

URBAN DESIGN BRIEF



167-171 King Street South, Waterloo

Zoning By-law Amendment | August 2025



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0 INTRODUCTION



MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by VanMar Developments 171 King GP Corp (the "Applicant") to prepare an Urban Design Brief in support of a Zoning By-law Amendment application (the "Application") for the lands municipally known as 167-171 King Street South within the City of Waterloo (the "Site"; see Figure 1.1). The Site is located on the west side of King Street South between William Street West and Allen Street West. The Site is rectangular in shape and approximately 0.53 ha in size, with 65 m of frontage along King Street South and Caroline Street South. The Site is currently occupied by Erb and Good Funeral Home, which will be relocated.

The Applicant is proposing two residential towers (37-stories and 33-stories) atop a shared 5-storey podium (the "Proposed Development"; see Figure 1.2). The Proposed Development features 834 residential units including a mix of garden units, 1-bedroom, 1 + den, 2-bedroom, and 2 + den units. Ground floor commercial and retail uses are oriented towards King Street South, along with ground-based residential uses fronting Caroline Street South. A total of 403 parking spaces are provided within the podium, with vehicular access obtained from Kuntz Lane and Caroline Street South. The Proposed Development also provides approximately 8,221 square meters of amenity space (including private balconies).

This Urban Design Brief has been prepared in accordance with the Terms of Reference as part of a complete application to the City of Waterloo and includes the following topics:

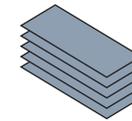
- A description of the existing Site conditions and surrounding context, including built form, transportation network, landscape features, and cultural heritage landscapes;
- An outline of the applicable policy context and analysis of the Proposed Development as it relates to the applicable urban design policies;
- A detailed review of the Proposed Development, including Site design, building design, circulation, public realm design, and sustainability; and,
- A summary of the conclusions regarding the proposed redevelopment of the Site.

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

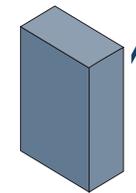
- Planning Justification Report, prepared by MHBC Planning Ltd. (dated August 2025)
- Architectural Package, prepared by KIKOR Architects and Planners, dated (dated July 31, 2025)
- Heritage Impact Assessment, prepared by MHBC Planning Ltd. (dated August 2025)
- Shadow Study, prepared by KIKOR Architects and Planners (dated July 23, 2025)



834 Residential Units



Ground Floor Commercial Units



**37 & 33 - Storey Towers
5 - Storey Podium**



Podium and Rooftop Common Amenity Space



Structured Vehicle Parking Spaces

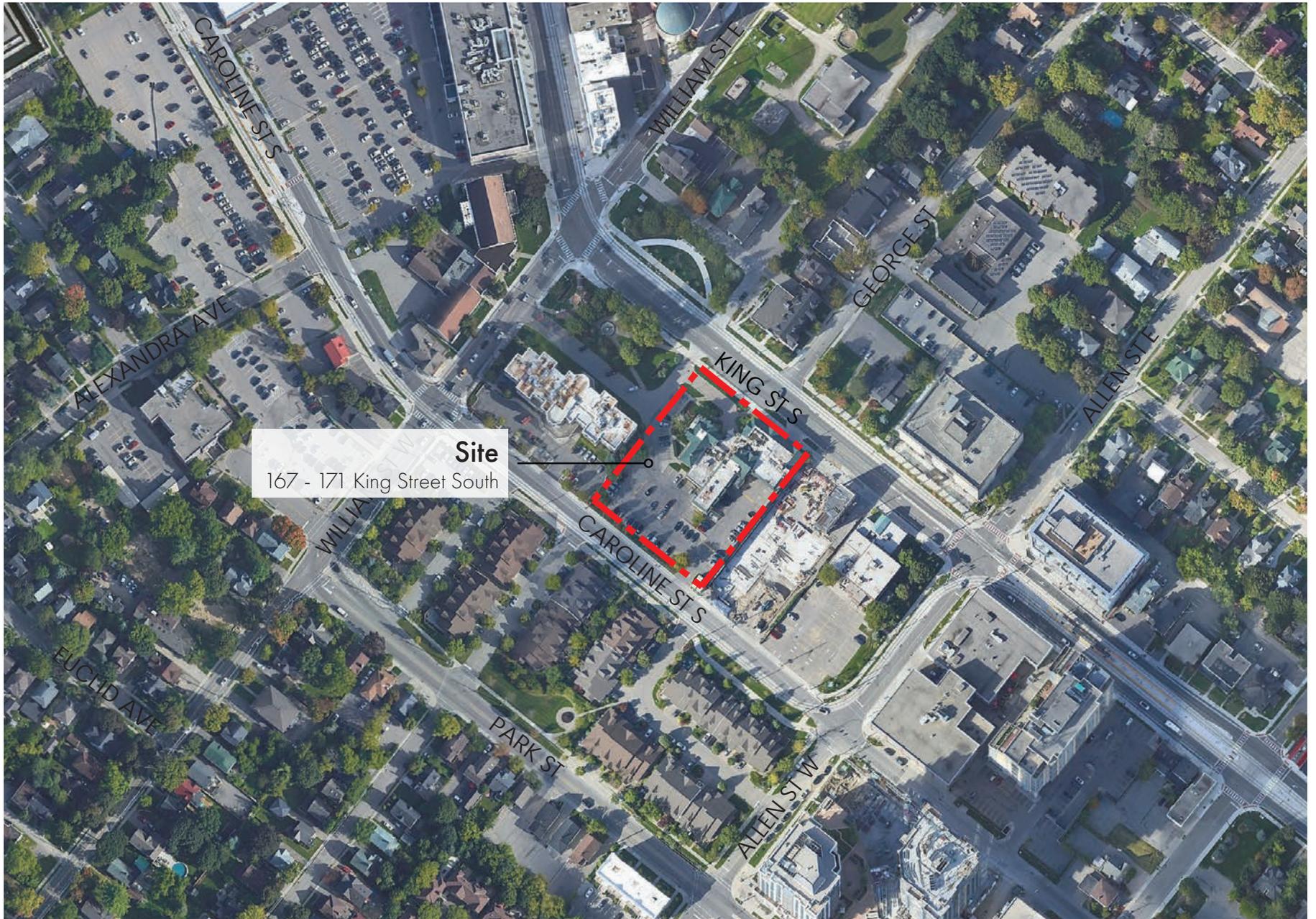


Figure 1.1 - The Site at 167-171 King Street South, Waterloo



Figure 1.2 - The Proposed Development (Kirkor Architects and Planners, July, 2025)

1.1 VISION, GOALS AND OBJECTIVES

The vision for the Proposed Development is to create a vibrant, sustainable, and architecturally distinctive mixed-use community in the heart of Uptown Waterloo. The project features two high-rise residential towers rising from a 5-storey podium, thoughtfully designed to enhance the evolving urban fabric. The integration of the Kuntz-Labatt Heritage House will serve as a meaningful link between the city's past and its future, anchoring the development within the cultural memory of the community. Together, the towers and podium will offer modern, flexible living experiences that emphasize connectivity, wellness, sustainability, and strong urban design.

Design Goals and Objectives

1. Architectural Excellence

- Craft two towers, each with a unique yet complementary design language, contributing positively to Waterloo's skyline.
- Emphasize timeless, high-quality materials and refined architectural detailing at both the tower and podium levels.
- Carefully integrate the Kuntz-Labatt Heritage House into the public realm and podium structure, highlighting its historical significance through sensitive restoration and adaptive reuse.

2. Contextual Integration

- Respect and enhance the unique character of Uptown Waterloo through massing strategies that transition sensitively from the Kuntz-Labatt Heritage House to the Proposed Development.
- Activate the pedestrian realm with a vibrant podium featuring retail, commercial, and landscaped frontage to foster an engaging streetscape.
- Frame views toward the heritage structure and ensure it remains a visible, celebrated element within the Site.

3. Sustainability and Resilience

- Integrate native landscape materials, sustainable building design features, and efficient development that promotes long-term resilience.

4. Public Realm Enhancement

- Create welcoming public spaces at-grade that connect with the urban context.
- Feature a strong pedestrian network that links the development with adjacent parks, transit nodes, and Uptown Waterloo's vibrant retail corridors.

5. Innovative Living Spaces

- Provide a thoughtfully curated mix of garden units, 1-bedroom, 1 + den,

2-bedroom, and 2 + den units, designed to accommodate a range of lifestyles.

- Maximize natural light, functional layouts, and access to private balconies or terraces to create comfortable, adaptable homes.

6. Mobility and Accessibility

- Support sustainable transportation with bicycle storage facilities, EV charging infrastructure, and pedestrian connections to nearby public transit stops.
- Include structured parking efficiently integrated within the podium, ensuring vehicle access is discreet and minimizes impacts on the pedestrian environment.
- Design barrier-free units and common areas to accommodate accessibility standards, ensuring inclusivity for residents and visitors alike.

7. Community Impact

- Reinforce a sense of community by integrating the Kuntz-Labatt Heritage House for commercial use, to allow for broader community access.
- Engage closely with city stakeholders, heritage authorities, and the public to create a project that resonates with Waterloo's identity and future aspirations.

2.0 CONTEXT ANALYSIS



2.1 EXISTING SITE CONDITIONS

Municipally addressed as 167-171 King Street South, the Site is located on the west side of King Street South between William Street West and Allen Street West (see Figure 2.1 - 2.2). The Site is rectangular in shape and is approximately 0.53 ha in area with 65m of frontage on both King Street South and Caroline Street South. The Site slopes gradually from east to west, falling approximately 3m from the western to eastern property line.

The Site is currently occupied by Erb and Good Funeral Home, which will be relocated. The existing building is setback from King Street South, with vehicle parking provided in the rear. Much of the Site is covered with impervious surfaces, with small planting beds located at the ends of the existing parking rows. Landscaped boulevards are also provided along King Street South and Caroline Street South, providing a buffer to the adjacent commercial and residential uses.



Figure 2.1 - Existing Site conditions from King Street South



Figure 2.2 - Existing Site conditions from Caroline Street South

2.2 SURROUNDING CONTEXT

Built Form

The Site is in the Uptown West Neighbourhood within the City of Waterloo. The Site is also located within the Uptown Waterloo Urban Growth Centre (UGC), a Primary Node within the City and an Uptown Complementary Transition Area (see Figures 2.3 – 2.9).

North: Lands to the north contain a range of personal service and office uses. Further north is William Street Pumping Station and Waterloo City Hall. Northwest of the Site is the Uptown Waterloo core, containing a variety of retail, commercial, office, and service uses. The Brewmeister Green Park is also located directly north of the Site between King Street South and Kuntz Lane.

South: Southeast of the Site are properties that are similarly designated and zoned to permit high density uses, with some existing and planned high rise developments (e.g. the Bauer Lofts, Circa 1877, 155 Caroline Street). The Iron Horse trail also runs adjacent to the 155 Caroline Street development, providing a trail connection to Downtown Kitchener and Victoria Park. Southwest of the Site are lower density residential uses in the form of townhouses.

East: To the east, along King Street South, there are limited office, and service uses within low-mid rise buildings. Further east is generally characterized with low rise residential land uses with various institutional uses scattered throughout.

West: West of the Site, within the Uptown West neighbourhood, are low-rise residential uses. Building heights range from 1 to 3 storeys and have a typical material palette of red brick, vinyl siding, and front porches, with mature street trees along street frontages. A range of health and service operations are also located along Park Street within existing low-rise buildings.



Figure 2.3 - Brewmeister Green Park



Figure 2.4 - Waterloo City Hall



Figure 2.5 - Iron Horse Trail South of the Site



Figure 2.7 - High density uses south of the Site



Figure 2.6 - Low-rise residential neighbourhood to the east



Figure 2.8 - Low-rise residential uses to the west

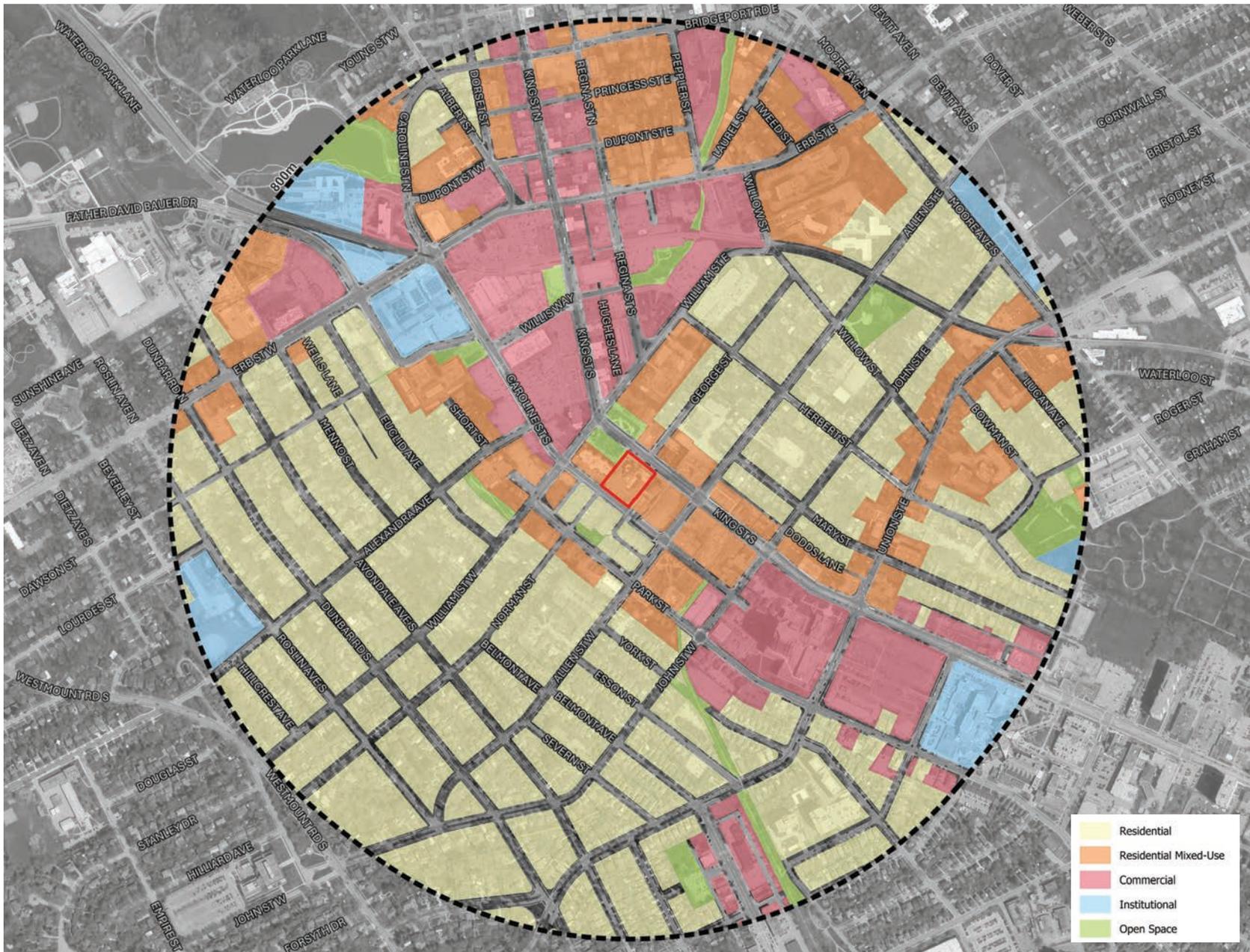


Figure 2.9 - Existing land uses within 800m of the Site

Circulation

The Site is integrated with the existing City and Regional road network (see Figure 2.10). The Site has frontage on King Street South, a Regional Arterial road, as well as Caroline Street South, a Minor Collector road. Moreover, King Street South has two vehicle lanes, the ION LRT tracks, sidewalks, and hardscaped boulevards. This network acts as a central commercial corridor in the Region, connecting the City of Waterloo, Kitchener, and Cambridge. The existing vehicle circulation on the Site is oriented around access to the Erb & Good Family Funeral Home, which currently occupies the property. Vehicular access is provided from both Caroline Street South and Kuntz Lane, enabling entry and exit from multiple directions.

The Site is well connected to several public transit routes (see Figure 2.11). Three ION transit stops (Allen Street, Willis Way and Waterloo Public Square Station) are located within 300 m of the Site and currently offer service along the King Street Corridor to Conestoga Mall and Fairview Park Mall (Route 301). The LRT connects to the ION/iXpress buses operated by Grand River Transit (GRT). A bus stop for Route 7 is located on King Street at the southeast corner of King and William as well as King and Allen immediately North and South of the Site. Additional nearby GRT routes include route 7, 91, 5, and 16, further enhancing circulation around the City.

The Site is connected to a robust active transportation network (see Figure 2.12). King Street South provides barrier free, dual sidewalks, directly servicing the Site. The Site connects to cycling routes such as the Iron Horse Trail, which connects to the multi-use trail just west of the Site on Caroline Street South, providing access from Uptown Waterloo to Downtown Kitchener and Victoria Park. Additionally, Laurel Trail is approximately 400m north of the Site, contributing to the fine-grained active transportation network.

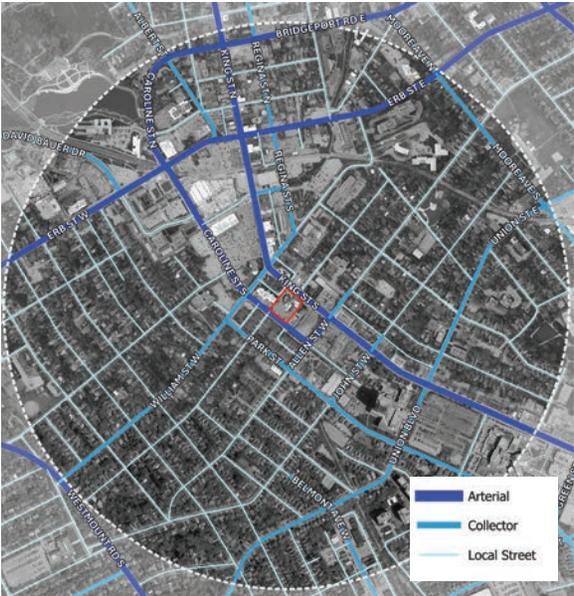


Figure 2.10 - Surrounding vehicle circulation

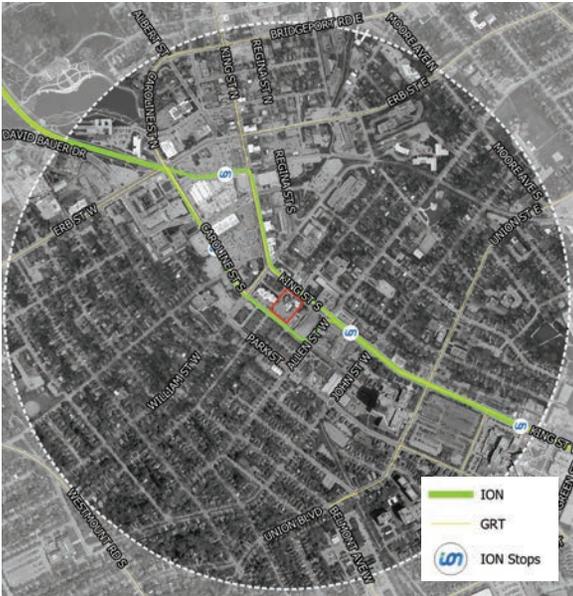


Figure 2.11 - Surrounding public transit

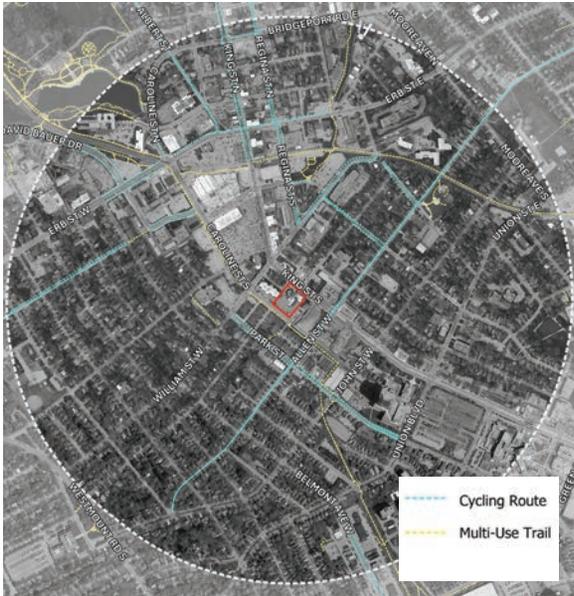


Figure 2.12 - Surrounding active transportation routes

Open Space & Natural Heritage

The Site is within walking distance of numerous open spaces and parks (see Figure 2.13). The Iron Horse Trail, a multi-use trail linking Uptown Waterloo to Downtown Kitchener, runs west of the Site along Caroline Street. Moreover, as mentioned above, the Laurel Trail is approximately 400m north of the Site. Additionally, the Site is within walking distance of several parks and public spaces, including Brewmeister Green Park immediately north of the Site. These connections underscore the Site's potential to better integrate with Waterloo's broader green infrastructure network.

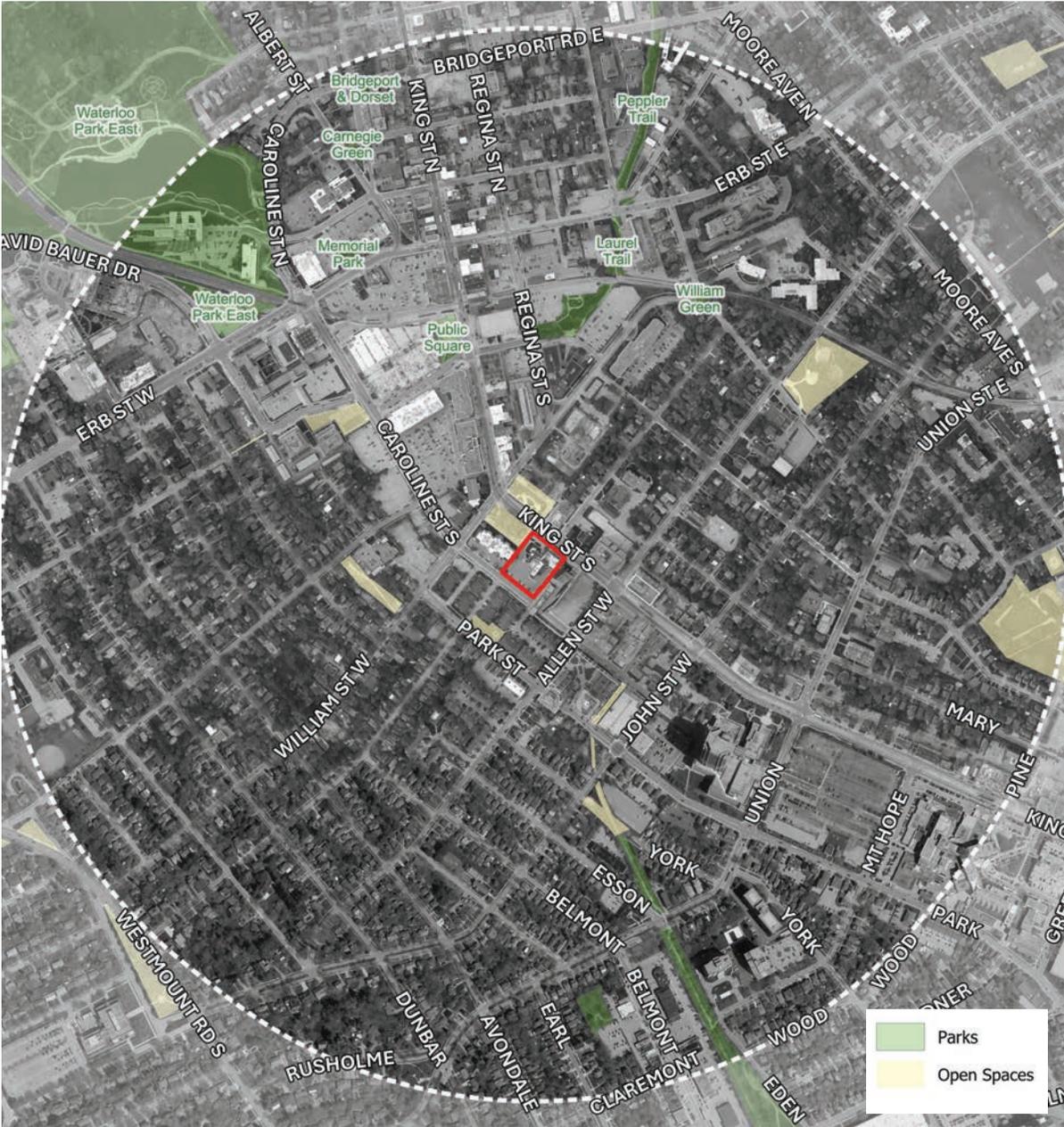


Figure 2.13 - Surrounding parks and open spaces

3.0 POLICY CONTEXT



3.1 CITY OF WATERLOO OFFICIAL PLAN

3.11.1 General Urban Design Policies

(1) Intensification: In decisions to consider intensification, the City of Waterloo shall address the integration, compatibility, built form (including massing), and relationship of new development to existing buildings and to the surrounding neighbourhood character and context, based on the principles of good urban design practice.

Response: The Proposed Development supports the City of Waterloo's intensification objectives by introducing high-density residential uses in a location that is well-served by existing infrastructure, transit, and community amenities. The Site is located within the Uptown Waterloo Urban Growth Centre (UGC), a Primary Node within the City and an Uptown Complementary Transition Area, where intensification is encouraged.

The Proposed Development features two point-towers (37 and 33-storeys) atop a shared 5-storey podium, designed for a pedestrian-friendly streetscape with ground floor commercial uses on King Street South and residential garden units fronting Caroline Street South. The building massing includes setbacks and step-backs to promote compatibility with the surrounding context.

(2) Character: To reinforce and maintain the architectural, visual, and thematic integrity of structures, streetscapes, neighbourhoods and planned development by planning and designing new sites, buildings and additions that create and

maintain sensitive designs in terms of the planned physical context into which such development is located and through the coordination of design elements. The physical design of the public and private realm shall be coordinated to fit within the existing character and context.

Response: The Proposed Development has been designed to reinforce the character of Uptown Waterloo through a contemporary built form that integrates sensitively with its context. The 5-storey podium addresses the public realm through ground floor retail, commercial, and residential units, while the two towers address intensification objectives.

Public and private realm elements are designed to support a pedestrian-friendly environment, with appropriate setbacks, landscaping, and amenity spaces enhancing both livability and neighbourhood continuity. The overall design reflects a coordinated and context-sensitive approach that respects and contributes to the evolving character of the area.

(3) Views and Vistas: Design that contributes to protects or respects important views and vistas.

Response: The Proposed Development has been designed to respect and contribute to the visual quality of the surrounding area by preserving key views and enhancing the streetscape experience. The point tower design minimizes visual bulk and maintains sky views, while generous tower separation helps reduce visual obstruction from

public vantage points. The 5-storey podium addresses the public realm, with thoughtful articulation ensuring visual interest at multiple scales. Further, the use of high-quality finished metallic panels creates an elevated sense of public realm. The 6th floor amenity space also provides a view of Brewmeister Green Park to the north.

(4) Streetscapes: Streetscape design is the combination and coordination of physical elements that give character to the street, which includes the built form, façade treatment, landscaping and street furnishings within the public and private realm. The City shall promote a coordinated approach to streetscape design that results in an attractive and coordinated character with emphasis given to green and complete streets, pedestrian (and non-vehicular) friendly design, coordinated landscape and building design elements and features that animate the street in the public and private realm. It shall be a general policy of this Plan to discourage blank walls along public streets and to integrate above ground utilities (such as roof top mechanical equipment, hydro transformers and gas metres) away from public view and well screened through the development approvals process.

Response: The podium design has considered both the King Street South and Caroline Street South frontages. The facades incorporate transparent glazing to promote surveillance between the public and private realms. Further, ground floor commercial uses on King Street South, as well as residential uses

on both Caroline Street South and King Street South animate the public realm and support a pedestrian friendly environment. The detailed landscape design will be explored through Site Plan approval, with the potential to refine the integration of public and private space along the street frontages.

(5) Existing Site Features: Identify opportunities to retain prominent site features and vegetation through sensitive or innovative design strategies and to protect adjacent site features and vegetation on abutting properties through the development review process including, but not limited to, the location and massing of buildings, site grading, landscape and buffer opportunities, tree protection measures and alternative stormwater management strategies.

Response: The Proposed Development has been designed to respond sensitively to existing Site conditions and adjacent property features. A key component of the proposal is the retention and integration of the existing heritage home located on the Site. This heritage building will be preserved and incorporated into the development through adaptive reuse, contributing to the character and continuity of the streetscape along King Street South. In addition, landscaping will be incorporated along street frontages and on the rooftop amenity areas, to enhance the Site's green space and buffer adjacent uses.

(6) Heritage: For building and site design to sympathetically conserve, respect and build upon cultural heritage resources of the City as a whole and the Uptown Waterloo Urban Growth Centre in

particular. The City shall encourage sensitive designs for new development in close proximity to prominent heritage resources and Heritage Districts.

Response: The Proposed Development has been designed to conserve and respect the cultural heritage resources on the Site and in the surrounding

Uptown Waterloo Urban Growth Centre. The existing heritage home on the property will be preserved and integrated into the new development (see Figure 3.1). This adaptive reuse approach ensures that the building's historical value is maintained while allowing it to contribute to the evolving character of the area.



Figure 3.1 - Integrated Kuntz-Labatt House proposed to be re-used for commercial (restaurant) uses

(7) Open Space: To facilitate the integration of a linear park and/or open space system which may include a community trail system, into subdivision design and intensification proposals, and where feasible, into the existing central areas of the City and to promote access to the existing or planned open space system.

Response: The Proposed Development recognizes the importance of open space integration and aims to contribute to the broader open space system in Uptown Waterloo. A key feature of the proposal is the inclusion of 1,182 square metres of outdoor rooftop amenity space, which provides residents with high-quality green space. The development incorporates a wide sidewalk along King Street South contributing to a 'dual' sidewalk system that is greened with the landscape buffer separating the street sidewalk from the retail sidewalk. Additionally, the development incorporates landscaped buffers along Caroline Street South and well-designed pedestrian pathways that connect the Site to the surrounding streetscape and public spaces.

(8) Gateways: A gateway is a special location or entry point that establishes a formal entrance from one area to another. Design sites and buildings with coordinated features and elements at designated gateways, which may include major transportation corridors and major street intersections, to establish a sense of place or identity. Gateways may also include primary entrances into intensification sites and neighbourhoods that contribute towards a distinctive or recognizable character and sense of arrival.

Response: The Site is situated along King Street South, a major corridor, and is positioned near the intersection with Caroline Street South, making it a focal point entering the Uptown area. The design incorporates coordinated architectural features and a distinct massing strategy to create a recognizable identity for the development. The 5-storey podium anchors the street edge with active ground-floor uses that contribute to the vibrancy of the gateway, while the two slender towers rise above, providing a landmark presence that defines the entrance to the neighbourhood.

(9) Landmarks: A landmark is a building, structure or space that results in a distinctive visual orientation. Place special emphasis on architectural innovation, creativity and quality in all development located in the public and private realm.

Response: The Proposed Development at 167–171 King Street South has been designed to function as a distinctive landmark within the Uptown Waterloo area. The two slender towers, rising to 37 and 33 storeys, are designed to stand out while respecting the surrounding urban context. Their height, massing, and architectural detailing provide a striking visual orientation that enhances the identity of the area. The podium, designed to complement the towers, creates a human-scaled streetscape that enhances the public realm, while the overall design contributes to a visually engaging and memorable entry point into the Uptown core.

(10) Safety and Security: Site and building design that promotes safe, comfortable and accessible environments for all users with emphasis on pedestrians and bicyclists through the universal principles of CPTED (Crime Prevention Through Environmental Design). Design amenity and park spaces to achieve natural surveillance.

Response: The Proposed Development prioritizes safety and security through thoughtful Site and building design, guided by Crime Prevention Through Environmental Design (CPTED) principles. Active ground-floor commercial spaces along King Street South and residential units along Caroline Street South ensure natural surveillance, creating a sense of security for pedestrians and cyclists.

Vehicular circulation is internalized, with access points from Kuntz Lane and Caroline Street South, minimizing vehicle-pedestrian conflict. The rooftop amenity space is designed to be visible from the surrounding residential units, ensuring natural surveillance that enhances security for residents. This overview contributes to a safer, more inviting communal space.

Landscaped buffers and well-monitored common areas throughout the development provide further opportunities for natural surveillance, enhancing the overall security of both public and private spaces.

(11) Site Circulation: Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to pedestrian movements, nonvehicular movements and safe vehicular turning movements. A variety of strategies shall be used to

create and define circulation routes and hierarchy. All sites shall provide convenient, direct and safe pedestrian, barrier-free access and cyclist access to building entrances, amenity spaces, the public realm and other important destinations.

Response: The Proposed Development emphasizes pedestrian movement, aligning with City goals. The Site is in proximity to public transit and active transit routes, such as the Iron Horse Trail and the Allen Light Rail Transit (ION) station. Further, the Site promotes pedestrian and cyclist accessibility, active streetscapes, and integrated Site amenities. The design also supports barrier-free access to all building entrances, common spaces, and surrounding public areas. Bike storage is also conveniently accessed from ground level. Vehicular access is provided via two driveway entrances from Caroline Street South and Kuntz Lane, directing traffic to internal routes. Parking and loading areas are screened from the public view.

(12) Transit-Oriented Design: Design sites and buildings located along transit routes, and planned transit station areas, to promote transit use, pedestrian and cyclist accessibility, active and interesting streetscapes, human comfort and integrated Site amenities.

Response: The Proposed Development is strategically located along the King Street South corridor, a major transit route within the Uptown Waterloo Urban Growth Centre. With proximity to three ION Light Rail Transit (LRT) stops and several bus routes, the design prioritizes easy access to public transit, encouraging transit use among residents and visitors.

Pedestrian and cyclist accessibility are key design features, with clear, barrier-free pathways connecting the development to transit stations and surrounding amenities. The streetscape is activated by ground-floor commercial uses and landscaped frontage, creating an engaging and pedestrian-friendly environment that encourages walking and cycling.

Incorporating integrated Site amenities, such as bicycle parking and EV charging stations, further supports sustainable transportation. The design emphasizes human comfort, with well-designed public spaces and landscaping that promote social interaction, while also ensuring easy access to transit options.

(13) Universal Design: Promote the adaptation of transportation networks, buildings and lands used by the public to provide barrier-free access and principles of universal design to all citizens and to encourage the use of the International Symbol of Access. Design sites and buildings to establish a standard way finding system within all lands, buildings, and amenities, which are accessible for persons with disabilities. The primary principles of universal design include but are not limited to the following: equitable use; flexibility in use; low physical effort; perceptible information; safety; and, direct and convenient access. A range of design strategies shall be used by the City to achieve universal design objectives such as minimal changes to grade, curb cuts, flush curbing, ramps and contrasting elements. Barrier-free access will be encouraged from the public street, along pedestrian routes, building entrances and other important destinations.

Response: The Proposed Development prioritizes universal design principles to ensure barrier-free access for all users. The development ensures accessible entrances from the public streets and along pedestrian routes, with flush curbing, ramps, and clear wayfinding signage to guide users through the Site. At-grade pedestrian access is seamless, with minimal changes to grade to ensure smooth, accessible transitions. Interior spaces and circulation routes are designed to be adaptable, providing flexibility in use, safety, and perceptible information for all users. The design meets local accessibility standards, ensuring inclusivity for residents, visitors, and community members alike.

(14) Parking: Reduce the visual impact of parking and urban heat island effect of asphalt through efforts to “green” or soften the urban landscape. A variety of strategies may be required to organize large parking areas into smaller areas. Parking areas shall be designed to provide convenient and direct pedestrian access to major pedestrian destinations. A high level of building design and landscaping shall be required for parking garage structures in public view, and when possible, provide underground parking for intensification projects, particularly residential or mixed-use development.

Response: As discussed above, vehicle parking is located within the podium of the Proposed Development, allowing for the optimization of the lands and minimizing the amount of visible parking. The development’s vehicle circulation routes are contained within the Site, reducing potential conflicts with pedestrian traffic and creating a safer

environment for residents and visitors. Active uses on both King Street South and Caroline Street South frontages animate the ground and second floors, effectively screening parking from public view. Further, levels 3 to 5 of the podium have exterior façade treatments that conceal the structured parking, while providing a visually striking finish.

(15) Site Servicing Areas: Design sites and buildings with convenient and safe truck access and turning movements. Locate or screen loading and storage areas away from public view and incorporate mitigation strategies to minimize impacts to surrounding uses with priority given to residential properties.

Response: The Proposed Development is designed to provide safe and convenient truck access and turning movements, with dedicated service areas located internally within the podium structure. Loading and storage areas are screened from public view, ensuring that these functional spaces are not visible from King Street South or Caroline Street South, maintaining the visual integrity of the development. Convenient parking for restaurant and retail patrons within the development is also provided, ensuring that visits are easy and accessible, increasing the economic viability of the retail/restaurant and creating a vibrant and active public realm.

By placing service areas within the interior of the Site, away from the residential and pedestrian areas, the design minimizes any potential impacts to surrounding uses. Mitigation strategies, including the use of landscaping and architectural screening, help to reduce noise and visual disruptions to the surrounding

neighbourhood, particularly to the residential properties nearby.

(16) Outdoor Lighting: All site lighting, when required, shall be designed to create safe outdoor environments and to minimize glare and impact to night sky, public view and surrounding properties.

Response: Outdoor lighting will provide for safe pedestrian areas. The detailed lighting design will be provided through the Site Plan Approval process.

(17) Signage: Design all site signage to complement and enhance the building and site design. Building signage shall be in scale with the building design and is not to overpower the building façade or obstruct architectural features.

Response: Signage for the Proposed Development will be addressed in greater detail at the Site Plan Approval phase. The design of all Site signage will complement and enhance the building and Site design, ensuring that it is in scale with the building's architecture.

(18) Compatible Development: Site and building design that complements and enhances the surrounding neighbourhood character and context through a variety of design strategies including building massing, facade design and landscape coordination. The design of sites and buildings shall also minimize adverse impacts to human comfort, and surrounding properties including outdoor lighting, noise, shadowing, wind and snow disposition through a variety of design strategies and performance standards.

Response: The Proposed Development is designed to complement and enhance the surrounding neighbourhood character and context through thoughtful strategies that address building massing, façade design, and landscape coordination. The towers are carefully massed to create a gradual transition from the Kuntz-Labatt Heritage House to the new podium and towers, maintaining the scale and character of the surrounding area. The podium is designed to activate the street with vibrant commercial and residential uses, enhancing the pedestrian experience along King Street South and Caroline Street.

Situated in the Uptown Waterloo Urban Growth Centre, the development is well-positioned to contribute to the area's evolving character. It capitalizes on its proximity to major transit routes, including the ION Light Rail Transit and bus connections, promoting walkability and sustainable transportation.

Further evaluation of wind and shadow impacts, along with mitigation measures, will be explored through the Site Plan Approval process.

(19) Human-Scale Development: Development that reinforces human scale dimensions and proportions through design.

Response: The Proposed Development prioritizes human-scale design to create a comfortable and engaging environment for pedestrians and residents. The podium structure, which houses ground-floor commercial uses and residential units, is designed with a pedestrian-friendly scale, featuring detailed façades and active frontages that encourage interaction.

The towers are designed to transition in massing and height, ensuring they do not overwhelm the surrounding streetscape or block important views. The design incorporates elements like landscaped buffers, outdoor amenity spaces, and carefully proportioned façades, all of which contribute to a human-scale experience.

The development also enhances the pedestrian experience by incorporating wide, well-defined pathways and accessible entrances, ensuring that the public realm feels inviting and human centered.

(20) Building Design: Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall also contribute towards an attractive and coordinated streetscape character and towards a sense of place with opportunity for architectural innovation and expression through a variety of design techniques such as architectural features, building materials, colour and other design elements. Buildings shall be designed with prominent building entrances and include strategies to screen roof top equipment from public and residential views. The City will support high quality durable building materials and discourage materials that may fade or deteriorate over time or does not fit within the neighbourhood character or context. The City shall generally discourage flat blank walls and may require specific massing and design strategies that result in a well composed building design, articulated façade design, interesting skyline and compatible development.

Response: The Proposed Development is architecturally well-composed, complementing and enhancing the surrounding neighbourhood character of Uptown Waterloo. The building massing and architectural features respond to the Site's context, with the podium designed to fit seamlessly with the scale and character of the existing urban fabric, while the towers above introduce a modern, innovative design that contributes to the area's evolving skyline.

The design employs high-quality, durable materials that are visually appealing and long-lasting, in line with the goal of ensuring sustainability and minimizing maintenance over time. Careful consideration has been given to colour, texture, and materiality, with materials chosen to harmonize with the surrounding neighbourhood and contribute to a cohesive streetscape. Additionally, architectural features such as carefully detailed façades and prominent building entrances ensure that the development engages with the public realm and enhances the pedestrian experience (see Figure 3.2).



Figure 3.2 - Significant attention has been made to ensure a human scale along King Street South

To promote architectural innovation, the towers feature unique, yet complementary design languages, adding visual interest to the skyline. Strategies have been implemented to screen rooftop equipment from public and residential views, maintaining the clean lines and aesthetic appeal of the buildings. Additionally, the mechanical penthouse on the roof has been seamlessly integrated into the building architecture using the consistent materials with the tower, providing a clearly distinguishable top to the tower design.

The development avoids flat, blank walls by incorporating articulated facades, which provide visual complexity and interest. This approach not only enhances the building's aesthetic quality, but also ensures compatibility with the surrounding urban context, contributing to an attractive, well-coordinated streetscape and a strong sense of place.

(21) Accessory structures: Architecturally design accessory buildings and structures such as parking structures, loading areas and garbage enclosures, to complement the primary building design and site design.

Response: The accessory structures within the Proposed Development, including the parking structure, loading areas, and garbage enclosures, are thoughtfully integrated into the overall massing and design of the Site. The parking structure is seamlessly incorporated into the podium, designed with high-quality materials and architectural detailing that align with the overall aesthetic of

the towers above. This integration ensures that the parking structure complements the primary building design, contributing to the cohesion of the entire development.

The loading areas and garbage enclosures are strategically positioned within the internal Site layout and screened from public view, minimizing their impact on the streetscape and surrounding properties. Where these structures are visible, they are designed to be visually consistent with the architecture of the podium and towers, maintaining a harmonious and well-composed overall design.

(22) Landscape Design: To design sites with a balanced distribution of hard and soft landscaping that contributes toward a coordinated and enhanced site design, streetscape character, create a sense of place, and an aesthetically pleasing comfortable pedestrian environment. Specific treatment may also be required to address a range of considerations such as screening objectives, landscape buffers to promote land use compatibility, the provision of large canopy trees to provide respite from the sun, streetscape character and opportunity for integrated amenity spaces and sustainable design.

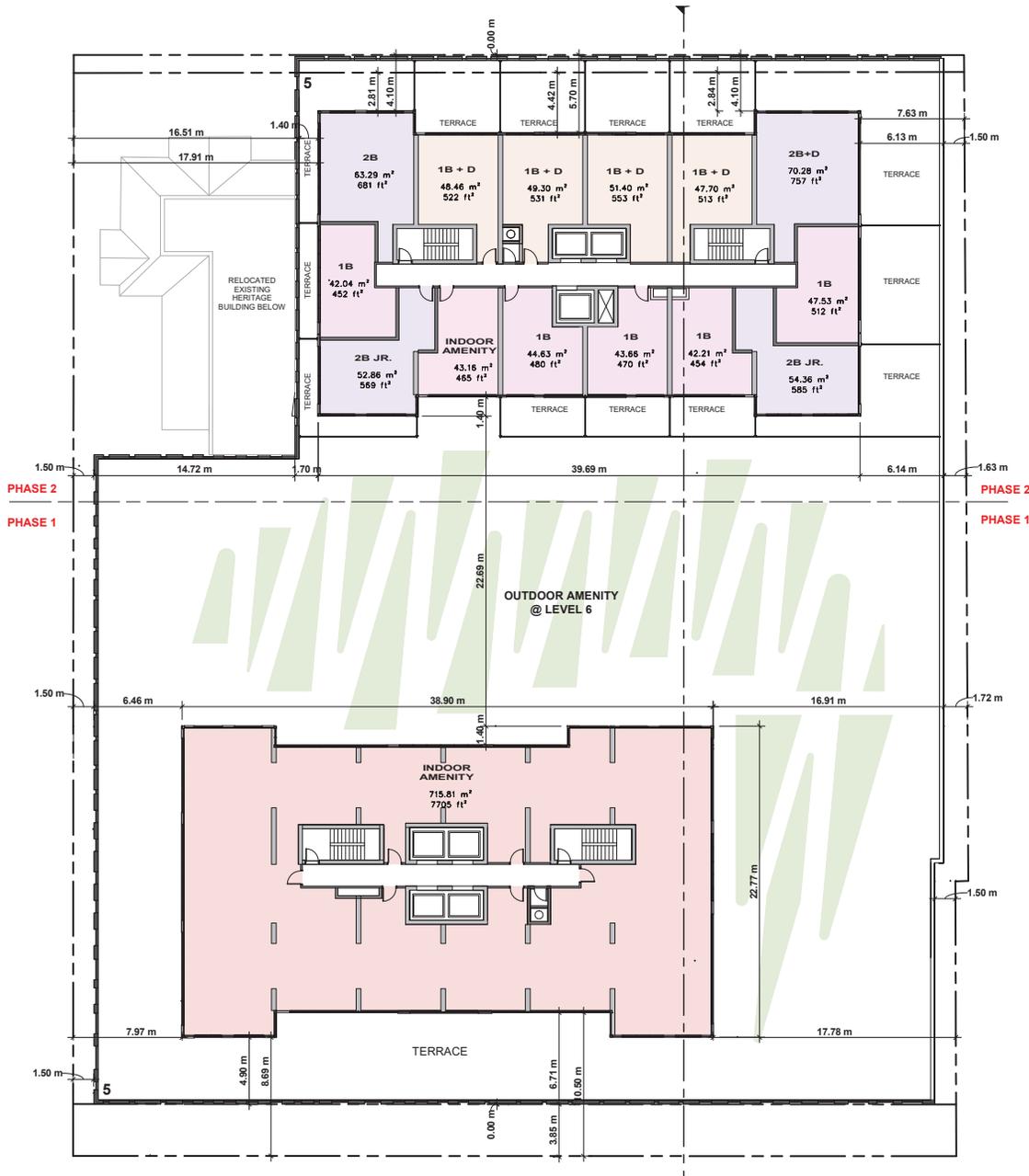
Response: The Proposed Development incorporates a balanced distribution of hard and soft landscaping that enhances the overall Site design, streetscape character, and pedestrian experience. Screening strategies will be employed where necessary to ensure compatibility with surrounding land uses, and landscape buffers will create a transition between surrounded uses. Sustainable design elements, such

as stormwater management features, permeable surfaces, and native plantings, will be integrated to promote long-term environmental benefits, with further landscape details to be addressed within Site Plan Approval.

(23) Site Amenities: Design sites and buildings to include a range of on-site amenities such as benches, trash receptacles, bike parking, large canopy trees and/or shade structures to provide for healthier active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher quality of life.

Response: The Proposed Development is designed to include a variety of on-site amenities that foster healthy, active outdoor spaces for social interaction, relaxation, and enjoyment. While specific details will be addressed at the Site Plan level, the development will feature elements such as benches, trash receptacles, bike parking, large canopy trees, and shade structures throughout the Site to enhance the outdoor experience.

In addition to the at-grade amenities, the development will also include a rooftop amenity space of 1,138 square metres, providing residents with stunning views, green spaces, and areas for relaxation and social gathering (see Figure 3.3). Indoor amenity spaces will also be incorporated, offering versatile spaces for activities and communal events, further enhancing the quality of life for residents. These amenities work together to create a vibrant and cohesive environment, promoting well-being and a strong sense of community.



(24) Sustainable Design: The City shall promote sustainable design practices in the public and private realm through a variety of strategies, including but not limited to:

- The adaptive re-use of existing buildings;
- Sustainable design features that address matters of exterior building design;
- Incorporation and integration of trees, shrubs, hedges planting or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking in the public and private realm;
- Elements that promote energy reduction or conservation including building and street orientation for passive solar gains;
- Elements that promote improved water and air quality conditions
- Elements that reduce adverse impacts such as urban heat island effect, shadowing, wind and noise;
- Drought tolerant, salt tolerant and native vegetation species;
- Integration of alternative transportation choices; and,
- The creation of healthy, livable spaces.

Response: The existing Kuntz-Labatt Heritage House on-site will be sensitively restored and integrated into the development, preserving its historical significance and contributing to the sustainability of the project. Further sustainable design practices, such as landscaping or energy conservation, will be explored within the Site Plan Approval process.

Figure 3.3 - Rooftop amenity space

(25) Public Art and Culture: Promote the integration and design of public art and cultural elements in the public and private realm that contributes to a sense of place, meaning or context.

Response: The Proposed Development recognizes the importance of integrating public art and cultural elements to enhance the sense of place and contribute to the identity of the community. While specific details will be addressed at the Site Plan Approval phase, the development will explore opportunities to incorporate art and cultural features in both the public and private realms.

(26) Innovation and Creativity: The City shall promote urban design innovation and creativity through the approval process however, it shall be carefully balanced in context of the land use policies of this Plan, as well as, the established Urban Design objectives, Urban Design policies and implementation strategies.

Response: The Proposed Development embraces innovation and creativity while ensuring alignment with the City's land use policies and urban design objectives. A key feature of the design is the thoughtful integration of the existing Kuntz-Labatt Heritage House, which will be sensitively restored and incorporated into the podium structure. This approach highlights the historical significance of the house and ensures its continued presence within the new development, creating a meaningful connection between the past and the future of the area.

The design innovation extends to the architectural

quality of the two towers, which will be complementary to the surrounding urban context. In addition, sustainable design practices, such as energy-efficient building systems, high-quality materials, and landscape features, will further enhance the development's creativity and resilience. These elements, alongside the heritage integration, reflect a commitment to advancing urban design excellence while respecting the character and heritage of Uptown Waterloo.

(27) Utilities: Consideration will be given to the location of utilities within the public rights-of-way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.

Response: The Proposed Development will carefully consider the integration of utilities to minimize their visual impact, both within the public right-of-way and on private property. Details regarding the integration of utilities will be addressed in greater detail within the Site Plan Approval phase. Notwithstanding, early consultation with Enova that has already occurred that the site and building design includes an appropriately sized transformer in a serviceable location that is visually screened from the street.

(28) Wayfinding: To design sites and buildings with a range of wayfinding strategies that provide a sense of direction, orientation and convenient accessibility for all users. All sites and buildings shall be designed with

clear signage and identification that is fully visible or accessible from the public street, including sites with multiple buildings and users.

Response: Prominent building entrances and clear pathways, along with consistent signage, guides users throughout the Site and contribute to a seamless wayfinding experience. Wayfinding details will be refined and addressed in greater detail within the Site Plan Approval process.

3.11.2 Urban Design within Nodes and Corridors

(1) Connectivity: Design that promotes connectivity with emphasis on pedestrian and non-vehicular safety, convenience and direct and convenient access to transit routes, amenity spaces, building entrances and public streets. Barrier-free access will be encouraged to building entrances from the public street, particularly along transit routes.

Response: The Proposed Development prioritizes pedestrian and non-vehicular connectivity through a comprehensive and integrated design approach. Direct, barrier-free access is provided from the public sidewalk to all primary building entrances, aligning with King Street South and key transit routes. The podium is designed with active frontages, sidewalk space, and landscaping that supports pedestrian flow. The Site also offers strong connections to adjacent cycling infrastructure, such as the Iron Horse Trail and the Caroline Street South multi-use path. The internal circulation system ensures convenient movement for pedestrians, cyclists, and vehicles, while minimizing conflict points. Connectivity to nearby

ION LRT stations (Allen and Willis Way) further strengthens the development's transit-oriented nature and supports sustainable, multimodal mobility.

(2) Interest: Design which results in visual interest and interesting and active spaces.

Response: The Proposed Development fosters visual interest at both the pedestrian and skyline levels. A diverse and high-quality material palette, articulated façades, transparent glazing, and integrated landscaping contribute to a vibrant streetscape. The podium animates the public realm with retail spaces, seating areas, and architectural detailing that responds to human scale. The retention and adaptive reuse of the existing Kuntz-Labatt Heritage House introduces a unique historical element that enriches the Site's character. Rooftop and indoor amenity areas offer engaging social spaces, views, and activity that enhance the user experience while supporting urban vibrancy.

(3) Public Art: Development that incorporates public art that contributes to a sense of place, meaning or local context.

Response: Opportunities to incorporate public art into the public realm will be explored within the Site Plan Approval process.

(4) Infill Development: Design buildings to be in proportion with the lot size and to fit harmoniously into the surrounding character and context. The design of the site and buildings shall be compatible with the surrounding character and context.

Response: The Proposed Development exemplifies well-integrated infill development that fits harmoniously within the evolving urban fabric of Uptown Waterloo. The design responds thoughtfully to adjacent built form, transitioning from a low-rise heritage structure to a mid-rise podium and slender high-rise towers. This approach balances intensification with compatibility. The massing respects adjacent properties through careful siting, setbacks, and separation distances, while the architectural expression acknowledges the character of the surrounding streetscape, particularly along King Street and Caroline Street.

(5) Building Design: The design of buildings shall contribute to a high quality and coordinated streetscape character and context. Buildings should generally have their principle building façade and entrance to face the primary public street particularly along transit routes or transit station areas and be designed with articulated building façades.

Response: The architectural design contributes to a cohesive and attractive streetscape. Principal entrances are oriented to King Street South, reinforcing the building's relationship with the public realm and transit corridor. The façades are well-articulated through the use of varied materials, step-backs, balconies, and rhythm in fenestration. The podium design complements the human scale and is activated through commercial uses and landscaping. Special attention is paid to the treatment of corners and pedestrian viewsheds to ensure a high-quality visual experience. Durable and timeless materials are proposed to support long-term architectural excellence.

(6) Built Form and Massing: Locate buildings to establish an urban street enclosure and to frame street intersections. The design and massing of tall buildings (greater than three storeys) shall relate to the surrounding context, as well as, to the street proportions (building height to street width ratio) and to human scale dimensions. The design of high-rise buildings shall be designed to reduce adverse impacts related to wind, shadowing, visual impacts and to reduce the appearance of bulk through a variety of design and massing strategies.

Response: The building massing strategy is context-sensitive, reinforcing the urban edge while framing the street intersection. The podium establishes a strong street wall, and the towers are positioned to maintain openness and minimize wind and shadow impacts. Tall building elements are shaped through vertical articulation, tower separation, and tapering to reduce bulk and visual impact. Human-scale elements such as canopies, ground-level transparency, and street furniture help ensure comfort and accessibility at the pedestrian level. Sun and shadow studies and wind assessments support the suitability of the massing approach in this location.

(7) Skyline: Design tall buildings with interesting roof designs, articulated massing and supporting architectural features that create an interesting and recognizable skyline coordinated with other surrounding tall buildings from many views and vantage points. Encourage opportunities to integrate roof top equipment into the roof design and to promote a sculpted roofline.

Response: The design of the two towers adds visual interest and identity to the Uptown Waterloo skyline. Each tower features a distinct architectural expression, with sculpted rooflines and defined vertical elements that enhance their appearance from multiple vantage points. Rooftop mechanical equipment will be screened and integrated within the upper architectural treatment to preserve a clean and cohesive form. The combination of strong verticality, high-quality materials, and skyline-defining features ensures the development contributes positively to the city's silhouette.

(8) Site Amenities: Encourage a range of site amenities for all development and enhanced site amenities for intensification projects and master planned projects.

Response: The Proposed Development includes a diverse range of amenity spaces that enhance livability and support healthy lifestyles. Rooftop amenity areas provide outdoor gathering, socializing, and recreational opportunities with sweeping views of the city. Indoor amenity spaces are also included to serve a variety of resident needs. The public realm is animated with seating areas, street trees, and landscape features that contribute to a comfortable and attractive environment. Bicycle parking, waste receptacles, and accessibility infrastructure are integrated to support multimodal access and daily functionality. Additional public realm enhancements and amenity details will be refined through the Site Plan Approval process.

3.11.3 Urban Design within the Uptown Waterloo Urban Growth Centre

(1) Distinctive Character and District Identity: Site and building design that fosters a sense of place and character with particular attention given coordinated streetscapes and without limiting architectural design, innovation or creativity. Identify opportunities that result in district identity with emphasis on coordinated building materials and colours, architectural style, public art and landscaping.

Response: The Proposed Development contributes meaningfully to the distinctive character of Uptown Waterloo through high-quality architectural design that emphasizes a coordinated streetscape and vibrant public realm. The integration of the heritage home at 171 King Street South into the overall design enhances district identity and fosters a sense of place by blending contemporary building elements with historical context. A complementary palette of materials coordinated landscaping, and potential opportunities for public art contribute to a cohesive and recognizable urban identity.

(2) Building Facades: Design facades to respect and enhance the surrounding character and context with emphasis on street rhythm, compatible building materials and colours, fenestration patterns, vertical and horizontal articulation and architectural expression. Buildings shall be designed to contribute to a pedestrian-friendly street and contribute towards district identity and sense of place.

Response: The building facades have been designed to reflect the rhythm and proportions of surrounding

developments while incorporating modern articulation, high-quality materials, and extensive glazing. Facade elements emphasize vertical and horizontal articulation, and the use of varied fenestration patterns supports visual interest. The building base, particularly along King Street South, reinforces a pedestrian-friendly environment and contributes to the district's character and active street frontage.

(3) Built Form and Massing: Design buildings, including the height and massing, to respect the traditional street line and historical built form. Specific design and massing strategies may be required to achieve a compatible form of development, as well as, to provide a sympathetic transition to the surrounding stable neighbourhoods.

Response: The height and massing of the proposed buildings respect the historical street line and contribute to a balanced and sensitive urban form. Setbacks, step-backs, and podium-tower configurations help to mitigate impacts on the surrounding built environment while maintaining the prominence appropriate for a location within a designated Urban Growth Centre. Transition elements help ensure compatibility with adjacent lower-scale properties, including the integrated heritage asset.

(4) Neighbourhood Transition: Incorporate design strategies that result in an appropriate balance between intensification and stable neighbourhoods.

Response: Design strategies such as stepped massing, podium scale, and landscape buffers are incorporated to create a sensitive transition to

adjacent stable neighbourhoods. The interface with nearby properties is thoughtfully managed to maintain privacy, limit shadowing, and uphold the character of existing residential areas, while still contributing to the area's intensification goals.

(5) Skyline: Design high rise buildings with an architecturally expressive and distinctive roofline that results in a distinctive and coordinated skyline. A variety of structures, features, forms and coordinated elements may be required.

Response: The towers are designed with distinct and expressive rooflines that contribute to a visually interesting and coordinated skyline in Uptown Waterloo. Architectural emphasis on the upper floors and roof levels introduces sculptural forms and varied silhouettes, enhancing visual identity and establishing a recognizable presence when viewed from multiple vantage points across the city.

(6) Parking: Locate parking in the side or rear yards away from the primary street view with emphasis given to underground parking structures for intensification projects.

Response: Parking is provided through an internal at-grade structured facility that is fully integrated into the overall building massing and screened from public view. While underground parking is not proposed, the internalized solution ensures that parking does not detract from the streetscape or public realm. Pedestrian circulation from the parking area to the buildings is direct and well-connected.

(7) Street Activity: To design sites, buildings and the spaces between buildings to promote street activity and to animate the public realm by locating building entrances towards the street and providing windows along the street frontage, encouraging mixed-use development and by providing outdoor amenity spaces along the street or between buildings.

Response: The Proposed Development promotes vibrant street activity by orienting principal building entrances toward King Street South and incorporating active at-grade uses including commercial spaces and transparent glazing. Outdoor amenity areas and landscape treatments between buildings and the public realm support animation and interaction, contributing to a dynamic and people-oriented environment.

(8) Site Amenities: To encourage the integration of urban site amenities such as landscaped outdoor spaces, urban seating areas and public art. A variety of other site amenities may be considered and encouraged for intensification projects that animate street, contributes towards sustainable design and enhances the quality of life for its users.

Response: The proposal includes a range of urban Site amenities such as rooftop amenity spaces, indoor gathering areas, bicycle parking, and public seating areas. These features are intended to promote social interaction, comfort, and sustainability, while also enhancing the usability of the Site for both residents and visitors. Further details will be refined at the Site Plan Approval stage.

(9) Infrastructure: The City of Waterloo shall encourage above ground hydro wires to be relocated underground where practically and financially feasible. Where underground hydro services are contemplated, development shall be designed to accommodate the underground hydro services (including vaults, switchgears, and the like), related appurtenances, and easements.

Response: The development will be designed to accommodate utility infrastructure, including coordination with local utility providers for potential underground servicing where feasible. Efforts will be made to cluster or integrate above-ground utilities with streetscape elements, minimizing their visual impact and contributing to an orderly and functional public realm.

3.11.4 Urban Design within Station Areas

(1) Place Making: Place making shall occur around the station by enhancing the public realm and creating vibrant, attractive, and safe public and private spaces. Attractive spaces should physically and visually connect the public and private realms. Spaces should be organized in a logical and complementary manner through the design, placement, and construction of new buildings, streets, structures, open spaces, vistas and landscaping.

Response: The Proposed Development will foster a sense of place by enhancing the public realm around the residential towers and integrating the heritage home. The design will create vibrant, attractive, and safe public and private spaces. Streetscape

treatments will complement the surrounding urban context, with clear connections to transit routes, amenity spaces, and public streets. The development will prioritize pedestrian-friendly design, ensuring that public spaces feel welcoming and accessible.

(2) Transfer Areas: Public Spaces and the public realm should include landscape treatments to delineate the area of transfer between the transit stop and the surrounding built form to improve safety and comfort for pedestrians.

Response: The design will include landscape treatments, ensuring a seamless transition between the transit network and the surrounding built environment. Pedestrian pathways will be carefully considered to enhance safety and comfort, with wayfinding elements incorporated to guide transit users through the area.

(3) Streets: Streets are part of the transportation network but should be designed as important public spaces. Where appropriate, streets should balance space requirements to accommodate pedestrians, bicycles, transit, amenities, public art, landscape treatments, vehicles, utilities and stormwater.

Response: The Proposed Development will prioritize active transportation, with accessible pedestrian routes to transit stops and major destinations.

(4) Pedestrian Oriented: Station Areas shall be pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities. Connectivity to and from transit stops to

buildings will be a priority and shall be enhanced by:

- Ensuring continuous sidewalks are located on both sides of the street;
- Clearly marking intersections relative to pedestrians;
- Improving pedestrian comfort with shade trees and landscaped boulevards; and
- Providing amenities such as lighting, seating, and way-finding signage; and,
- Providing for wider sidewalks where feasible.

Response: The development will be designed as a pedestrian-oriented area, with safe, accessible, and connected paths to transit stops, buildings, and public spaces. Continuous sidewalks will be provided along both frontages, intersections will be clearly marked for pedestrians, and the streetscape will include trees, shade, and seating areas to enhance the pedestrian experience. The design will focus on comfort, accessibility, and clear navigation for people of all abilities.

(5) Building Orientation: Buildings shall be oriented towards streets and walkways.

Response: The buildings will be oriented to face the primary streets: King Street South and Caroline Street South, along with transit routes, contributing to an active and engaging streetscape. Entrances will be clearly visible and located in convenient locations to ensure easy access for pedestrians and transit users. The residential towers and podium will be positioned to maximize pedestrian engagement

with the street, ensuring a vibrant public realm.

(6) Built Form: The built form of buildings shall enhance the appearance and character of streetscape and public realm, including walkways by:

- Locating primary building entrances and principal building façades parallel to street;
- Locating buildings close to the street so that they can contribute to the desired street enclosure and contribute to the overall appearance and visual cohesiveness of the urban built form;
- Incorporating ample transparent glazing on ground floors in active and convertible frontage areas to create visibility to and from the public realm and promote street life;
- Providing a sympathetic transition in height and scale to surrounding stable neighbourhoods;
- Serving as passive surveillance of the street; and
- Using high quality materials in the design of new buildings that are consistent and compatible with the surrounding context; and,
- Creating visual interest through projections, articulations, carried rooflines and entrance features.

Response: The building design will enhance the streetscape and public realm by aligning primary building entrances with the street and ensuring the facades are active and engaging. The proposed massing and height of the towers will respect the surrounding urban context, providing a balance between intensification and the existing built form. Transparent glazing on the lower levels will contribute to the pedestrian experience and visibility of the public realm.

(7) Sustainable Design: Buildings and landscaped areas within Station Areas shall support sustainable development and design. Sustainable building design includes high-performance exterior glazing, stormwater retention and reuse, green roofs, installation of solar panels or geothermal systems, and net-zero building and site design.

Response: The development will incorporate sustainable design features such as energy-efficient building systems, stormwater management strategies, and the integration of green roofs within amenity space. The design will also focus on environmental sustainability by using native vegetation and permeable surfaces, where possible.

(8) Community Character: New development shall be sensitive to the planned character of each of the Station Areas and enhance and/or complement any cultural heritage resources located within the Station Area.

Response: The design of the Proposed Development will be sensitive to the existing character of the surrounding area, particularly the nearby heritage buildings. The integration of the Kuntz-Labatt Heritage House into the development will serve as a focal point that connects the new development with the area's history. High-quality building materials will complement the surrounding architectural context, and the development will contribute positively to the community's character.

(9) Parking: Parking within Station Areas shall be designed and organized here it will not detract from

the public realm or mobility. Design of parking areas shall:

- Limit new surface parking lots within 100 metres of a Light Rail Transit Stop;
- Restrict surface parking lots and drive aisles between the front of buildings and the street;
- Locate parking to the side or rear of buildings where surface parking is proposed, to enable the development of a continuous street edge and the creation of attractive urban spaces;
- Screen parking structures.
- Provide active uses on the ground floor where feasible;

- Require the perimeters of surface parking lots to be landscaped with trees and other appropriate planting materials; and,
- Encourage the interior areas of parking lots to include landscaped islands. Landscaped islands should be of sufficient size to ensure growth of trees and complementary vegetation.

Response: Parking will be provided internally at grade, and careful consideration will be given to the design of the parking area. The design will minimize the visual impact of the parking while ensuring convenient access to the buildings (see Figure 3.4).



Figure 3.4 - The podium is designed to architecturally screen upper level of parking. On the ground floor, parking is located behind active uses

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3.9.1 Urban Design Objectives

Design Excellence: It is a priority for the City that built form reflects design excellence to recognize the important role that built form has in defining the City's quality of life, appeal, and image. The policies of this Plan aim to guide the successful growth and development of the city through urban design by focusing on built and natural environments. This Plan strives for design excellence reflected through high-quality materials, sustainable building design and construction, considerate use of resources, thoughtful consideration of buildings' impacts on the urban fabric, and attention to human-scaled design that considers people of all ages and abilities.

Response: The Proposed Development will prioritize design excellence by incorporating high-quality building materials and sustainable design practices. The project's mix of residential and commercial spaces, along with the integration of a heritage home, contributes to creating a visually appealing and functional built form that aligns with the City's goals of enhancing Waterloo's quality of life. Additionally, the incorporation of accessible and sustainable design elements ensures that the development meets both aesthetic and functional urban design objectives.

Creating a Sense of Place: Site and building design are intended to foster a distinct sense of place with particular attention to coordinated streetscapes, without limiting architectural design, innovation or creativity. Development can present design opportunities for key areas throughout the city such

as the Uptown Primary Node and other strategic growth areas within the City Structure to form an area-specific identity, with emphasis on coordinated building materials and colours, architectural style, public art and landscaping.

Response: The design of the development will create a distinct sense of place by incorporating coordinated streetscapes, active ground-floor uses, and the preservation of the Kuntz-Labatt Heritage House. The project's design will integrate seamlessly with the surrounding context, contributing to the formation of a unique neighbourhood identity that aligns with the City's vision for creating a vibrant, cohesive public realm. The development will reflect the architectural context of the area while providing modern amenities and public spaces.

Connectivity: The policies of this Plan seek designs that promotes connectivity with emphasis on pedestrian and non-vehicular safety, direct and convenient access to transit routes, amenity spaces, building entrances and public streets. Barrier-free access, where feasible, will be provided to building entrances from the public street, particularly along transit routes.

Response: The Proposed Development will contribute to enhanced connectivity in Uptown Waterloo by promoting walkability and bicycle accessibility. The project is situated near key transit routes, including ION Light Rail Transit stops, and will provide direct pedestrian access to these routes, further promoting

sustainable transportation options. Additionally, the inclusion of accessible entrances and public spaces ensures that the development aligns with the City's objectives for universal accessibility and connectivity.

Streetscaping and Street Activity: The design quality of building elements closer to the street, particularly the podium or street wall, should be emphasized over the taller components of buildings, due to their inherent impact on the pedestrian experience. Good streetscapes integrate the public right of way and the private development that frames it. The design of the streetscape is encouraged to include landscaping, resting spaces and gathering spaces. Development should address the interaction between public and private spaces. The policies of this plan seek developments that promote street activity and animate the public realm by locating building entrances towards the street, providing windows along the street frontage, encouraging mixed-use development, and promoting outdoor amenity spaces along the street or between buildings.

Response: The Proposed Development will emphasize high-quality streetscapes that integrate the public right-of-way with the private development. The podium of the development will be designed with active uses along the street frontage, enhancing the pedestrian experience and promoting street-level activity. The inclusion of landscaping and outdoor seating areas will further animate the public realm and contribute to a vibrant streetscape that fosters social interaction and engagement.

Enhancing the Pedestrian Experience: The pedestrian experience at the street level is a key measure of good urban design. A pedestrian-friendly environment can be established at the neighbourhood level through the implementation of an efficient, safe and logical street pattern, smaller block sizes, an interconnected public realm network, and active uses along the primary street edge; it can be further reinforced at the streetscape level through human-scale street wall heights, building and façade articulation, frequent entrances, transparency, and a consistent rhythm of streetscape elements and street trees. Together, these elements work to create walkable environments that are safe, attractive and welcoming for people of all ages and abilities. The streetscape network is an important component of a complete community and the public realm as a whole, tying together housing, employment, commercial, and community uses in a cohesive framework that promotes walkability, accessibility and convenience.

Response: The development will create a pedestrian-friendly environment by ensuring that building entrances are oriented towards the street, with clear and direct access for pedestrians. The design of the public realm, including wider sidewalks, landscaping, and public spaces, will foster a safe, accessible, and engaging environment for pedestrians. These elements will contribute to a welcoming streetscape that promotes walkability and enhances the quality of life for all users, aligning with the City’s urban design policies.

3.9.3 General Urban Design Policies

Public Realm and Streetscapes

- **Streetscape Design:** Streetscapes—comprising streets, setbacks, and building edges—should be visually interesting and contribute to a distinct sense of place through varied building forms, materials, and detailing.
- **Active Transportation:** Streets should promote walking, cycling, and rolling, while ensuring strong connections to transit.
- **Street and Block Network:** A fine-grained, interconnected street network is encouraged to integrate new and existing communities.
- **Street Wall and Human Scale:** Developments should help form a continuous street wall that enhances the human scale of the streetscape.
- **Complete Streets and Cohesive Design:** Streetscape elements—including landscaping and built form—should be designed in a coordinated, pedestrian-friendly manner with a unified visual identity.
- **Small Urban Spaces:** Projects are encouraged to include accessible micro-open spaces such as courtyards, forecourts, and mid-block connections to enrich the pedestrian realm.
- **Ground-Floor Activation:** On primary streets, active frontages with frequent entrances, high transparency, and well-articulated, pedestrian-scaled facades are promoted.
- **Street Trees:** The use of street trees on both sides of streets is strongly encouraged to provide environmental benefits and improve the attractiveness of public and private spaces.
- **Parking Design:** Surface parking is discouraged

in intensification areas; underground parking is preferred. Above-grade structures should be screened or wrapped with active uses, especially along primary streets.

- **Above-Grade Parking:** These structures must incorporate active uses at-grade and are strongly discouraged on primary streets unless visually minimized and integrated with active frontages.

Response: The development at 167-171 King Street South will create a visually interesting streetscape through variation in building typology, massing, and materials. The street-level design will emphasize active uses, transparency, and pedestrian-friendly features such as frequent entrances and well-articulated facades. Additionally, the Proposed Development will integrate green infrastructure, such as street trees and landscaping, to enhance the urban environment and contribute to the overall placemaking objectives of the City.

Built Form and Building Typologies

- **Contextual Fit and Street Orientation:** New and infill development should integrate harmoniously with the existing and planned context, framing streets and open spaces to support a vibrant public realm. Prominent, accessible building entrances are required, and corner developments should address both street frontages.
- **Built Form Transitions:** Developments must provide appropriate transitions in height and scale, using techniques such as step-backs,

façade articulation, and material changes to reduce visual impact and shadowing on public spaces.

- Tall Buildings (11+ Storeys): Tall buildings must provide adequate separation distances to protect sunlight, sky views, and privacy. Their design should reduce bulk, limit shadowing, and mitigate wind impacts to ensure a comfortable pedestrian environment.
- Heritage Integration: New development must respect and complement cultural heritage resources, ideally retaining and adaptively reusing heritage buildings. Compatibility in scale, materials, and detailing is essential.
- Infrastructure and Accessibility: In Uptown Waterloo, undergrounding hydro wires is encouraged where feasible. Utility infrastructure should not obstruct pedestrian or cyclist access.
- Public Art and Site Amenities: New development, especially near transit and in major nodes, should include public art and amenities like outdoor seating or landscaped spaces to enrich the public realm and enhance user experience.

Response: The proposed buildings will be designed to compliment the existing context of Uptown Waterloo, contributing to a safe and visually interesting environment. The residential towers will be thoughtfully positioned to frame adjacent streets and public spaces, with careful attention to building height transitions and compatibility with surrounding properties. The use of step-backs, complimentary building materials, and facade articulation will ensure compatibility with the scale and character of the area.

Major Transit Station Areas

The design of urban areas around Major Transit Station Areas (MTSAs) plays a key role in supporting urban vibrancy and public life. These areas should facilitate convenient access and movement while fostering a transit-oriented environment. Key design elements include:

- Station Plaza: Plazas near ION LRT stops should be well-defined, feature active uses, and offer multiple access points, with a balance of hard and soft scaping.
- Wayfinding: Clear signage and features to help all users navigate to and from the transit station.
- Open Space: At least one open space near stations outside Uptown Waterloo should be provided.
- Parking Design: Parking areas should be located away from public views, screened, and integrated with active uses on the ground floor. Surface parking should be limited near Light Rail Transit stops and landscaped with trees.
- Station Area Plans: Additional urban design guidelines are outlined in the Council-approved Station Area Plans for MTSAs outside Uptown Waterloo.

Response: Given the proximity of the Proposed Development to the ION Light Rail Transit stop, the project will contribute to the creation of a transit-oriented environment by integrating active uses at the street level and ensuring direct pedestrian connections to the station. The development will support the objectives of the Major Transit Station Areas by

enhancing connectivity, promoting public spaces, and minimizing the impact of surface parking, aligning with the City's vision for vibrant, transit-supportive neighbourhoods.

Priority

This Plan places a greater emphasis on urban design compared to density.

Response: The development places a strong emphasis on urban design, particularly in creating a high-quality public realm and enhancing the pedestrian experience. The design focuses on creating an attractive, sustainable, and well-connected environment that aligns with the City's priorities for urban vibrancy, quality of life, and community impact.

In summary, the Proposed Development meets the intent of the urban design policies in the in-effect Official Plan, as well as the Council adopted urban design policies included as part of OPA 58.

3.3 CITY OF WATERLOO URBAN DESIGN MANUAL

The City's Urban Design Manual (UDM) is a tool primarily used during the Site Plan review process. Notwithstanding, we have reviewed the development relative to the Manual, and the Proposed Development appropriately considers the City's guidelines. The following is a summary.

General City Design Guidelines

The City of Waterloo UDM contains detailed standards, guidelines, and references that apply to all development within the City. The primary purpose of the UDM is to implement the City's Urban Design Objectives and Policies through the development review process. The following is a summary of key guidelines that are achieved by the Proposed Development:

- The Site design supports human activity and fosters social interaction (UDM 2.1.1).
- The Proposed Development has been designed with consideration of human scale proportions and dimensions regarding building entrances and landscape elements (UDM 2.1.2).
- Landscaped buffers provide a transition to surrounding properties and the building massing respects the surrounding existing character (UDM 2.1.3).
- The Site has been designed with consideration of key Crime Prevention Through Environmental Design (CPTED) principles (UDM 2.1.4).
- The development encourages higher density residential development and active uses in proximity to transit routes and major transit stops with

active uses at grade (UDM 2.1.5).

- The building facades are designed with visual interest, including prominent entrances, windows, complimentary architectural elements, and coordinated materials (UDM 2.1.6).
- The Site design considers amenity space in the form of landscaped entrance areas, seating, and outdoor rooftop patio areas, enhancing the quality of life (UDM 2.1.7).
- The development will consider sustainable landscaping treatment. Further details will be provided during Site Plan Approval process (UDM 2.1.8).
- Lighting specifics will be examined within the Site Plan Approval process (UDM 2.1.9).
- The development respects the existing context and achieves a sense of place, incorporating existing features, surrounding neighbourhood character, and views and vistas, as well as conserving heritage resources (UDM 2.2).
- The Site is designed with efficient circulation, regarding pedestrian accessibility and movement, as well as creating engaging spaces for all users (UDM 2.3).
- Sustainable design techniques will be explored and are encouraged (UDM 2.5)

Supplemental Design Guidelines – 3.1.4 Tall Buildings

The City of Waterloo promotes tall buildings through its Official Plan policies and Zoning By-law regulations which establish criteria for setbacks, density and height.

Built Form: The built form emphasizes a well-defined base, middle, and top to support human scale and visual interest. A unified architectural composition is achieved through the consistent use of materials and thoughtfully coordinated design elements. The Proposed Development respects the surrounding context through incorporating massing transitions, such as step-backs and articulated facades, ensuring a contextually appropriate built form.

Detailing: Building detailing reinforces both human scale and contextual harmony. Entrances are proportionate to the overall building scale, and the 5-storey podium is considerate of the pedestrian scale. The use of materials compliments the surrounding context and creates visual continuity. Large windows promote surveillance on the public realm, providing safety and comfort. Additionally, projecting balconies contribute to the visual interest of the façade, enriching the overall massing and architectural expression.

Circulation and Servicing Areas: Convenient and direct access will be provided for loading areas. Further, loading facilities are screened from view, enhancing the public realm.

Site Amenities: The Site includes outdoor amenity space in the form of a roof-top terrace on the podium and private balconies. Abundant bicycle parking is also provided within the podium, encouraging pedestrian circulation.

4.0 PROPOSED DEVELOPMENT



4.1 OVERVIEW

The Proposed Development at 167–171 King Street South in the City of Waterloo is a transit-oriented, high-density mixed-use project that introduces two slender residential towers of 37 and 33 storeys atop a shared 5-storey podium (see Figure 4.1). The Site, approximately 0.53 hectares in size, is situated within the Uptown Waterloo Urban Growth Centre and is strategically located near major transit

infrastructure including ION LRT stations and key arterial roads. The development will provide a mix of 834 residential units including of 1-bedroom, 1-bedroom + den, 2-bedroom, and 2-bedroom + den configurations. A total of 403 vehicle parking spaces are provided, along with indoor and outdoor amenity areas within and atop the podium structure. The Kuntz-Labatt Heritage House is to be preserved

and integrated into the development along the King Street South frontage, contributing to the Site's cultural continuity and urban character. Ground floor retail and restaurant uses will activate the public realm along King Street South, promoting walkability and urban vibrancy.



Figure 4.1 - Active ground floor uses facing Caroline Street South (Kirkor Architects and Planners, July 2025)

4.2 SITE DESIGN

The Site design supports a compact and efficient urban form, maximizing land use through a two-phase development that prioritizes pedestrian experience and transit accessibility. The building massing is oriented to King Street South and Caroline Street South, while preserving view corridors and minimizing shadow impacts. The pedestrian realm is enhanced by generous setbacks along King Street South to allow for sidewalks, street trees, and Site furnishings (see Figure 4.2). Landscape buffers are apparent along the eastern and southern property edges to provide screening and privacy for adjacent residential properties. Service functions, parking access, and loading areas are accessed internally through Kuntz Lane and Caroline Street South, screened from public view.

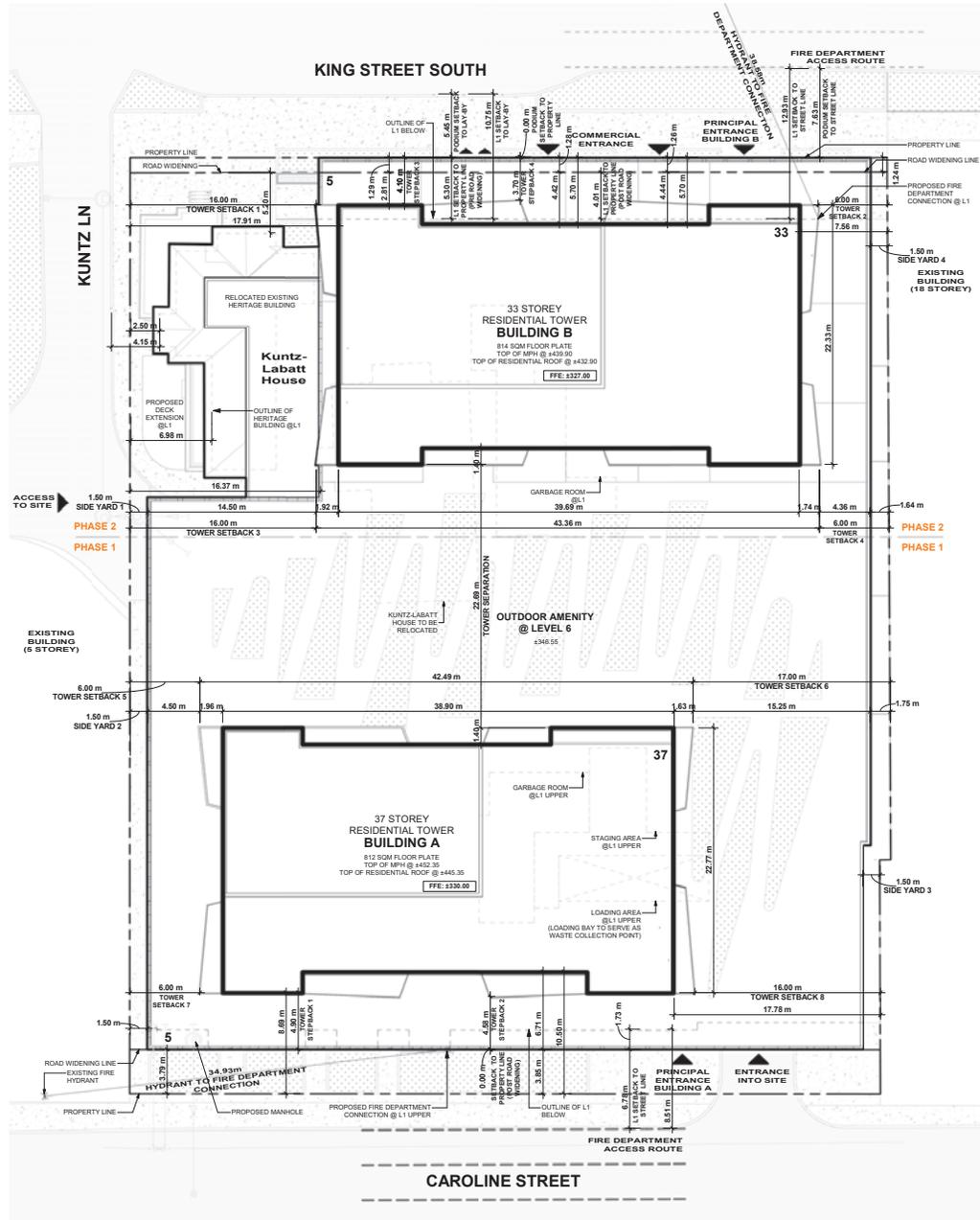


Figure 4.2 - Proposed Site Plan (Kirkor Architects and Planners, July 2025)

4.3 BUILDING DESIGN

Podium Design

The 5-storey podium is designed to anchor the development within its urban context, balancing the human scale at grade and the verticality of the towers above (see Figure 4.3). It incorporates a variety of materials, rhythms, and step-backs that respond to and respect the surrounding built form. The podium maintains an articulated and visually engaging façade that complements both the integrated heritage building and surrounding commercial streetscape. It accommodates active uses at grade—including commercial and residential entrances—and houses internal structured parking and service areas on the upper levels. The podium also supports substantial amenity spaces at Level 6, including landscaped outdoor terraces and indoor recreational facilities, providing residents with functional and accessible spaces.

The retail component of the ground floor is focused along the King Street South frontage, providing a commercial space designed to support restaurant, café, or convenience retail uses. These retail units feature large transparent glazing and clear building entrances, contributing to a dynamic pedestrian realm. The design promotes visual and physical connectivity between indoor and outdoor spaces, with opportunities for spill-out patios and signage that respects the character of Uptown Waterloo. Integration with the relocated Kuntz-Labatt Heritage House enhances the unique identity of the development and further anchors the retail frontage within the cultural fabric of the area.



Figure 4.3 - Proposed podium design with at grade retail and residential units oriented to King Street Frontage (Kirkor Architects and Planners, July 2025)

Parking and Access

The Proposed Development provides a total of 403 parking spaces, distributed across two phases and integrated entirely within the podium above grade. No underground parking is proposed due to water table concerns. Vehicle access is limited to two discrete points—one on Caroline Street South and another on Kuntz Lane—ensuring internalized vehicular circulation for loading, servicing, and short-term drop-offs. This arrangement effectively screens vehicular activity from the public realm, maintaining a pedestrian-friendly streetscape. Bicycle parking is also provided on multiple levels, including a total of 256 bike parking spaces, supporting active transportation and aligning with broader sustainability objectives. The structured parking levels are screened behind architectural façades to avoid visual impact on adjacent streets.

Tower Design

The tower design is guided by principles of slenderness, separation, and sky exposure. Tower A (37 storeys) and Tower B (33 storeys) are strategically placed to ensure adequate spacing, minimize overlook and shadowing, and maintain sky views from the public realm. The towers are articulated with subtle shifts in massing and balconies to break down their verticality and provide architectural interest (see Figure 4.4). A consistent window rhythm and high-quality materials contribute to a unified architectural language across both towers. Each tower includes dedicated lobby entrances, elevator cores, and amenity access points, ensuring clear circulation and a distinct identity within the overall development.



Figure 4.4 - Proposed tower design (Kirkor Architects and Planners, July 2025)

4.4 ACCESS AND CIRCULATION

The Proposed Development at 167–171 King Street South is designed to support efficient, safe, and multi-modal circulation while minimizing the visual and functional impact of vehicular infrastructure on the public realm. The Site’s access and circulation strategy reinforces pedestrian and transit-oriented design principles appropriate to its location within the Uptown Waterloo Urban Growth Centre.

Vehicle access to the Site is limited to two strategic entry points: one from Caroline Street South and one from Kuntz Lane (see Figure 4.5). This restricts

vehicular movement along King Street South and preserves a strong pedestrian-oriented frontage. Internal Site circulation is contained within the development, including dedicated space for loading, servicing, drop-off, and short-term parking. Vehicles access two levels of structured parking located within the building podium via internal ramps. This approach allows for all at-grade servicing and vehicular functions to be screened from public view, contributing to an attractive, uninterrupted streetscape and a higher-quality pedestrian experience.

The Site has been designed with pedestrians at the forefront. Primary building entrances are oriented to King Street South, a key pedestrian corridor, and are directly accessible from the public sidewalk (see Figure 4.6). The podium provides opportunities for active ground-floor uses that animate the street and foster urban vibrancy. Walkways within and around the Site facilitate barrier-free pedestrian movement, connecting building entrances with sidewalks, amenity areas, and nearby transit.

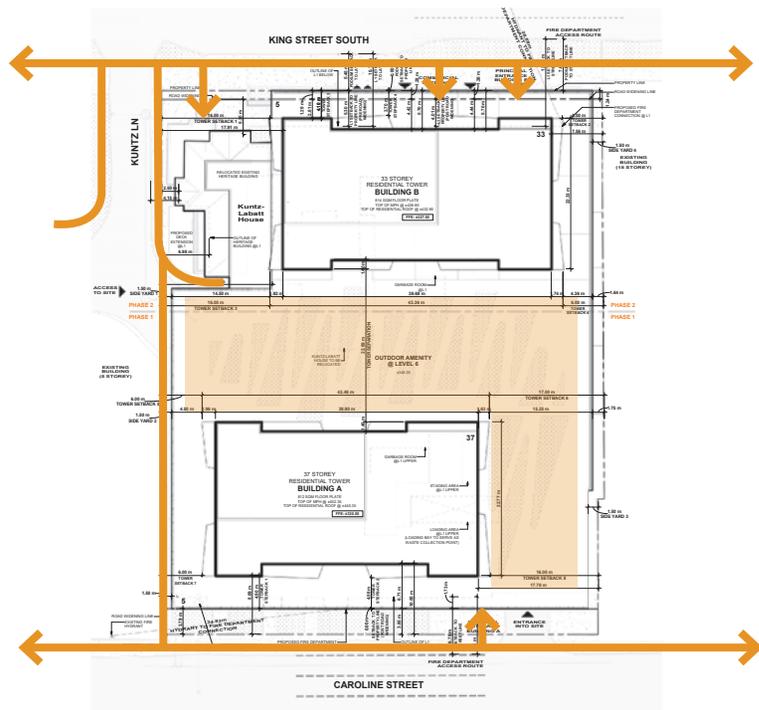


Figure 4.5 - Proposed pedestrian circulation

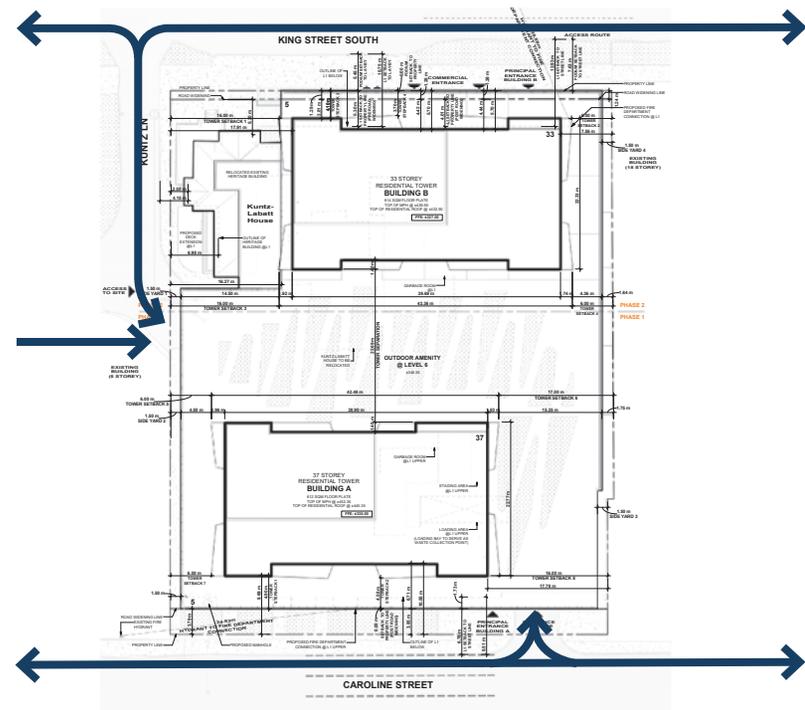


Figure 4.6 - Proposed vehicle circulation

Cycling Infrastructure

Secure, easily accessible bicycle parking is provided at-grade and within the building to encourage active transportation. The Site’s integration with existing cycling infrastructure along King Street South and Caroline Street South supports year-round cycling for both residents and visitors.

Transit Integration

The Proposed Development benefits from immediate access to three ION LRT stations—Allen, Willis Way and Waterloo Public Square Station—all within walking distance of the Site (see Figure 4.7). The building’s orientation, pedestrian pathways, and street-level design reinforce the Site’s role as a transit-supportive node. These connections facilitate easy access to local and regional destinations and reduce reliance on personal vehicles.

In summary, the Proposed Development applies a thoughtful access and circulation strategy that balances functional requirements with urban design goals. By containing vehicular activity internally and prioritizing pedestrian and transit access, the development contributes positively to a walkable, connected, and vibrant urban environment.

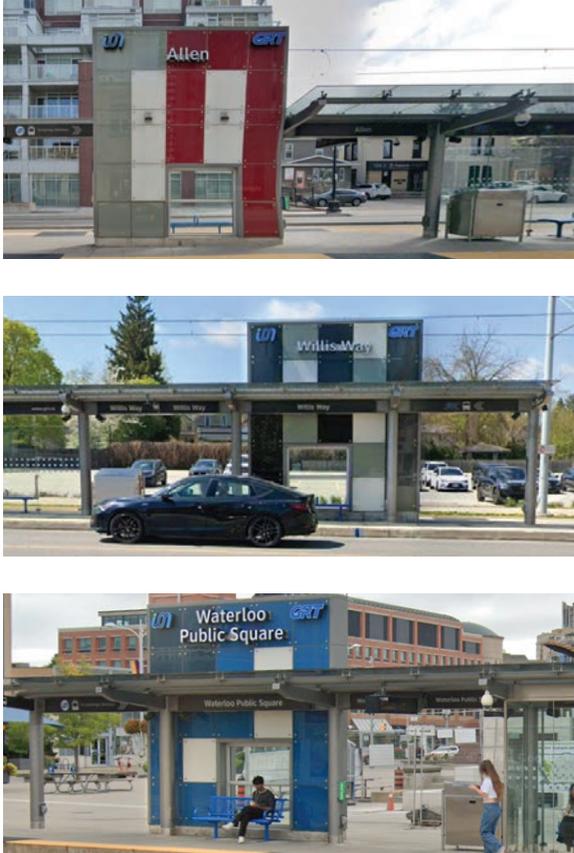


Figure 4.7 - Proximity to ION LRT stations

4.5 SHADOW STUDY

The Proposed Development represents a compatible intensification within a Strategic Growth Area. The Shadow Study prepared by Kirkor Architects and Planners (dated July 23, 2025) generally meets the criteria for shadows on adjacent properties and residential yards(see Figure 4.8). Specifically:

- Public sidewalks have a minimum of 50 percent sun coverage between 9AM and 6PM during the march and September test times; and,
- Nearby residential yards have a minimum of 3 continuous hours of sun during the March and September test dates.

While the analysed shadow study generally meets the criteria, shadows are present over Brewmeister Green Park (open space) during the September test date, from 10am-2pm. From 2pm onward, the park receives full sun. Shadow impacts on the open space have been reduced by locating the taller of the two towers on Caroline Street South, set further back from Brewmeister Green Park.

The full shadow study drawings are included as Appendix A.



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Figure 4.8 - Shadow Study (Kirkor Architects and Planners, July 2025)

5.0 CONCLUSION



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

- The Proposed Development provides a range of residential units, a podium and tower-built form, and a high-quality architectural design that supports the broader goal of including more transit supportive development;
- Utilizing façade design and material palette that complements the surrounding context;
- Creating barrier-free pedestrian connections and bicycle parking to promote active transportation; and,
- Encouraging sustainable design and protecting the existing heritage features on the Site.

It is our opinion that the proposed Zoning Bylaw Amendment application reflects the intent, policies, and guidelines of the City of Waterloo and represent good urban design.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Andrea Sinclair". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Andrea Sinclair, BES, MUDES, RPP, MCIP
Partner

A handwritten signature in black ink, appearing to read "Adrienne Mason". The signature is cursive and elegant.

Adrienne Mason, BES
Urban Designer

6.0 APPENDIX A





JUNE 21, 08:18 AM



JUNE 21, 09:18 AM



JUNE 21, 10:18 AM



JUNE 21, 11:18 AM

- ROADS
- MASSING
- CURBS
- PARK

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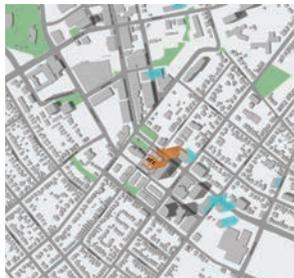
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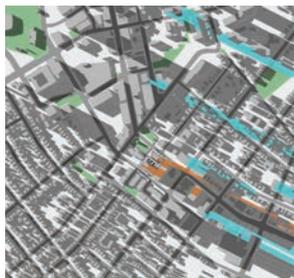
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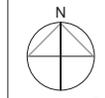
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Client:
Urban Legend Developments Ltd/ VanMar Developments

167-171 King St. S, Waterloo, ON
Proposed Mixed-Use Development

Drawing Title:
Sun/Shadow Study (June 21)

Scale:
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Checked by:
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Project No.:
24-036
Date:
2025-07-23
Drawing No.:



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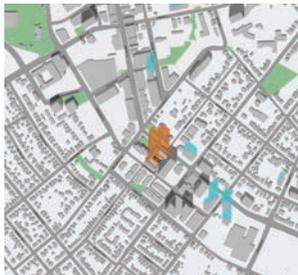


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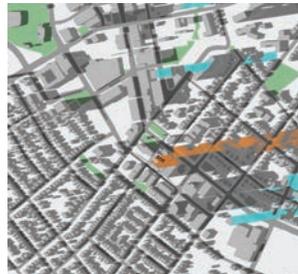
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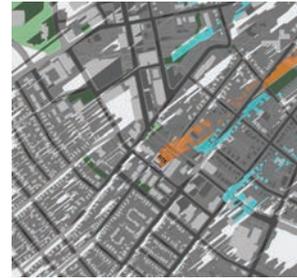
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Proposed Mixed-Use Development

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Sun/Shadow Study (December 21)

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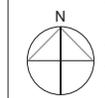
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