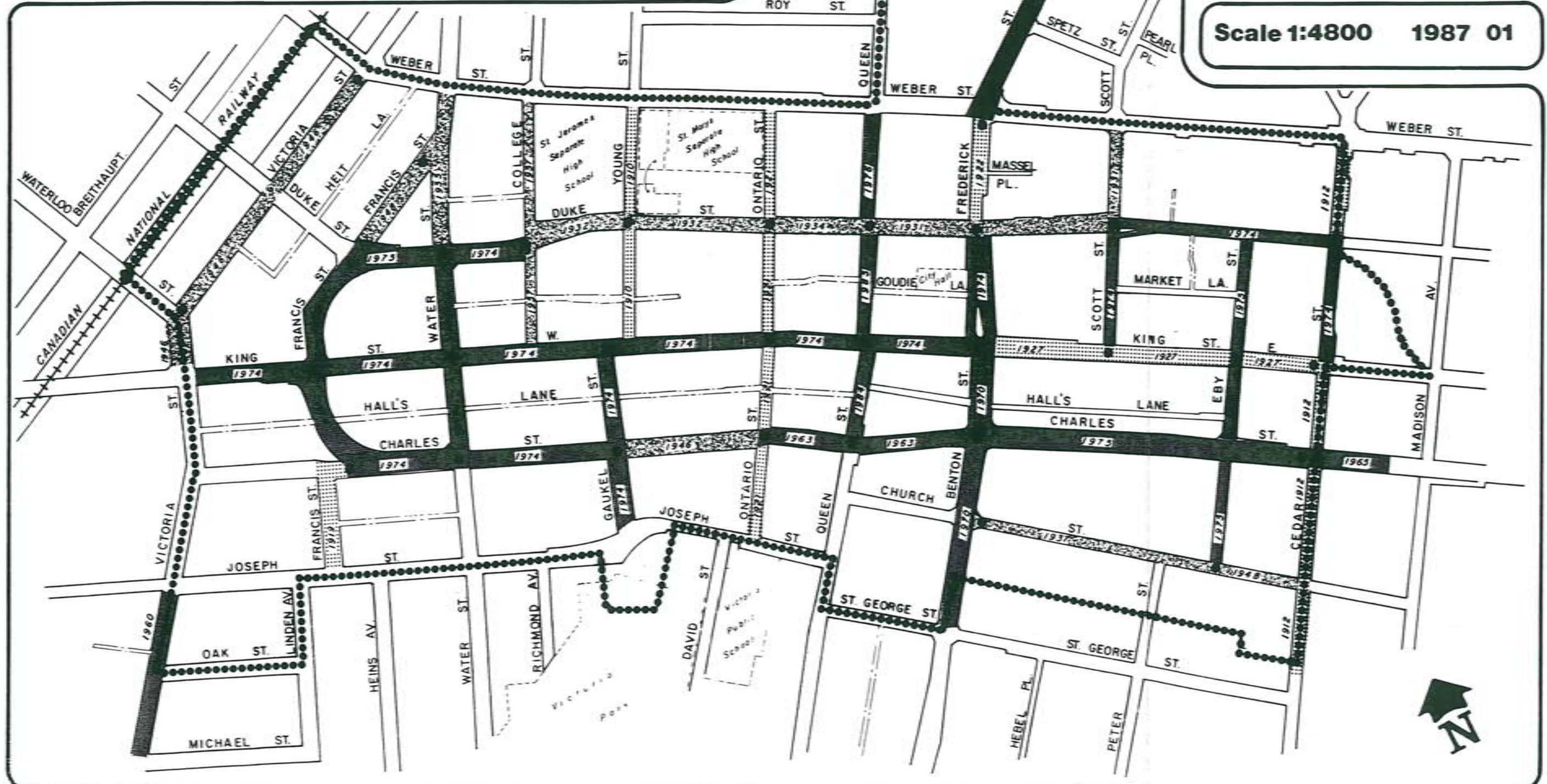
NEW - 1960-1986

DOWNTOWN REVITALIZATION PLAN



MAP No. 9

ROADWAYS
(AGE)

Scale 1:4800 1987 01



LEGEND

-  GOOD
-  FAIR
-  POOR
-  1974 DESIGN TO BE REPLACED

DOWNTOWN REVITALIZATION PLAN

MAP No. 10

CONDITION OF
SIDEWALKS

Scale 1:4800 1987 01



LEGEND

STREETSCAPE THEMES :



DOWNTOWN ENTRANCE FEATURES



MACKENZIE KING SQUARE



KING STREET



QUEEN STREET



FREDERICK / BENTON



SIDE STREETS & LANEWAYS



RING ROAD

DOWNTOWN REVITALIZATION PLAN

MAP No. 11

STREETSCAPE
THEMES

Scale 1:4800 1987 01



LEGEND

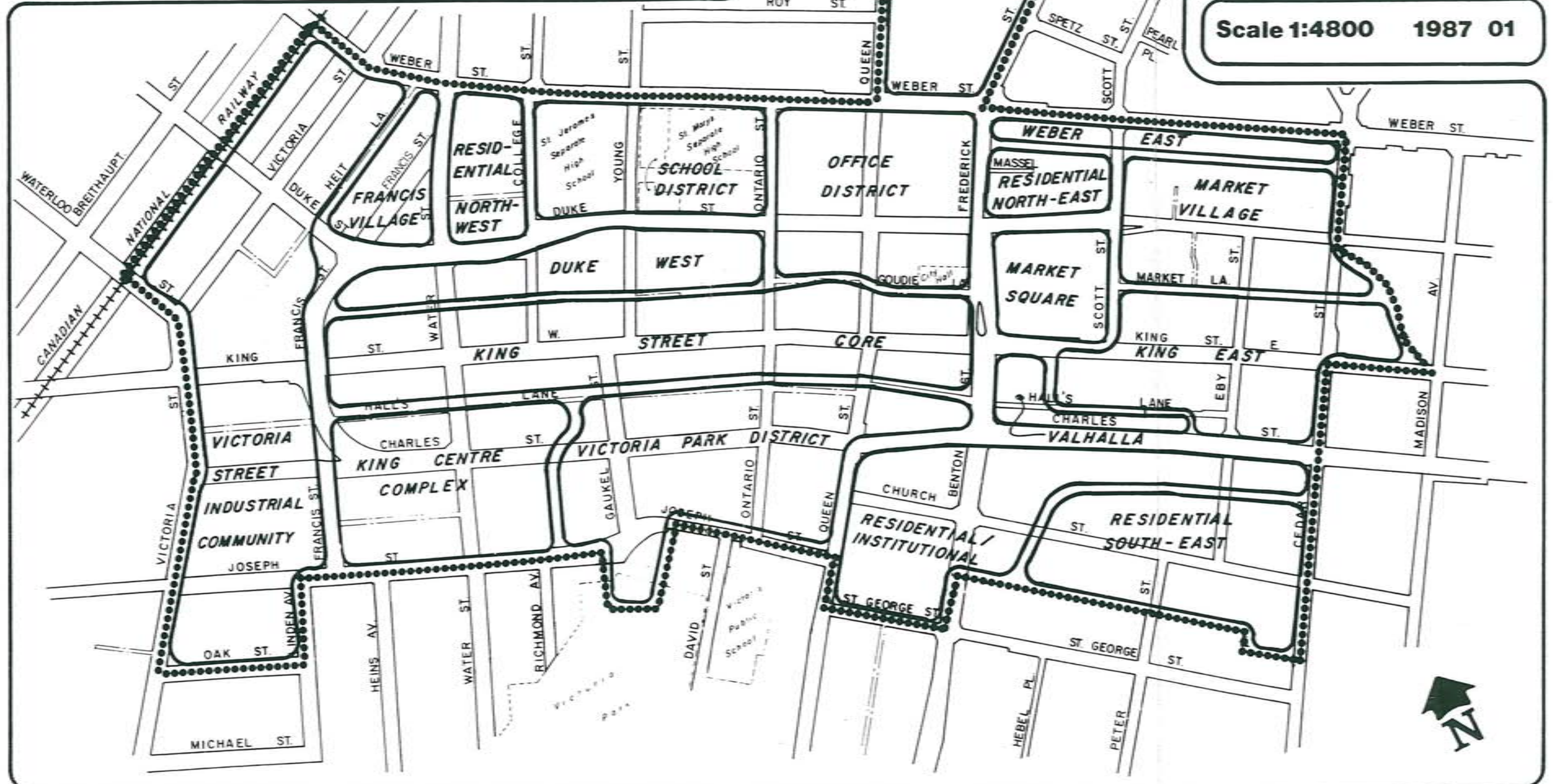
— CHARACTER AREA BOUNDARIES

DOWNTOWN REVITALIZATION PLAN

MAP No. 12

CHARACTER
AREAS

Scale 1:4800 1987 01

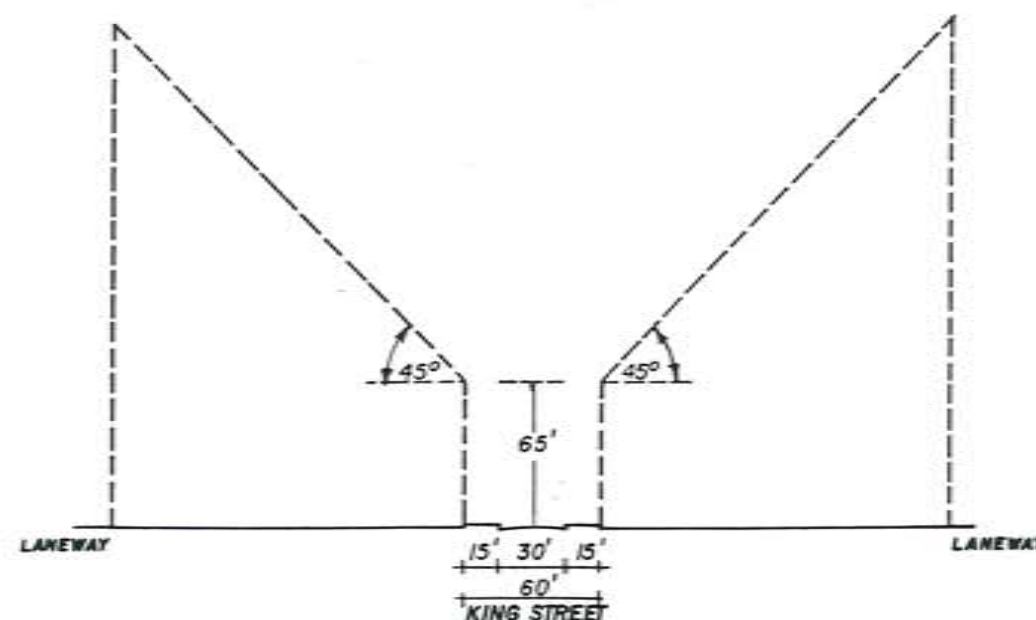


DOWNTOWN REVITALIZATION PLAN

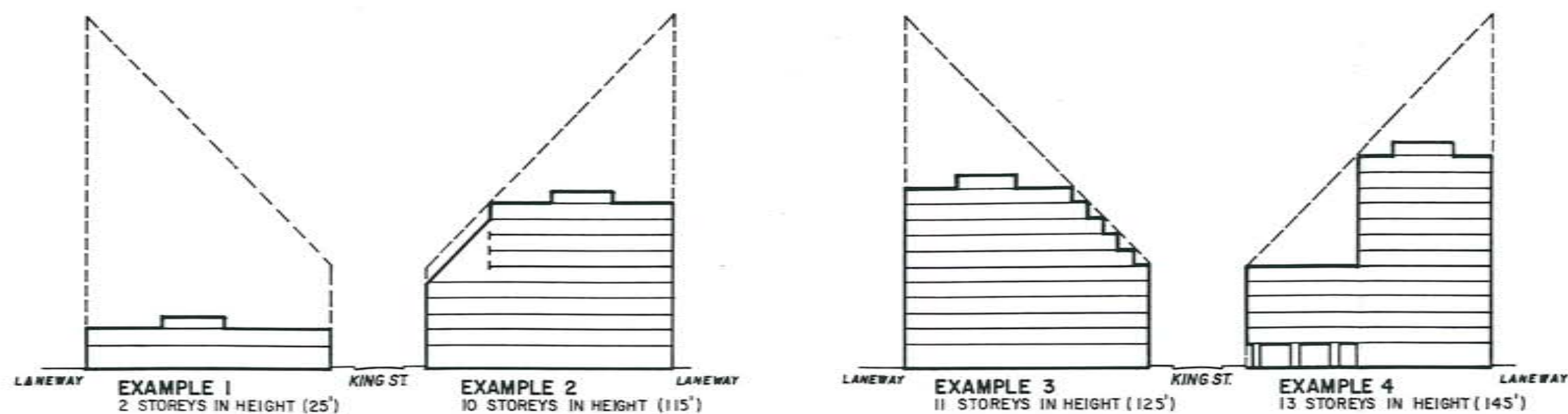
MAP No. 13

KING STREET
BUILDING ENVELOPE

PROPOSED MAXIMUM BUILDING ENVELOPE



EXAMPLES OF BUILDING TYPES



MAP No. 14
DOWNTOWN BUILDING
FACADE IMPROVEMENTS
(EXAMPLE FACADE)

[illegible]

location		70 KING STREET WEST, FIRST FLOOR		59				
business		H.R. SUBMARINE						
comment		Hr. Submarine is one of three stores in a most attractive three storey brick building of the late 1800's. The upper facade is largely original. The storefronts are contemporary. The main recommendations are to conserve and restore the upper facade and to co-ordinate the graphics, signage and cornice of the lower facade. The result would be a very attractive overall facade in the streetscape.						
element		fabric		condition		improvements		
roof	roof	-		-				
	cornice	Wood		Good				
upper facade	wall	Brick painted		Hedilocre		Repair and repaint		
	windows	style	Vertical sash		-			
		lintel	Brick/wood		Poor		Replace	Restore upper historic facade. Repaint brickwork. Replace windows using wood sash.
		mullion	Wood		Poor		Replace	
		frame	Wood		Poor		Replace	
		sash	Wood		Poor		Replace	
		glass	Glass		Good		Replace	
		sill	Wood		Poor		Replace	
misc.	-		-					
sign fascia	sign	cornice	-		-			
		fascia	Stone		Good			
		frame	Metal		Good			
		graphics	Plastic		Good			
storefront	storefront	misc.	-		-			
		piers	Stone		Hedilocre		Redesign sign cornice, fascia and graphics to complement upper historic facade. Co-ordinate with adjoining stores in the block.	
		display	Glass		Good			
		transom	Glass		Good			
		door	Metal/glass		Good			
		base	Stone		Good			
		awning	-		-			
		misc.	-		-			
				preliminary costing \$4,000.00				

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

ARCHITECTURAL
PROGRAM

5.0

5.0 ARCHITECTURAL PROGRAM

5.1 THE CIVIC SQUARE

The new City Hall and Civic Square should be designed to become the natural gathering place in the city and the focus of community life. It is essential that the building and the urban square work in harmony to achieve a attractive and liveable set of public spaces, both outdoor and indoor. These spaces should be inviting, open, dignified but not intimidating, accessible and easy to use by all, including the physically disabled.

The Civic Square should provide appropriate settings and facilities for an active and diverse public life. It should serve well for everyday use and quiet enjoyment, as well as ceremonial events, public celebrations and gatherings during all times of the year. It should be a major focus of activity in the downtown and give further momentum to its increasing vitality.

The building and the square should be a unique and prominent landmark. They should be appropriate to the scale and character of the downtown while anticipating and leading redevelopment in the vicinity. The principal address should be on King Street for both the building and the square, although Frederick, Queen and Charles Street should not be treated as a back door. A pedestrian link with Victoria Park, along Charles Street, should be established. To meet these objectives, the Civic Square should be located immediately adjacent to King Street with all or a portion of the King Street frontage of the site.

Specifically the Civic Square should include the following:

Hard surfaced plaza of about 2000 square metres as the primary pedestrian approach to the building as well as the ceremonial approach from King Street. The plaza should serve for gatherings of 500 to 2,000 people, standing. While the size of gathering will vary, the space should accommodate smaller groups comfortably, and King Street may be used for overflow crowds. The plaza should also serve for displays and festivals. It should permit the installation of large temporary tents for weather-protection.

Performance/presentation stage, suitable for presentations commemorative and concerts. A specialized stage facility is not required, although permanent power, sound and lighting systems should be provided; it is hoped that the stage area would be modest and would be capable of being absorbed into the everyday use of the place. It might double as an entrance into the building and as a terrace. Alternatively, a temporary and flexible stage may be employed.

A lawn/seating area for up to 200 temporary chairs for use during concerts and /or presentations.

Outdoor terrace associated with the restaurant for seating up to sixty people.

Water feature and skating rink of about 900 square metres, with permanent seating, moving water and special lighting. A weather protected area for skate/boot change should be included nearby.

Garden area of about 600 square metres with a variety of planting, seating and lighting.

Drinking fountains, public telephones, three flagpoles and a tourist information pavilion.

A new landmark that would serve as a focal point and meeting place in the square and that would be visible from a distance.

Exterior lighting to illuminate the building and the various parts of the Civic Square. The lighting should suit the character of the various parts.

A line of street trees along the sidewalks of Frederick and Charles Streets to be continuous except for vehicular entrances and desired vistas or approaches to the building. Street trees along King Street should be integral to the design of the Civic Square itself.

5.2 GENERAL REQUIREMENTS, AREA DEFINITIONS AND SUMMARY

General office areas should accommodate most of the staff and will include a mixture of enclosed and open work stations as well as reception, meeting rooms, storage and special purpose rooms. Given increasing automation of the workplace, consideration should be given to avoid glare on computer workstations from natural and artificial light. Ceiling heights should conform to conventional office standards. Natural light and views to the outside are desirable and the arrangement of general office areas should maximize these.

It is desirable for departments to have all of their divisions located together on the same floor, although this is not a mandatory requirement. Equally important is the flexibility of the space provided to accommodate organizational changes and growth.

Special spatial requirements that occur within departments are described below for each case.

The net departmental floor area is the sum of the various net room areas required by a particular department. The area is measured to the centreline of enclosing walls, or to the theoretical enclosure line. The net areas therefore include wall thickness. These areas do not include any corridors that will ultimately be required within the department.

However, for rooms such as libraries, open offices, storage rooms, council chambers, etc., the net room area includes circulation in open areas such as between bookstacks, work-stations, storage shelves, council seating, etc..

The gross departmental area is the space required to lay out a department. It includes the net departmental area plus the circulation within the department to access these net areas, wall thickness for this circulation and exterior wall thickness for the department. The gross departmental area is equal to the net departmental times 1.25.

The building grossing areas are allowances that are added to the gross departmental areas to obtain the building gross area. These allowances include: 20% for departmental circulation including stairs, elevators lobbies and corridors between departments; 17% for building services such as elevator penthouses, mechanical and electrical rooms, washrooms and janitor's closets; and 8% for shafts which includes mechanical, electrical and elevator shafts.

5.2.1 MAYOR AND COUNCIL

Description

City Council consists of a Mayor and ten ward Aldermen. Allowance has been made in the area requirement for two additional Aldermen to accommodate anticipated growth. The positions can be full or part-time depending on the incumbent. The space requirements of council are generally modest, with elected representatives working as much outside their offices as within.

Location

The offices of the Mayor and Aldermen require a high degree of public accessibility. They should be located in close proximity to the Council Chamber and Lounge, Committee Rooms, the Chief Administrative Officer and the Clerk's Department.

5.2.2 CHIEF ADMINISTRATIVE OFFICE

Description

The Chief Administrative Officer is responsible to City Council for the development and maintenance of a civic administration capable of effectively and efficiently implementing the civic policies approved by Council. In this respect, the Chief Administrator has the authority to control and direct all City staff and, in particular, co-ordinate the chief officers of the City in the administration of the municipality in accordance with the policies and plans approved and established by City Council.

At this time, the Office of the Chief Administrator consists of the Chief Administrator and an Executive Secretary. Additional space has been provided for future expansion including the possibility of an Assistant City Administrator and the provision for special project and support staff, such as an internal audit group.

Location

This Department requires a high degree of accessibility for Council, the public and other staff members. It should be located adjacent to the Office of the Mayor and Council, but with a separate entrance. The Department interacts with all other City Departments, but has close operational relationships specifically with the City Clerk, Administrative Services and Legal Departments.

5.2.3 DEPARTMENT OF GENERAL SERVICES AND CITY CLERK

Description

The City Clerk,s Division is the Secretariat of the Municipality and City Council. This division receives reports and communications, compiles them into agendas and distributes them to the various Standing and Special Committees and City Council. It supplies a recording service to the various municipal meetings, and provides ensuing minutes and reports.

The Clerk's Division maintains all City records and documents; organizes and administers Municipal and School Board elections; provides all City Hall printing,mail and messenger services; administers the Committee of Adjustment and Land Severance functions; is responsible for all rezoning and local improvement circulations; administers the City Hall Municipal Library; registers births and deaths; and provides for administrative support services for the Mayor's Office of and Members of Council.

The Licensing Division issues all business, lottery and marriage licences, and is responsible for the monitoring and auditing of all financial records of charities involved in bingo lotteries.

The purchasing Division acquires all City Hall supplies and services (including Consultant services) through tender, quotation and proposal methods. In supplies an energy management service for all City Departments. In also administers the custodial and building maintenance functions for many of the City's inventory of buildings.

The Shipping and Receiving area for the building is located within the printing, Mail and Messenger Services Section. It includes two exterior loading docks, short-term storage area and waste storage areas.

Location

The City Clerk,s Division (excepting the Records Management and printing, Mail and Messenger Services Sections) and all the Licensing Division require a high degree of public accessibility with significant counter and waiting areas. They should be located in close proximity to the Chief Administrative Officer, the Mayor and Council, the Council Chamber and Committee Rooms.

The Records Management and printing, Mail and Messenger Services Section of this Division may be located apart from the Department and should be located together with the shipping and receiving area. Some natural light would be desirable in the Printing Section, but is not required in the Records Section other than in the office component, if possible.

Since the provision of administrative support services for the Mayor's Office and Members of Council is assumed by the City Clerk's Division be located in close proximity to the elected representatives.

The purchasing Division requires a lesser degree of public accessibility and has moderate front area requirements. Preferably it would be located in close proximity to the City Clerk's Division and a Committee Room for tender openings.

Special Spatial Requirements

The floor loads of the Records Management and printing, Mail and Messenger Services Sections will be greater than general offices areas and must be sufficient to accommodate floor to ceiling storage and a mixture of off-set printing presses, collators, paper cutters and floor to ceiling printing supplies inventory.

5.2.4 FINANCE DEPARTMENT

Description

The Finance Department consists of three divisions; Accounting Services, Financial Services(Budgets) and Revenue.

The Accounting Services Division is primarily responsible for maintaining the official accounting records for the City. As such, this Division looks after all payroll functions, the payment of accounts, the billing and collection of specialized trade accounts and all general accounting and general ledger functions.

The Financial Services Division provides services to Council, all City Departments and to the public. Major responsibilities of the Division include preparation of both the capital and current budgets, budget control, financial statement preparation, investment program and special financial analysis.

The Revenue Division is responsible for the billing and collection of property taxes, gas and water utility sales. This Division handles approximately 100,000 enquiries annually relating to taxes and utility billings. The collection and follow up on parking tags, the issuance of summonses and tax certificates is also carried out by the Division.

Location

This Department requires a high degree of public accessibility. All three Divisions should be located together on the same floor. The three Divisions each require public access and reception areas. Close proximity is needed to both the Computer Services and Human Resources Divisions of the Administrative Services Department.

Special Spatial Requirements

In addition to more conventional storage areas, this Department requires a vault with increased floor requirements.

5.2.5 BUSINESS DEVELOPMENT DEPARTMENT

Description

This Department is responsible for promoting and facilitating economic activity and job opportunities for the residents of the City; broadening and strengthening the diversity of the economic base; increasing commercial and industrial potential for existing businesses; helping those involved in training and retraining the workforce; facilitating business networking technology transfer, joint ventures, relocations, and trade/investment; helping establish entrepreneurs a start-up businesses and co-ordinating the activities of various agencies involved in economic development in the City.

Location

The Department requires a medium degree of public accessibility and operates closely with the planning and Development Department. Due to the high profile of many investment visitors, it is desirable that the Department be located near the Mayor and the Chief Administrative Officer.

A separate secondary access should be provided for clients with sensitivity issues and confidentiality requirements. While most visitors are from business, a large number of citizens require information and literature.

5.2.6 LEGAL DEPARTMENT

Description

The Department provides legal advice to the Council, Committees of council and City staff. In addition, it processes most of the documentation going Council such as by-laws, subdivision and development agreements, construction contracts, encroachment agreements, deeds and all other miscellaneous agreements.

The Department is also responsible for by-law prosecution, the conduct of litigation on the City's behalf and representation of the City at Ontario Municipal Board Hearings. Included in the Department is a property appraisal and management function. This area is responsible for property acquisition, property disposal, property management and the appraisal of properties.

Location

The Department does not require a high degree of public accessibility. However, it operates closely with other Departments, particularly Planning and Development and the City Clerk.

5.2.7 ADMINISTRATIVE SERVICES DEPARTMENT

Description

The Administrative Services Division is made up of four Divisions; Human Resources, Employment Equity, Computer Services and Information systems; it provides support services in these areas to other City Departments as well as some external boards and commissions.

The Human Resources Division is responsible for labour relations, all employee recruiting, benefits administration health and safety, driver training and claims processing and administration.

The Employment Equity Division is basically a two person operation and is responsible for the development and implementation of initiatives to remedy any discriminatory practices and employment barriers throughout the City administration. The City has selected women, visible minorities and people with handicaps as their target groups in the development and implementation of an Employment Equity program.

The Information Systems Division is responsible for the development and ongoing maintenance of all computerized application systems running on the City's mainframe computer. In addition, the Division is responsible for providing professional assistance to the various Departments in developing micro computer applications. They also conduct City-wide training on an on-going basis as it relates to the use of computer systems.

The Computer Services Division is responsible for the staffing and operation of the City's mainframe computer centre and looks after all technical aspects of supporting not only the mainframe systems but the vast array of equipment spread throughout the City whether it be connected to the mainframe or not.

The Division is responsible for keeping track of all hardware and software installed within the various Departments and provides technical assistance to these Departments when required.

Location

With the exception of the Human Resources Division, the remaining part of the Administrative Services Department requires a medium to low degree of public accessibility. Human Resources Division requires a high level of access due to the large numbers of people applying for jobs with the administration on a daily basis. While the Department liaises with all other departments, a close working relationship is maintained with the Finance Department.

5.2.8 PLANNING AND DEVELOPMENT DEPARTMENT

Description

The Department is comprised of a Planning Division, Development Division, Building and Inspection Division, Housing Division and Administration Division.

The Planning Division is responsible for administering the City's Official Plan, preparing Inner City Secondary plans, outer area Community plans, developing long range land use and community improvement policy, implementing federal and provincial policies and programs, special projects and research.

The Development Division is responsible for processing current development activity including site plans, zone changes, plans of subdivision, condominiums, Committee of Adjustment, compliance letters, sign permits, occupancy certificates, zoning and sign violations.

The Buildings and Inspections Division is responsible for ensuring that buildings comply with the Ontario Building Code through plan examination, processing building permits, site inspections and enforcement of property standards by-law, and administration of provincial and federal loan programs.

The Housing Division was formed in 1989 and is responsible for administering the housing programs in terms of both public and private sectors.

The Administration Division is responsible for overall management of the Department and includes front counter reception.

Location

The Department requires a high degree of public accessibility and has operational relations with Legal, Clerk's, Public Works and Parks and Recreation Departments. Some enforcement and inspection functions as well as support functions such as Drafting do not require direct public access.

All Divisions should be located in proximity to each other, with shared reception and secretarial services, proximity to Conference Rooms is desirable.

5.2.9 PARKS AND RECREATION DEPARTMENT

Description

This Department is responsible for a broad range leisure and community services covering maintenance of existing facilities, design and capital construction projects, and a community development program through a variety of volunteer sport, cultural and recreation organizations. The Department is operated through an Administration Section supporting three divisions.

The Parks Division is responsible for parks development and maintenance, urban design and streetscapes, turf maintenance and sports fields, trees, shrubs flower beds, cemeteries, building maintenance, playgrounds and outdoor ice rinks.

The Recreation Division is responsible for recreational programming and community centres, indoor and outdoor pools, aquatics, learn-to-swim, athletics and sports field scheduling, special needs, community and sport organization liaison. senior citizen programs and centres, and the Kitchener Farmers, Market. The Business Facilities Division is responsible for the Kitchener Memorial Auditorium Complex, community arenas, golf courses, concessions and stadiums.

Location

This Department requires a high degree of public accessibility. As well, the Department has a large number of operations in the field with staff visiting the Department at City Hall on a regular basis. Proximity to other specific departments is not essential, although there are operational relations with Planning, Purchasing and Finance.

5.2.10 PUBLIC WORKS DEPARTMENT

Description

This Department is composed of three Division as follows, The Engineering Division is responsible for Planning, design (both in-house and by Consultants) and construction of roads, sewers, storm drainage and subdivision servicing. In addition, Engineering oversee such contract maintenance projects as catch basin cleaning, sidewalk and curb and gutter replacement, pavement planning and resurfacing.

The Operations Division is responsible for the maintenance of roads, sewers and drainage systems under the jurisdiction of the City and the Region.

Some minor Construction activities are carried out in both the Public Works and Parks areas. This Division includes a large number of permanent hourly employees, as well as some temporary staff during peak workloads.

The Utilities Division is responsible for two major functions - the operations and maintenance of the water distribution system and of the natural gas distribution system. With the exception of meter reading and billing, calibration of measurement equipment and its installation are responsibilities of the Division. It should be noted that the operation of a municipally-owned natural gas distribution system is unique in Ontario, as all other municipalities are served either by Union Gas, Consumers Gas, ICG or a Public Utilities Commission (Kingston). The gas section of the Division represents the only operation in the City generating annual profits.

Location

The Department has a low public accessibility requirement. It has operational relations with the planning and Development Department.

5.2.11 TRANSPORTATION SERVICES DEPARTMENT

Description

This Department consists of an Administrative Office and three Divisions. The Administration of the Department is carried out by the Commissioner.

The Fleet Division is responsible for the acquisition, maintenance, service and disposal for the City's fleet of approximately one hundred transit coaches and eight hundred and fifty eight pieces of regular fleet equipment. The Division operates and maintains the Kitchener Transit Centre and the Municipal Yards Complex plant and premises.

The Traffic and Parking Section is responsible for the safe and efficient movement of vehicles, pedestrians and goods on the five hundred and fifty kilometres of roads within the City. The Traffic section is also responsible through its sign shop for the manufacture and installation of all traffic control signs, devices and pavement markings, as well as providing a service to other Departments within the City. The parking Section address all facets of parking in downtown Kitchener involving not only day-to-day operations, but also long term planning and the development of future facilities. Included with the parking enterprise are By-Law Enforcement, Security and the installation and maintenance of the City,s Central Alarm System.

The Transit Division is responsible for the provision of over five million kilometres of public transit service to both the cities of Kitchener and Waterloo. The City of Waterloo has a transit Agreement with the City of Kitchener whereby costs are apportioned on a kilometre basis.

Location

The Department does not require a high degree of public accessibility. It operates closely with public Works and the planning and Development Departments.

5.2.12 TENANT AREA(S)

The overall size of the building has been established in order to accommodate a twenty year growth forecast within the new facility. As a result there is considerable space available to be leased to non-City Hall tenants. Leases are assumed to be of various durations and flexible, to allow for the anticipated expansion on a five, ten, fifteen, and twenty year basis. While the overall growth rate has been determined, the timing of this growth within the departments is not known.

Location

The location(s) of tenant areas within the building will be arranged so as to maximize both their leasability and their flexibility for conversion to additional departmental areas. Consideration will be given to the control of access to tenant areas independent of departmental areas or Council areas.

5.3 SPECIAL FACILITIES

5.3.1 INTERIOR CIVIC SQUARE

Description

The Interior Civic Square is to be the principal interior public space of the City Hall, an indoor equivalent to the exterior Civic Square as a place of reception, orientation, public gathering and public enjoyment. It should accommodate ceremonial openings such as the Oktoberfest festivities, tour groups, musical presentations, and general seating. Its design should accommodate passing through by the public and staff as well as public assemblies. As the main space of orientation in the building it should provide for information services and give access to all facilities and departments.

It is anticipated that the Interior Civic Square will be a multi-storey space and that there will be stairs and/or escalators to promote easy movement between the lower and more public floor levels. It may be desirable for this space to be an atrium that would provide natural light and interesting views for administrative departments at all or most floor levels.

Given the sloping nature of the site and the desire for entrances on all sides, it is anticipated that the floor of the Interior Civic Square will be at the King Street and Civic Square level, but that it will also be accessible from the other streets at the second and possibly the third floor levels. This space should be animated and active; it should provide ready access to the internal parts of the building and promote public use. It should accommodate its uses with dignity and provide public presence.

It should include the following specific sub-areas.

1. Central Information Area to provide a counter for four cashiers for bill payments, a counter for public inquiries, and a security area, each to be separately identifiable.
2. Convenience retail space for newspapers, confectionary, lottery tickets and city souvenirs for the needs of visitors and staff.

3. Universal banking Machine for convenient service to staff and local residents.
4. Municipal Marketing area to promote goods and services offered by the municipality.
5. Storage areas for temporary seating and for a temporary display system for the Interior Civic Square. It is anticipated that displays will be mounted on a regular basis on a wide variety of subjects, from heritage to art to children's work to local industries.

Location

The Interior Civic Square should be adjacent and directly accessible to the Council Chamber, Committee Rooms, Mayor and Council, Chief Administrative Officer; for adjacency relations with Administrative Departments refer to notes for each department.

The Interior Civic Square may serve as overflow space for the Council Chamber. At the same time it should be visible and directly accessible from the outside Civic Square. The sequence of movement from outside to inside and into the Council Chamber should be direct and inviting, and should serve for both everyday and ceremonial use.

5.3.2 COUNCIL CHAMBER AND LOUNGE

Description

The Council Chamber is the symbolic and active centre of municipal government. It is the place of formal Council meetings, the setting for public debate and decision-making which involves not only the elected representatives, but the civic administration and members of the public. The principal space of assembly should accommodate 200 spectators in addition to the Mayor, 12 Aldermen and 15 Staff. Provision should be made for audio-visual and display facilities and for a media desk, as well as a television camera area. A control room and public podium are also required.

A horseshoe-shaped form for Council seating is preferred and should be open to the audience. The Interior Civic Square should be able to serve as an extension to the Council Chamber and to accommodate over-flow audiences. The Council Chamber should be arranged to facilitate this direct relationship and to permit its use for events other than council meetings. Seating in the Council Chamber may be terraced but should not be steeply raked. Accommodation must be made for access and seating for the physically disabled.

Adjacent to the Council Chamber will be a Council Lounge to include conference and informal eating as well as a small food servery separate media room, two public washrooms, a telephone area, and furniture equipment storage room.

Location

The Council Chamber should be located with direct access to the Interior Civic Square, and adjacent to the Council Lounge. The Mayor and members of Council should have direct access to the Council Chamber from their offices. There should also be direct visual connection to the exterior civic square.

Spatial Requirements

The Council Chamber shall be a single space requiring clear spans. The volume and dimensions of the space require special consideration. Natural light is not required but may be introduced; the level of natural light must be controllable for the purpose of presentations. The Chamber shall be acoustically separated from all other spaces including the circulation system; provision should be made for entering and leaving without disrupting this separation in the Chamber.

5.3.3 COMMITTEE AND CONFERENCE ROOMS

Description

Three Committee Rooms and four Conference Rooms are required. One Committee Room is to be 150 sq. metres net, while the other two are to be 120 sq. metres net. All are to accommodate conference seating for twenty, and audience seating for the public, staff and media. All Committee Rooms require audio-visual facilities, recessed screen, wipe board, display board and lighting controls from the conference table. Space should also be available for a layout table and coffee servery. A moveable wall should be provided between the two smaller committee Rooms to allow these spaces to be joined.

The Conference Rooms are to accommodate up to twenty people and to include audio-visual facilities, screen, wipe board, display board and coffee servery.

Location

Two of the Committee Rooms should be located adjacent to each other in the lower floors of the building in close proximity to the Interior Civic Square and the Council Chamber. The third Committee Room and the Conference Rooms may be located elsewhere in closer proximity to Departmental Areas, but should be easily accessible to the public.

Spatial Requirements

Conditions described above for the Council Chamber regarding clear span, natural light and acoustic isolation apply to the Committee and Conference Rooms as well.

5.3.4 DAY NURSERY

Description

A Day Nursery is to be provided with about 45 spaces for non-handicapped children. The specific operation of the Day Nursery has yet to be determined, However, the facility must conform to the Day Nurseries Act and the Design Guidelines issued by the Ministry of community and Social Services. The centre will include administrative offices, cloakroom, washrooms, kitchen, general play areas, reading areas and an out-door play area of 450 sq. metres.

Location

The Day Nursery should be located on a ground related level to permit direct access to the outdoor play area. It should be easily accessible from the vehicular drop-off area and the principal interior circulation system.

Spatial Requirements

The Day Nursery should have natural light and exposure to the outside. The outdoor play area should be separated from other open areas.

5.3.5 STAFF CAFETERIA / LOUNGE

Description

The Cafeteria is anticipated to be a separately operated, deli-snack bar, type of food service, offering light breakfasts, coffee and snacks, soup-and-sandwich and short order lunches. It will seat about seventy-five people, and will provide a small lounge area. Approximately one-third of the area will be for back-of-house.

Location

The Cafeteria should be located conveniently for the use of all City Hall staff.

5.3.6 RESTAURANT

Description

A separately operated restaurant is desired in association with the civic square. While the capital cost of this facility has not been included in the current budget, I have included a restaurant in the Lower Civic Square level of the building. It will have a maximum capacity of 120 indoor seats with 50 to 60 outdoor terrace seats in the summer. The restaurant would have full service, a liquor license and a moderately priced menu. Approximately one third of the area would be given to back-of-house. A snack bar for the Civic Square should be incorporated with a pass-through counter to the outside.

Location

The restaurant should be located on the Civic Square level and be visible and accessible from both the Civic Square and the Interior Civic Square. Direct access to the shipping and receiving area would be desirable.

5.4 BUILDING SYSTEMS

5.4.1 INTER-DEPARTMENTAL CIRCULATION

Description

The Inter-Departmental Circulation system includes all spaces associated with horizontal and vertical movement of public and staff from building entrances to the access points of each program component. Included are stairs, elevator lobbies and corridors between departments. Circulation within components is included in the area requirements of the components.

The ground plane from King Street should be the principal level of public activity and all other levels and systems of circulation should be related to it. Nevertheless it is recognized that secondary entrance to the building from Queen, Charles and Benton will be at second or potentially the third floor level of the building and that there is considerable opportunity in this condition for a dynamic and engaging central lobby (see also Interior Civic Square above). The public circulation system should be a fine grain extension of the principal public space and should structure the building in a clear and comprehensible manner. Where possible it should refer the user back to the ground plane and/or the lobby.

For departments requiring a high degree of public accessibility, the design of the circulation system should provide some visibility from the Interior Civic Square.

The building program includes public facilities and tenant areas whose operations will be independent of civic staff operations. Special consideration should be given to control of access to departmental and Council areas.

Spatial Requirements

The public image of the City Hall will be determined to a large degree by the characteristics of the circulation system. The quality of space, the ease of orientation, the availability of locational cues all contribute to the impression of the user. As a public building, the circulation system must also take into account the requirements of the physically disabled. It should be of an institutional level of material finish, durable and appropriate to a public place.

5.4.2 BUILDING SERVICES

Description

Building Services represents an allowance for that part of the gross building area that accommodates mechanical and electrical equipment rooms, elevator penthouses, washrooms, janitor's closets, and mechanical, electrical and elevator shafts.

Locations

Building Services may be located in several positions in the building to suit the design proposal. A service elevator should be located adjacent to shipping and receiving (see 5.2.3).

Spatial Requirements

Natural light is not needed. These areas should be acoustically separated from occupied areas of the building. Ceiling height requirements may vary to suit specific installations.

5.5 PARKING

Description

Parking is required for users of City Hall as well as for general public use serving the downtown. A total garage of 500 cars will include 300 spaces for City Hall use, within which there will be a breakdown for monthly/reserved parking and short-term parking. It is anticipated that a multi-level garage will be required and that it be efficient and clear in its layout and use. Interference with complex building structures should be avoided, pedestrian entrances should be provided from the interior of City Hall as well as from open spaces.

If possible, it would be desirable to have natural light penetrating into the parking garage at stairwells and other locations.

Location

All parking is to be accommodated underground. The underground should have controlled access and should be within the envelope of the building to minimize disruption of the sidewalks and open spaces.

KITCHENER CITY HALL

PROGRAM FOR 1998

DEPARTMENT	1998 TOTAL STAFF	OFFICE						TYPE			GROSS OFFICE AREA m2	GROSS SUPPORT AREA m2	1998 TOTAL AREA m2
		A	B	C	D	E	F	G	H	I			
MAYOR/ ALDERMAN	17	1	12					4			378	130	510
C.A.O.	2		1					1			64	70	130
CITY CLERK & GENERAL SERV.													
Admin./Licensing	20				1	1	1	4	9	4	275	245	520
Records Mgmt.	3								3		35	640	675
Printing & Mail	8							1		4	45	615	660
Purchasing	11						1	5	5		165	54	219
Totals	42										520	1554	2074
BUSINESS DEVEL.	8				1	1	1	1	1	3	123	78	201
FINANCE													
Administration	4				1			1	2		75	163	238
Accounting	27					1	2	1	14	9	300	144	444
Financial Mgmt.	7					1	1	3	2		115	31	146
Revenue	43					1	3		26	13	465	325	790
Totals	81										955	663	1618
PARKS & RECREATION													
Administration	7				1		3	1	2		128	135	263
Bus.Facilities	6					1	2	1	1	1	90	13	103
Design/Develop.	11					1	2	4	2	2	157	82	239
Recreation	16					1	8		7		240	28	268
Totals	39										606	258	864

DEPARTMENT	1998 TOTAL STAFF	OFFICE TYPE									GROSS OFFICE AREA m2	GROSS SUPPORT AREA m2	1998 TOTAL AREA m2
		A	B	C	D	E	F	G	H	I			
PUBLIC WORKS													
Administration	5				1			1	1		77	87	164
Engineering	18					1	6	8	1	2	290	145	435
Operations	3					1	1		1		50	7	57
Utilities	4					1	1		2		67	15	82
Totals	30										484	738	1222
PLANNING & DEVELOPMENT													
Administration	3				1				1	1	55	110	165
Development	30					1	3	11	8	4	385	226	661
Planning	13					1	3	7	2		218	60	278
Housing	5					1		3	1		85	20	105
Building Insp.	22					1	3	6	5	7	284	150	434
Totals	73										1019	566	1585
LEGAL SERVICES	12				1	2	2		5	2	184	140	324
ADMINISTRATIVE SERVICES													
Administration	3				1		1		1		64	16	80
Human Resources	14					1	4	4	4	1	215	278	493
Info. Services	37					1	2	13	1		590	605	1195
Totals	54										869	899	1768
TRANSPORTATION SERVICES	14				1	1	5	4	1	2	242	68	310
SUBTOTAL - DEPARTMENTS													
	360										5444	5156	10,600

SPECIAL FACILITIES 1998**TOTAL AREA
m2**

INTERIOR PUBLIC SQUARE

Public space	585
Central Information Area	50
Convenience Retail/Banking	25
Municipal Marketing Area	60
Storage	25

Totals	745
---------------	------------

COUNCIL CHAMBER AND LOUNGE

Council Chamber	580
Adjacent to Council Chamber	175
Council Lounge	120

Totals	875
---------------	------------

COMMITTEE ROOMS & CONFERENCE ROOMS

Committee Rooms (1 @ 150, 2 @ 120)	450
Conference Rooms (3 @ 50, 1 @ 45)	185

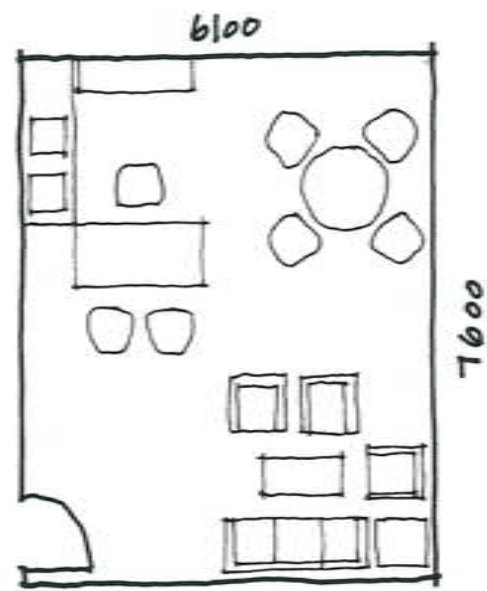
Totals	635
---------------	------------

DAY NURSERY	420
--------------------	------------

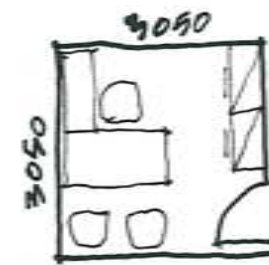
CAFETERIA	175
RESTAURANT	390

BUILDING SYSTEMS AND CIRCULATION	6100
---	-------------

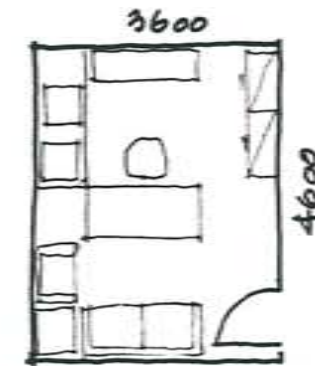
BUILDING TOTAL GFA	19,940
-------------------------------	---------------



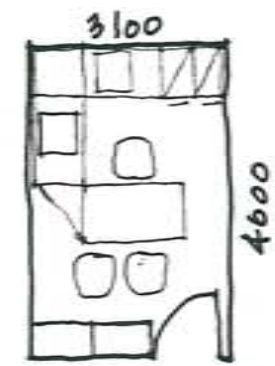
A - 46 m²



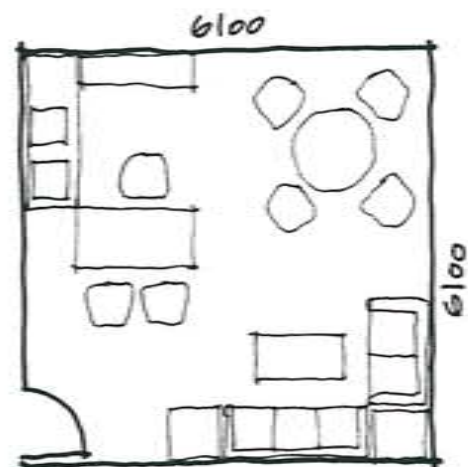
B - 9.3 m²



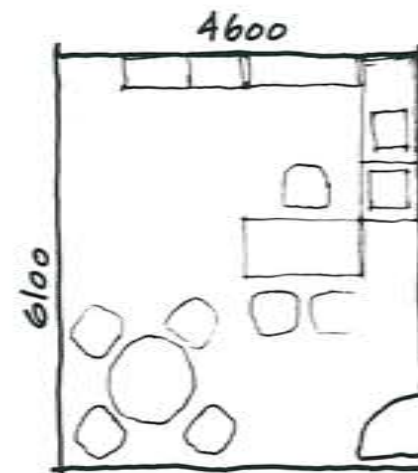
E - 16.6 m²



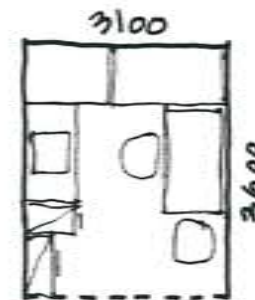
F - 14.3 m²



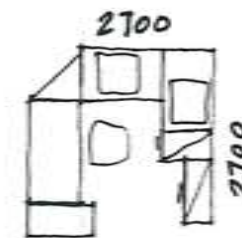
C - 37 m²



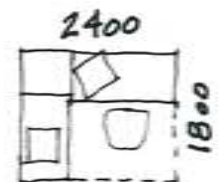
D - 28 m²



G - 11.2 m²



H - 7.3 m²



I - 4.3 m²

Program for 1998
standard office and workstation layout
nts.

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

CONCEPT ANALYSIS AND
PROBLEM SOLUTIONS

6.0

6.0 CONCEPT ANALYSIS AND PROBLEM SOLUTION

6.1 GENERAL

Drawing from the conclusions reached during the research and analysis stage, together with the a review of the design guidelines established and the program, one can begin the design process. The process began with a review of the proposed urban revitalization plan, the relationship between the major areas in the city, and the general relationships of the components of the program, then defining the urban form for the new Civic Square following the guidelines proposed.

The downtown core can be described as having two distinct zones along two primary axis. The primary commercial retail core runs east - west along King Street, while the civic core extends north - south along Frederick/Queen Streets to include the Centre in the Square Theatre and Art Gallery and Provincial Court House at the northern extremities. The intersection of the two zones defines the location of the Historic Centre of the City as well as the site of the Proposed New City Hall.

6.2 EXISTING CONDITIONS

The site selected has been expanded to include part of the blocks to the north of King Street and the block to the south of Charles Street. This was done to not only to strengthen the Civic Plaza but to extend the civic form into the city in an effort to draw the city into the site.

The North site currently has a mix of uses. The northerly portion has small parkettes each side of the existing government facility. The central section consist of the Existing City Hall Office and surface parking, while the southern edge contains retail uses fronting King as well as a large surface parking facility.

The central site and the home of the new City Hall currently consists of existing retail stores along King and Queen Street with parking to the south access from Charles Street. There is a Historic Building on the North-West corner currently housing the C.I.B.C. Bank. This building will be retained in an effort to maintain the existing fabric of the downtown core.

The most southerly site I have included as a part of the Civic Centre currently houses a church, retail buildings fronting Queen Street and single and multiple family residences.

The linear progression of the three site strengthens the civic core extending to the centre in the Square to the north. This central site is also at the historic centre of the city.

6.2 CONCEPT ANALYSIS

The primary emphasis will be on the conformation of the Civic Plaza. This will be the key to the successful creation of a Civic Centre that the City of Kitchener can be proud of. As well Kitchener will have a new heart and soul.

The site is located strategically at the intersection of both the commercial core running east-west and the civic core running north-south to and including the Centre in the Square Theatre complex.

Beyond the City Hall site and as part of the Downtown revitalization plan I have introduced a series of internal courts that can be utilized for specialty shopping districts, flea markets, as well as outdoor open space for the new residential development proposed. There is great potential for the creation and evolution of inner courts, a theme that manifested itself during the development of the revitalization guidelines and urban form.

The three sites have been ordered by the establishment of an axis running north - south along which have been placed the primary outdoor facilities such Council Chamber/terrace, reflecting pool/skating rink, Civic plaza, and chapel. This axis if extended would intersect with the Centre in the Square Theatre and Art Gallery. The edges of the Civic plaza are defined by the face of the New Market Square to the west and the new City Hall to the east and terminated with the Historic Clock Tower to the North and the Chapel to the south. An Aqueduct wall running along the face of the market building links all three site with a continuous movement of water across the three sites.

The site has been divided into two distinct but interactive zones, divided by the aqueduct, one that is dedicated to a new Farmers Market forming the west edge of the civic square, the remaining occupied by the City Hall and Civic Square. The Civic Plaza has been extended to the both the block to the north and south. This accomplishes two primary objectives, one it provides linkages by extending and connecting the civic square to adjacent public areas, strengthening the urban form, and two creates a stronger more identifiable Civic Core. The Civic Plaza is further extended into the city fabric by providing pedestrian connections with the sites to the east linking to the inner court system proposed.

The south end of the main civic square is contained by the council chamber expressed by a circular form with access to an upper terrace while the north is defined by a movable stage and sculptural entrance feature allowing ease of movement from King Street into the Civic Plaza as well as creating an open view to the water fountain and clock tower located across King Street to the North. Views are provided from the north to the south across all three sites.

The southerly extension of the civic plaza is accessible across Charles Street, via an over head walkway attached to the Wall. The overpass can be used to hang banners to advertise the various public functions and events such as Octoberfest, Music and art shows, etc. happening in the Civic Plaza. The wall of the Market building becomes an interactive space and spans the three sites on a skew to the main square. This line runs parallel to Queen Street and if extended would intersect the primary axis of the new civic square at the clock tower.

The Historic clock tower was recovered from storage after the demolition of the Historic City Hall. The clock tower is set against the existing office tower which currently houses the Civic Offices. This helps to scale down the office as well as and acts as a reminder of the wanton destruction of the Historic past.

The chapel to the south assumes a similar relationship adjacent to the existing church.

Fronting King Street and flanked by an existing retail building and new daycare facilities I have proposed a water feature which will cool in the summer and provide for skating in the winter. The edge of the King Street is strengthened with the edge of the fountain.

6.3 PROGRAM ANALYSIS

Once the site has been designed and the conformation of the civic plaza established to the satisfaction of the intent of the proposed design guidelines the disposition of the program became the task at hand.

The program has established a hierarchy of space based on accessibility and use. Taking this I began to design the various spaces to reflect this requirement. The building has three primary spaces. The Great Hall and entry is centrally located and acts as a hinge between the publicly accessible departments and the private areas. The building is accessed through the Great Hall from there circulation is clearly understood and easily identifiable.

The public areas are located in the lowrise building accessible through a glazed atrium space ascending a continuous stair. Semi-public areas are on the upper floors.

The private areas are typically in the highrise building. The two buildings are divided by a wall through which one must pass to enter the more private zones.

6.4 PROGRAM ALLOCATION

Lower Level

The majority of this area is dedicated to parking, loading, shipping and receiving. Purchasing mail handling and delivery of the clerks department are adjacent to the loading. The council Lounge is situated below the outdoor patio. Committee rooms are located directly below the Councillors and CAO office.

Ground Floor

The Council Chamber is located, as previously mentioned, at the south end of the civic square. Access is from ground floor level.

Adjacent to the chambers is an outdoor patio, Mayor, councillor and CAO offices. Information services is located in the Great Hall to direct users to the appropriate department. Bill payment, administration and records management are located off the atrium.

Second Floor

Secondary entrances provide access from Benton Street into the Great Hall and from Charles Street to the upper terrace and lobby area.

Business development is located in the high-rise tower while parks and recreation department is located in the low-rise. A news stand is located adjacent to the Charles Street Entrance.

Third Floor

This floor contains the Planning and Transportation Department in the lowrise with Transportation in the Highrise tower.

Fourth Floor

Finance Department is in the low-rise office and Legal Services are in the High-rise.

Fifth Floor

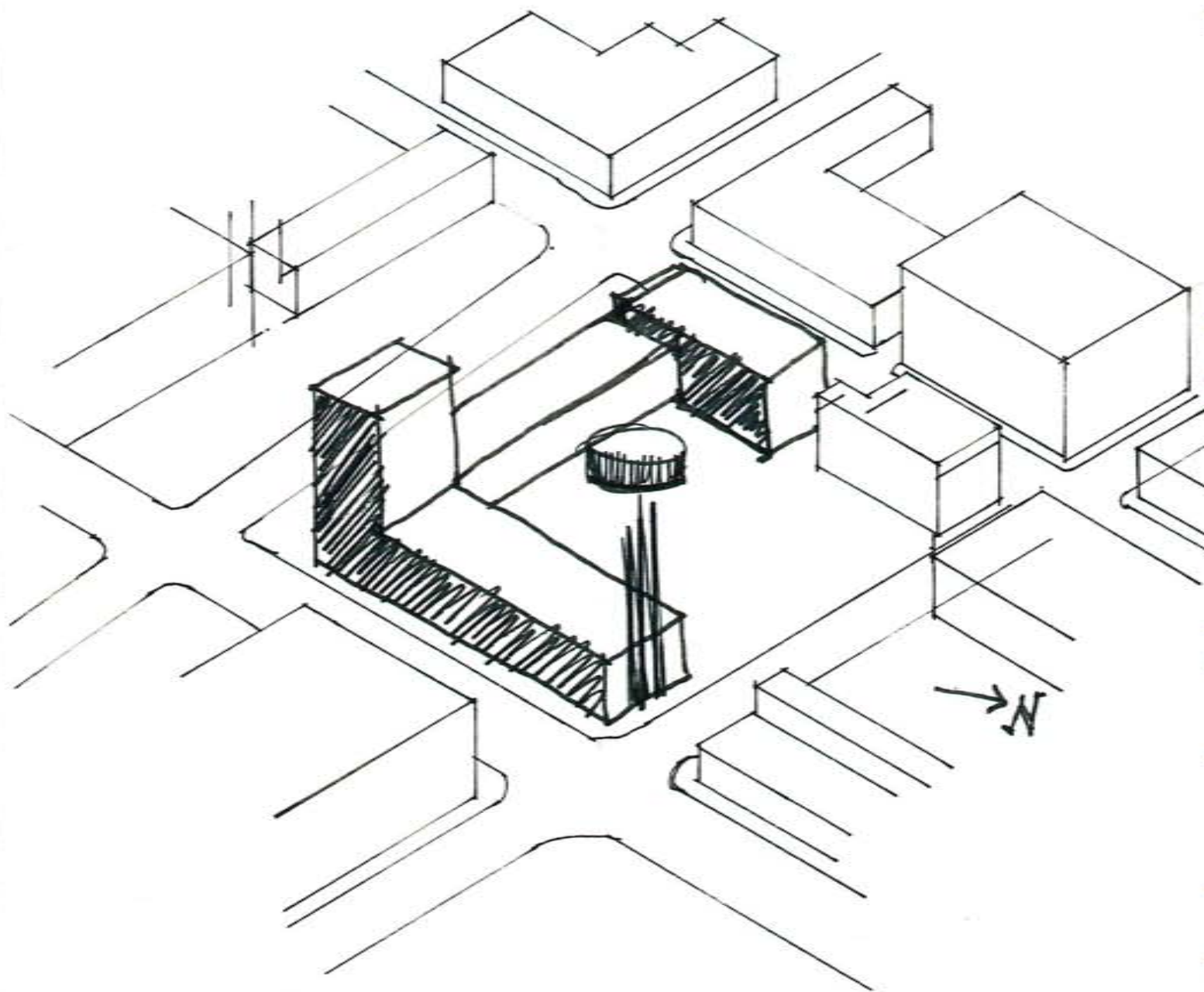
Administration Services occupies this entire floor. Human Resources and information services are located in the lowrise while the Administration and part of the info services are in the highrise.

Sixth Floor

The sixth floor is the last floor occupied by the City Hall staff. This floor is occupied by the Works department in the highrise office. The restaurant and cafeteria are located in the lowrise and is afforded access to rooftop terraces for outdoor dining and lounging.

The remaining floors will be leased until required for expansion by the city.

The day nursery is located in the new facility in the block north of the site, adjacent to the reflecting pool.

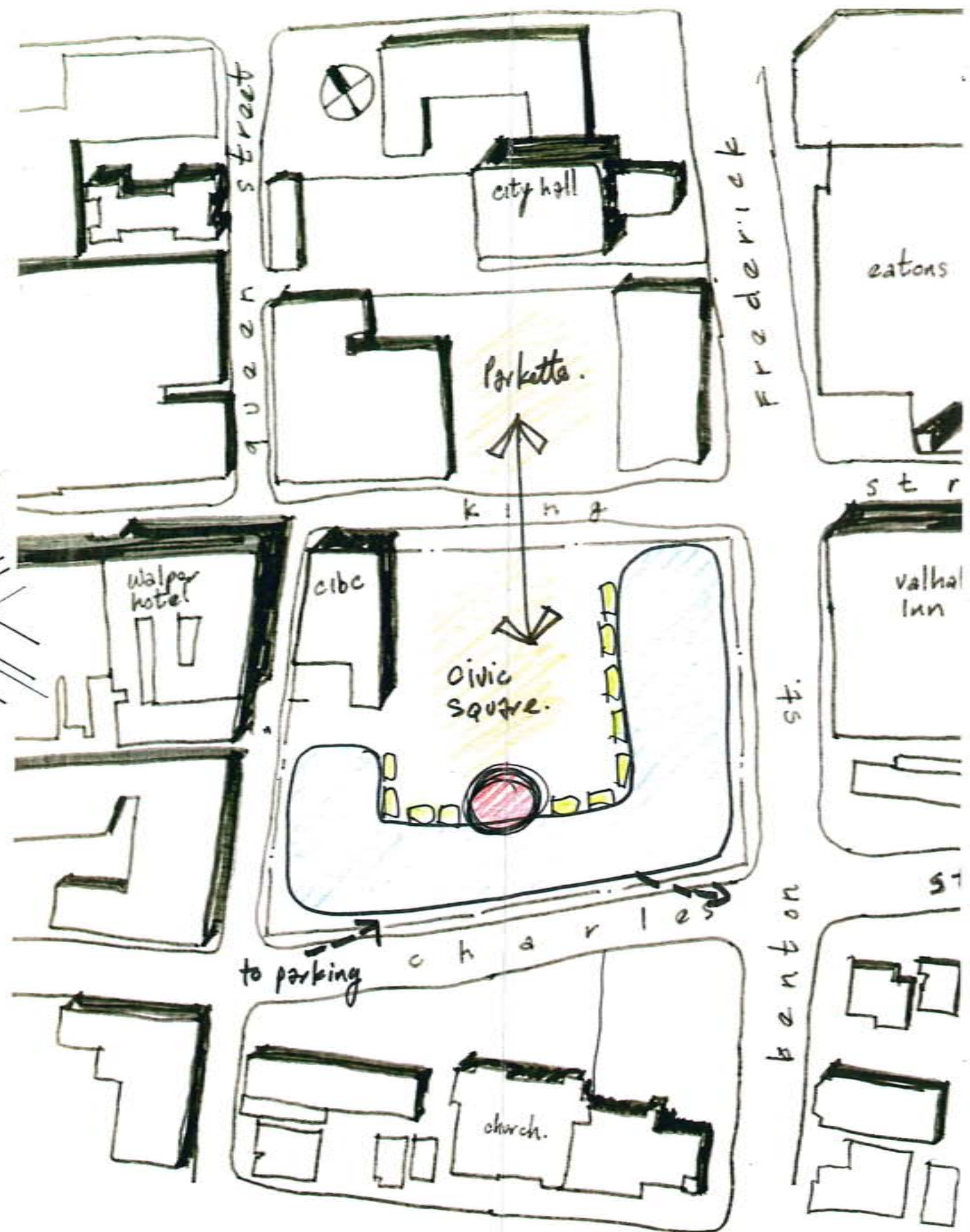


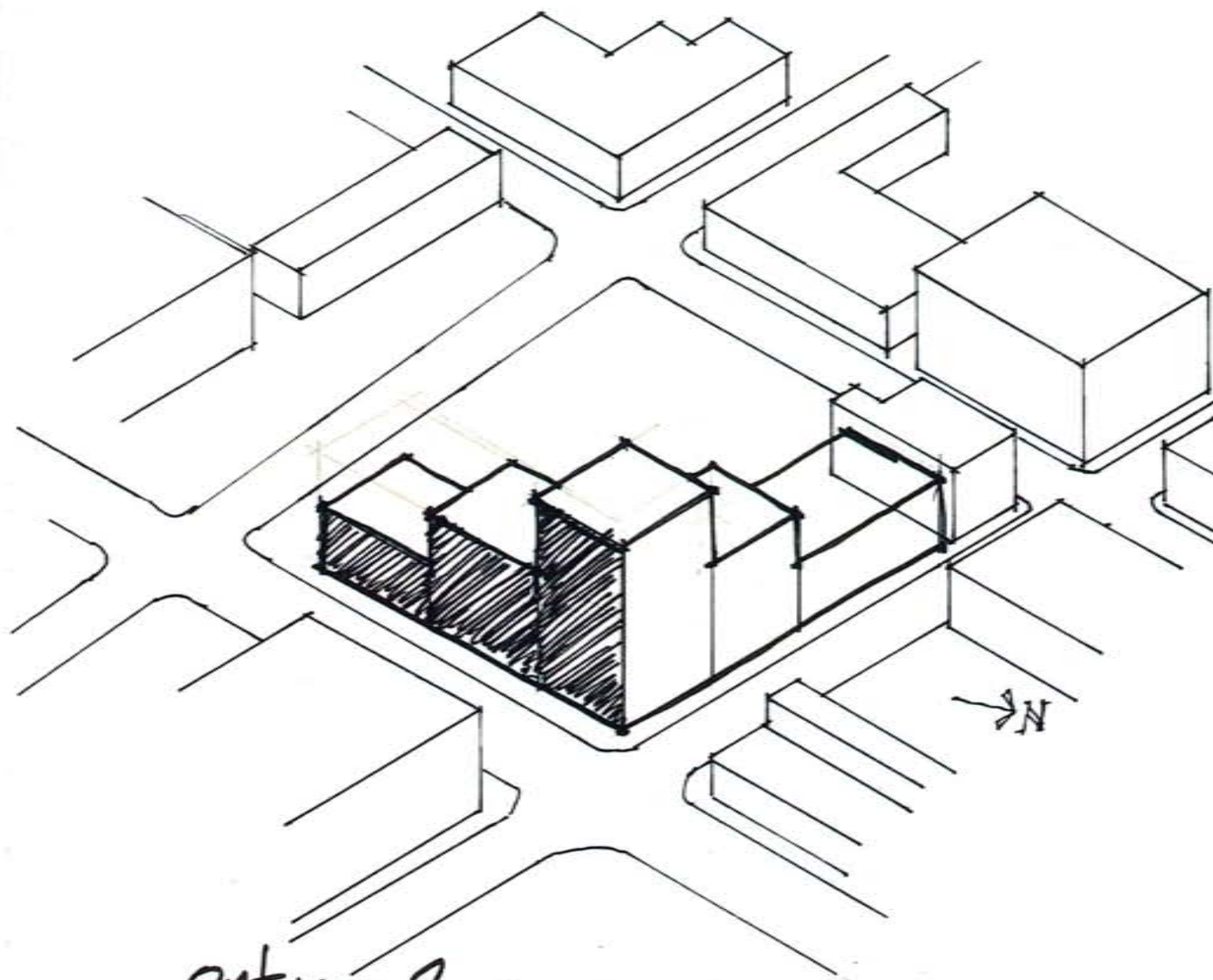
option 1.

- Interconnects with parkette
- king street accessible/link
- urban edges maintained

oct/91

- back to charles - caution



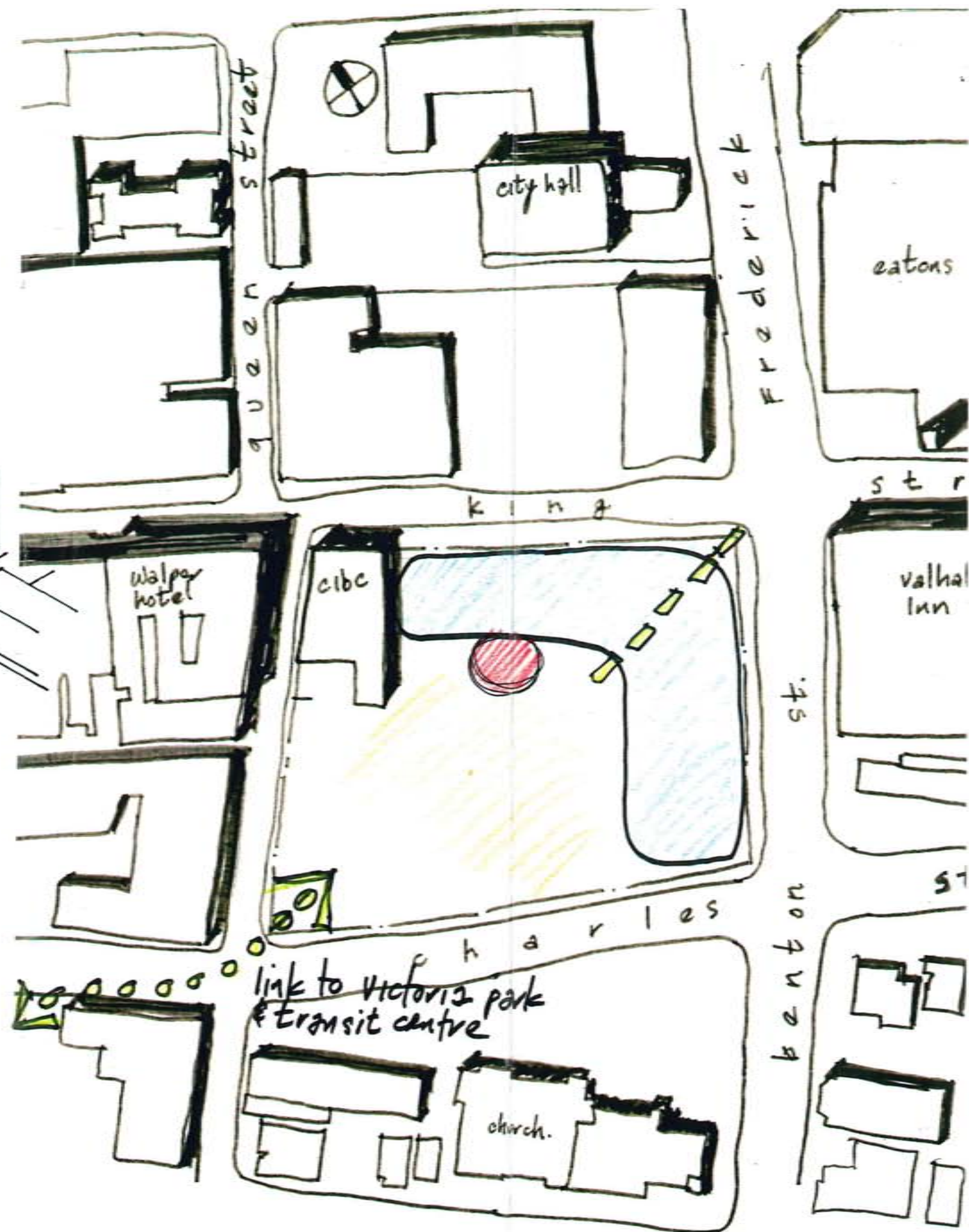


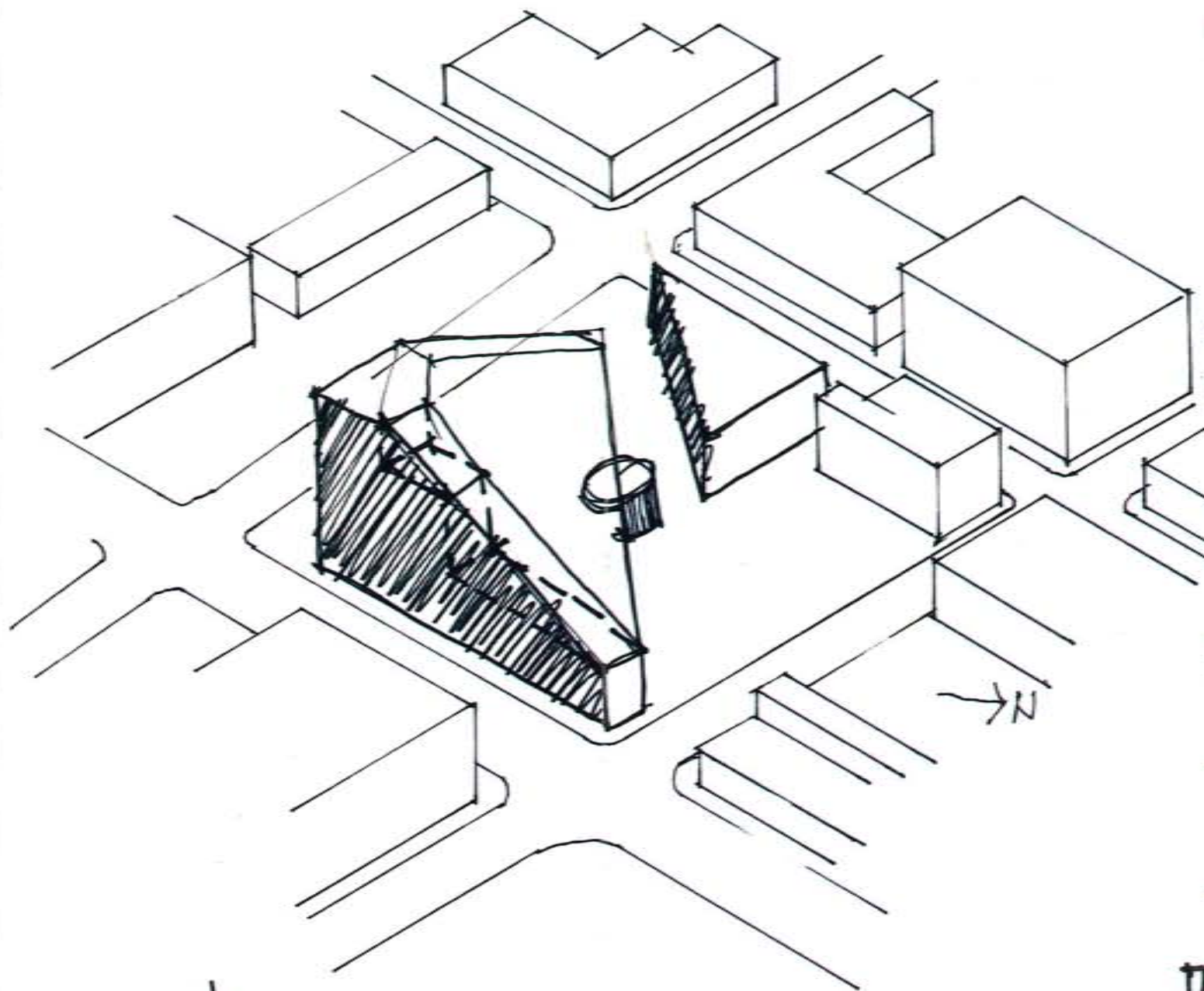
Option 2.

- South civic plaza
- Strong urban edge
- good access to Victoria park & transit centre

- lose connection to king
- civic plaza = wasteland.
(wrong side of building)

oct/91

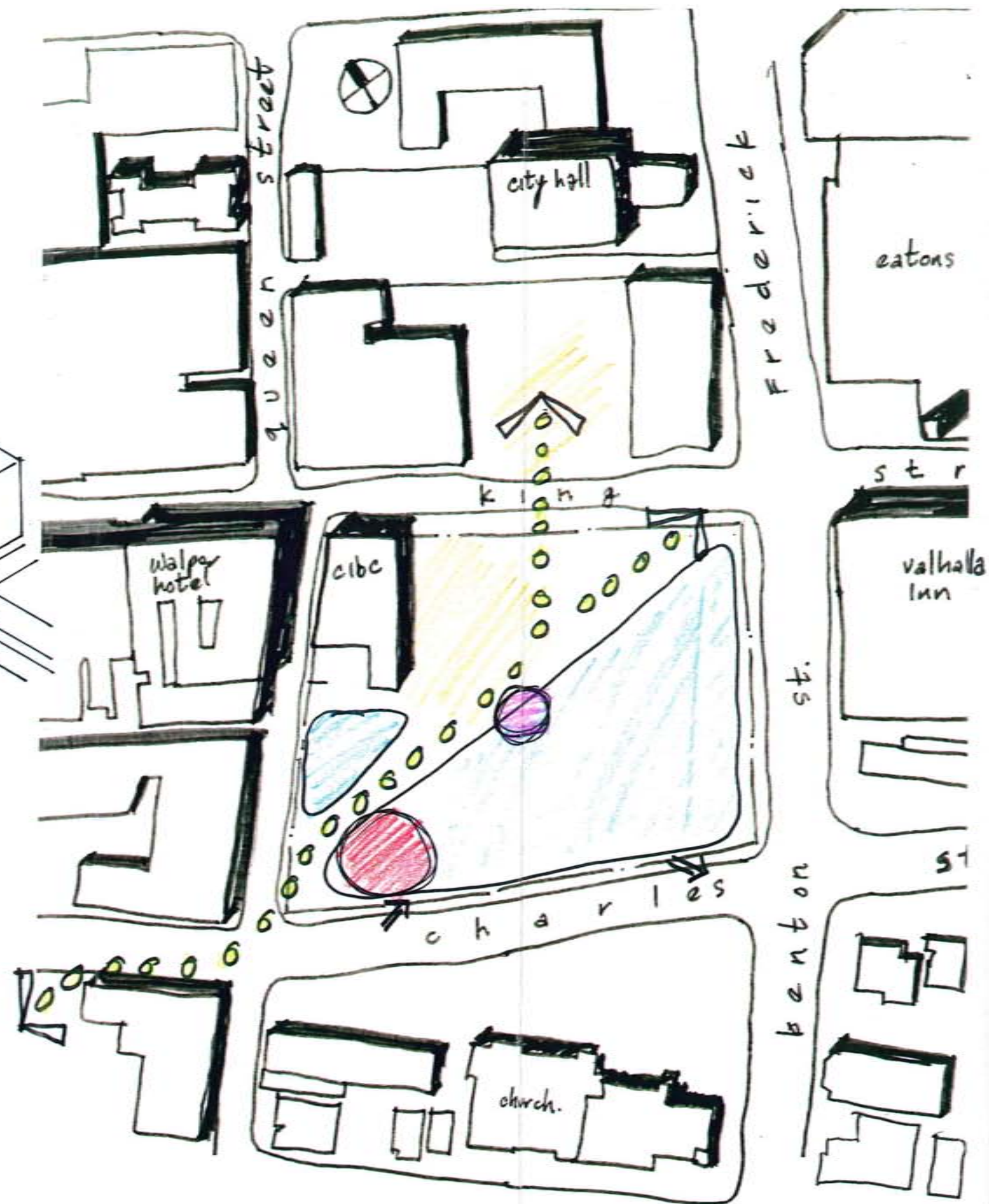


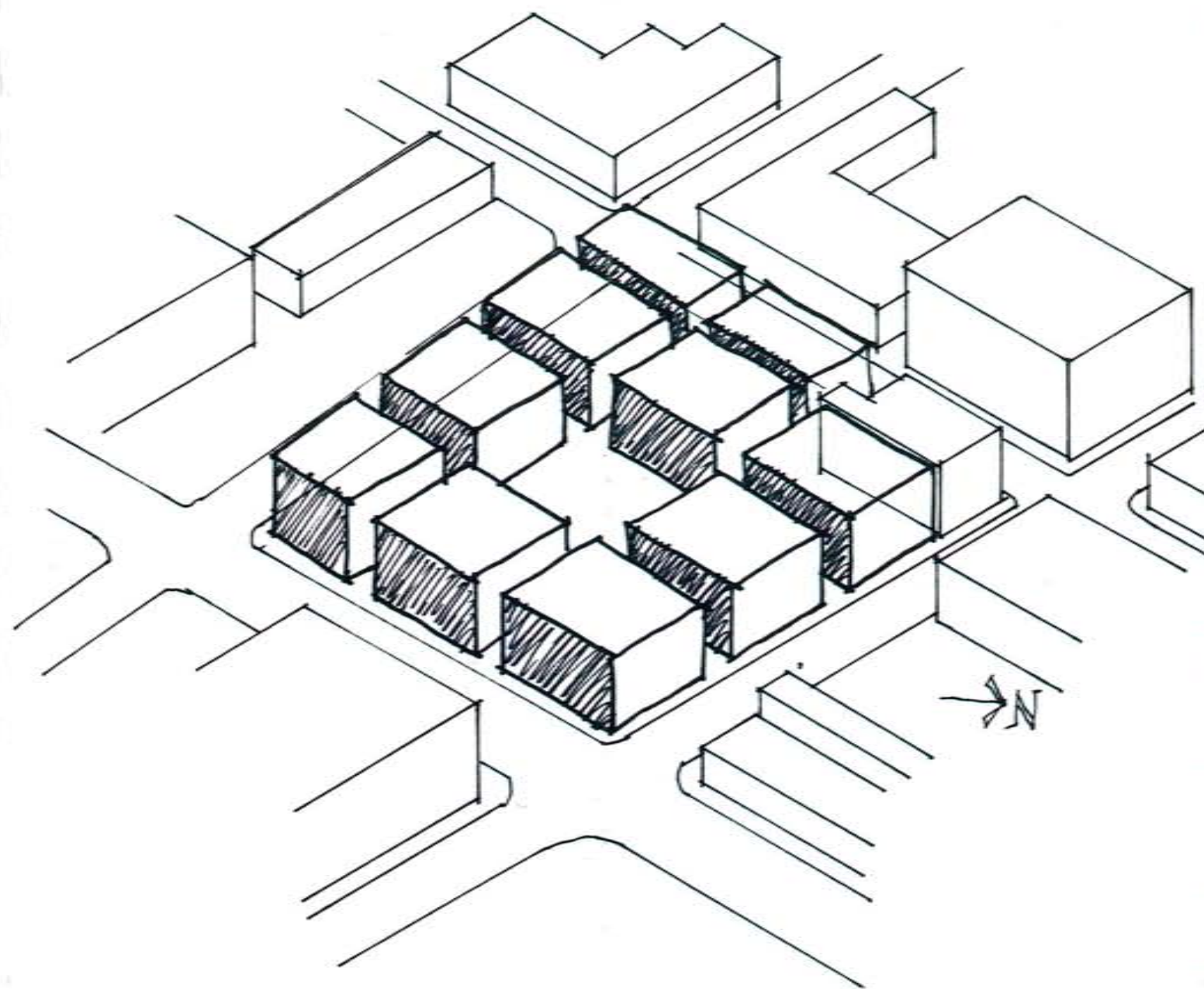


option 3 -

- good link to parkette & victoria park.
- civic plaza - king address.
- maintains urban edges
- Thru site pedestrian movement.

oct./91

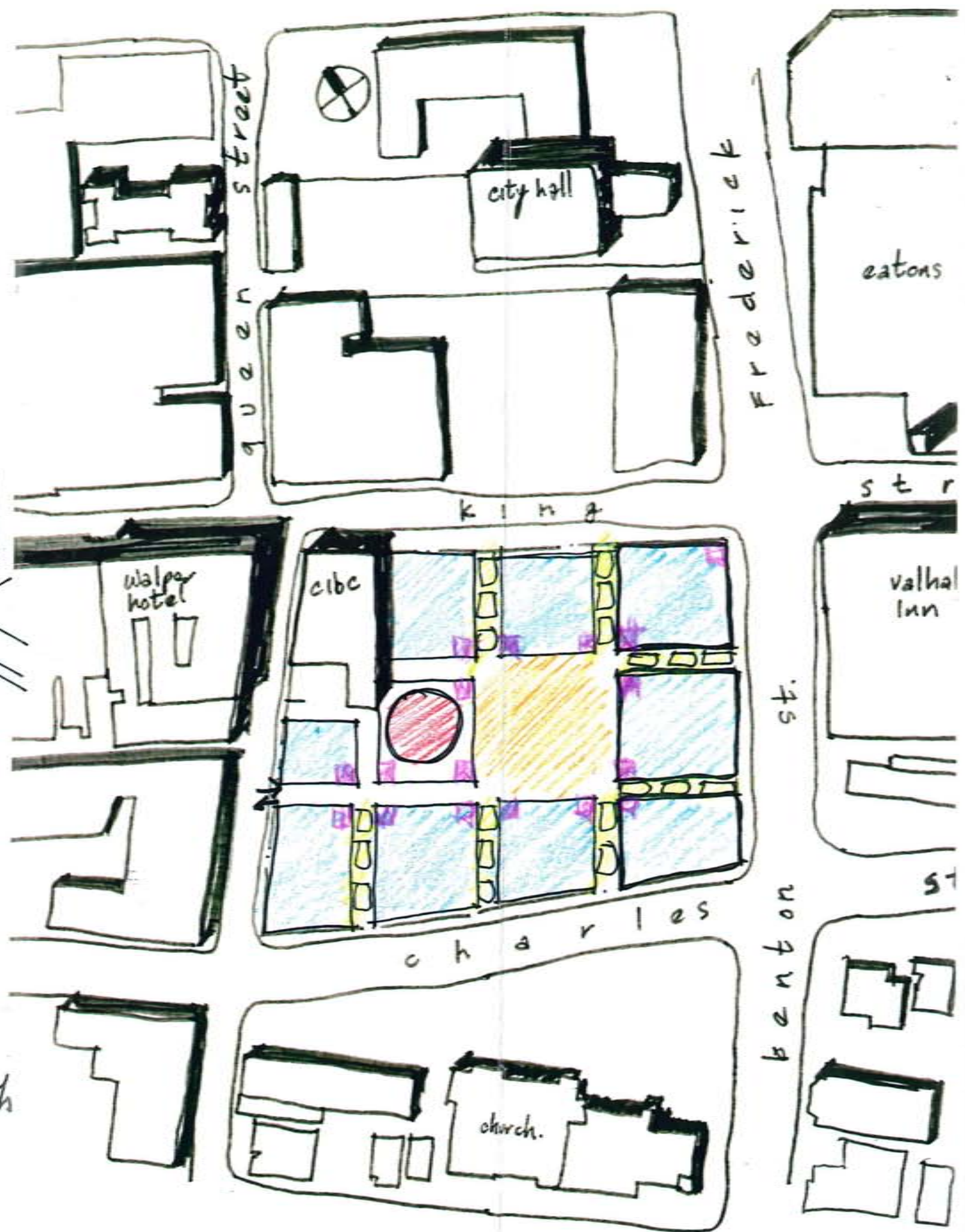


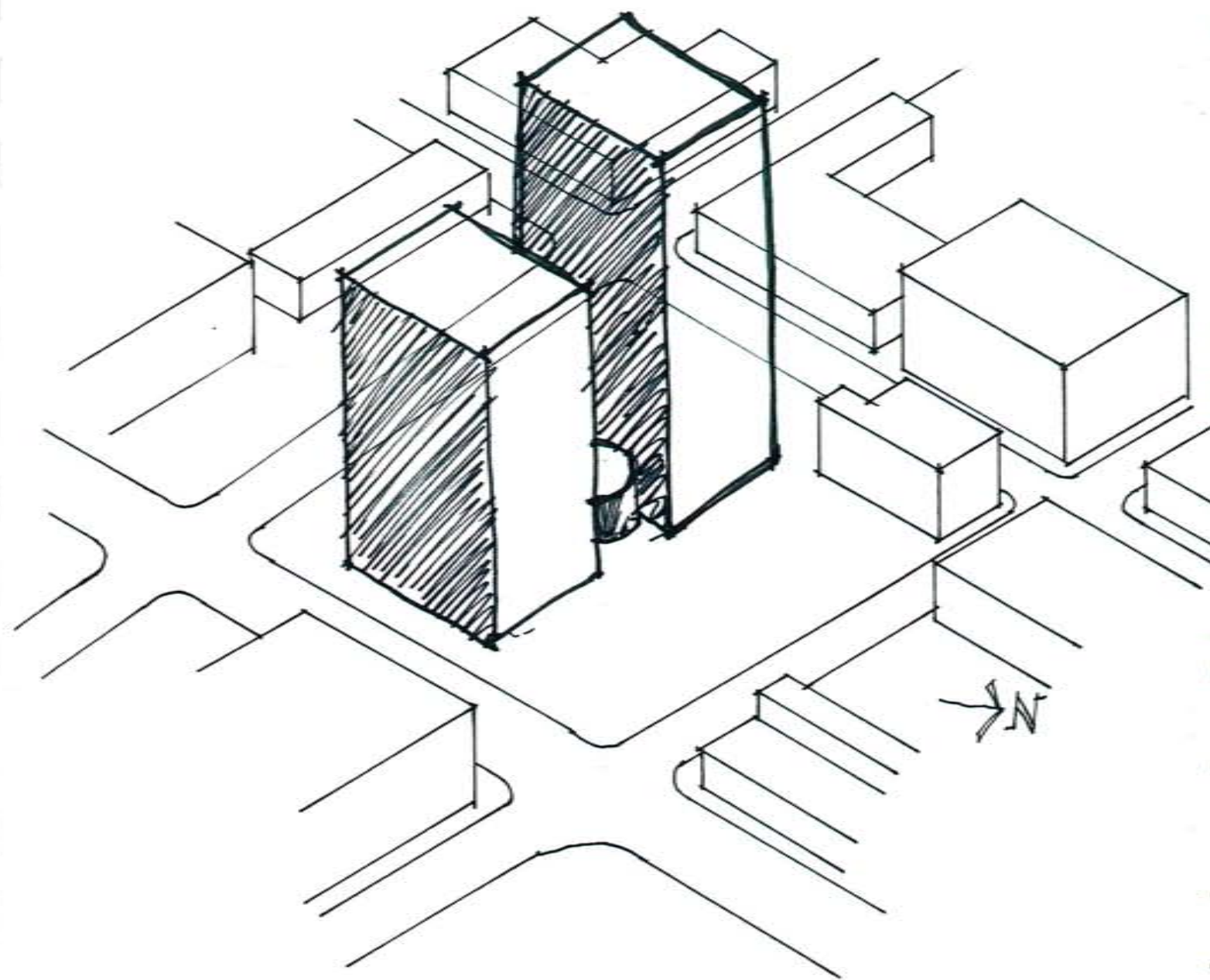


option 4.

- Pavillion departmentalization
- infills street edge.
- building height aligns with adjacent
- lose connection to king with civic plaza (observed).
- internalized civic square.
- no visible focal point.
- low density

oct-191



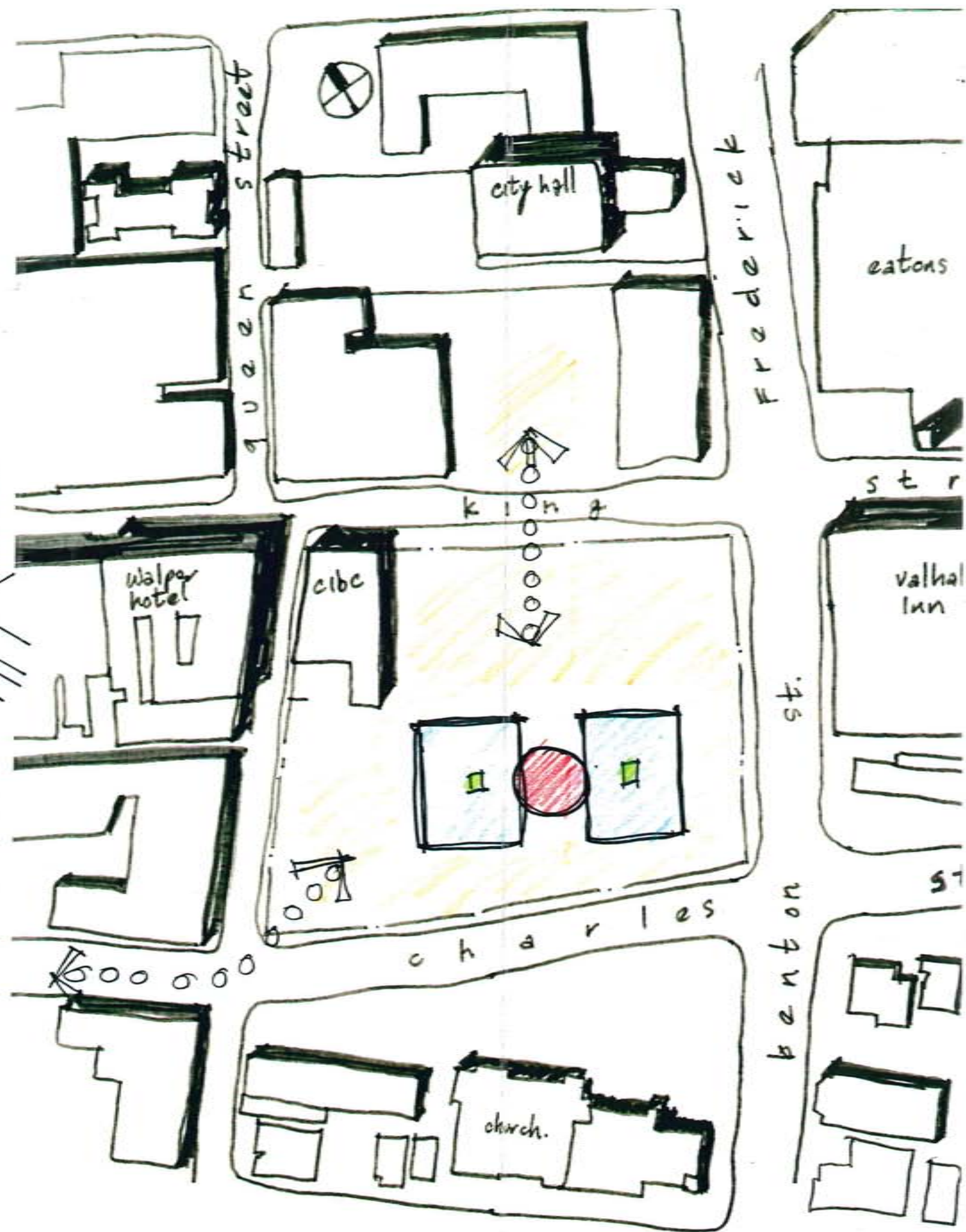


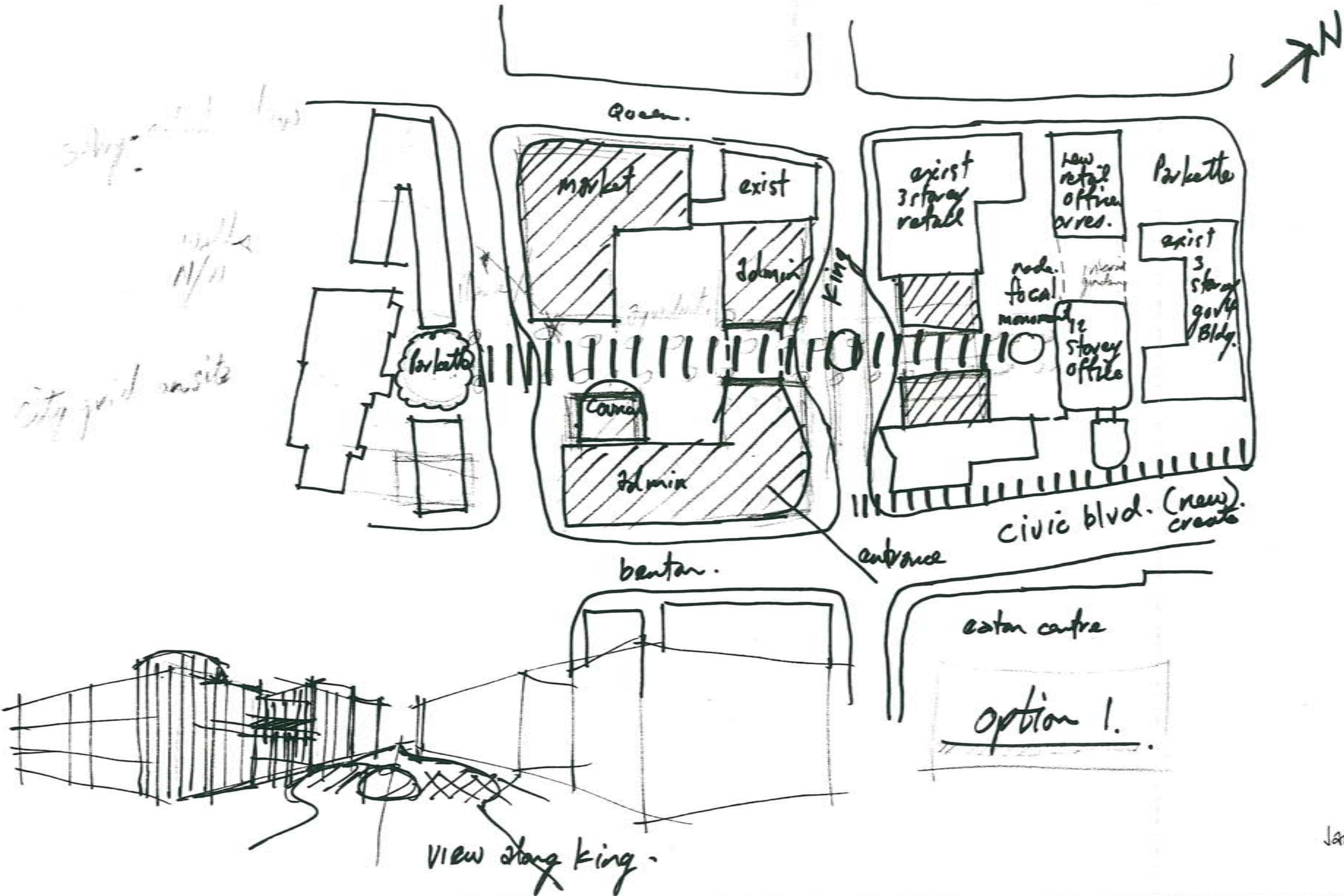
Option 5

- Vertical circulation towers
- creates large civic plaza
- grade accessible all side
- strong form - icon.
- respects charles street setback.

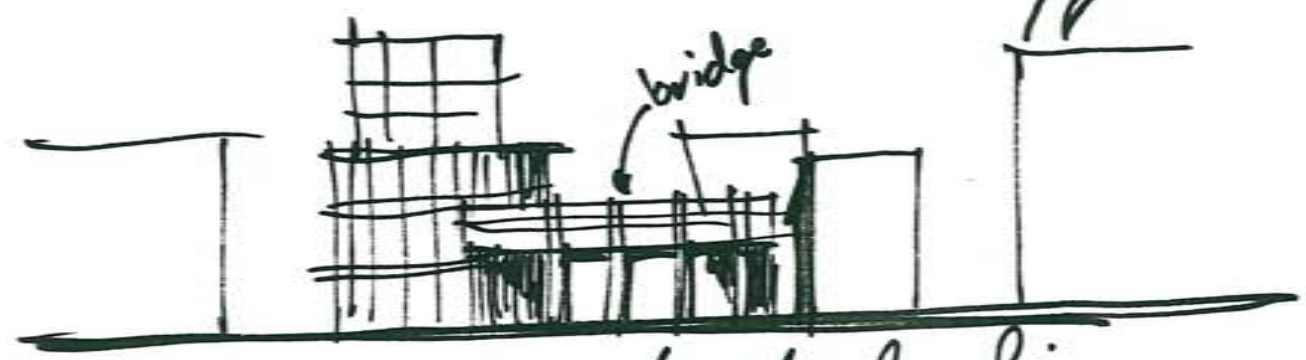
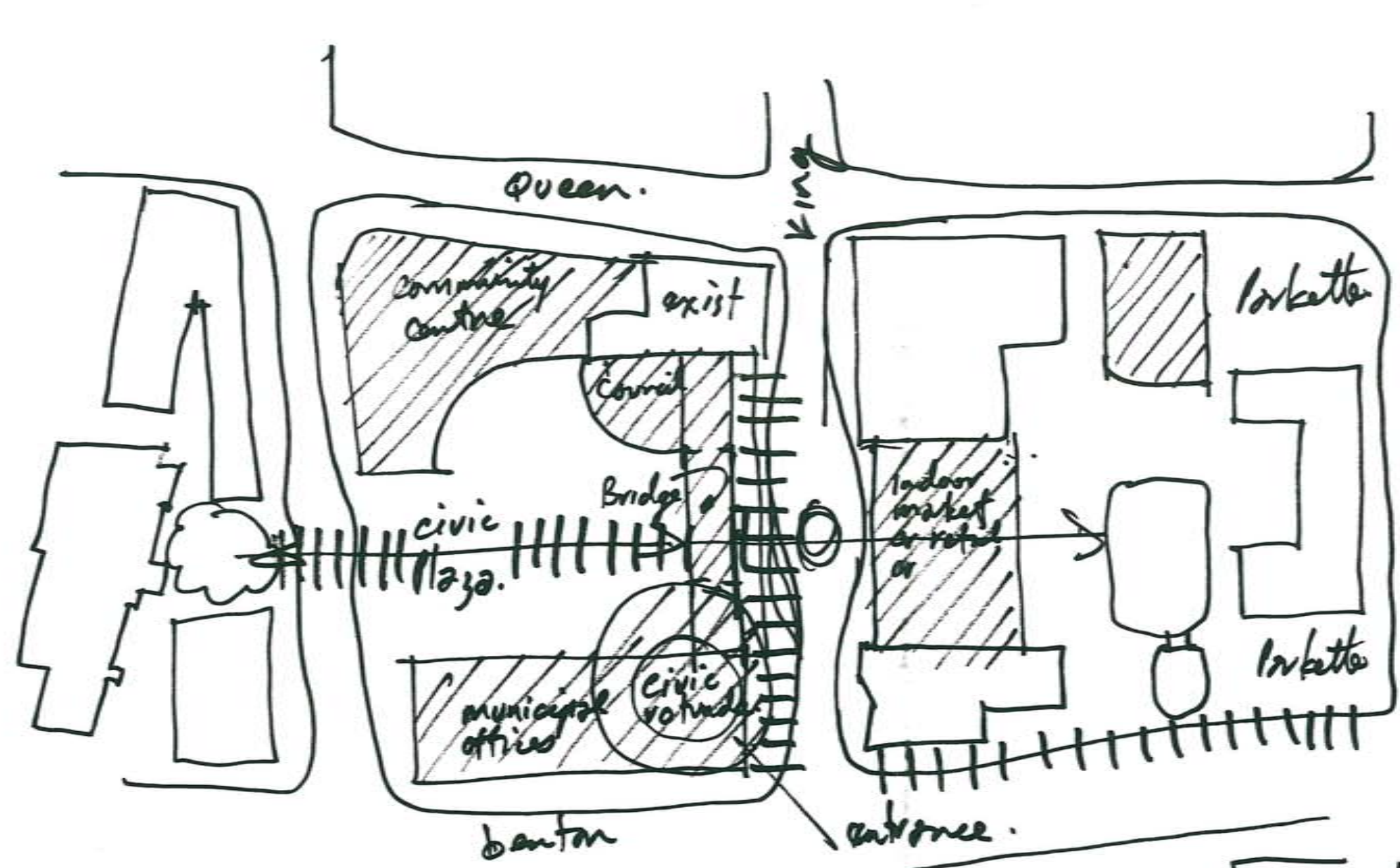
Oct. 91.

- insensitive to exist. heights & street scape.



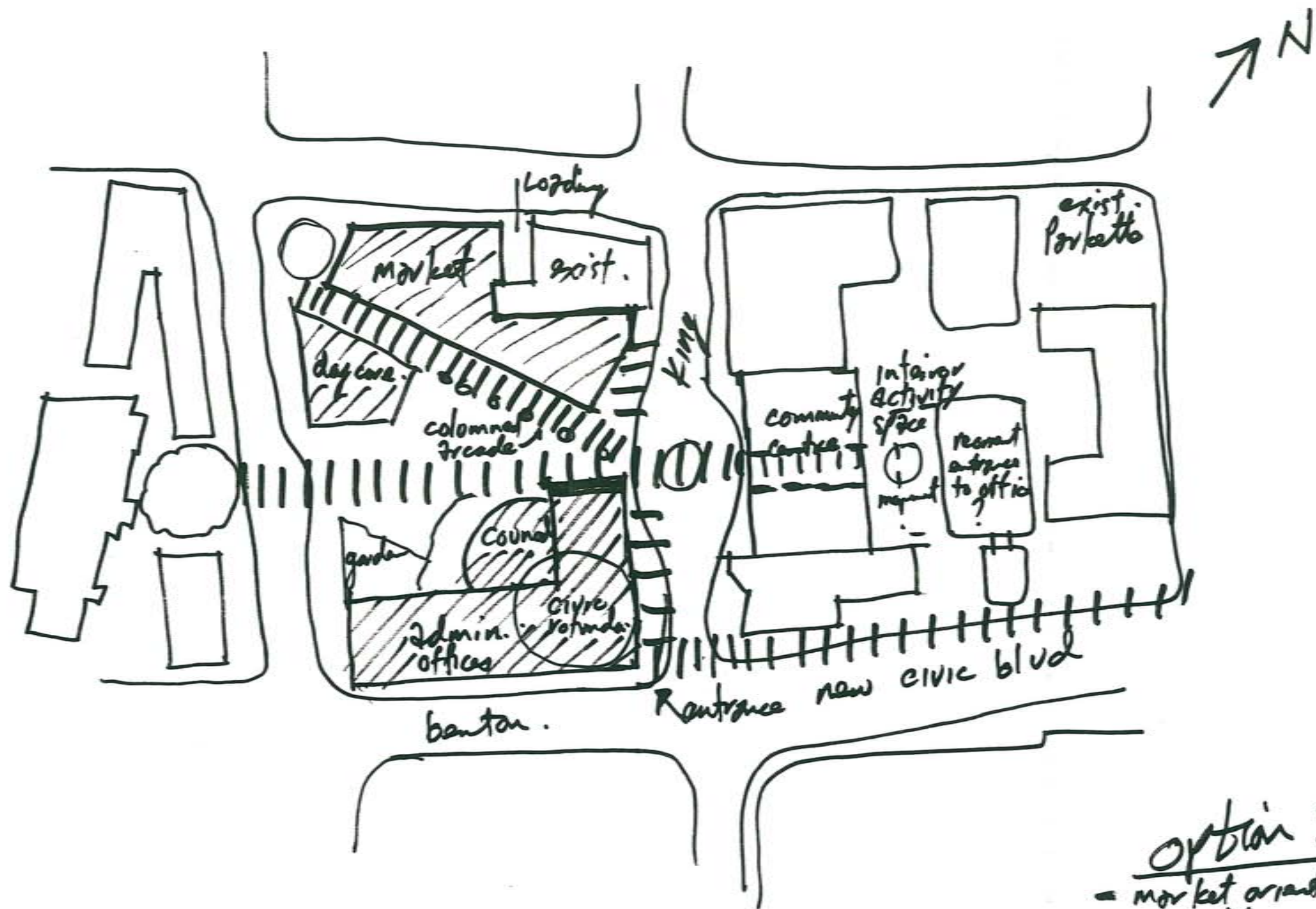


Jan. 20/91



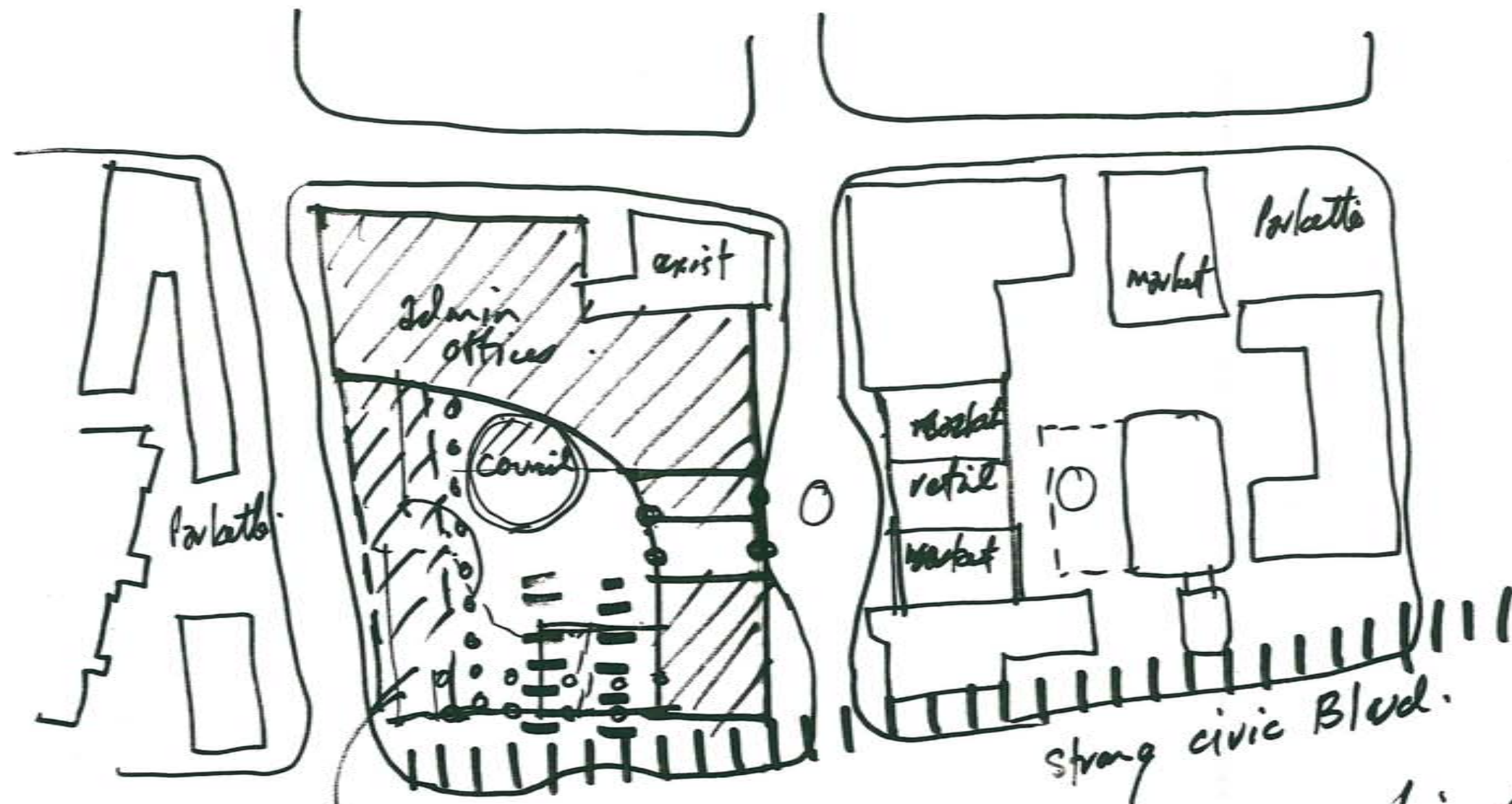
King street elevation.

option 2:
 - ~~inner~~ inner civic plaza south facing
 (addresses climate & interior court
 pattern).



option 3

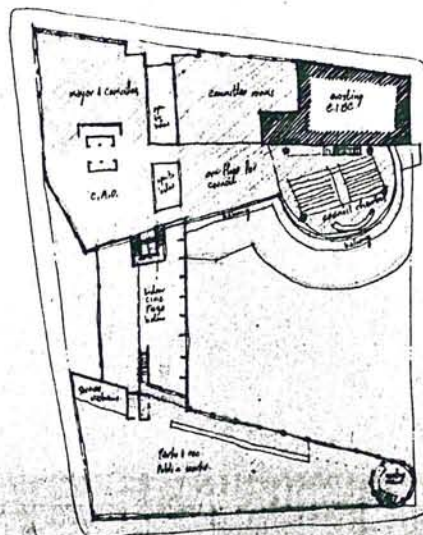
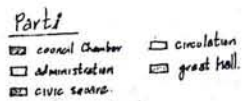
- market orientation to square of outdoor use
- inner court south-facing civic square good.
- ped. circ. through site access
- reflect urban guidelines.
- council visible & accountable.
- strong linear relationship to town



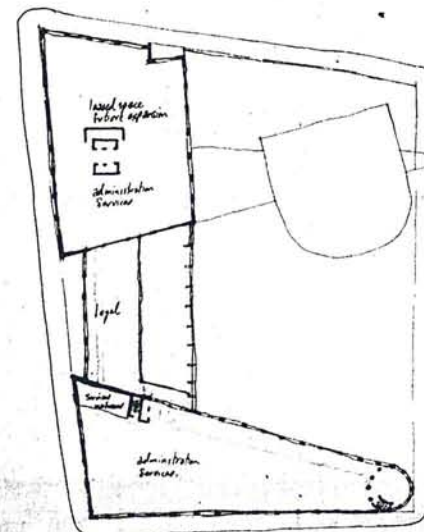
2 story
market
Bldg
opens to
civic plaza
during active summer
hours.

option 4.

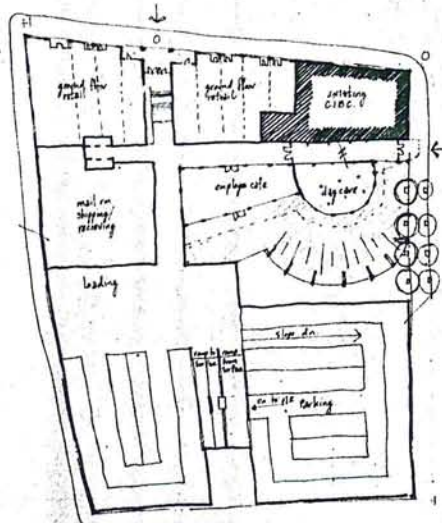
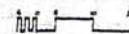
- only an idea
- I like civic Blvd idea
& orientate off of it
- takes focus away from ex
office tower ∴ no need to c
to it visually.



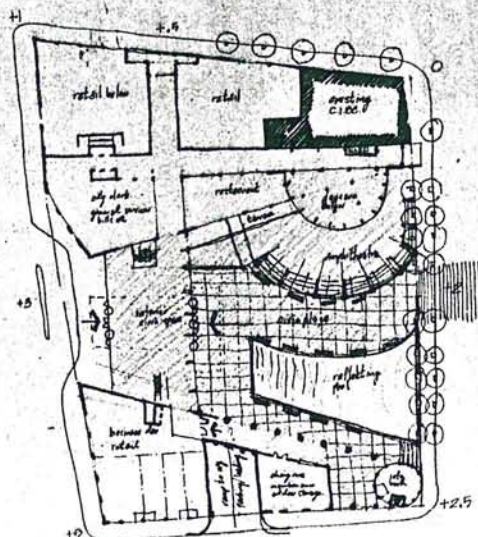
level + 8 - 2nd floor



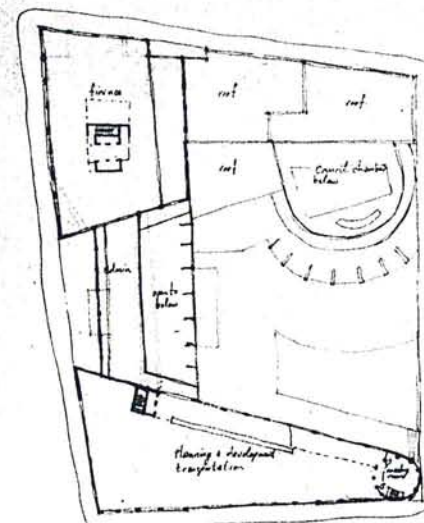
level 16 - 4th floor



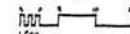
level 0 - entrance, loading, retail level.



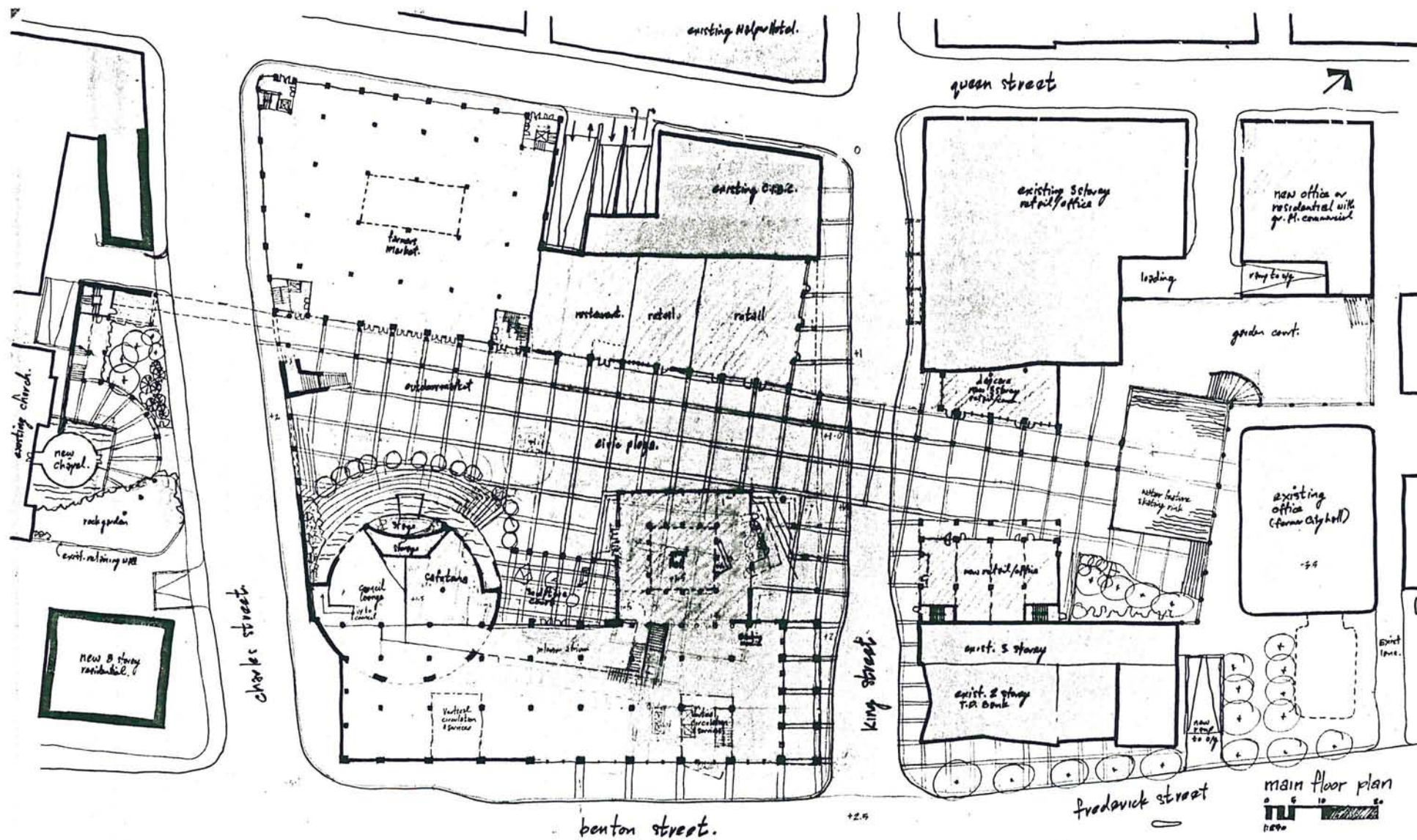
level + 0 - main floor level

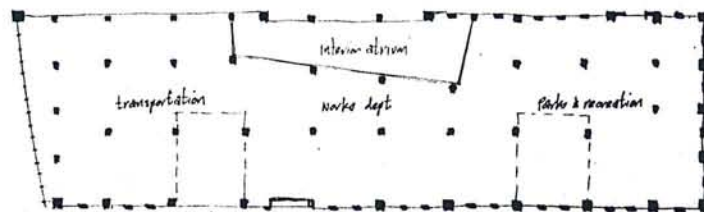


level 12 - 2nd floor

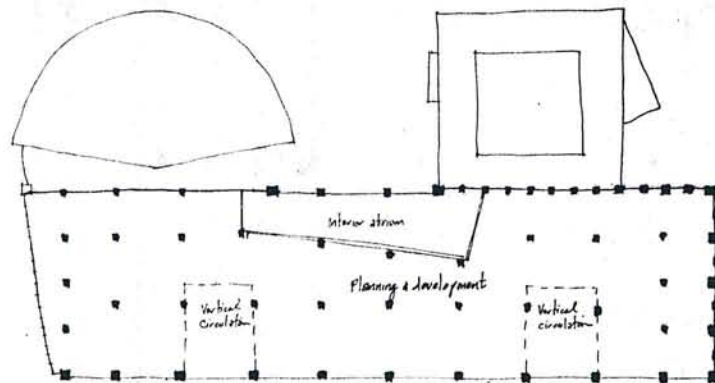


proposed city hall-concept plans

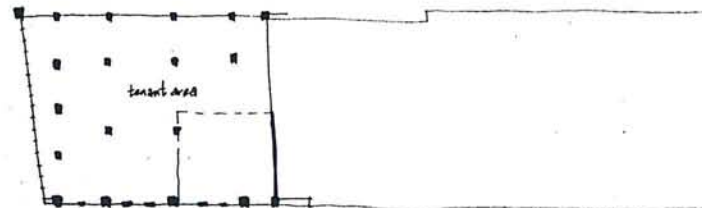




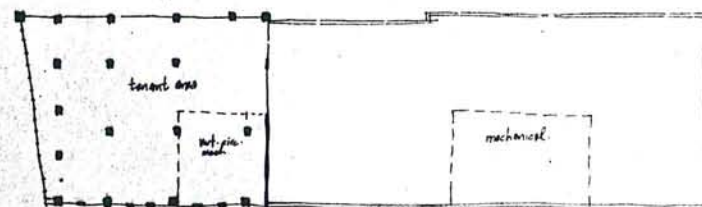
5th floor plan
1:250



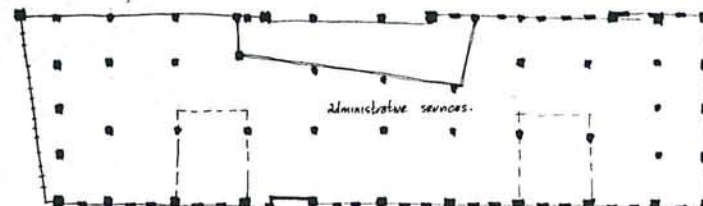
4th floor plan
1:250



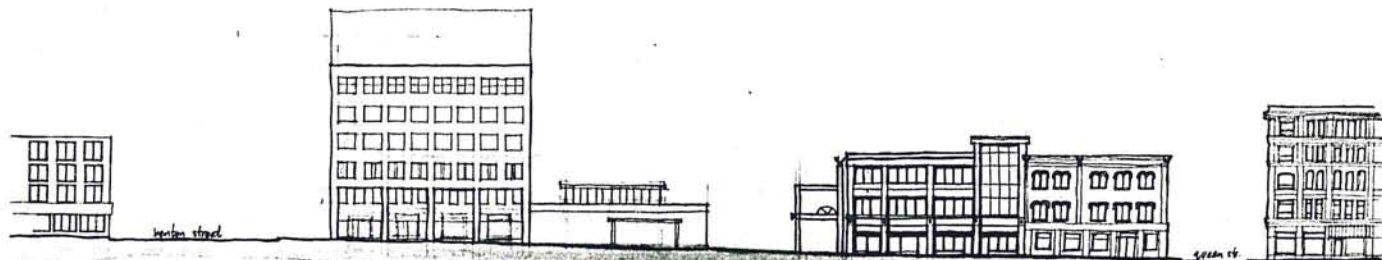
8th floor plan
1:250



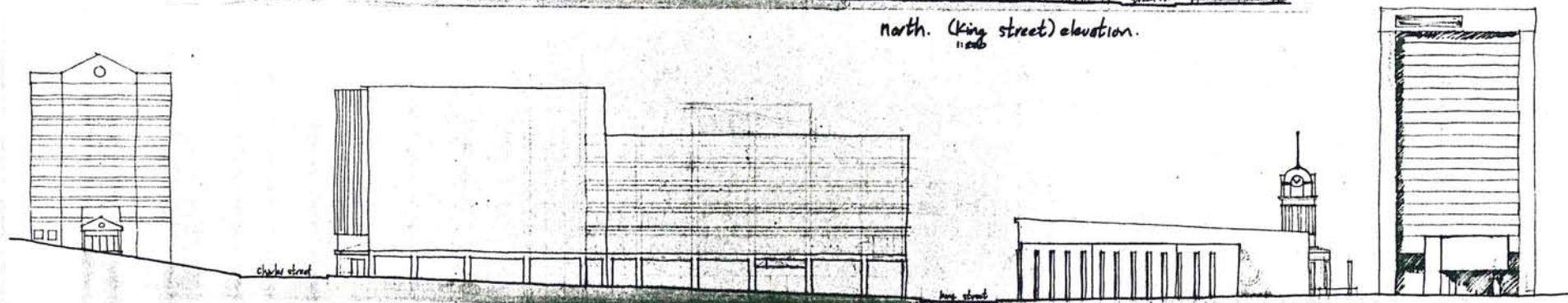
7th floor plan.
1:250



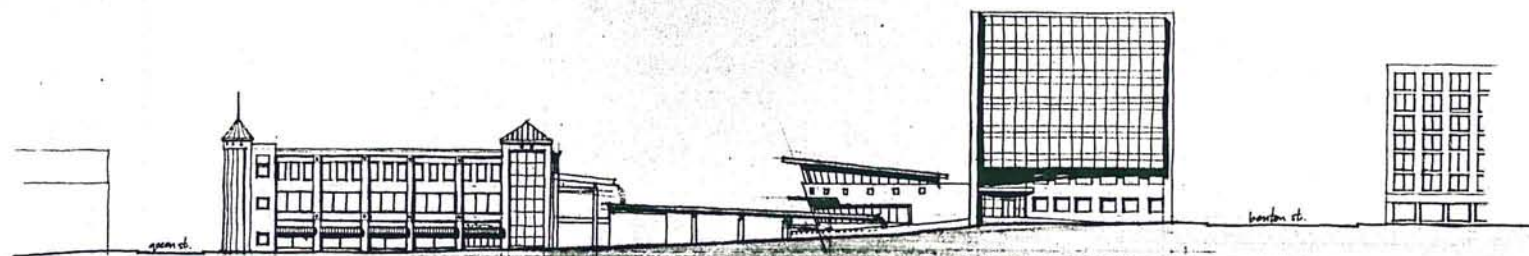
6th floor plan
1:250



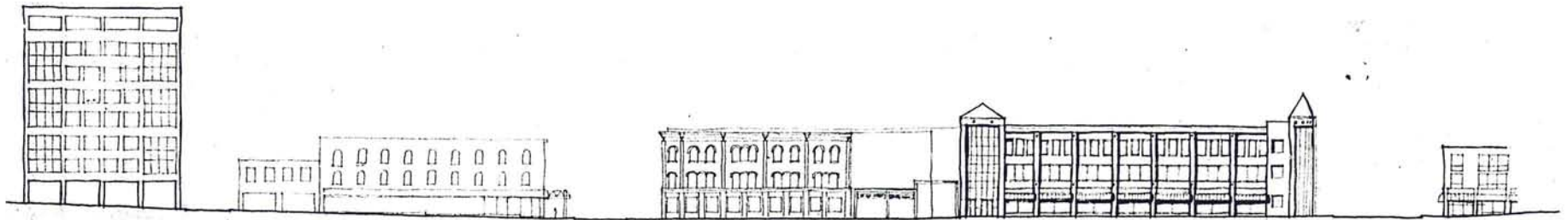
North. (King street) elevation.
1:200



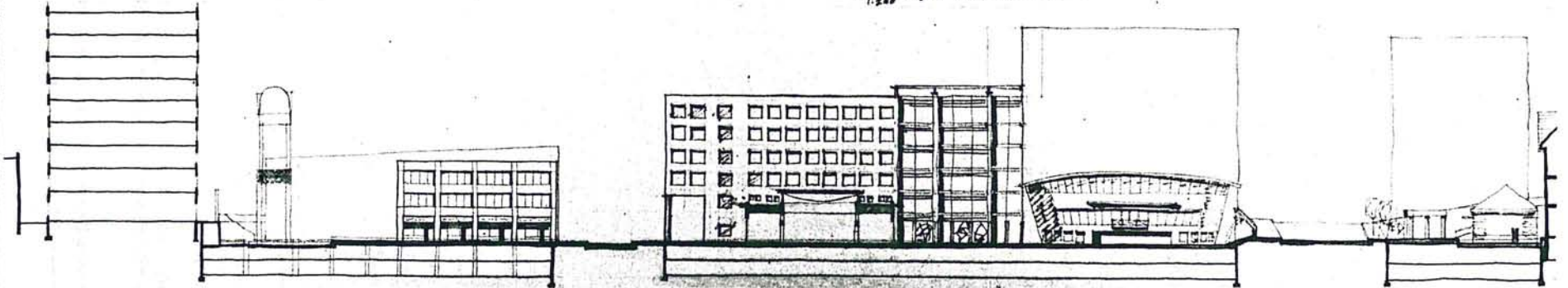
East (Benton street) elevation
1:200



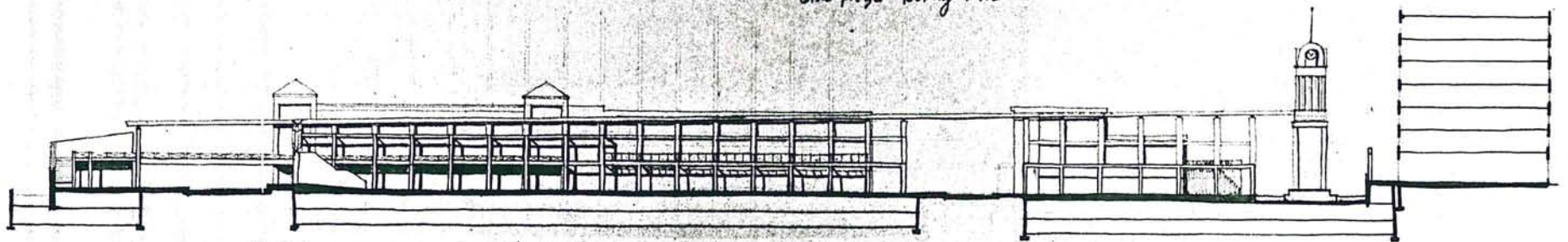
South (Charles street) elevation
1:200



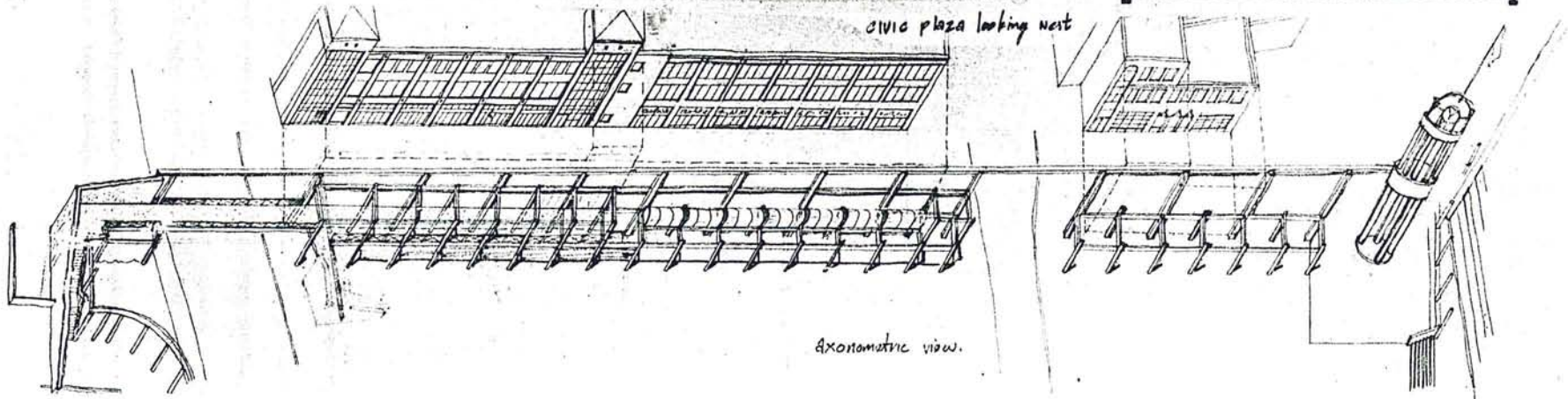
West (queen street) elevation
1:500



civic plaza looking east.



civic plaza looking west



Axonometric view.

R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

FINAL PRESENTATION
DRAWINGS AND MODEL

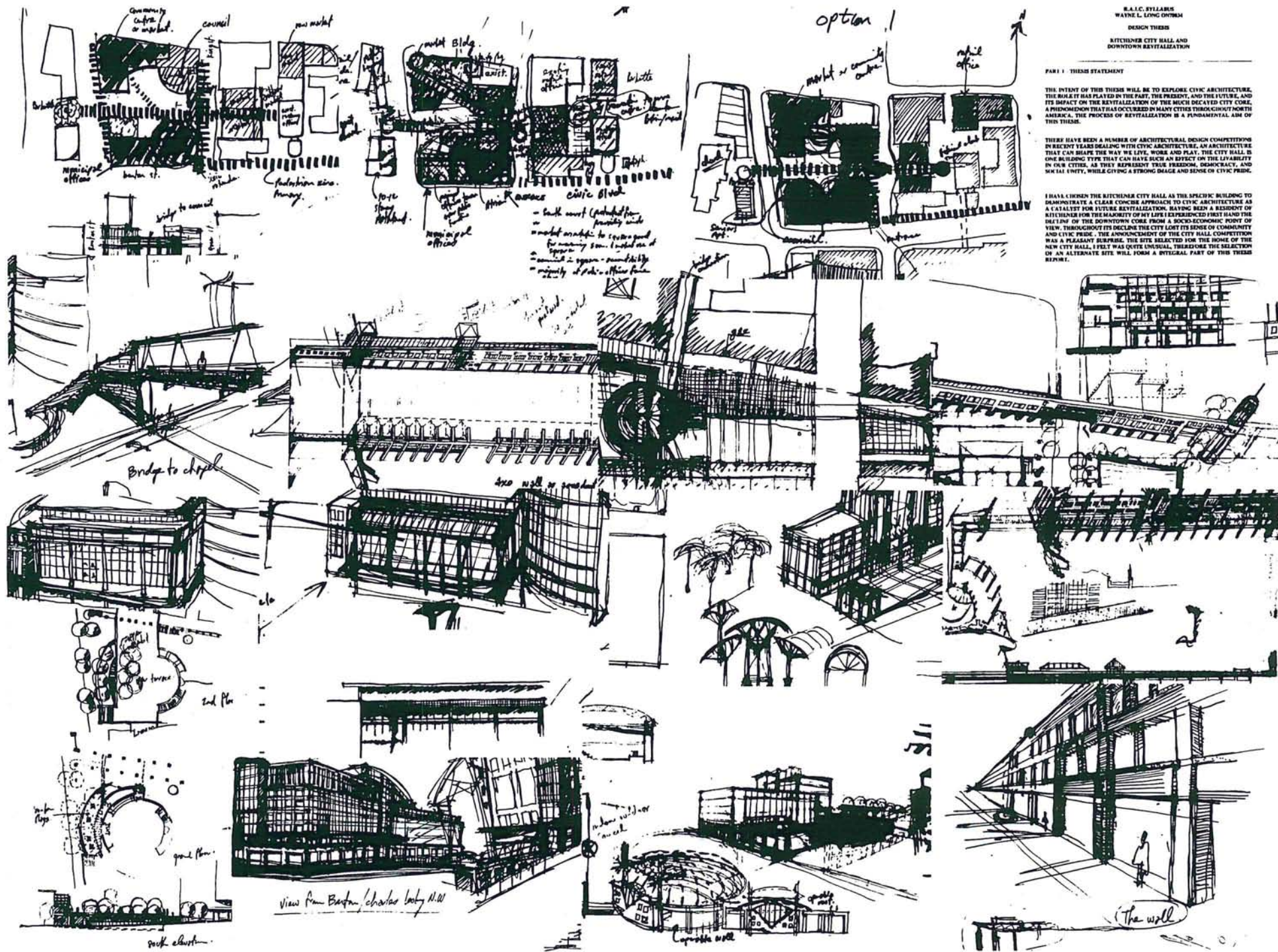
7.0

PART I: THEMES STATEMENT

THE INTENT OF THIS THEMES WILL BE TO EXPLORE CIVIC ARCHITECTURE, THE ROLE IT HAS PLAYED IN THE PAST, THE PRESENT, AND THE FUTURE, AND ITS IMPACT ON THE REVITALIZATION OF THE MUCH DECAYED CITY CORE, A PHENOMENON THAT HAS OCCURRED IN MANY CITIES THROUGHOUT NORTH AMERICA. THE PROCESS OF REVITALIZATION IS A FUNDAMENTAL AIM OF THIS THEMES.

THERE HAVE BEEN A NUMBER OF ARCHITECTURAL DESIGN COMPETITIONS IN RECENT YEARS DEALING WITH CIVIC ARCHITECTURE. AN ARCHITECTURE THAT CAN SHAPE THE WAY WE LIVE, WORK AND PLAY. THE CITY HALL IS CIVIC BUILDING TYPE THAT CAN HAVE SUCH AN EFFECT ON THE LIVABILITY IN OUR CITIES, AS THEY REPRESENT TRUE FREEDOM, DEMOCRACY, AND HUMANITY, WHILE GIVING A STRONG IMAGE AND SENSE OF CIVIC PRIDE.

I HAVE CHOSEN THE RITCHIEVER CITY HALL AS THE SPECIFIC BUILDING TO DEMONSTRATE A CLEAR CONCRETE APPROACH TO CIVIC ARCHITECTURE AS A CATALYST FOR FUTURE REVITALIZATION. HAVING BEEN A RESIDENT OF RITCHIEVER FOR THE MAJORITY OF MY LIFE I EXPERIENCED FIRST HAND THE DECLINE OF THE DOWNTOWN CORE FROM A SOCIO-ECONOMIC POINT OF VIEW. THROUGHOUT ITS DECLINE THE CITY LOST ITS SENSE OF COMMUNITY AND CIVIC PRIDE. THE ANNOUNCEMENT OF THE CITY HALL COMPETITION WAS A PLEASANT SURPRISE. THE SITE SELECTED FOR THE HOME OF THE NEW CITY HALL, I FELT WAS QUITE UNUSUAL. THEREFORE THE SELECTION OF AN ALTERNATE SITE WILL FORM A INTEGRAL PART OF THIS THEMES REPORT.

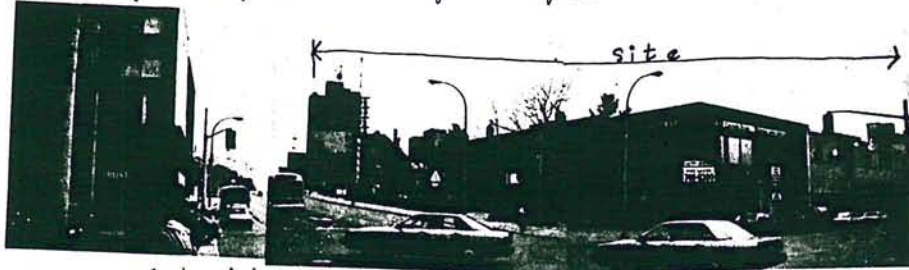




1. King street looking west



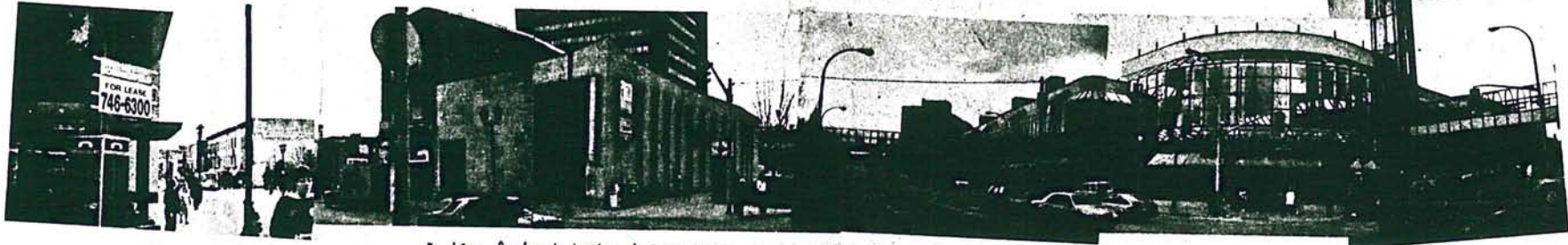
2. King street looking west



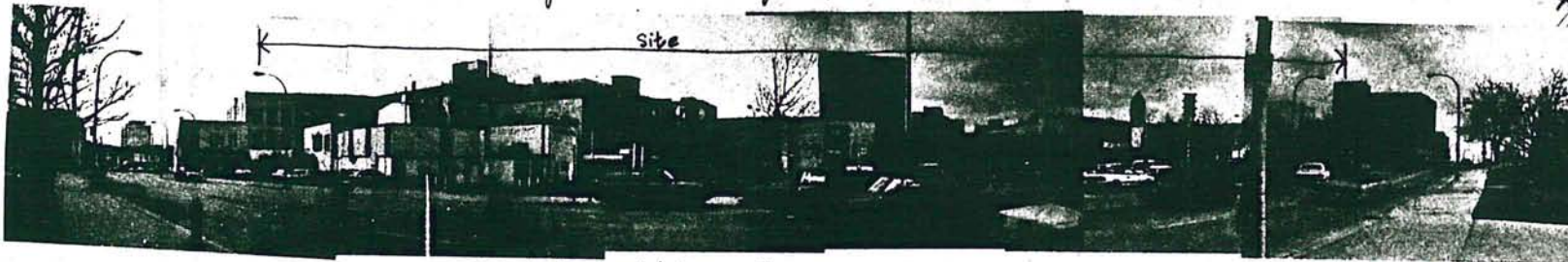
3. King, Frederick, Barton looking South-west at site



4. King, Queen looking South



5. King, Frederick, Barton looking north



6. Charles street looking north at site

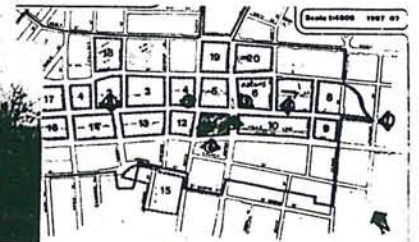


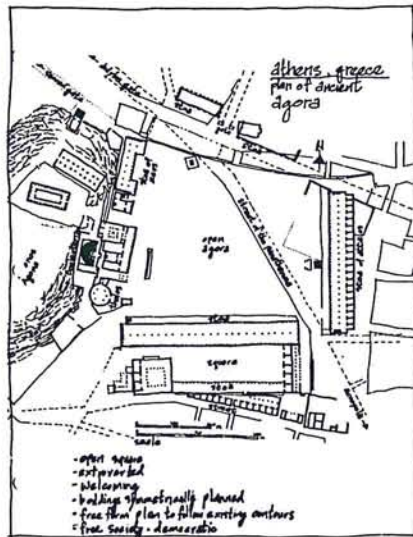
Photo spots



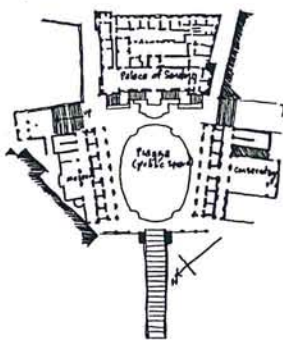
7. Charles street looking south



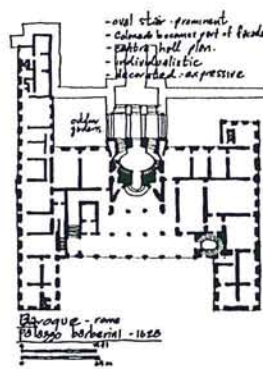
8. King, Gaukel looking South



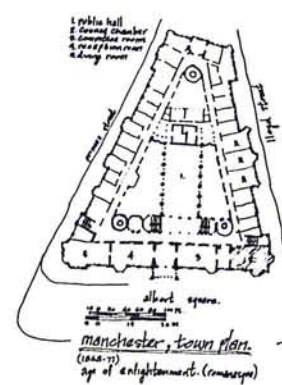
- romantic structure
- ordered symmetry
- monumental - classical orders
- open public square - democratic
- by sites



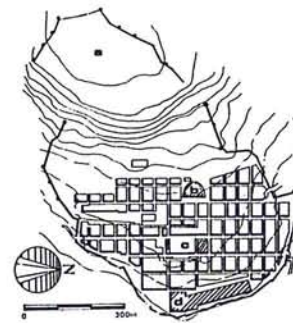
Scale: 0 10 20 30 40 50 m



Scale: 0 10 20 30 40 50 m

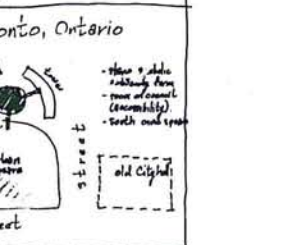
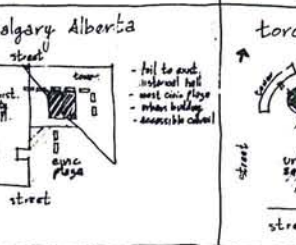
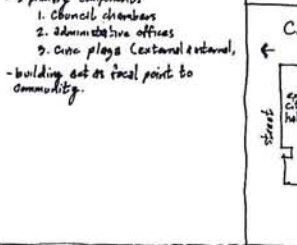
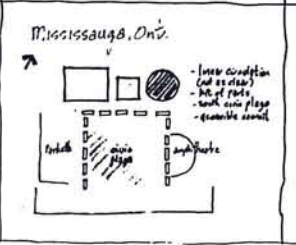
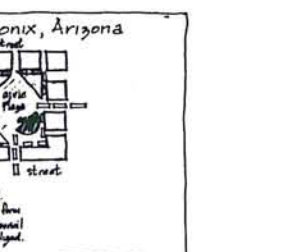
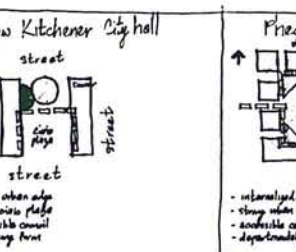
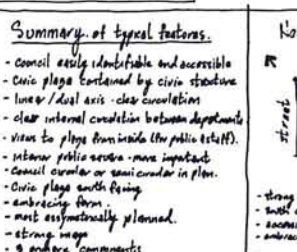
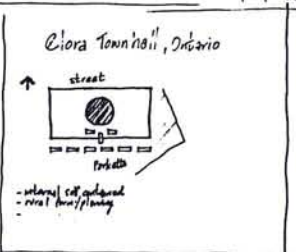
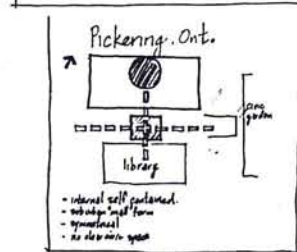
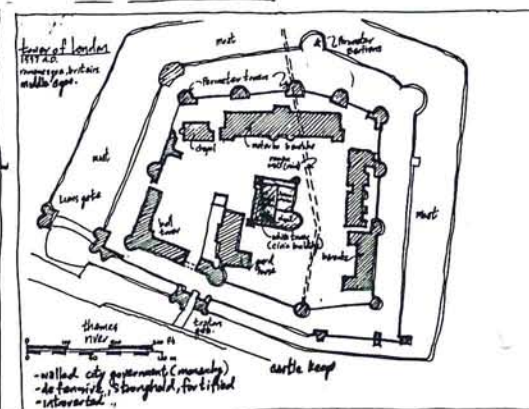
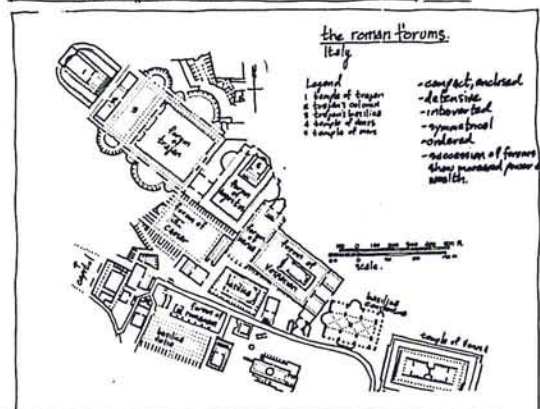


- monumental
- Renaissance revival
- internally planned
- centrally located, relates to public space and public marketplace



The grid pattern of Hippodamius is followed in this city of nearly 10,000. It provides for all dwelling blocks to be planned in the southern town and main functional buildings and squares to be within easy access. City: all Accounts, all Plans, all Ages at all scales.

City form development.

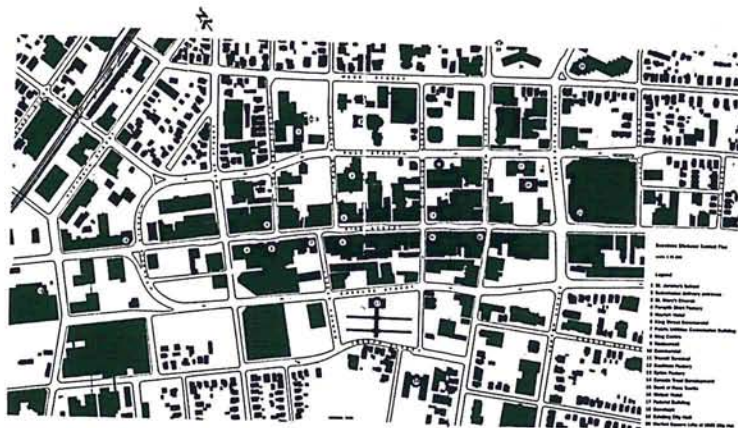


Legend: [Symbol] council chamber [Symbol] administration [Symbol] circulation [Symbol] great hall (city)

Parti - Suburban Civic Centres

Legend: [Symbol] council chamber [Symbol] administration [Symbol] circulation [Symbol] great hall (city)

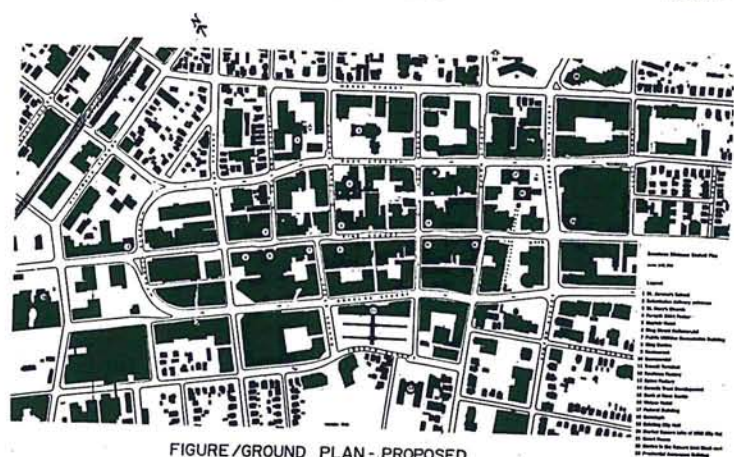
Parti - Urban Civic Centres



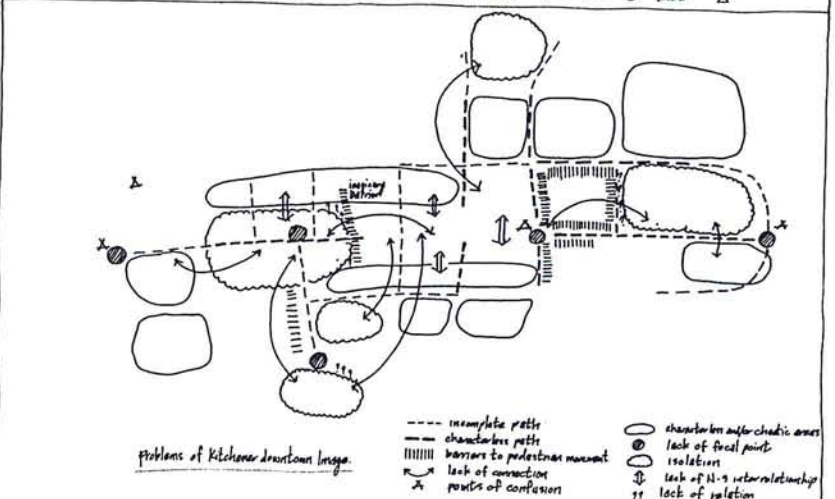
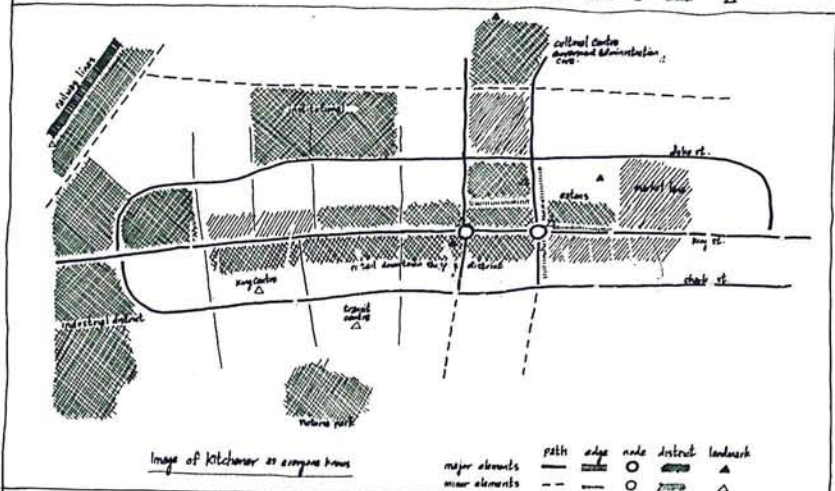
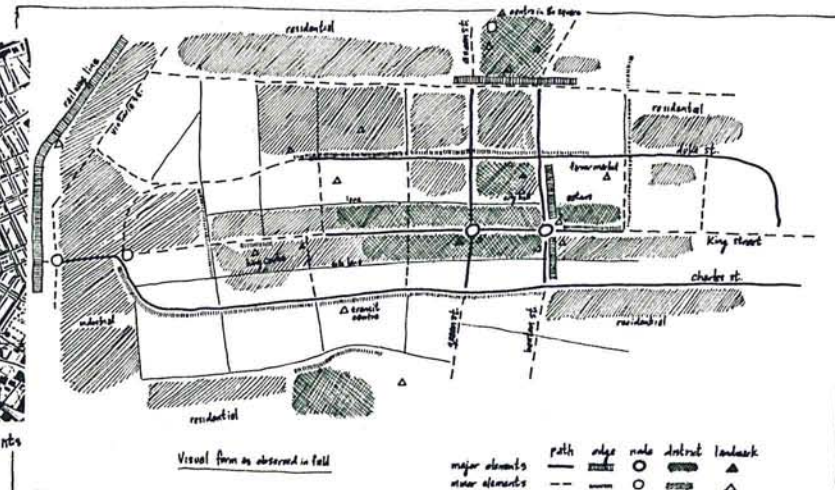
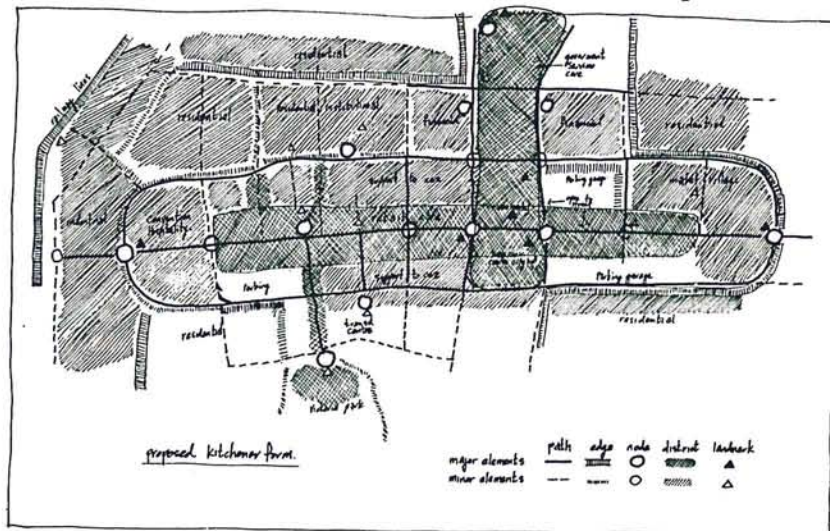
FIGURE/GROUND PLAN - EXISTING

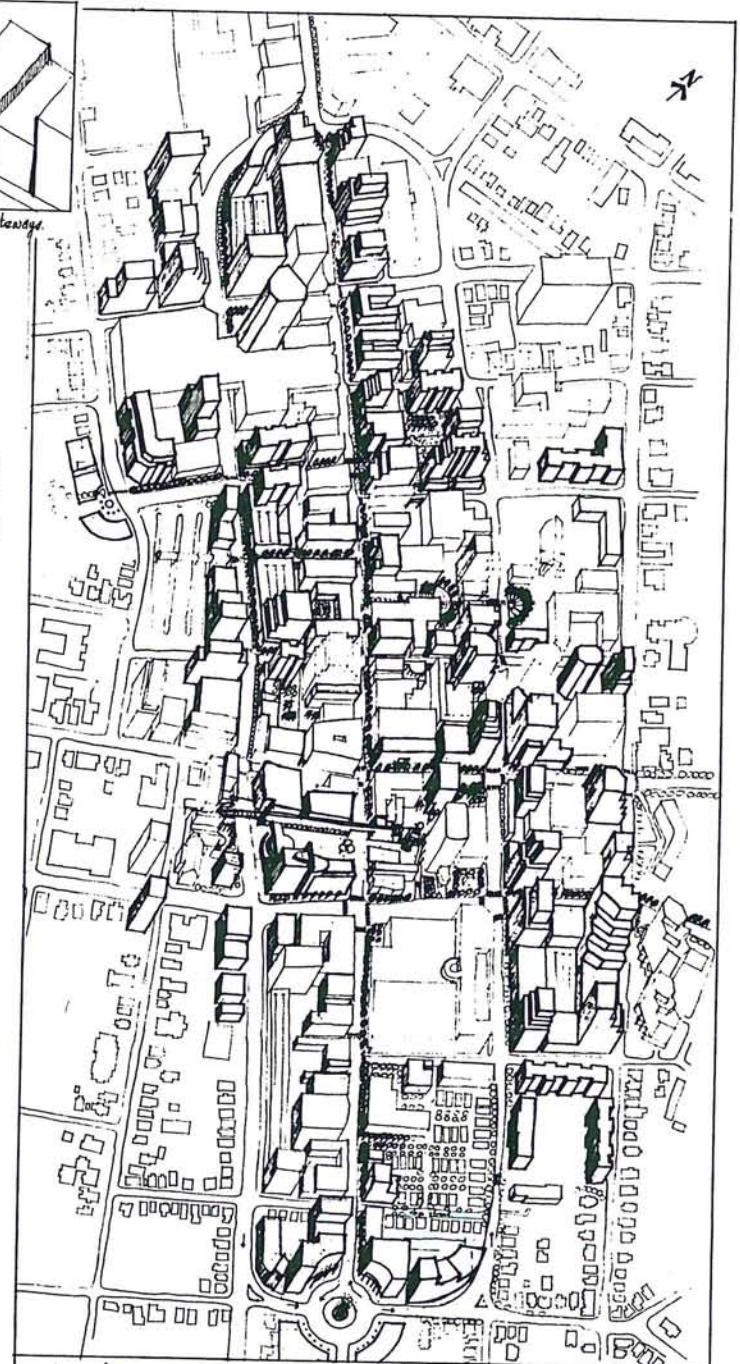
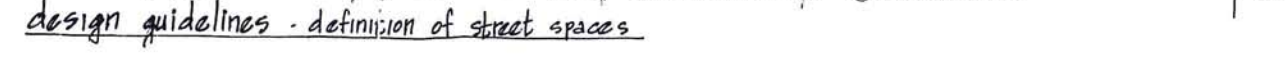
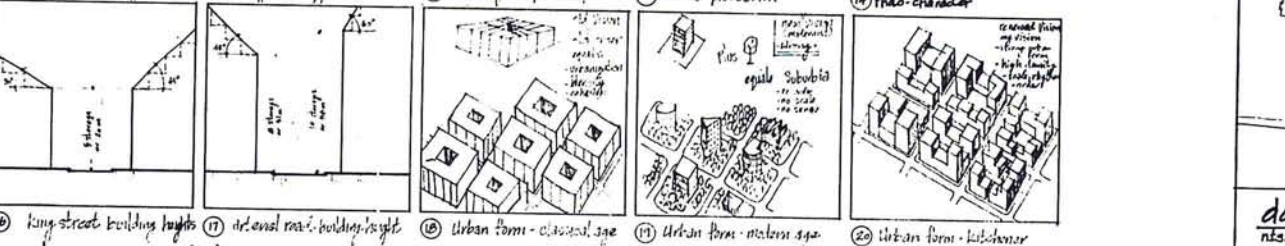
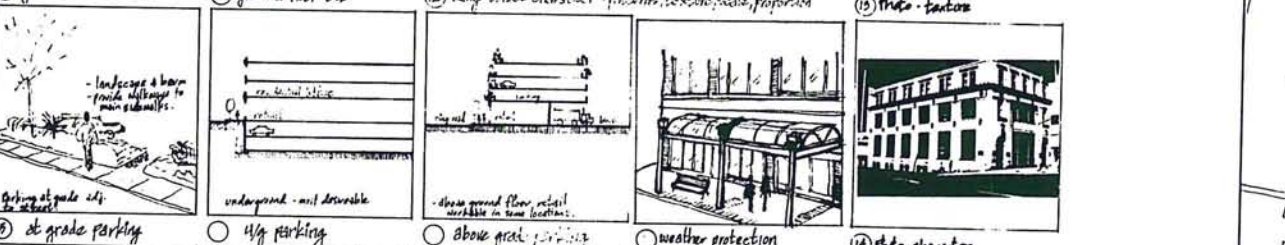
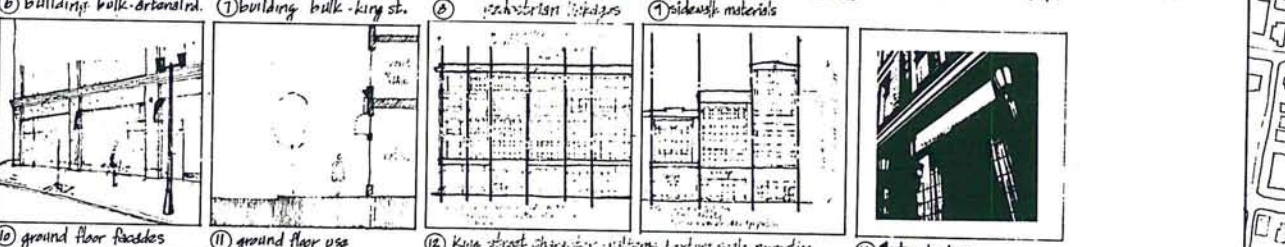
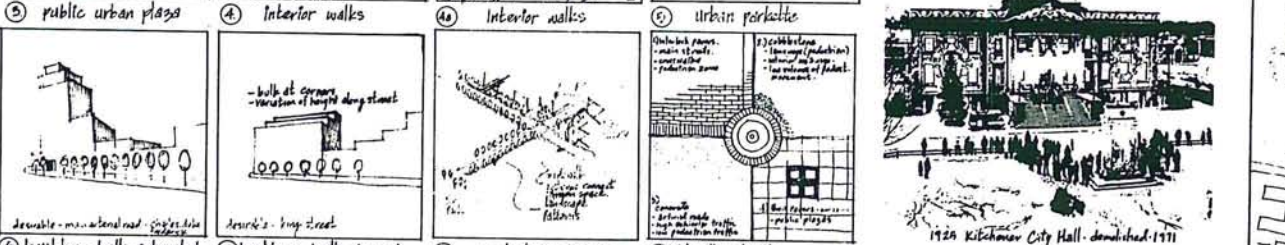
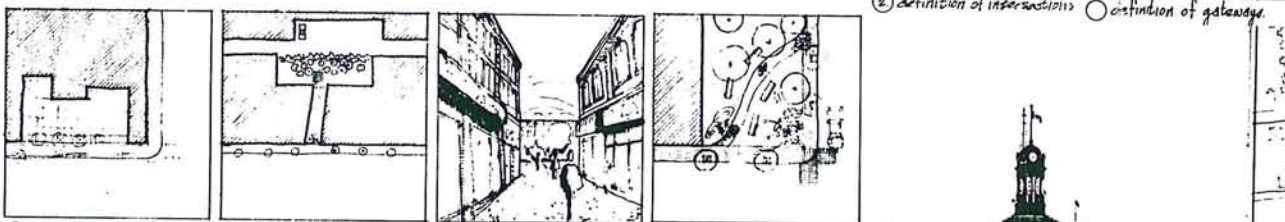
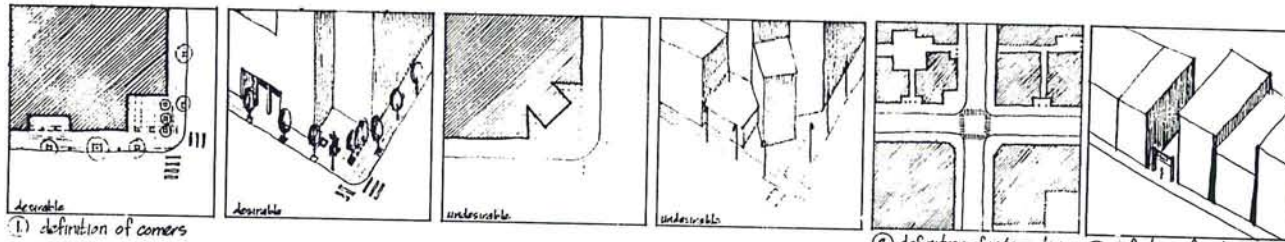


KEY PLAN - ITS



FIGURE/GROUND PLAN - PROPOSED





downtown revitalization - if guidelines applied

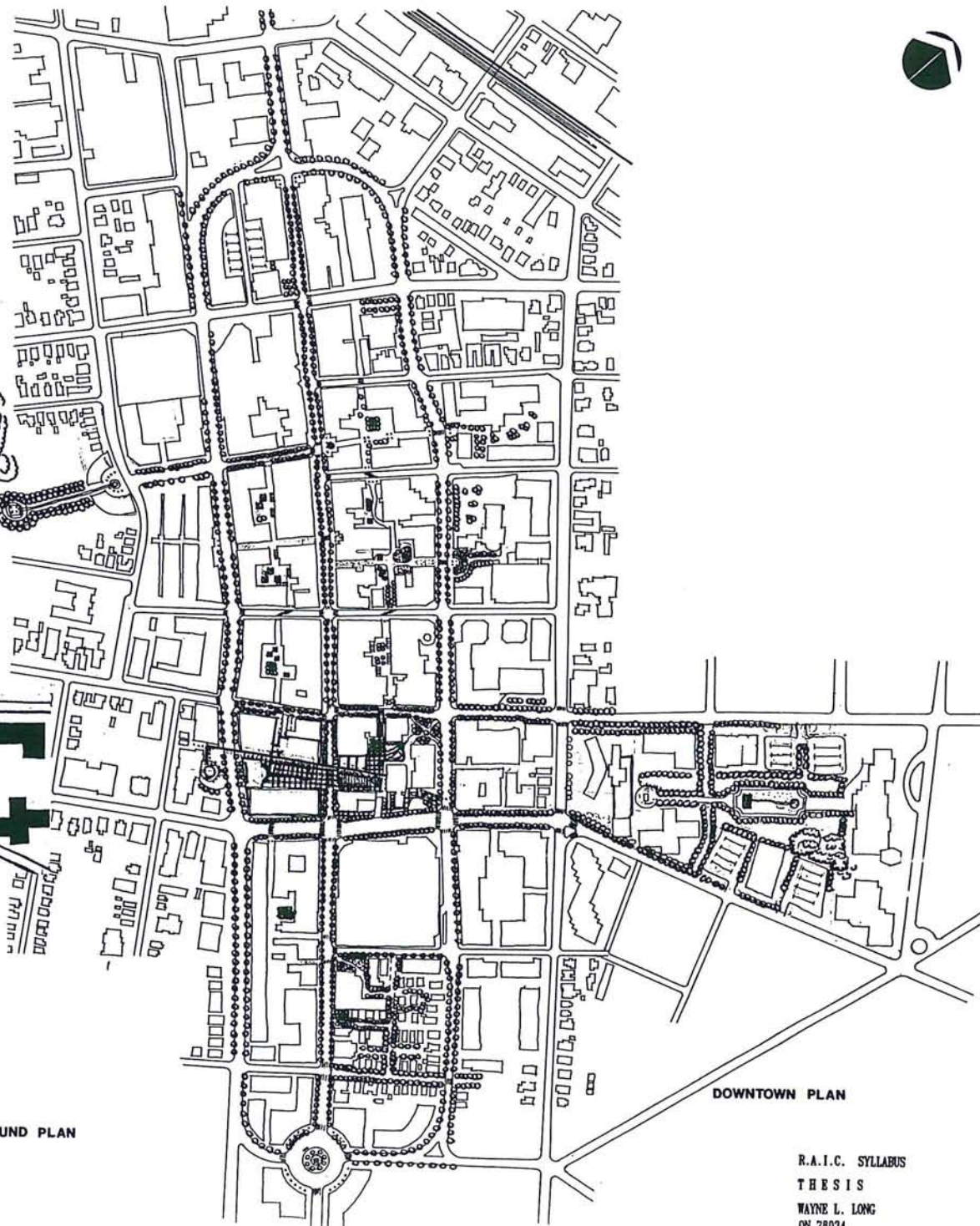
B.A.I.C. SYLLABUS
THESIS
WYNN L. LONG
EN 78234

design guidelines - definition of street spaces



KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

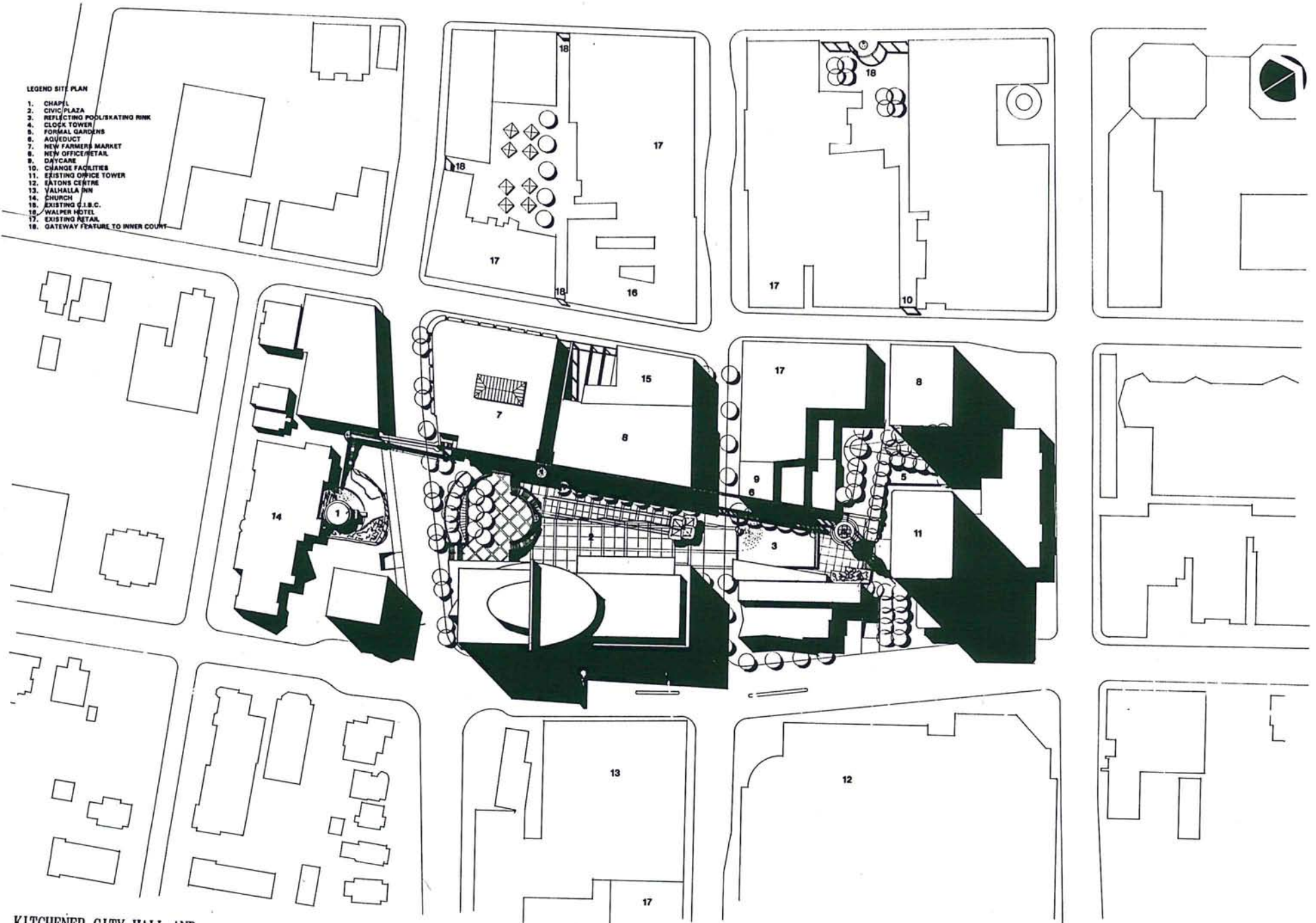
PROPOSED FIGURE GROUND PLAN



DOWNTOWN PLAN

LEGEND SITE PLAN

1. CHAPEL
2. CIVIC PLAZA
3. REFLECTING POOL/SKATING RINK
4. CLOCK TOWER
5. FORMAL GARDENS
6. ADJUNCT
7. NEW FARMERS MARKET
8. NEW OFFICE/RETAIL
9. DAYCARE
10. CHANGE FACILITIES
11. EXISTING OFFICE TOWER
12. SATONS CENTRE
13. VALHALLA INN
14. CHURCH
15. EXISTING S.I.B.C.
16. WALPER HOTEL
17. EXISTING RETAIL
18. GATEWAY FEATURE TO INNER COURT



CONTEXT SITE PLAN

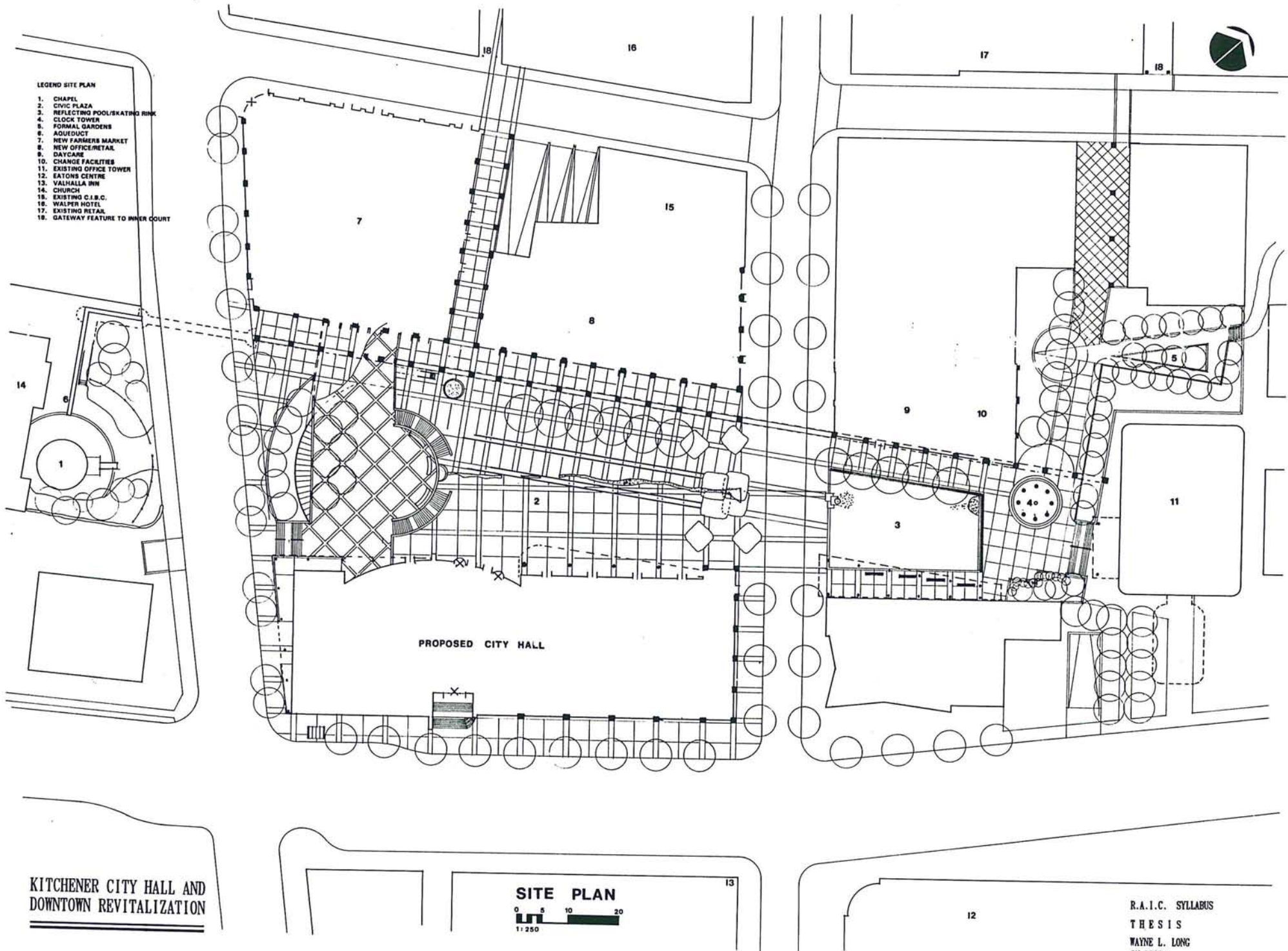
0 5 10 20 40
1:500

KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

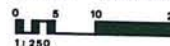
R.A.I.C. SYLLABUS
THESIS
WAYNE L. LONG
04 78091

LEGEND SITE PLAN

1. CHAPEL
2. CIVIC PLAZA
3. REFLECTING POOL/SKATING RINK
4. CLOCK TOWER
5. FORMAL GARDENS
6. AQUEDUCT
7. NEW FARMERS MARKET
8. NEW OFFICE/RETAIL
9. DAYCARE
10. CHANGE FACILITIES
11. EXISTING OFFICE TOWER
12. EATONS CENTRE
13. VALHALLA INN
14. CHURCH
15. EXISTING C.I.B.C.
16. WALPER HOTEL
17. EXISTING RETAIL
18. GATEWAY FEATURE TO INNER COURT



SITE PLAN

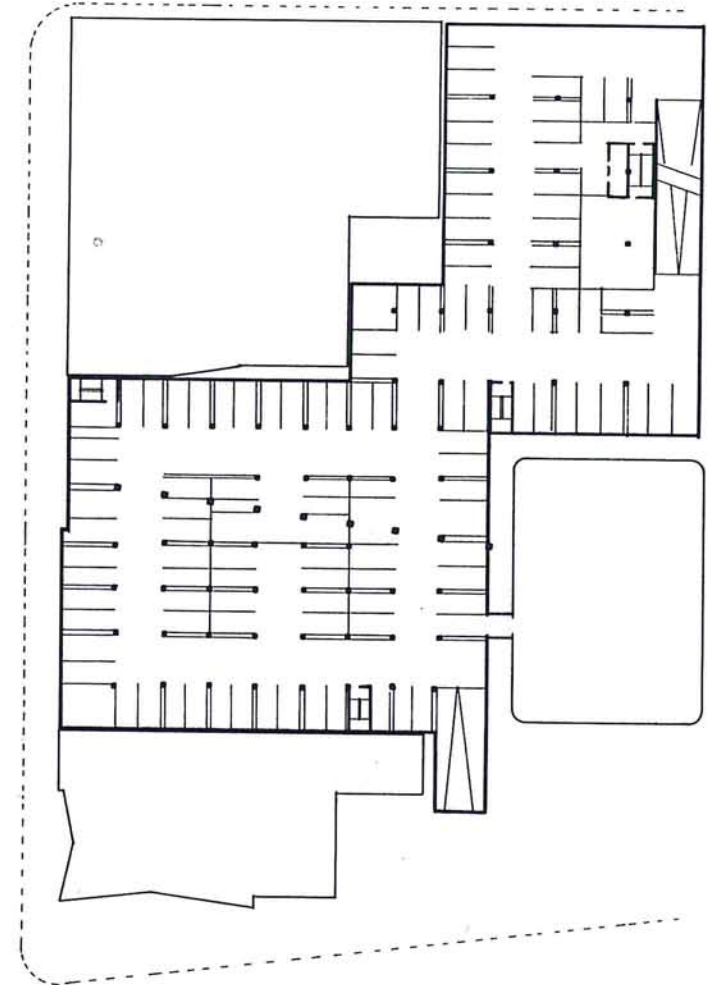
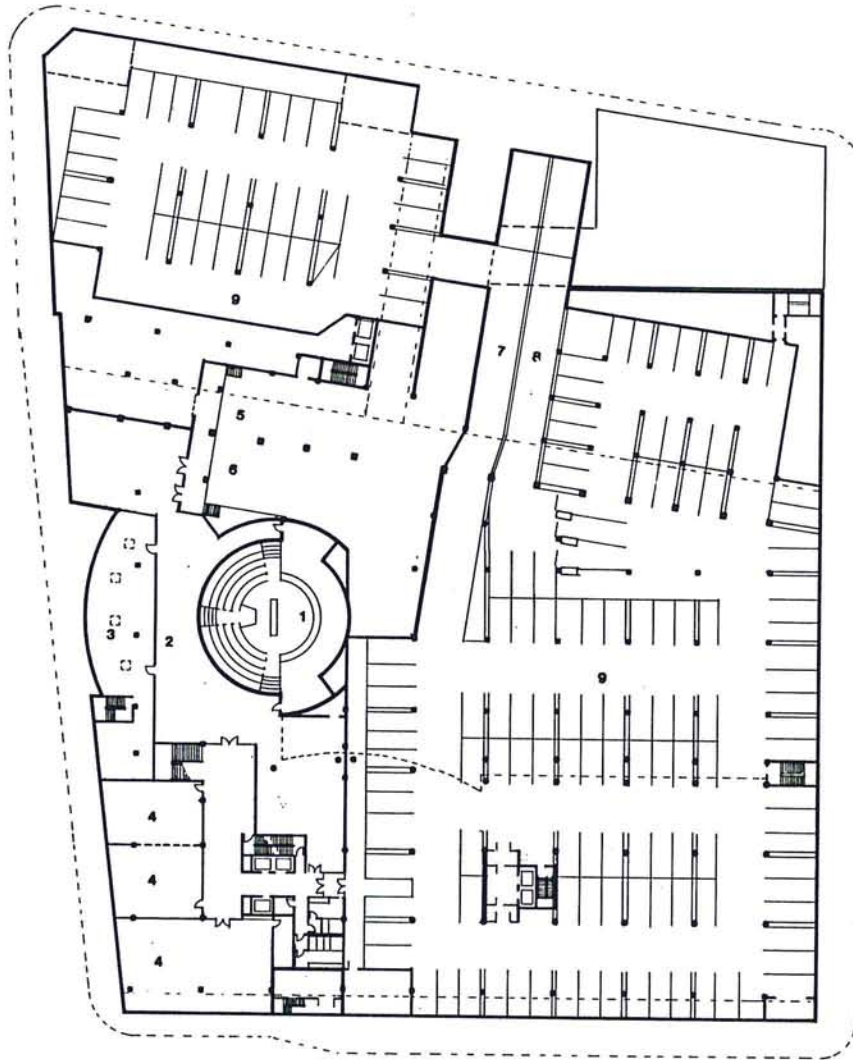


KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

R.A.I.C. SYLLABUS
THESIS
WAYNE L. LONG
NOV 2007

LEGEND LOWER FLOOR

1. COUNCIL CHAMBER
2. CITY CLERKS/GENERAL SERVICES
3. COUNCIL LOUNGE
4. COMMITTEE ROOMS
5. LOADING/FARMERS MARKET
6. LOADING/CITY HALL
7. PARKING IN
8. PARKING OUT
9. PARKING LEVEL 1



KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

LOWER LEVEL FL. PLAN



R.A.I.C. SYLLABUS
T H E S I S
WAYNE L. LONG
ON 78034

LEGEND GROUND FLOOR

1. CHAPEL
2. CIVIC PLAZA
3. REFLECTING POOL/SKATING RINK
4. CLOCK TOWER
5. FORMAL GARDENS
6. AQUEDUCT
7. GREAT HALL
8. COUNCIL CHAMBER
9. MAYOR/COUNCILLORS
10. CAO
11. INFORMATION
12. SECURITY
13. CITY CLERK
14. ADM BANKING
15. FARMERS MARKET
16. RESTAURANT
17. RETAIL STORES
18. DAYCARE
19. CHANGE FACILITIES
20. EXISTING OFFICE TOWER
21. EATONS CENTRE
22. VALHALLA INN
23. CHURCH
24. EXISTING C.I.B.C.
25. WALPER HOTEL
26. EXISTING RETAIL
27. GATEWAY FEATURE TO INNER COURT

CHARLES STREET

QUEEN STREET

KING STREET

QUEEN STREET

FREDERICK STREET

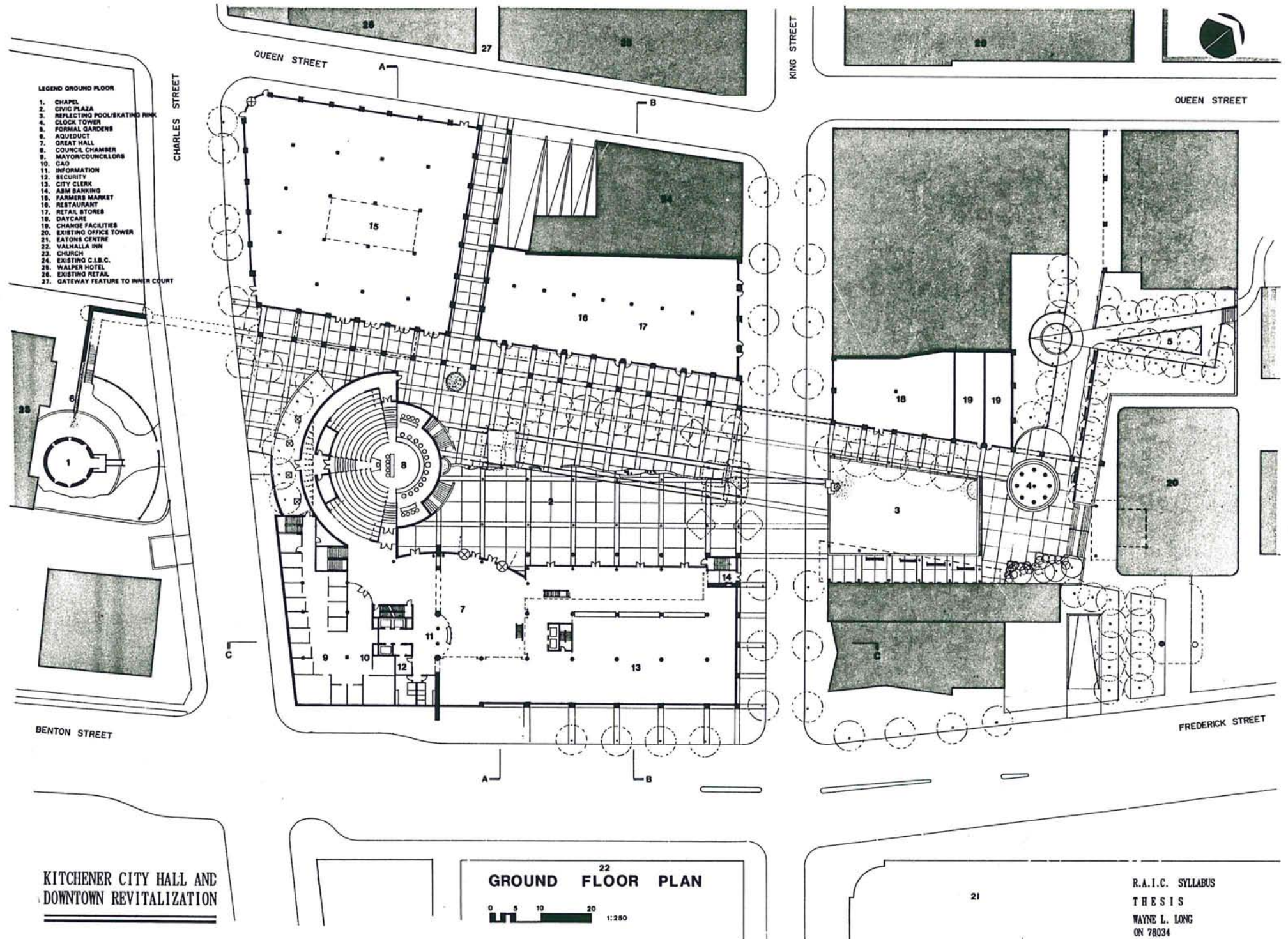
BENTON STREET

GROUND FLOOR PLAN

0 5 10 20 1:250

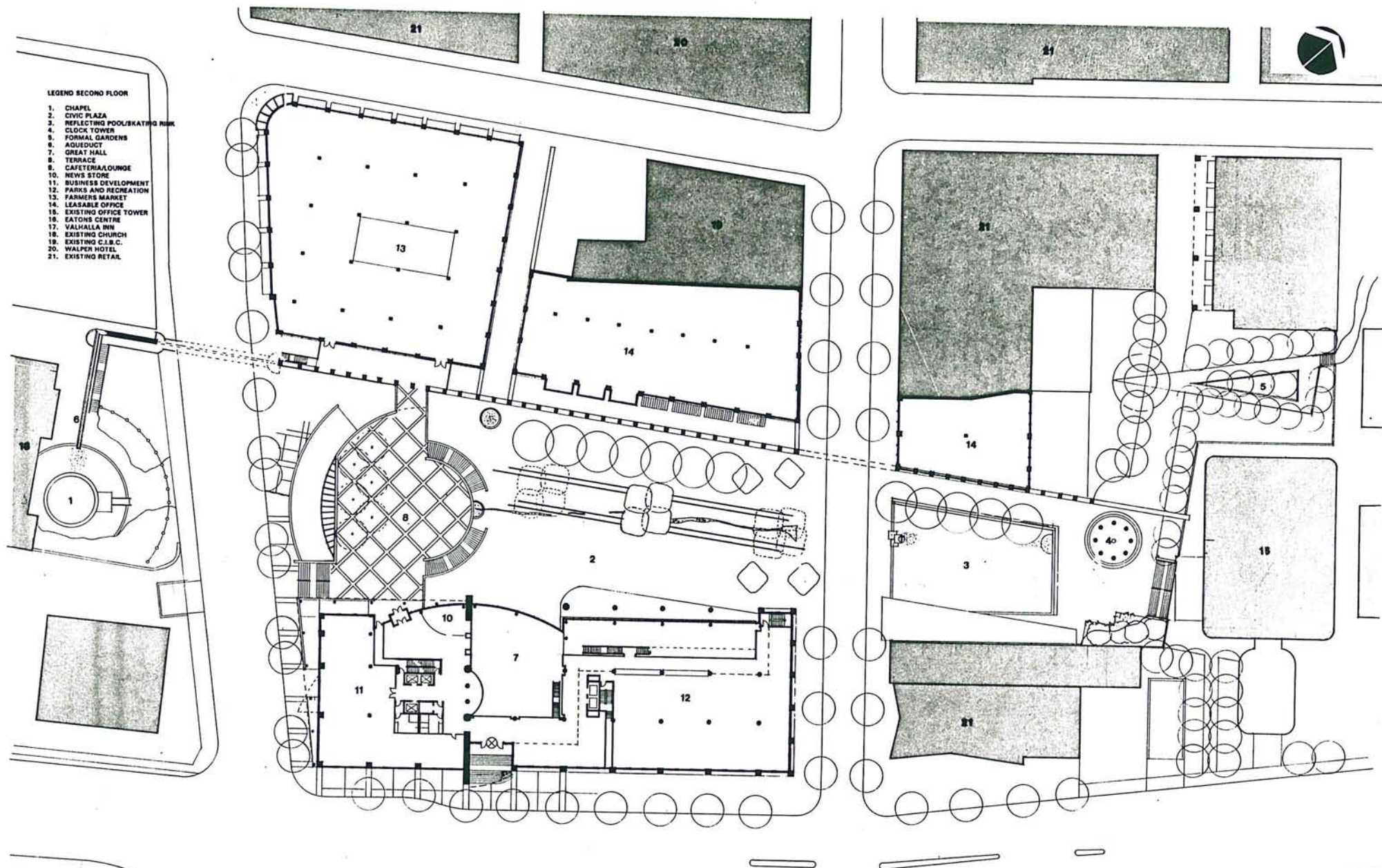
KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

R.A.I.C. SYLLABUS
THESIS
WAYNE L. LONG
ON 78034



LEGEND SECOND FLOOR

1. CHAPEL
2. CIVIC PLAZA
3. REFLECTING POOL/SKATING RINK
4. CLOCK TOWER
5. FORMAL GARDENS
6. AQUEDUCT
7. GREAT HALL
8. TERRACE
9. CAFETERIA/LOUNGE
10. NEWS STORE
11. BUSINESS DEVELOPMENT
12. PARKS AND RECREATION
13. FARMERS MARKET
14. LEASABLE OFFICE
15. EXISTING OFFICE TOWER
16. GATONS CENTRE
17. VALHALLA INN
18. EXISTING CHURCH
19. EXISTING C.I.B.C.
20. WALPER HOTEL
21. EXISTING RETAIL



KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

SECOND ¹⁷ FLOOR PLAN

0 5 10 17 1:250

16

R.A.I.C. SYLLABUS
THESIS
WAYNE L. LONG
ON 78034

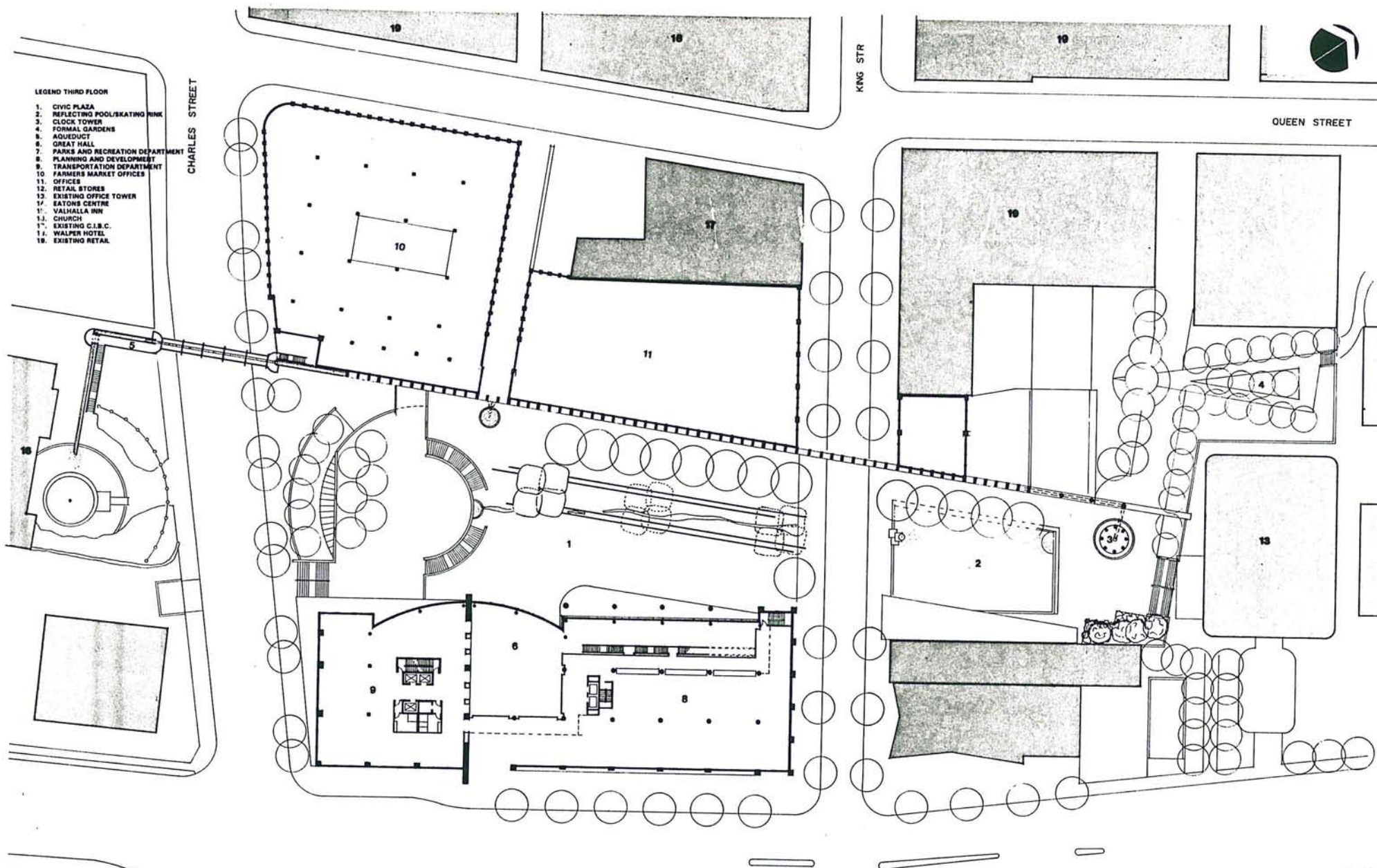
LEGEND THIRD FLOOR

1. CIVIC PLAZA
2. REFLECTING POOL/SKATING RINK
3. CLOCK TOWER
4. FORMAL GARDENS
5. AQUEDUCT
6. GREAT HALL
7. PARKS AND RECREATION DEPARTMENT
8. PLANNING AND DEVELOPMENT
9. TRANSPORTATION DEPARTMENT
10. FARMERS MARKET OFFICES
11. OFFICES
12. RETAIL STORES
13. EXISTING OFFICE TOWER
14. EATONS CENTRE
15. VALHALLA INN
16. CHURCH
17. EXISTING C.I.B.C.
18. WALPER HOTEL
19. EXISTING RETAIL

CHARLES STREET

KING STR

QUEEN STREET



KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

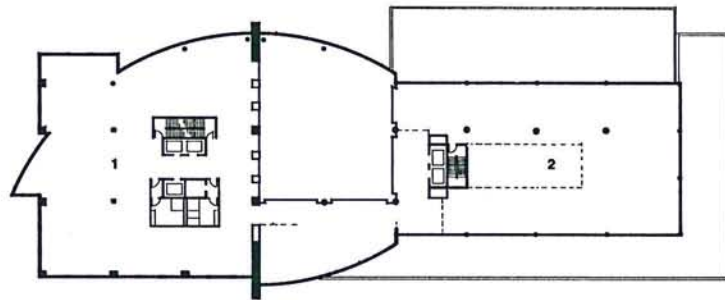
THIRD FLOOR PLAN

15



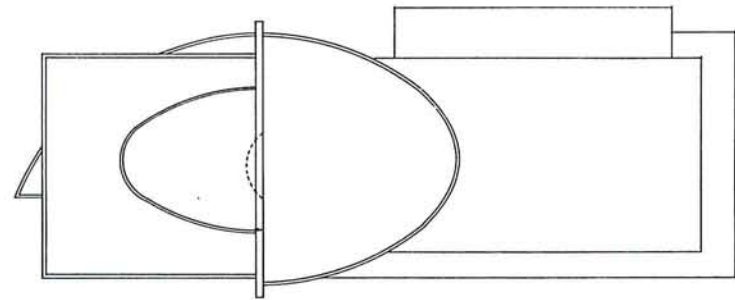
14

R.A.I.C. SYLLABUS
THESIS
WAYNE L. LONG
ON 78034

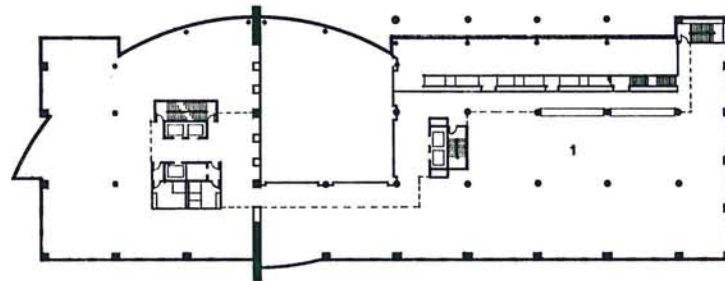


6TH Floor Plan

LEGEND SIXTH FLOOR
1. PUBLIC WORKS
2. RESTAURANT

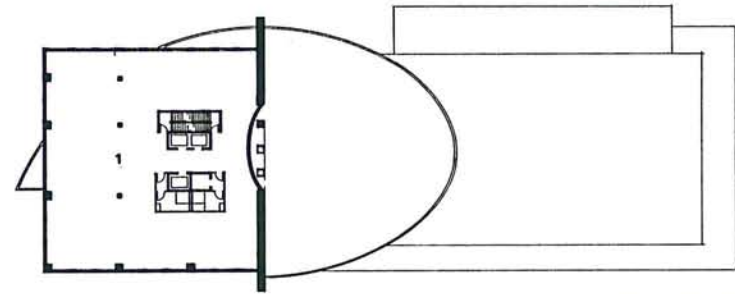


Roof Plan



5TH Floor Plan

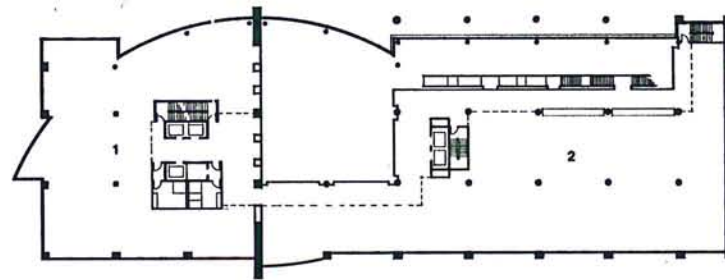
LEGEND FIFTH FLOOR
1. ADMINISTRATIVE SERVICES



8TH & 9TH Floor Plan

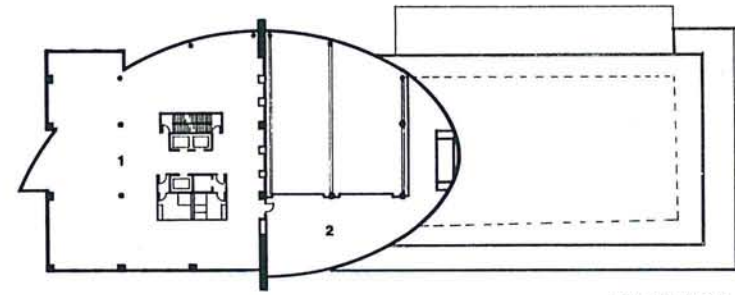
LEGEND EIGHTH FLOOR
1. LEASABLE SPACE

LEGEND NINTH FLOOR
1. LEASABLE SPACE



4TH Floor Plan

LEGEND FOURTH FLOOR
1. FINANCE DEPARTMENT
2. LEGAL SERVICES

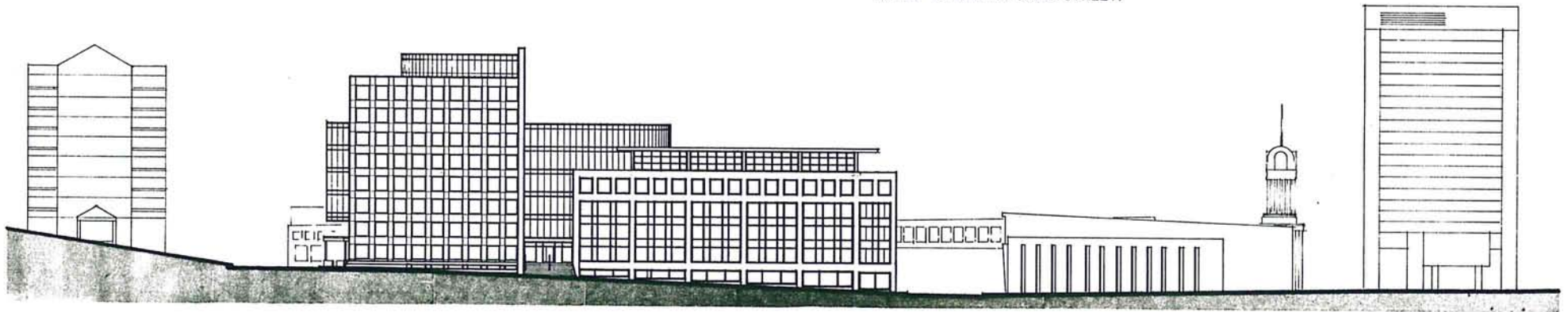


7TH Floor Plan

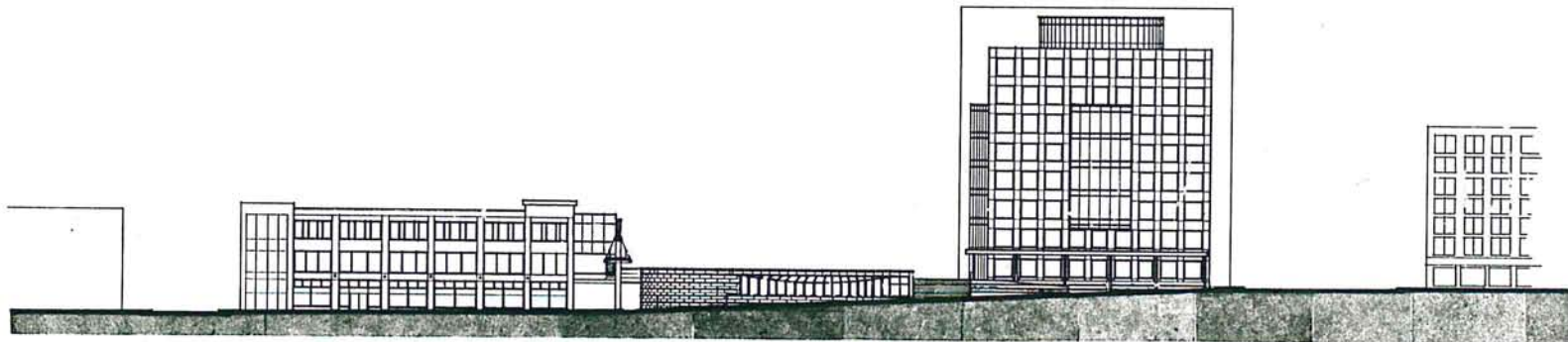
LEGEND SEVENTH FLOOR
1. LEASABLE OFFICE
2. MECHANICAL ROOM



NORTH ELEVATION (KING STREET)



EAST ELEVATION (BENTON STREET)



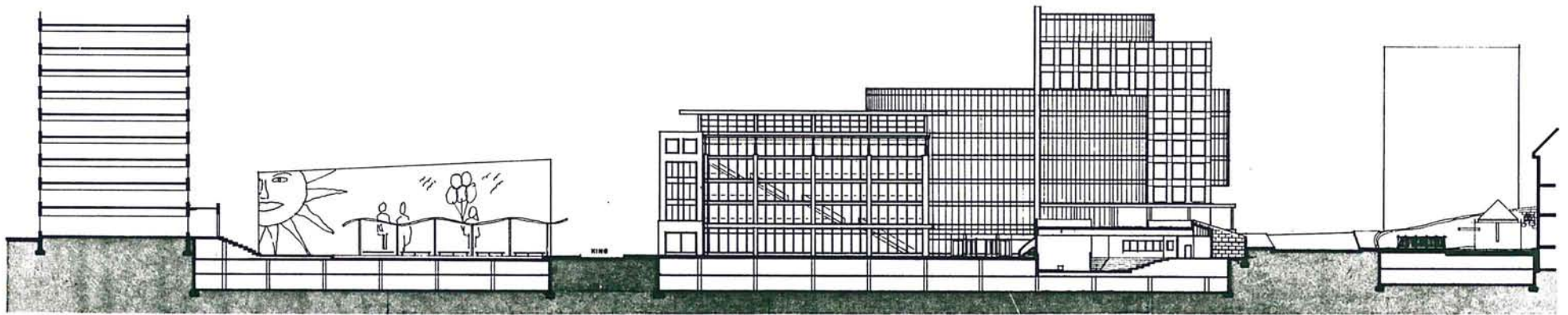
SOUTH ELEVATION (CHARLES STREET)

KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

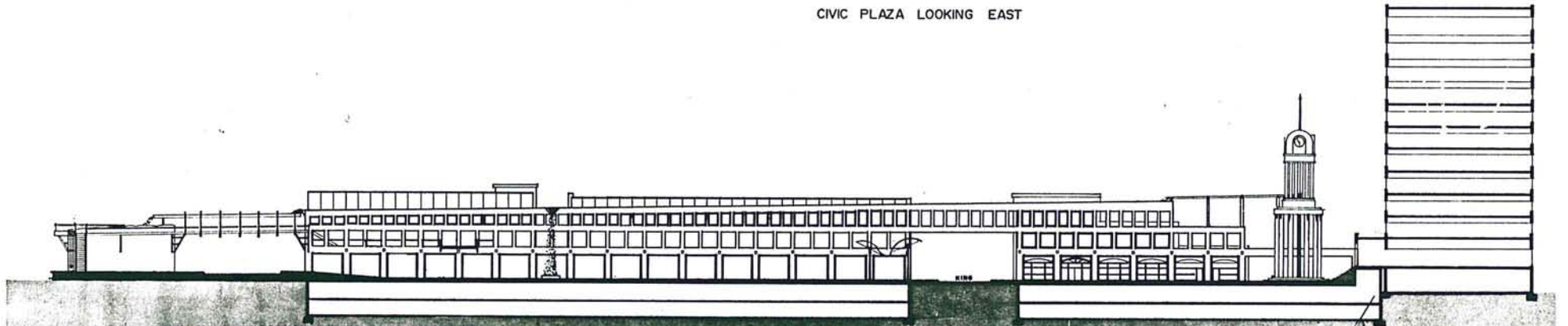
ELEVATIONS



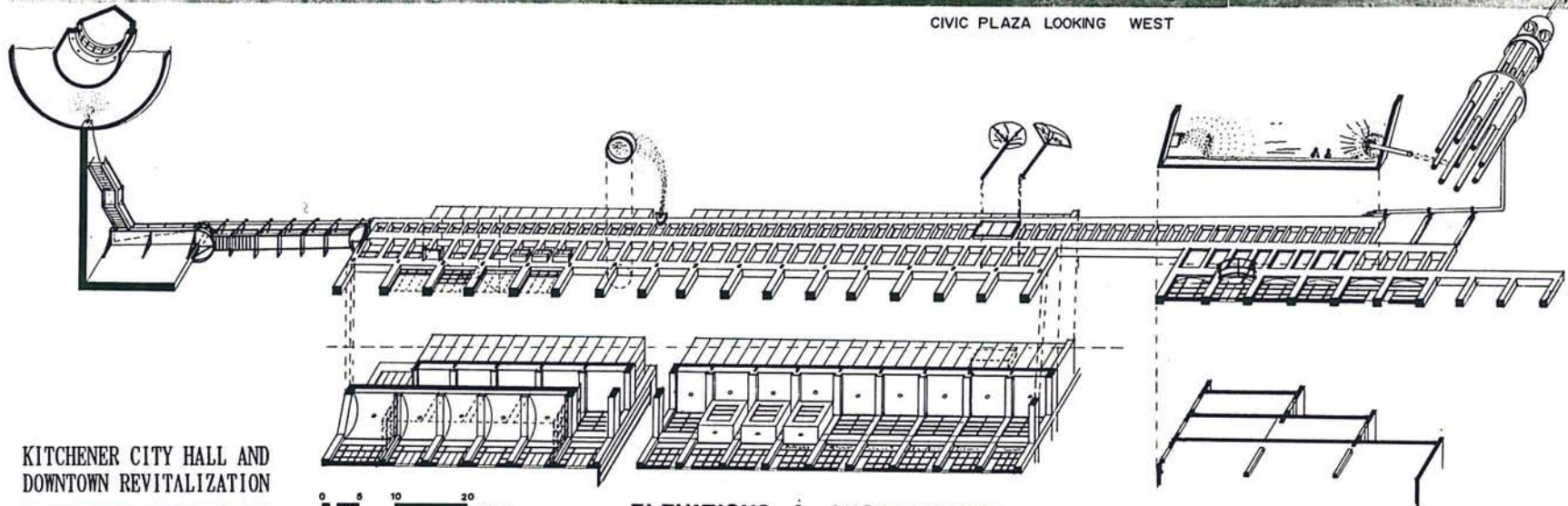
R.A.I.C. SYLLABUS
T H E S I S
WAYNE L. LONG
ON 78034



CIVIC PLAZA LOOKING EAST



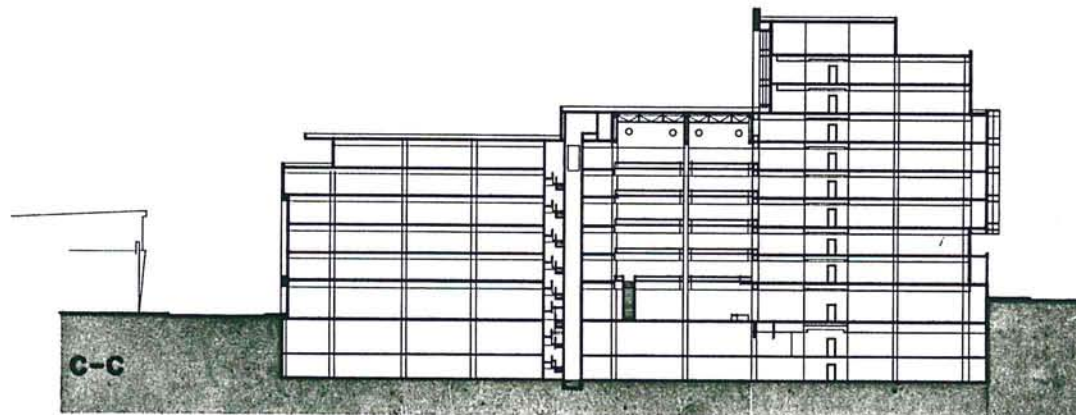
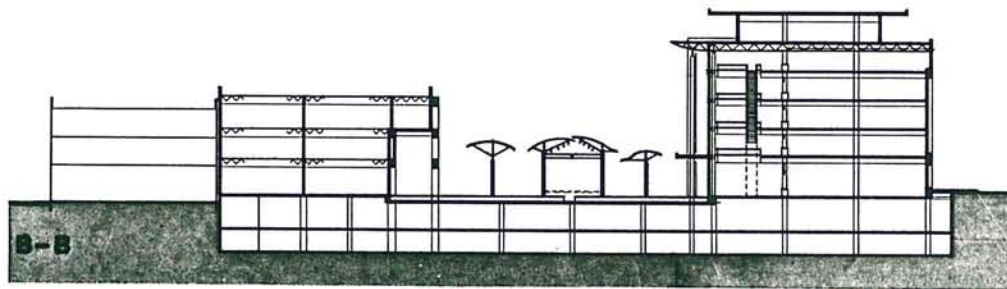
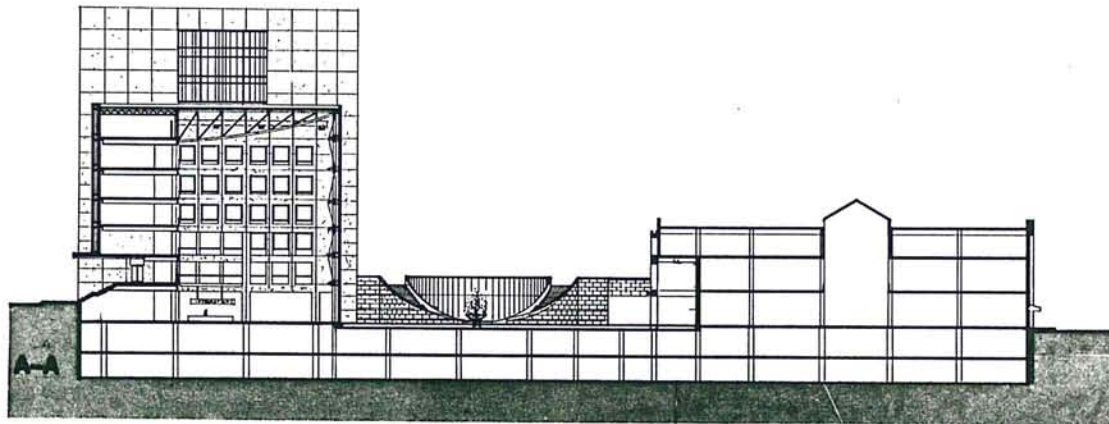
CIVIC PLAZA LOOKING WEST



KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

ELEVATIONS & AXONOMETRIC

R.A.I.C. SYLLABUS
THESIS
WAYNE L. LONG
ON 78034

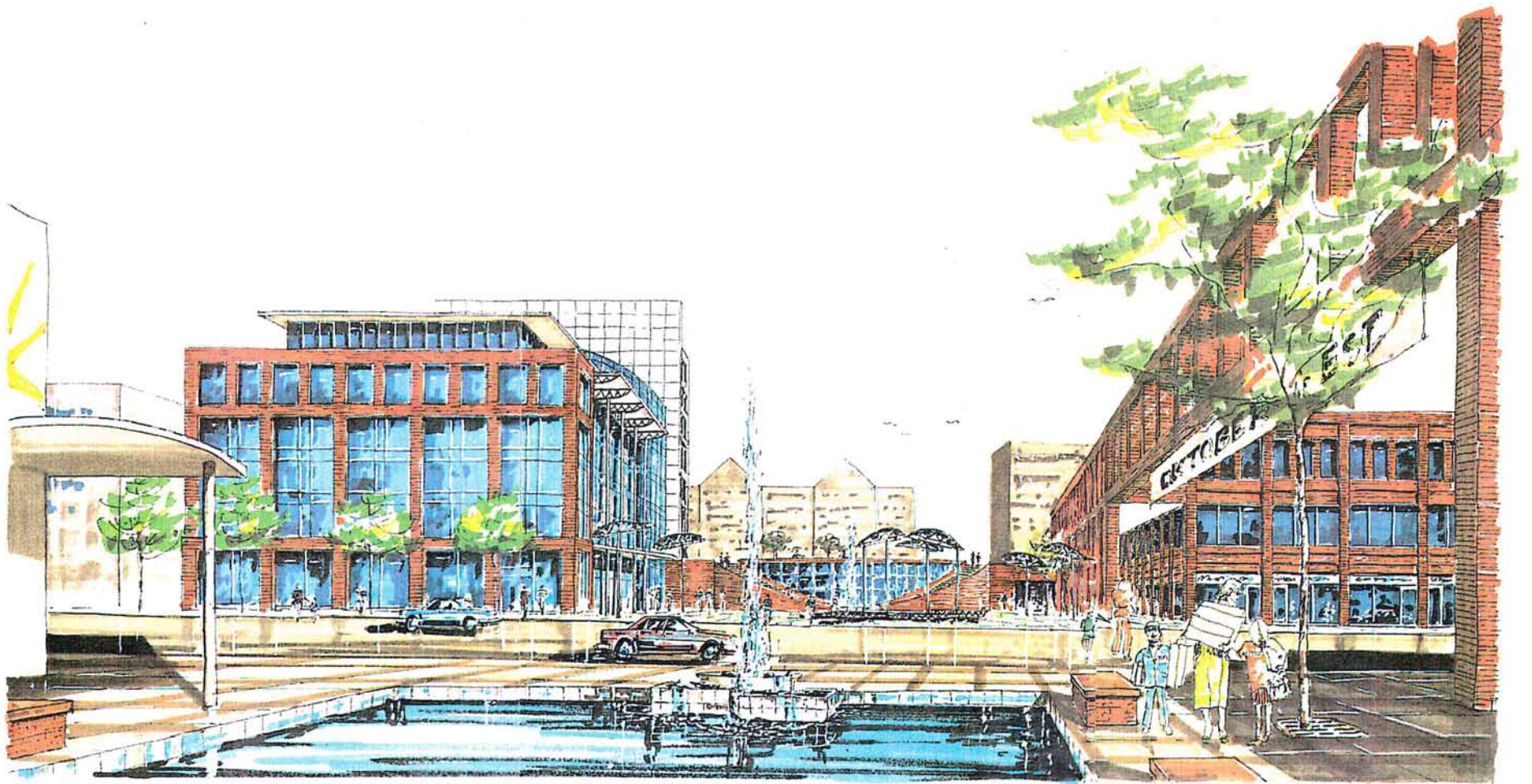


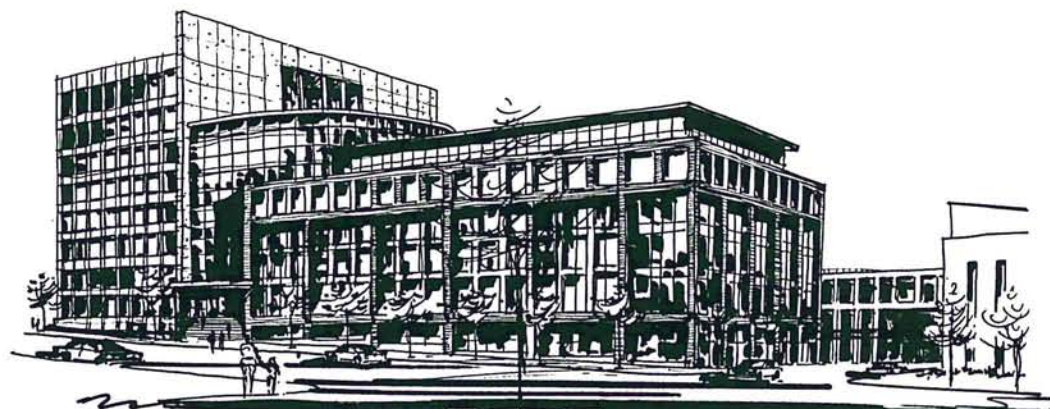
0 5 10 20
1"=25'

SECTIONS

KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

R.A.I.C. SYLLABUS
T H E S I S
WAYNE L. LONG
ON 78034





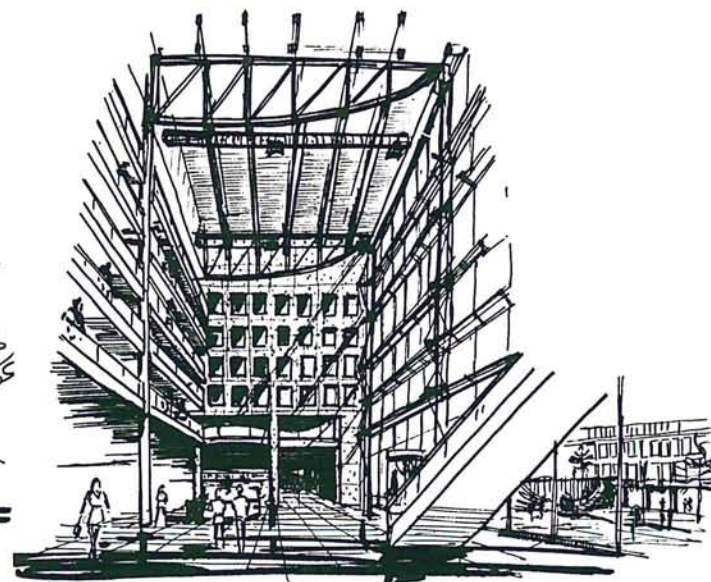
VIEW FROM KING AND WELLINGTON



VIEW FROM KING STREET
LOOKING SOUTH



VIEW FROM CHARLES AND BENTON

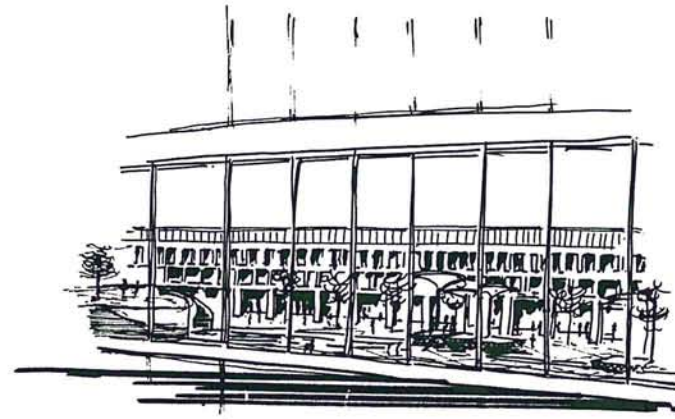


VIEW OF GREAT HALL
FROM ATRIUM

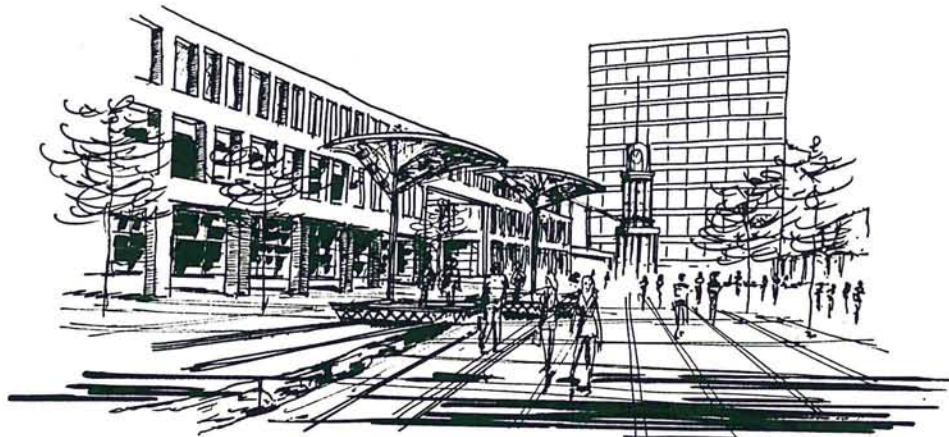
KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

PERSPECTIVES

R.A.I.C. SYLLABUS
T H E S I S
WAYNE L. LONG
ON 7803



VIEW FROM ATRIUM TO PLAZA



VIEW FROM CIVIC SQUARE
LOOKING NORTH

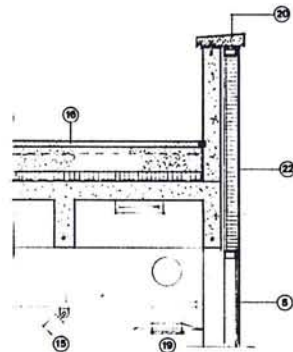
KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

PERSPECTIVES

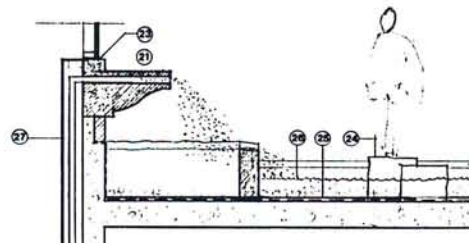
R.A.I.C. SYLLABUS
T H E S I S
WAYNE L. LONG
ON 78034

LEGEND

1. 100 BRICK
100 CONCRETE BLOCK
STRUCTURAL STEEL
2. PRECAST CONCRETE FLUME
MEMBRANE LINER
3. BRICK SOFFIT TIED TO STRUCTURE
4. PREFINISHED INSULATED METAL CLADDING
5. ALUMINUM CURTAIN WALL SYSTEM
6. POURED CONCRETE FLOOR
7. ACOUSTIC TILE IN T BAR
8. FIRESTOP AND SMOKE SEAL
9. TYPICAL ROOF - STONE BALLAST/PRECAST PAVERS
PERMEABLE FABRIC
RSI 3.5 RIGID INSULATION
EPDM ROOFING
10. PREFINISHED METAL FLASHING
11. COPPER ROOFING
12. 4-100 DIA. STEEL POSTS STRAPPED AND
WELDED TOGETHER WELDED TO
25 STEEL PLATE BASE
13. 200 DIA. STEEL WHEEL ASSEMBLY ON
STEEL TRACK
14. 25 PLYWOOD ON CHECKER PLATE SET IN
ANGLE FRAME WELDED TO
SPACE FRAME C/W ADJUSTABLE SUPPORTS LEGS
15. LIGHT FIXTURES AND TRACK ON
WIRE GRID
16. TYPICAL PEDESTRIAN PAVING
PRECAST PAVERS
LIMESTONE SETTING BED
FILTER FABRIC
GRANULAR DRAINAGE LAYER
MEMBRANE WATERPROOFING
CONCRETE DECK SLOPED TO DRAIN
17. REVOLVING DOOR C/W
PREFINISHED INSULATED METAL ENCLOSURE
18. 300 DIA. STEEL COLUMNS
3-100 DIA. STEEL TUBES AND STRUTS
WELDED TO COLUMNS C/W
SAGE RODS
19. DUCT / DIFFUSERS
20. PRECAST CORING ON DAMPROOFING
ANCHOR TO CONCRETE
21. PRECAST FOUNTAIN
22. INSULATED SPANDREL GLASS
23. SEALANT
24. GRANITE STEPPING STONE
25. RIVER STONE
PROTECTION BOARD
MEMBRANE WATERPROOFING
CONCRETE DECK AND WATER FEATURE
26. WATER LINE
27. 13 GYPSUM BOARD
92 METAL STUDS @ 400 O.C.
RSI 2.1 BATT INSULATION
POURED CONCRETE FOUNDATION WALL
28. GRANITE ON STEEL FRAMING
29. 80 DIA. STAINLESS STEEL PIPE RAIL
STAINLESS STEEL U CHANNEL
10X50 STAINLESS STEEL TOP AND BOTTOM BAR
13 TEMPERED GLASS GUARD
30. PREFINISHED METAL SOFFIT (VENTED)
31. STRUCTURAL STEEL TRUSS FRAMING



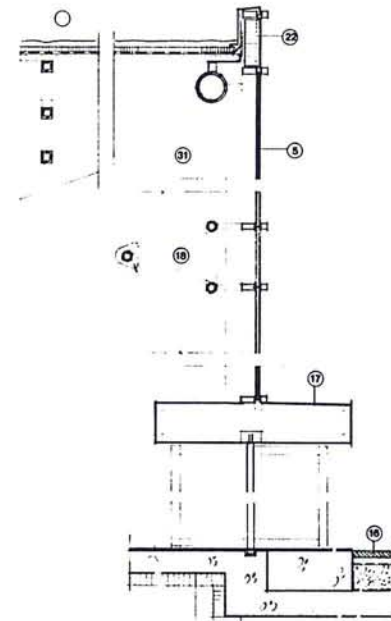
SECTION - COUNCIL CHAMBER



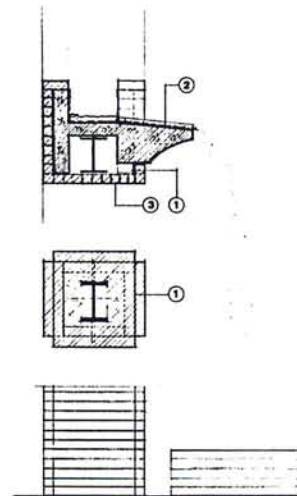
KITCHENER CITY HALL AND
DOWNTOWN REVITALIZATION

SECTIONS

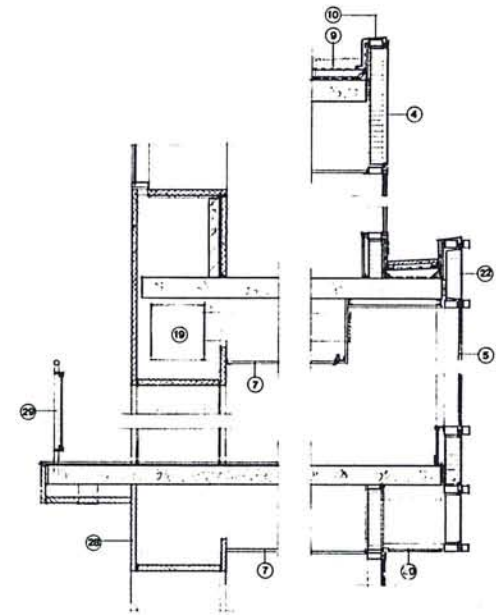
11/20



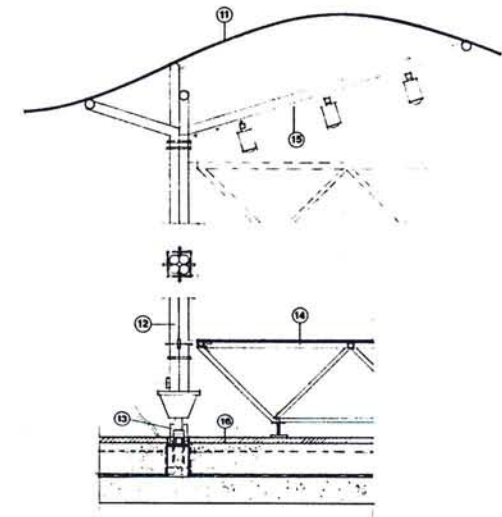
SECTION - GREAT HALL/ENTRANCE



SECTION AND PLAN - AQUEDUCT

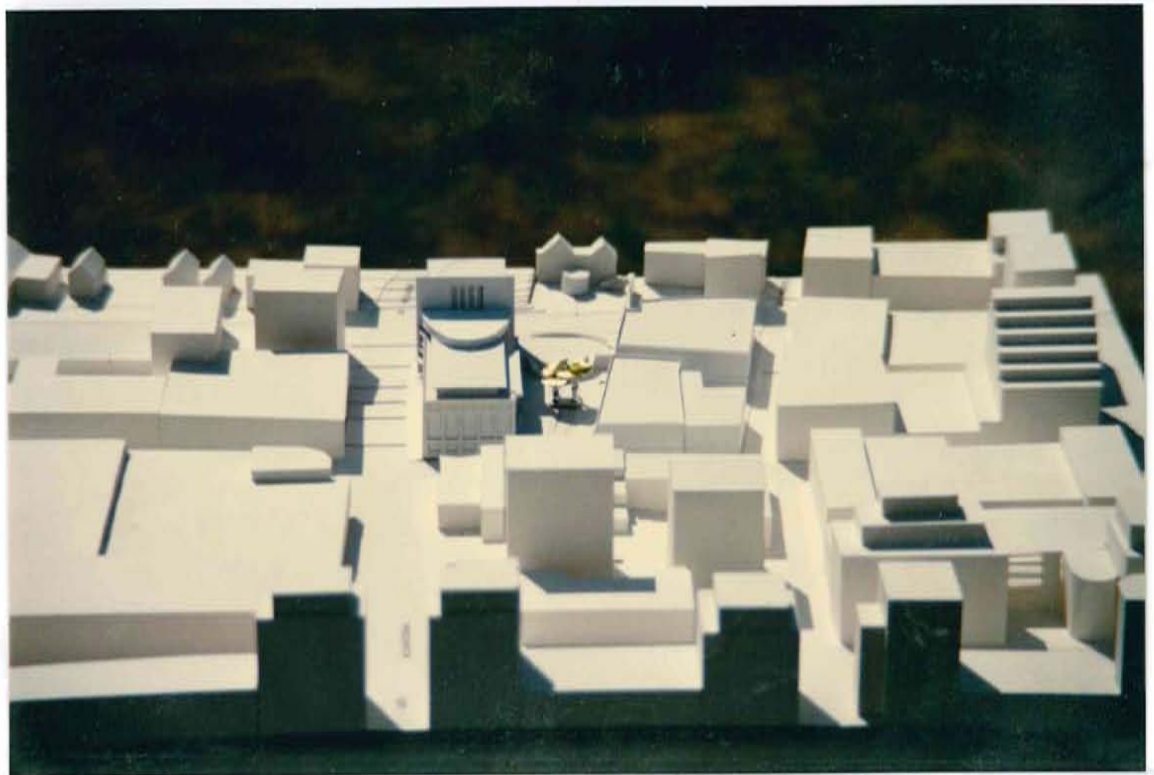


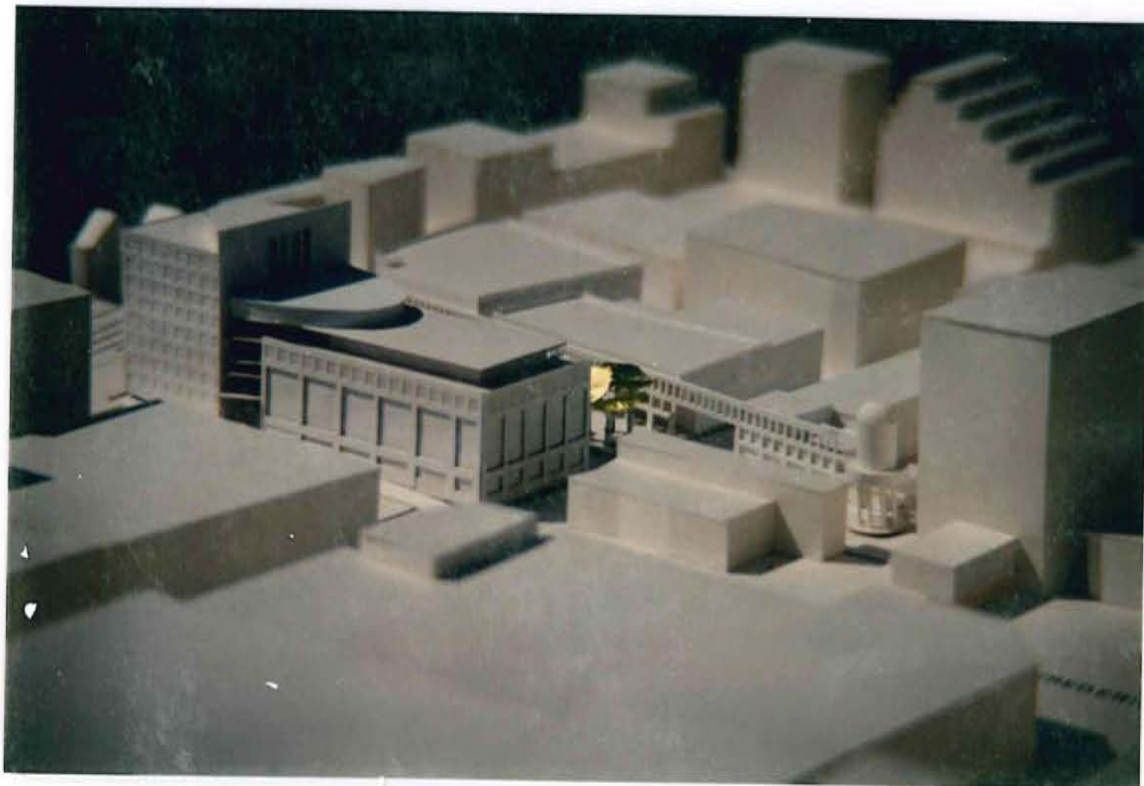
SECTION - THE WALL

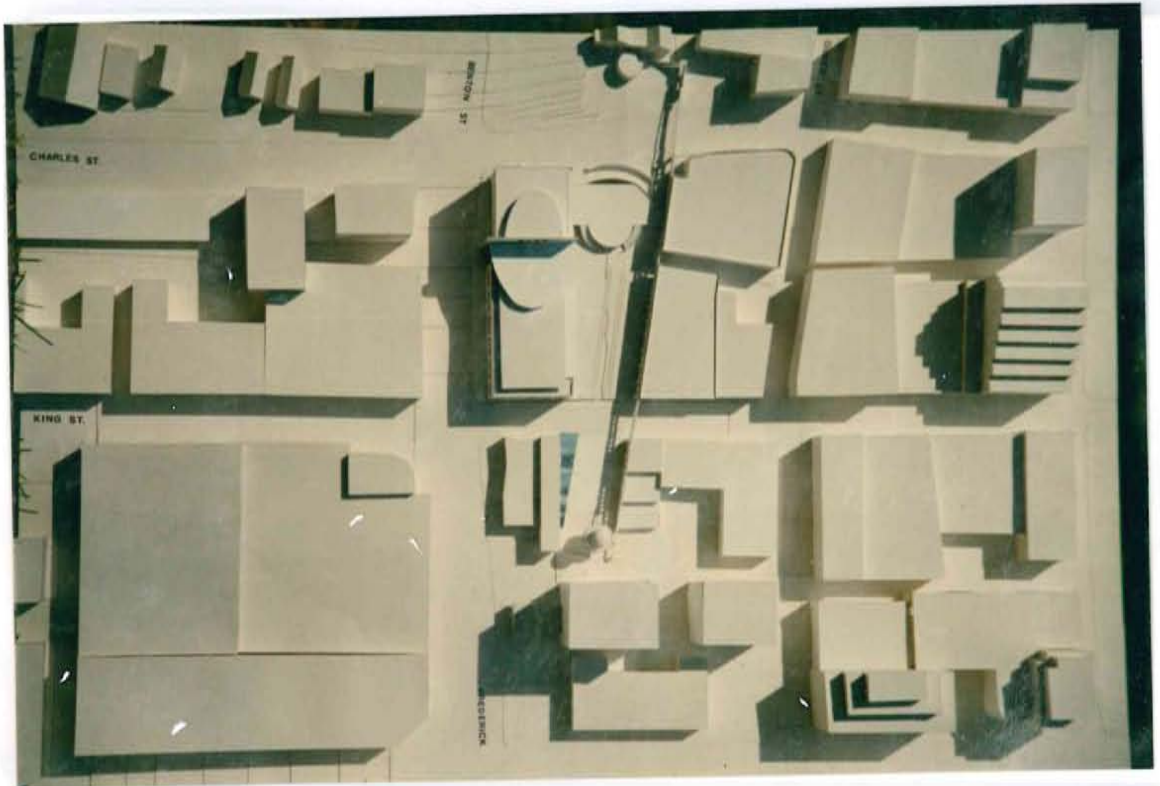
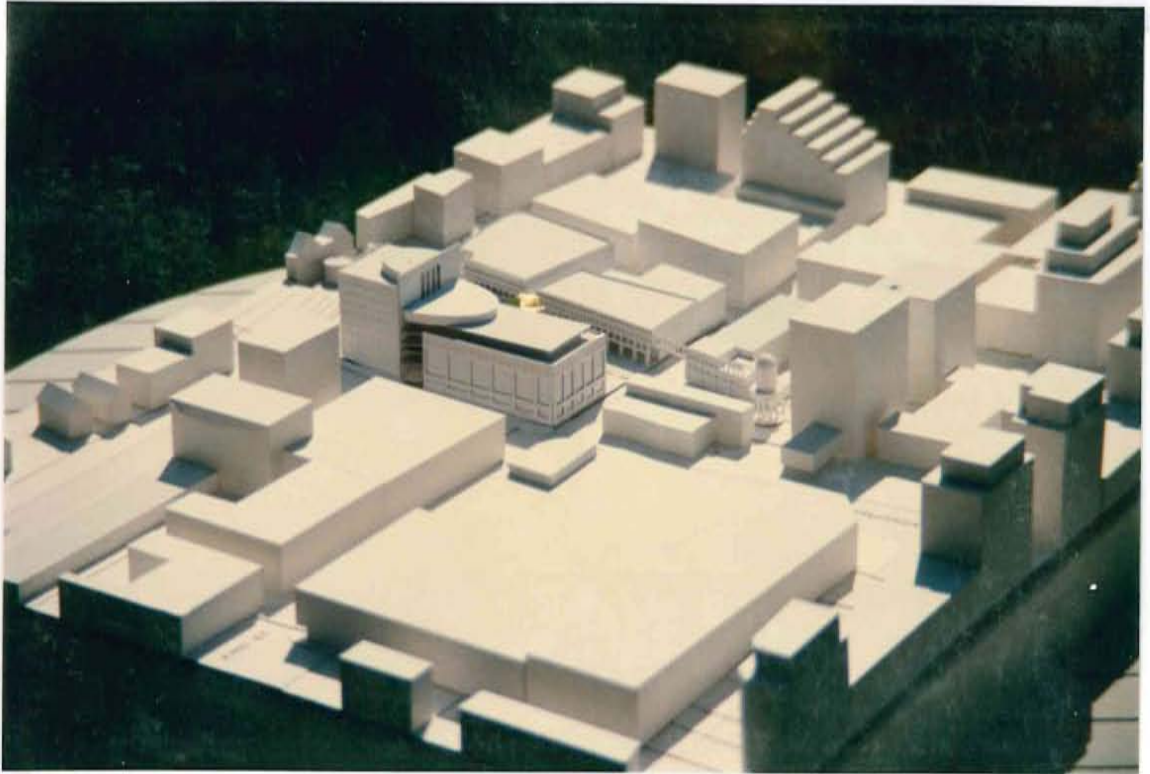


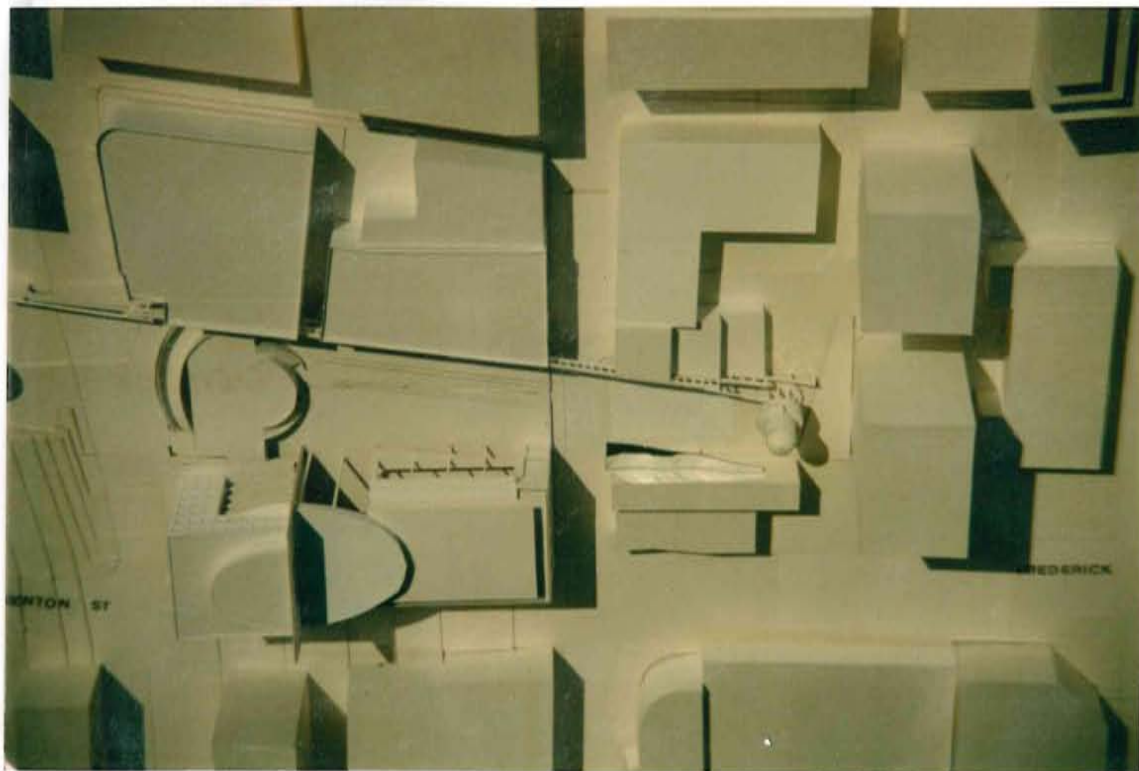
SECTION - MOVABLE STAGE

R.A.I.C. SYLLABUS
THESIS
WAYNE L. LONG
ON 78034









R.A.I.C. SYLLABUS

T H E S I S
R E P O R T

BIBLIOGRAPHY

10.0

BIBLIOGRAPHY

1. History of Architecture, Settings and Rituals
Spiro Kostof, Oxford University Press, Inc. 1985
2. History of Architecture on a Comparative Method
Bannister Fletcher,
3. The World Atlas of Architecture
Michael Beasley, G.C. Hall and Co.
4. An Outline of European Architecture
Nikolaus Pevsner, Penguin Books, 1990
5. Modern Architecture, A Critical History
Kenneth Frampton, Thames and Hudson Ltd., 1985
6. Modern Architecture
Vincent Scully, Jr., George Braziller, 1982
7. Planning Canadian Communities
Gerald Hodge, Methuen Publications, 1986
8. Genius Loci, Towards a Phenomenology of Architecture
Christian Norberg-Schulz, Rizzoli International
Publications, 1984
9. Changing Canadian Cities, The Next 25 years
Len Getler, Ron Crowley, McClelland and Steward Limited, 1982
10. The Image of the City
Kevin Lynch, MIT Press, 1990
11. Metropolitan Mutations, The Architecture of
Emerging Public Spaces, R.A.I.C Annual 1,
Littl, Brown and Company (Canada) Limited, 1989
12. Defensible Space
Oscar Newman
13. King Street Facade Plan, City of Kitchener
Nicholas Hill Architect, London, Ontario, 1987

14. Kitchener Downtown Study, Background Reports 1 - 8
Woods Gordon, Barton Myers Associates,
McCormick Rankin, 1981
15. Thunder Bay, South Core Cause Study
Ontario Association of Architects, 1990
16. Bowmanville Cause Study
Ontario Association of Architects, 1991
17. Canadian Architect Issues
November 1989, Kitchener City Hall Competition
December 1988, Municipal Government Centre, Phoenix, Arizona
October 1981, Calgary Municipal Building
February 1986, Calgary City Hall : Bold and Simple
July 1987, Civic Competition, Pickering, Ontario
December 1988, Elora Town Hall
December 1988, New Ottawa City Hall Design Competition
January 1987, Markham Municipal Building Competition
June 1987, Mississauga City Hall
July 1990, Jerusalem City Hall Square
September 1990, A Modest Beginning, Housing on Toronto's Main Streets
18. Architectural Record
January 1989, Civic Virtue, Building Type Study City Halls
19. Progressive Architecture Issues
January 1990, Glendale Downtown Urban Design Study
20. Architectural Review 1991
Public Face Public Space
21. Vecta Design Issues Number 8
Whatever Became of Public Squares
22. I'ARCA Issues
06 Coming to Terms With the Modern Age, S.B.
06 On Developing Cities, Mario A. Arnaboldi
06 The City as a Work of Art
12 Seven Thesis in Defence of Cities, Richard Hedman
12 Well Managed Space, Agnoldomenico Pica
12 City Hall/Theatre in Amsterdam, Ben Moolhuysen
13 Designing Services For the Community, Daniele Baroni
13 A Working Community, Juliana Balint