

180 KING STREET S
WATERLOO, ON

APRIL
2023

URBAN DESIGN BRIEF

File No. 22169A

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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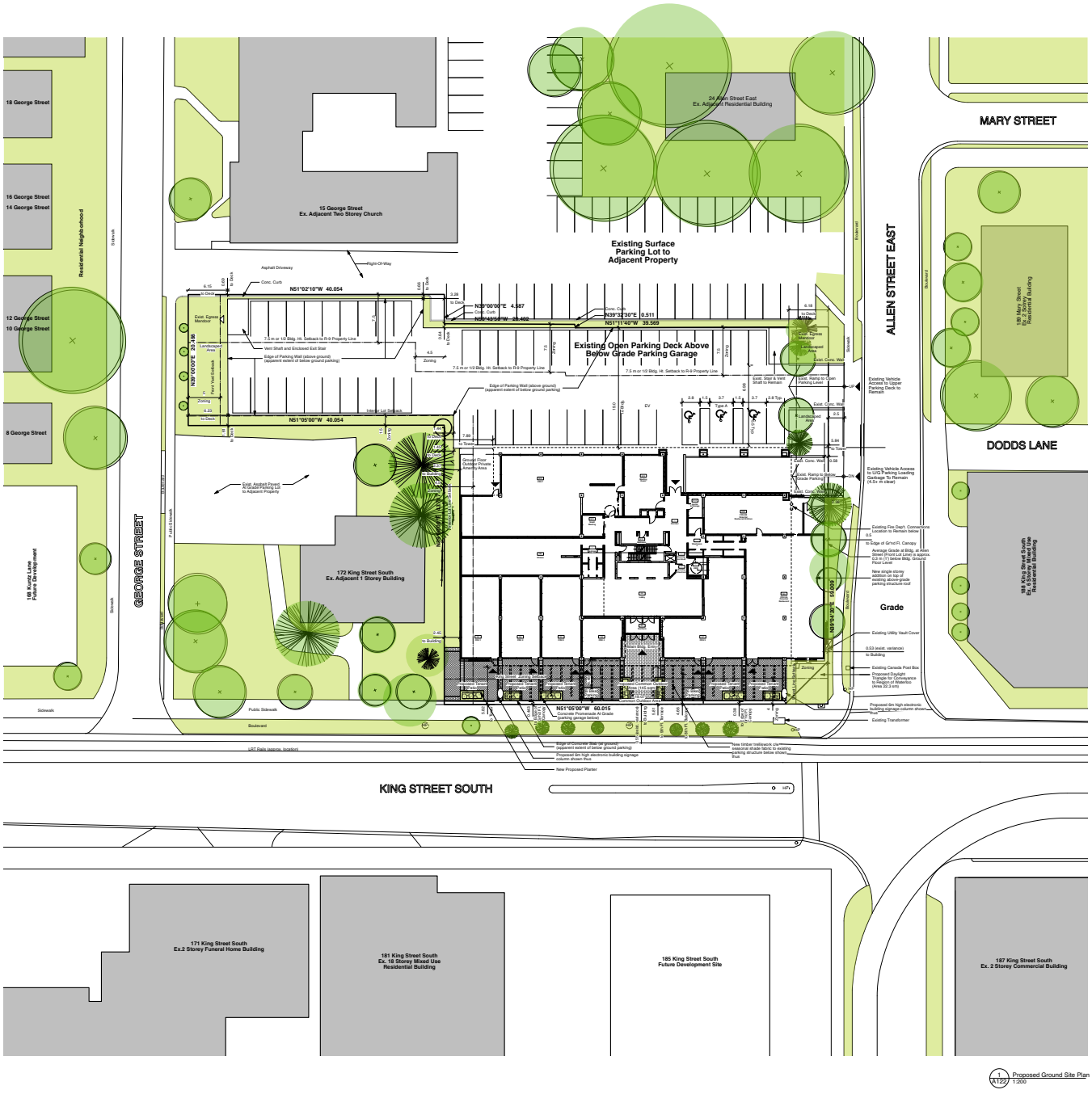
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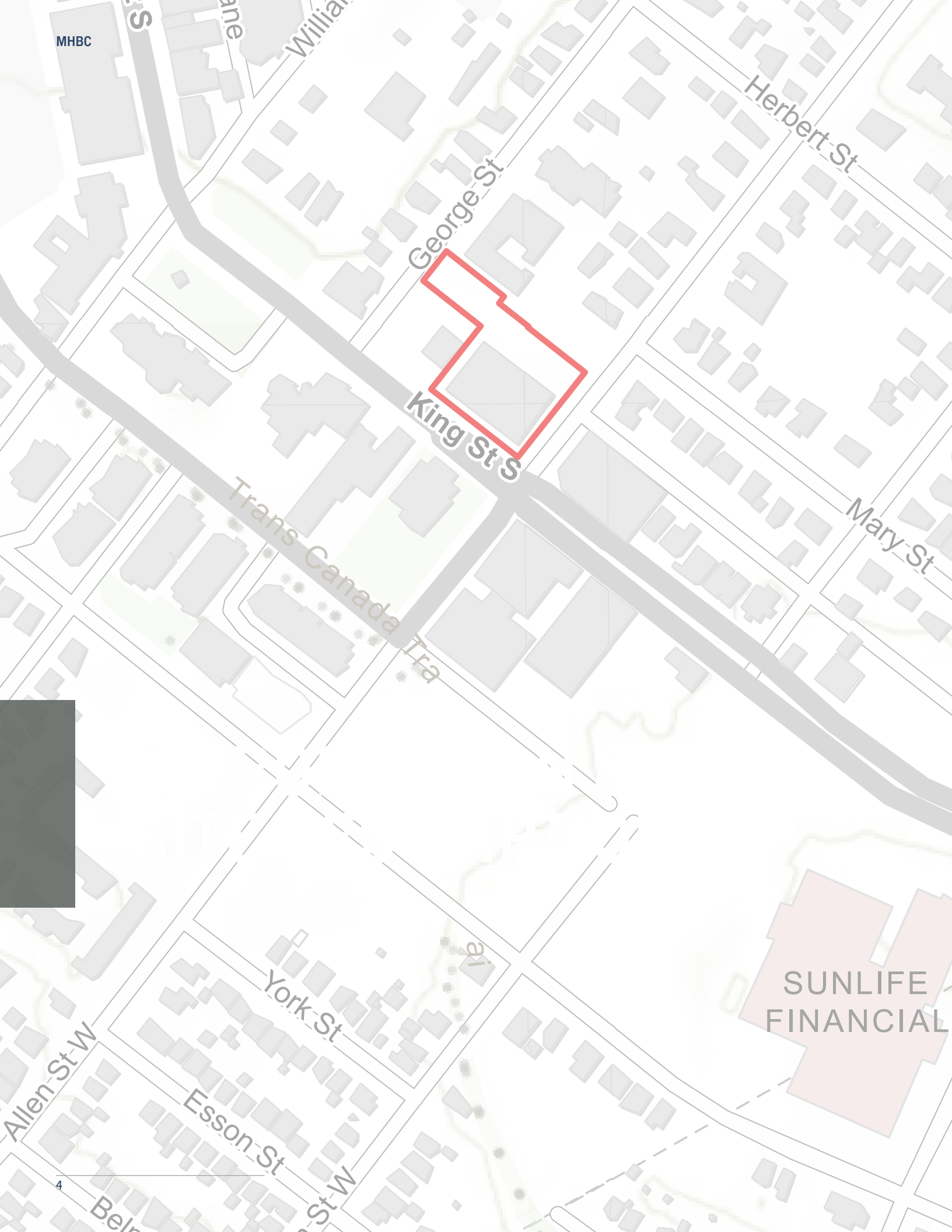
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APPENDIX A: SHADOW STUDY



Development Concept by John MacDonald Architect.


MHBC
George St
Herbert St
King St S
Trans Canada Trl
Mary St
York St
Allen St W
Esson St
SUNLIFE
FINANCIAL

1.0 | INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC Planning") was retained by 1000237993 Ontario Inc. to prepare a Scoped Urban Design Brief in support of a Zoning By-law Amendment for the property municipally known as 180 King Street South in the City of Waterloo (the "subject lands").

The subject lands are 0.4 hectares in size and are located on the east side of King Street South between George Street and Allen Street East in Uptown Waterloo. The subject lands are currently occupied by a seven-storey office building marketed commercially as "Allen Square".

The proposed Amendment would facilitate the adaptive reuse of the building into a mixed-use development with at-grade commercial uses with residential units above. An additional three storeys are to be added for a total of ten storeys, which is permitted in the "Uptown Mixed-Use" and "Uptown Urban Growth Centre" designations that apply to the subject lands. The requested Amendment would rezone the subject lands from the "Uptown Mixed Use 30" zone to a site-specific "Uptown Mixed Use 40" zone. The site-specific exceptions are primarily requested to recognize the existing 1970's building and to permit ground floor expansions to introduce a podium/base to the existing built form.

POLICY FRAMEWORK

The proposed development and this Brief has considered the policies and design direction contained within the Region of Waterloo Official Plan, City of Waterloo Strategic Plan, and the City of Waterloo Urban Design Manual.

The proposed development envisions an attractive development that is appropriate for, and well integrated with the surrounding community. A focus on pedestrian oriented built form, landscaped features, transit supportive densities and active streetscapes.

The proposal will assist the City in achieving its residential growth targets within the existing builtup area while contributing to the development of complete communities, supporting existing and future transit routes.

OUR APPROACH

In accordance with the Record of Consultation, this Scoped Urban Design Brief is intended to:

- Identify specific architectural gestures being proposed to help achieve the intent of the built form performance standards in the Zoning By-law;
- Identify and demonstrate how the proposed development achieves the policy objectives of the Official Plan and Urban Design Manual for the Uptown Primary Node;
- Identify design considerations for increasing the energy and carbon performance of the proposed development identified through the Energy Strategy, including energy offset implications as a result of the adaptive reuse of an existing building, opportunities for high performance materials, or other notable innovative design intentions; and,
- Include a sun/shadow analysis on surrounding properties.

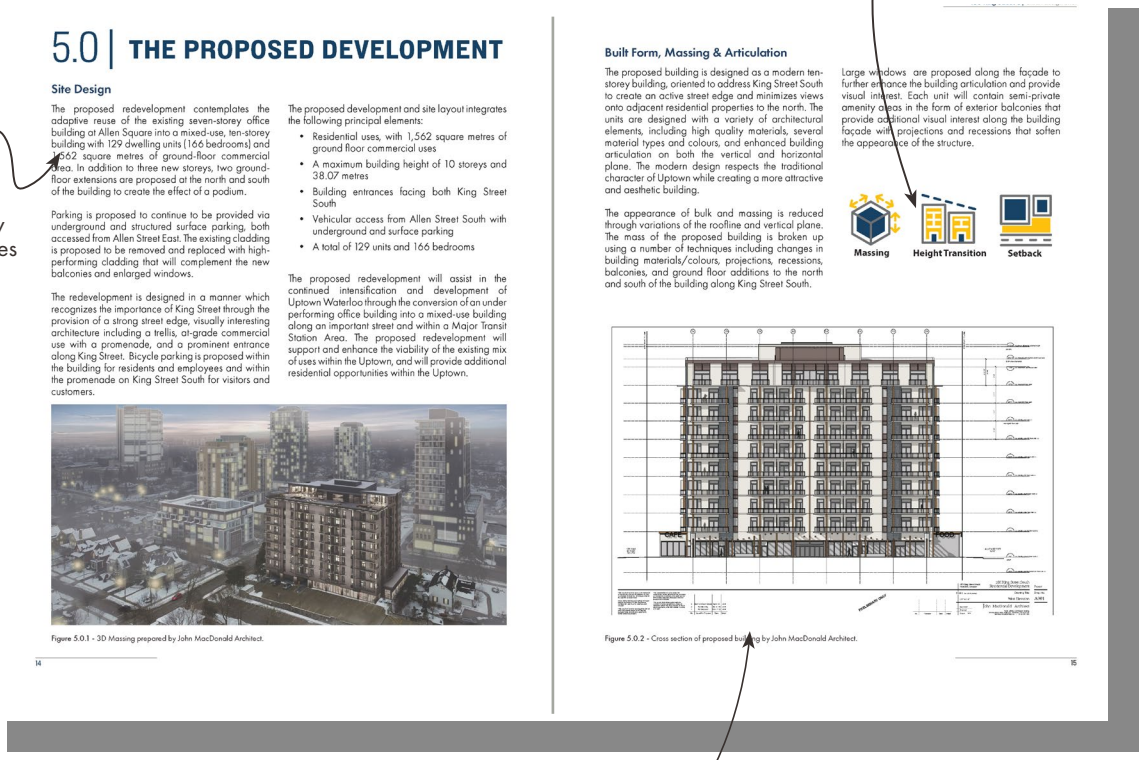
MHBC on behalf of 1000237993 Ontario Inc. has prepared this Urban Design Brief to illustrate how the proposed development has met the design vision of the City of Waterloo Official Plan and Urban Design Manual.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

2.0 | HOW TO READ THIS BRIEF

Reference to key design principle being acknowledged

Response to design policy and guidelines from the municipality



5.0 | THE PROPOSED DEVELOPMENT

Site Design

The proposed redevelopment contemplates the adaptive reuse of the existing seven-storey office building at Allen Square into a mixed-use, ten-storey building with 129 dwelling units (166 bedrooms) and 1562 square metres of ground-floor commercial area. In addition to three new storeys, two ground-floor extensions are proposed at the north and south of the building to create the effect of a podium.

Parking is proposed to continue to be provided via underground and structured surface parking, both accessed from Allen Street East. The existing cladding is proposed to be removed and replaced with high-performing cladding that will complement the new balconies and enlarged windows.

The redevelopment is designed in a manner which recognizes the importance of King Street through the provision of a strong street edge, visually interesting architecture including a trellis, at-grade commercial use with a promenade, and a prominent entrance along King Street. Bicycle parking is proposed within the building for residents and employees and within the promenade on King Street South for visitors and customers.

The proposed development and site layout integrates the following principal elements:

- Residential uses, with 1,562 square metres of ground floor commercial uses
- A maximum building height of 10 storeys and 38.07 metres
- Building entrances facing both King Street South
- Vehicular access from Allen Street South with underground and surface parking
- A total of 129 units and 166 bedrooms

The proposed redevelopment will assist in the continued intensification and development of Uptown Waterloo through the conversion of an under performing office building into a mixed-use building along an important street and within a Major Transit Station Area. The proposed redevelopment will support and enhance the viability of the existing mix of uses within the Uptown, and will provide additional residential opportunities within the Uptown.

Figure 5.0.1 - 3D Massing prepared by John MacDonald Architect.

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Built Form, Massing & Articulation

The proposed building is designed as a modern ten-storey building, oriented to address King Street South to create an active street edge and minimizes views onto adjacent residential properties to the north. The units are designed with a variety of architectural elements, including high quality materials, several material types and colours, and enhanced building articulation on both the vertical and horizontal plane. The modern design respects the traditional character of Uptown while creating a more attractive and aesthetic building.

The appearance of bulk and massing is reduced through variations of the roofline and vertical plane. The mass of the proposed building is broken up using a number of techniques including changes in building materials/colours, projections, recessions, balconies, and ground floor additions to the north and south of the building along King Street South.

Large windows are proposed along the façade to further enhance the building articulation and provide visual interest. Each unit will contain semi-private amenity areas in the form of exterior balconies that provide additional visual interest along the building façade with projections and recessions that soften the appearance of the structure.

Massing Height Transition Setback

Figure 5.0.2 - Cross section of proposed building by John MacDonald Architect.

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Figure/Image illustrating adherence where applicable

Key urban design principles have been organized into categories. Each category offers a written response that demonstrates how that principle has been met. In cases where compliance is not feasible, a rationale is provided on how the design intent will still be maintained.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community.

Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0 | SITE DESCRIPTION & SURROUNDING LAND USES

3.1
DESCRIPTION OF SUBJECT LANDS

The subject lands are located along King Street South between George Street and Allen Street East in Uptown Waterloo and are municipally known as 180 King Street South. The subject lands are legally described as Part of Lots 46 and 47, Registered Plan No. 498, City of Waterloo, Region of Waterloo. The location of the subject lands is shown on **Figure 3.1.3**.

The subject property is 0.437 hectares in area and has 20.5 metres of frontage on George Street, 60 metres of frontage on King Street South, and 59 metres of frontage on Allen Street East. While the subject property has frontage on George Street, vehicular access is currently provided from Allen Street East only.

The subject lands are currently occupied by an office building marketed commercially as Allen Square. The existing building is seven storeys in height and includes a parking structure with at-grade and below-grade parking, accessed from Allen Street East. The building was constructed in the 1970's and has been primarily leased as a multi-tenant professional office building.

The existing building has a total floor area of 10,700 square metres (115,170 square feet) and 152 parking spaces. The parking deck is approximately 1-2 metres above the surrounding properties and is located behind the office building along the easterly edge of the property.



Figure 3.1.1 - View looking east down King Street facing the Subject Lands.



Figure 3.1.2 - View looking south-west across the Subject Lands.



Location Plan

LEGEND

Subject Lands

DATE: April 17, 2021

SCALE: NTS

FILE: 22169A

DRAWN: CH

north

810 King Street South
City of Waterloo
Region of Waterloo

Source: Region of Waterloo, 2019

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Figure 3.1.3 - Aerial View of Subject Lands in relation to its surroundings.

3.2

ANALYSIS OF SITE CONTEXT

Community Context

The subject lands are located in Uptown Waterloo on King Street South, the primary street for intensification in the City, within an Urban Growth Centre and a Primary Node. Located at the south end of the City, the subject lands are proximate to the northern border of the City of Kitchener. The Official Plan indicates that the subject lands are located in the 'Uptown Complementary Transition Area', which applies to properties that are outside of the Uptown Commercial Core but are intended for medium to high-density mixed-use development. The Official Plan intends these areas to act as transitions from the Uptown Commercial Core to the surrounding low density residential use through transitions in height and density and through reduced retail use in comparison to the Uptown Commercial Core.

King Street is well served by public transit including the ION light rail transit system and bus rapid transit. The subject lands are proximate to bus rapid transit systems and are a short distance to the Allen Street Major Transit Station Area.

Neighbourhood Context

The subject lands have been developed with the present seven-storey office building since the 1970's and form part of the surrounding neighbourhood. Uses along King Street are generally mixed-use, higher density development surrounded by low density residential subdivisions. While the low density residential neighbourhoods are well established and relatively stable, the uses along King Street have redeveloped at a more frequent rate in conformity with the direction of Provincial and municipal policy that directs intensification to areas well served by public transit.

The subject lands have provided office space to a variety of small and medium size businesses over the years. Despite being located in a prime location that is easily accessible from public, active, and vehicular transportation, the existing building has not been fully occupied for a considerable time frame. The building was recently sold and the current owner intends to convert the majority of the office space to residential uses while also adding new floors to the building.

The ground floor will be expanded and the intent is to lease the space for active uses such as a restaurant, café, personal services, and other retail uses that will cater to residents living in the building and surrounding neighbourhood. It is anticipated that the proposed redevelopment will benefit surrounding commercial and office uses through an increased residential density.

The subject lands are within the 'Central' planning district. New residential development within this area would improve housing choice and increase housing supply and would be supported by the surrounding commercial, institutional uses, including schools, parks and greenspace. As the dwelling units are intended for rental tenure, this will provide more housing options for current and future residents of the City. Given the proximity of key transit routes, the proposed development would also be well situated and offer easy access to other areas of the City.

The site is well positioned to provide future residents with a complete community setting wherein most daily and weekly necessities are located in close proximity to one another, and is well located relative to the existing transit network, providing accessibility across the City.



Figure 3.2.1 - Context map showing the Site in relation to its surroundings.

Streetscape Context

The subject lands front onto three streets, with the King Street South frontage being the primary streetscape. Along King Street, the existing development includes the main pedestrian access under an entrance canopy surrounded by a promenade with raised planting beds. There are three pedestrian connections from the promenade to the sidewalk along King Street South. At the north of the building, there is an area between the office building and the adjacent property (172 King Street South) that is approximately 7.5 metres wide. It is devoid of landscaping as it forms the roof of the underground parking structure and is concrete at grade. This area is often in shadow and is currently not well utilized or pedestrian friendly.

The streetscape along Allen Street continues the promenade and includes mature trees between the promenade and the sidewalk. Access to the underground parking and the above grade parking structure are provided from Allen Street.

The subject lands additionally front onto George Street; however, there is no access, pedestrian or vehicular, from George Street due to the height of the parking deck. The parking deck is 6.15 metres from the property line with the intervening area sodded. Several mature street trees are located on municipal property.

The intersection of King Street and Allen Street is signalized with the LRT tracks running along King Street and Allen Street West.

A descriptions of the surrounding land uses is described below:

NORTH:
172 King Street South, a one-storey dwelling immediately adjacent to the subject lands, is designated under Part IV of the Ontario Heritage Act. This property has been used for professional offices for many years. There is a surface parking lot behind the building with access off George Street. A new mid-rise mixed-use building is currently under construction at George Street and King Street. Commercial uses and low-rise residential uses are located to the north and northwest of the subject lands.

SOUTH:
Commercial and residential uses of varying densities are located to the south of the subject lands. Immediately south of the subject lands, across Allen Street, is 188 King Street South ("Red Condominiums"), a mixed-use residential and commercial mid-rise development. Low-rise commercial and residential uses are located further south.

EAST:
The Waterloo-Kitchener United Mennonite Church and low-rise residential uses are located immediately to the east of the subject lands. The church property includes a surface parking lot adjacent to the subject lands that extends from George Street to Allen Street. Low density residential uses predominate beyond the noted uses.

WEST:
Commercial and residential uses of varying densities are located to the west of the subject lands, including the Bauer Buildings mixed-use development. This site includes office, retail and high density residential uses. Immediately west of the lands is 185 King Street South, the former adult recreation community centre that is now a vacant site with a future office development proposed (the Perimeter Development site). 181 King Street South is a mixed-use residential and commercial high-rise development which is adjacent to 185 King Street South (the "Circa 1877").

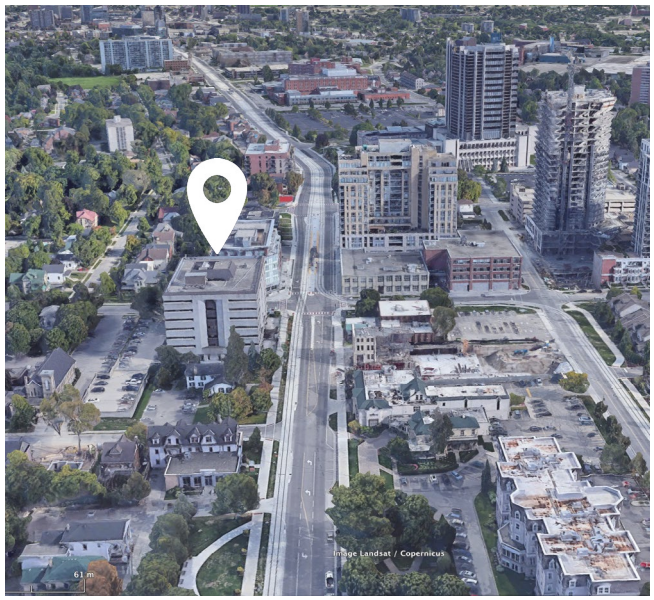


Figure 3.2.2 - Aerial view showing context surrounding the Subject Lands.

3.3
DESIGN CONSTRAINTS

As an existing building with underground and above-grade structured parking, adaptive reuse is a challenge and limits opportunities to meet design objectives in the same way that a new build can. The proposed redevelopment incorporates as many urban design objectives as possible through additions, new cladding, the addition of balconies, an enhanced streetscape, and other mechanisms to be discussed, however the basic massing of the existing structure and location of the structure and parking garage are not proposed to be altered.

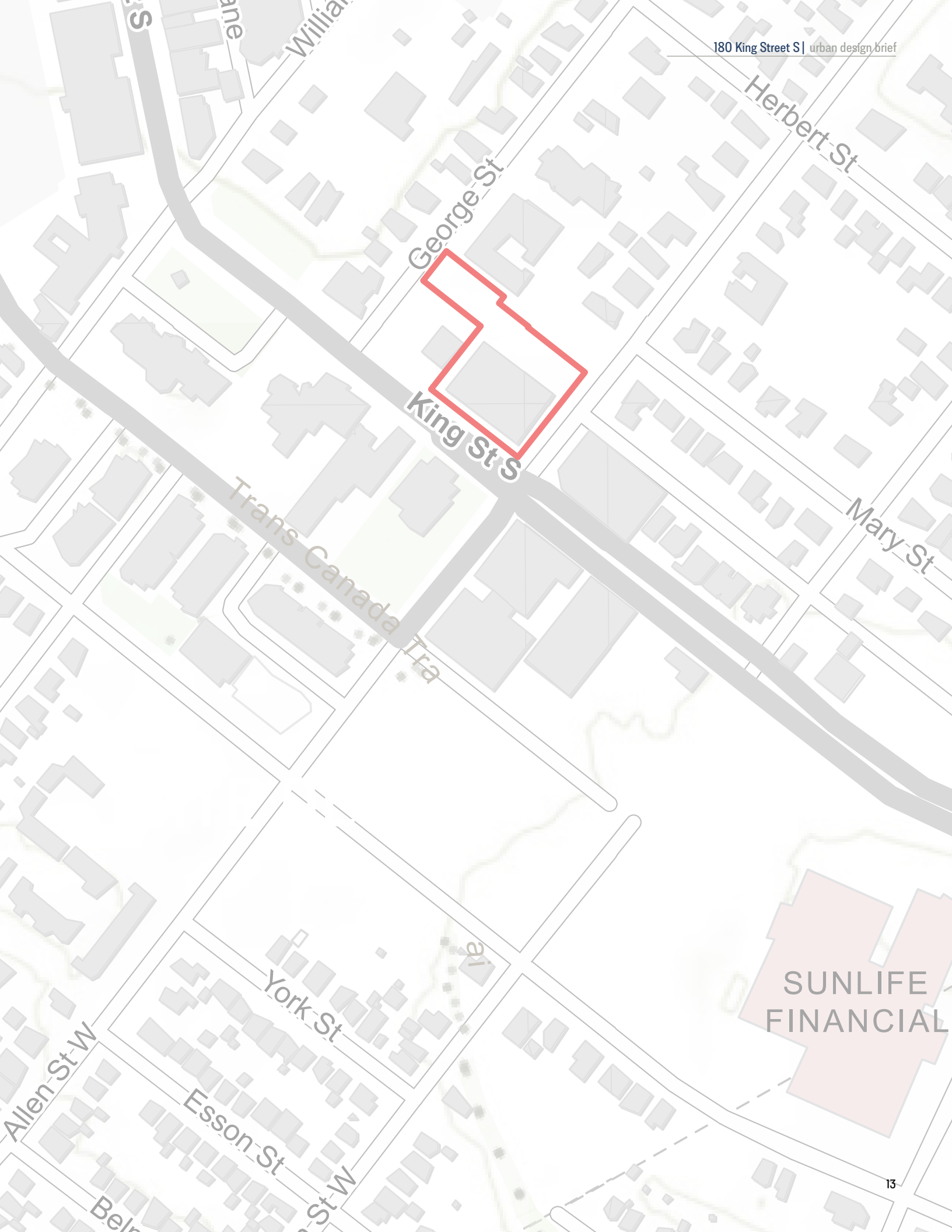
Similar design constraints affect the interior of the building. The conversion of an office floor plate into residential units poses many challenges, such as providing adequate windows for lighting and working within the structural framework of the building.

In addition, the application of the Ontario Building Code becomes complex with regard to the proposed mixed-uses and the addition of new residential floors. Notwithstanding, the proposed interior layout makes efficient use of the existing floor plate and utilizes some of the interior space for hallways, storage lockers and utility rooms.

Landscaping of the subject lands is limited by the extent of the underground garage, with the upper portion of the structure creating paved areas at-grade. The majority of the site is covered with surface parking (raised parking deck) as well as the concrete slabs for the underground parking.



Figure 3.2.3 - Aerial views demonstrating existing conditions of the Subject Lands in relation to its surrounding context.


Herbert St
George St
King St S
Trans Canada Trl
Mary St
York St
Allen St W
Esson St
SUNLIFE
FINANCIAL

4.0 | THE PROPOSED DEVELOPMENT

Site Design

The proposed redevelopment contemplates the adaptive reuse of the existing seven-storey office building at Allen Square into a mixed-use, ten-storey building with 129 dwelling units (166 bedrooms) and 1,580 square metres of ground-floor commercial area. In addition to three new storeys, two ground-floor extensions are proposed at the north and south of the building to create the effect of a podium while also better utilizing this area that sits above the underground parking garage.

Parking will continue to be provided via underground and structured surface parking, both accessed from Allen Street East. The existing concrete panels will be removed and replaced with high-performing cladding that will complement the new balconies and enlarged windows.

The redevelopment is designed in a manner that recognizes the importance of King Street through the provision of a strong street edge, visually interesting architecture including a pedestrian scaled trellis, at-grade commercial use with a promenade, and a prominent entrance along King Street. Bicycle parking is proposed within the building for residents and within the promenade on King Street South for visitors and customers.

The proposed development and site layout integrates the following principal elements:

- Residential uses, with 1,580 square metres of ground floor commercial uses.
- A maximum building height of 10 storeys and approximately 39 metres.
- Building entrances facing both King Street South and off the rear parking deck.
- Vehicular access from Allen Street South with underground and deck parking.
- A total of 129 units and 166 bedrooms.

The proposed redevelopment will assist in the continued intensification and development of Uptown Waterloo through the conversion of an older office building into a mixed-use building along an important street and within a Major Transit Station Area. The proposed redevelopment will support and enhance the viability of the existing mix of uses within the Uptown, and will provide additional residential opportunities within the Uptown.



Figure 4.0.1 - 3D Massing prepared by John MacDonald Architect.

Built Form, Massing & Articulation

The proposed building is designed as a contemporary ten storey building, oriented to address King Street South to create an active street edge and minimizes views onto adjacent residential properties to the east. The units are designed with a variety of architectural elements, including high quality materials, utilizing different textures and colours, and enhanced building articulation on both the vertical and horizontal plane. The modern design complements the traditional main street character of Uptown while creating a more attractive and aesthetic building.

The appearance of bulk and massing is reduced through variations of the roofline and vertical plane. The mass of the proposed building is broken up using a number of techniques including changes in building materials/colours, projections, recessions, balconies, and ground floor additions to the north and south of the building along King Street South.

Large windows are proposed along the façade to further enhance the building articulation and provide visual interest. Each unit will contain private amenity areas in the form of exterior balconies that provide additional visual interest along the building façade. The curved design of the balconies creates a rhythm across the façade that further breaks up the mass of the building.



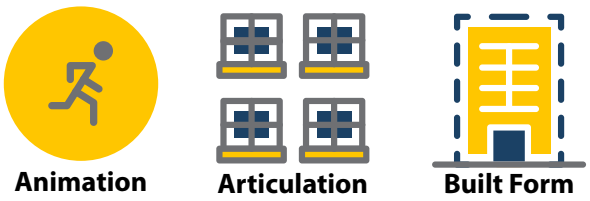


Figure 4.0.2 - Massing of proposed building by John MacDonald Architect.

The use of large windows along street frontages provides for a comfortable public corridor by creating passive oversight from the ground floor commercial units as well as the residential units. The private balconies, windows and private rooftop terrace also contribute to the social interaction among future residents of the site, and assist in providing safety for residents and users of the site through additional opportunities for 'eyes on the street.'

A mix of building materials and colours that complement the existing surrounding neighbourhood as well as contribute to a modern design, are proposed to provide visual interest along the public streets. Various architectural buildings materials and design elements have been incorporated into the building design.

Exterior colour packages have been designed to create a visually harmonious streetscape appearance while introducing some tasteful design elements through colours and varying textures. Further refinement of these materials will occur during the review process.



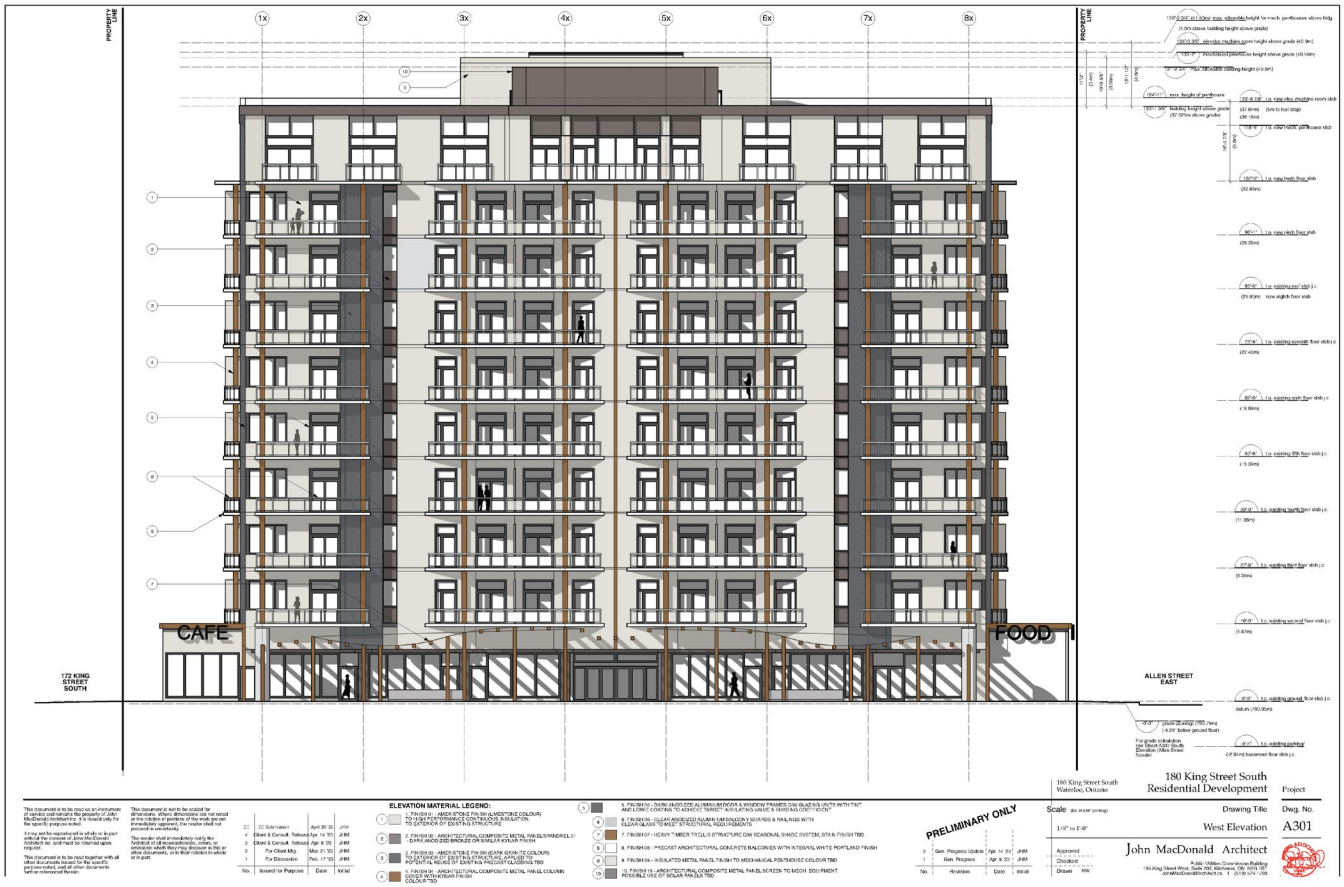


Figure 4.0.3 - Cross section of proposed building by John MacDonald Architect.

Transit Supportive Design

The proposed development supports all forms of transportation including active transportation and transit use. The subject lands are well connected to the City and Region's arterial road network (including King Street) and have convenient access to the Provincial highway network (Highway 7/8) (via Erb St E).

The site is located along the ION LRT Route and is proximate to both the Willis Way and the Allen Street stations, which will provide for convenient higher order transit service between Conestoga Mall in Waterloo and Fairview Mall in Kitchener. ION will provide connections throughout Waterloo and Kitchener, and will also connect to existing bus routes, operated by Grand River Transit, which will service the surrounding Region.

Consideration has been given to the full range of transportation modes including the provision of bike storage. Bicycle parking will be accessible near main entrance areas where feasible to supporting active transportation.

Bicycle parking is proposed within the parking garage including individual, wall mounted racks for residents, and at grade bicycle parking spaces will be provided near the building entrances. The site is in close proximity (walking distance) to the core area that provides services and food for the daily use and needs of residents.



Figure 4.0.4 - Rendering by John MacDonald Architect



Figure 4.0.5 - Building Rendering by John MacDonald Architect

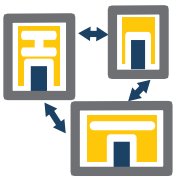
Pedestrian & Vehicular Circulation

The siting of the proposed building on the subject lands will promote safe pedestrian linkages through a continuous pedestrian experience along the primary frontage of the building. The internal pedestrian network proposed within the subject lands provides direct access from the surrounding neighbourhoods, amenity space, and parking lot to the proposed residential building. The sidewalk and path network will connect to the building main entrances to ensure continuous access and safety for pedestrians.

The proposed entranceway's and walkways will ensure barrier-free accessibility requirements are met by implementing sufficient walkway widths, gradual grade changes, and textured surface paving where appropriate. The building main entrances will be covered and weather-protected with appropriate lighting to create a comfortable and well-defined pedestrian arrival and departure experience.

A private driveway is provided with vehicular access from Allen Street and provides direct access to the existing parking structure. The existing parking deck does not provide a pedestrian or vehicular access to George Street. The addition of a pedestrian access point has been studied and concluded that alterations to provide access from George Street, pedestrian of vehicular, would result in significant loss of parking. As an alternative, the interface with King Street South has been the design focus for access and activation.

The proposed parking arrangement and design will allow for a safe and continuous vehicular movement between the parking spaces and sidewalks while ensuring accessible parking needs are prioritized and situated in close proximity to building entrances to ensure barrier free access is provided.



Connectivity



Circulation



Pedestrian-oriented

The proposed parking includes 152 parking spaces, of which 118 will be for residential units, 13 for residential visitors, 16 for commercial uses, and 5 accessible. Bicycle parking will also be provided within the parking structure that includes 112 bicycle parking spaces.

In order to strengthen the development's pedestrian amenities, car parking and service areas are effectively screened and setback from the street edge. The solid walls to the parking deck prevent light glare from automobiles and also muffle noise to surrounding properties. Due to the extensive development of the site in its current state, there are limited opportunities to introduce new landscaped areas however raised planters along the pedestrian/ public realm help to soften the hard surfaces and create a visual que to differentiate uses.

City staff have indicated a desire to expand the sidewalk along Allen Street East to 1.8 metres. There is no opportunity to widen the sidewalk toward the subject lands without resulting in the removal of mature trees along the mutual property line. A curb-fronting sidewalk can be explored along Allen Street East to provide a wider sidewalk.



Figure 4.0.6 - Rendering by John MacDonald Architect

Public Realm & Place-Making

The form of building plays an important role in enhancing the public realm. The proposed mixed-use development incorporates elements of interest along the ground floor of the podium; by provide a mix of non-residential uses that will solicit activity from pedestrians.

Connections from King Street South, Allen Street, and the active transportation network are important in connecting pedestrians to the proposed development and surrounding community. This includes building entrances, parking, and existing and proposed walkways. Connections from private residents to the public realm are designed to provide a sufficient level of privacy for residents. In that regard, the residential balconies are located above the ground floor and further separated by the ground floor podium along Allen Street and the trellis along King Street. This provides both a physical separation as well as a visual buffer for residents using those balconies.

The intent of the building design is to provide units that are attractive within the public and private realms. The use of ground floor commercial and public amenity uses along the street frontage of King Street South contributes to a consistent pedestrian experience.

Active building edges with non-residential uses should include elements that provide visual interest and offer a connection between activity inside the building and the public realm. This can be achieved through transparent windows, frequent building edges and entrances, articulation of facades with projections such as bays/canopies and porches and/or patios, and weather protection. Prominent building entrances help pedestrians know where to enter the building, and can contribute to the unique character of the public space.



Figure 4.0.7 - Streetscape rendering by John MacDonald Architect.

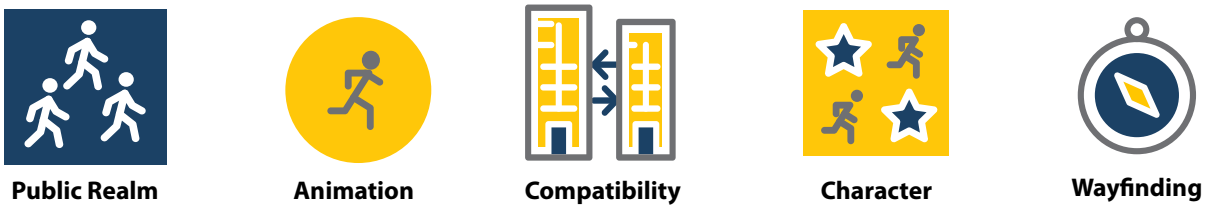




Figure 4.0.8 - Precedent examples of active building entrances and form.

Sustainability Considerations

The proposed redevelopment of Allen Square contemplates the adaptive reuse of an existing building and existing parking structure, which is inherently sustainable by reducing the requirement for new construction materials and demolition of the existing structure. . In addition to the adaptive reuse, the following outlines the key principles of energy conservation and sustainability in the proposed redevelopment:

- Installation of and enhanced building envelope with high-performance cladding that is durable;
- Balcony construction that is thermally broken from the interior slabs;
- Control of window-to-wall ratio for optimal energy performance;
- Re-use of existing services, including the main electrical service, with enhanced energy performance of new systems to meet the existing size of the service without increasing draw from the utility grid;
- Consideration of solar panels on the mechanical penthouse, with preliminary modeling demonstrating a system size of 87 KW DC / 72 KW AC with a totally CO2 reduction of 1,331 tonnes over 25 years and an equivalent of 303 acres of trees planted;
- High performance mechanical system using a heat pump and energy recovery ventilation for each suite;
- Best practice for plumbing systems, to reduce water consumption for highest efficiency production of domestic water;
- Individual control and metering of suite HVAC and electrical, to provide direct control and smart reporting of consumption to the occupant;
- Provision of 1 electric vehicle charging station with 80% of parking spaces electric-vehicle ready;
- Provision of bicycle parking;
- Setback strategies for common lighting in corridors and stairwells, using occupancy sensors to dim lighting for minimal consumption when occupied; and,
- LED lighting.

The project ownership is taking a long-term perspective with respect to energy consumption, durability, and operational cost for the building. This has resulted in decisions that directly benefit building occupants and provide effective stewardship of resources.



Figure 4.0.9 - Massing of proposed building by John MacDonald Architect.

Micro-climate Impacts

A wind study was not required in support of the development however, the owner commissioned a study to assess changes in wind conditions through the addition of three storeys. Given the proposed development is ten storeys it was not anticipated that the proposed building would result in significant wind impacts and the conclusions of the study confirmed this.

A key recommendation arising from the wind study was to maintain the existing recessed entrance off King Street. Another important finding was that the surface patio areas surrounding the building will provide comfortable wind conditions through out the year and no mitigation measures are required.

A shadow impact analysis was requested to allow staff to better understand the net impact the proposed massing will have on adjacent properties from a shadowing perspective. Overall, the impact of the additional three storeys is modest. The properties immediately adjacent to the subject lands would see additional shadow cast during winter and spring months, with properties being mildly impacted during the spring and summer. The shadow study diagrams are included as **Appendix A**.

The following is a short summary of the shadow study findings:

- **March/September 21:** During the Spring / Fall time periods the most impacted property are the buildings immediately adjacent to the subject lands to the north located at 172 King Street South and 18 Allen Street. These properties will each experience some level of shadow impact for two of the five time periods tested. The existing building currently casts shadow over much of the property at 172 King Street South given the proximity of the two properties.
- **June 21:** During the summer time periods the shadows are, for the most part, contained onsite or fall on parking areas of adjacent buildings. The existing property located at 172 King Street South will experience a brief shadow at 10:00am. Rear yards of homes located along Allen Street and Mary Street will only experience shadows at 6:00pm when shadows are at their longest.
- **December 21:** Many of the properties surrounding the subject lands experience shadows for the December time periods tested. However, it is noted that these shadows do not impact private rear yards of low-rise residential properties.

In our opinion, the shadow study diagrams outlined in **Appendix A** demonstrate that the height and location of the building will not generate unacceptable amounts of shadows over adjacent lands, especially given the separation between the proposed development and low-rise residential dwellings on surrounding streets.



Figure 4.0.10 - Existing Heritage property at 172 King Street S.

Heritage Considerations

The adjacent property to the north at 172 King Street South is designated under Part IV of the Ontario Heritage Act. The importance and preservation of this building has been considered in the design of the proposed redevelopment through:

- Consideration of shadow impacts;
- Ensuring the proposed expansion adjacent to the heritage dwelling is compatible in massing and does not overwhelm the dwelling;
- The existing setbacks are maintained; and,
- The redevelopment will not structurally damage the heritage dwelling.



Figure 4.0.11 - Rendering of proposed development adjacent to the existing Heritage property at 172 King Street S.

A Heritage Impact Assessment has been prepared to assess potential impacts of the proposed redevelopment on the heritage structure, and concludes that:

- There are minimal shadow impacts on the heritage structure as a result of the proposed increase in height;
- Views of the heritage structure from King Street South will not be affected by the proposed redevelopment;
- Land disturbance will be minimized as the proposed ground floor expansion adjacent to the heritage property will be on top of the existing concrete pad. Helical piles will be used to reinforce the existing structure to support the additional three storeys, and a vibration monitoring system will be installed in the north end of the basement of the subject lands to track vibration during construction activities to ensure there is no impact to the heritage dwelling; and,
- The proposed redevelopment is the most beneficial option and will have far less impact than demolition and new construction.

Design Summary

The proposed redevelopment has been designed with consideration to the existing built form context and will help to establish a consistent streetscape character along King Street South, ensuring the attractive elements and intimate feel of King Street is maintained.

The proposed redevelopment will assist in the continued intensification and development of Uptown Waterloo through the addition of a mid-rise, mixed-use building along an important street and within a Major Transit Station Area. The proposed redevelopment will support and enhance the viability of the existing mix of uses within the Uptown, and will provide additional residential opportunities within the Uptown.

The redevelopment is designed in a manner that recognizes the importance of King Street. The proposed redevelopment will be a positive contribution to the streetscape through the provision of a strong street edge, visually interesting architecture including a trellis, at-grade commercial use with a promenade, and a prominent entrance along King Street.

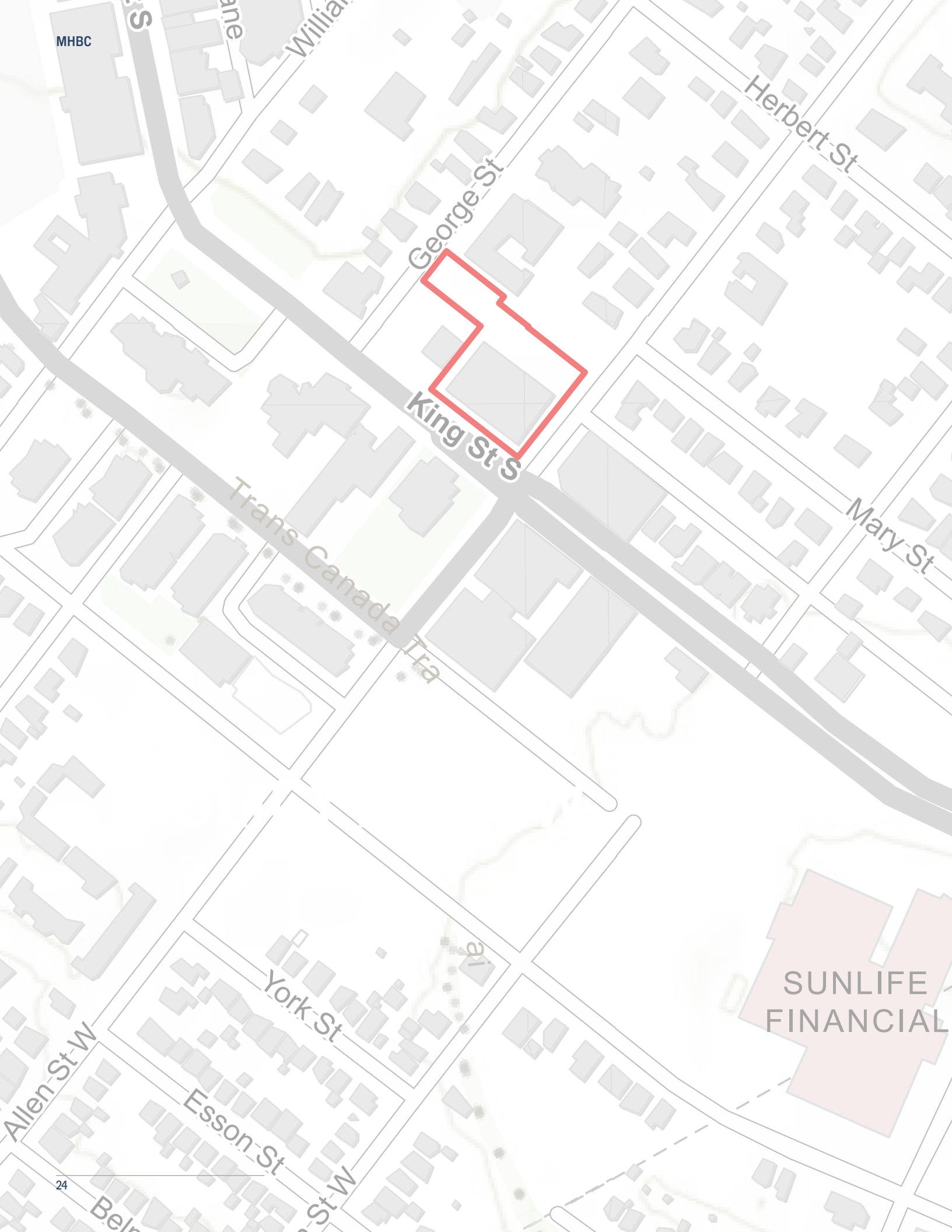
High quality materials will be incorporated into the facades, resulting in an attractive modern design that respects the traditional main street character of Uptown while modernizing the building.

The mass of the proposed building is broken up using a number of techniques including changes in building materials/colours; projections; recessions; and balconies.

The massing is designed to create a comfortable and engaging pedestrian environment, which is further enhanced through the provision of at-grade commercial uses along King Street South. A trellis is provided over the commercial promenade and main building entrance to highlight entrance points and provide shelter from weather elements (it is anticipated that a canopy will be added to the trellis during winter months).



Figure 4.0.12 - 3D Massing prepared by John MacDonald Architect.


MHBC
George St
Herbert St
King St S
Trans Canada Tra
Mary St
York St
Allen St W
Esson St
SUNLIFE
FINANCIAL

5.0 | POLICY REVIEW

The accompanying Planning Justification Report provides a comprehensive analysis of the Provincial, Regional and City land use policies. The following Section discusses the City's Urban Design Policies and the relevant Sections of the Urban Design Manual.

5.1 CITY OF WATERLOO STRATEGIC PLAN

The City of Waterloo's 2019-2022 Strategic Plan was developed with extensive input from members of the community including residents, business and education leaders, Council, post-secondary students, and City staff. The result of this consultation was the development of six strategic pillars, 19 objectives, and an updated mission and vision statement, all of which provide a common focus for Council and staff to guide decision-making within the City.

The Plan's Corporate Mission confirms the City of Waterloo is committed to supporting sustainable growth, equity, and an inclusive, vibrant community that leads the world in learning, discovery, and caring.

The Strategic Plan reflects six strategic pillars or areas of focus, as follows:

- Equity, inclusion, and a sense of belonging
- Sustainability and environment
- Safe, sustainable transportation
- Healthy community and resilient neighbourhoods
- Infrastructure renewal
- Economic growth and development

The proposed development recognizes the strategic pillars as it:

- Provides for rental residential units of varying sizes in a location that does not require ownership of a vehicle for daily living;
- Reuses an existing building and parking structure, reducing greenhouse gas generation;
- Supports transit use through intensification and proximity to the light rail and bus rapid transit systems;
- Supports active transportation through connectivity and the provision of bicycle parking;
- Creates a safe, accessible, and vibrant streetscape along King Street South;
- Provides for employment and commercial uses in proximity to residential uses, assisting with the achievement of a complete community;
- Provides for intensification with the Urban Growth Centre, Primary Node, and Major Transit Station Area.

5.2
CITY OF WATERLOO OFFICIAL PLAN

The City of Waterloo Official Plan provides policy direction for urban design in Section 3.11. These policies are addressed below.

4.1.2 GENERAL URBAN DESIGN POLICIES

3.11.1 (1) Intensification: In decisions to consider intensification, the City of Waterloo shall address the integration, compatibility 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.

The proposed height, built form, massing and density of the proposed redevelopment are appropriate and compatible with the surrounding context while remaining within the maximum height and density permissions of the Official Plan.

The proposed redevelopment is compatible in use and form with the surrounding neighbourhood. The existing concrete cladding will be replaced with high quality material that complements the existing context and modernizes the building. Commercial at-grade uses within a replicated podium and the addition of balconies will ensure the building relates to the pedestrian scale and provide additional eyes on the street in this portion of Uptown.

The proposed height and massing are similar in scale to surrounding redevelopments at Allen and King (Red Condominiums) and George and King (new YNCU mixed-use building).

3.11.1 (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.

The proposed redevelopment has been designed to be architecturally sensitive to the low density residential uses to the west. The existing building massing is sited towards King Street and the main entrance to the building continues to be located on King Street South. New cladding that varies colours, new balconies, and reconfigured windows will create a cohesive façade that is thematically and visually aligned with King Street South and Uptown Waterloo.

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

The proposed development respects the views along King Street, both north and south. Balconies and the outdoor rooftop private terraces provide views to of the surrounding neighbourhood and west to capture sunsets and provide an expanse view of the city.

3.11.1 (4) Streetscapes: 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 meters) away from public view and well screened through the development approvals process.

The proposed redevelopment enhances the existing interface with King Street South through additions that replace existing blank space to the north and south of the building with new at-grade commercial space with an enhanced promenade along King Street South.

A trellis is proposed along the promenade that can be canopied to provide shade and/or protection from the elements. The existing main pedestrian access from King Street South will be redesigned and enlarged to be more welcoming and encourage interaction and engagement with the public realm.

Bicycle parking will be provided within the building, as well as in front of the building along both King Street within the commercial promenade. Servicing/ mechanical equipment will be located on the rooftops and will be screened from the public view. Existing raised planters along King Street help to distinguish the public/private realm and soften the hardscaped treatment of the surrounding patio and sidewalks.

3.11.1 (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. Design amenity and park spaces to achieve natural surveillance.

The key CPTED principles (Natural Surveillance, Access Control, Territorial Reinforcement and Maintenance) have been considered in the design of the development. The following is a brief summary of CPTED considerations:

Natural Surveillance
Natural surveillance allows for the continued use of a space for its intended purpose. It is directed at keeping intruders under observation based on the theory that a person inclined to engage in criminality will be less likely to act on their impulse if he or she can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. The proposed redevelopment achieves natural surveillance by:

- Maximizing the number of "eyes" watching the site and surrounding public realm by creating a visual connection and maintaining unobstructed views from within the building to the exterior, as well as, between the street, the sidewalk, and the building.
- Proposing spaces and uses that are capable of generating activity - at-grade commercial uses with transparent windows and entrances along King Street.
- New balconies and enlarged windows all four sides of the building.
- Designing lighting plans that avoid creating blind spots and ensuring potential problem areas are well lit (pedestrian walkways, stairs, entrances/exits, parking areas, recycling areas, etc.).

Access Control
Access control is achieved by clearly differentiating between public space and private space. The principal of access control is directed at decreasing crime opportunity. The overall goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime. The proposed development achieves access control by:

- Providing clearly identifiable point(s) of entry into the building.
- Creating well defined site entrances for vehicular access.

Territorial Reinforcement
Territorial Reinforcement is the intentional design of the site to create a "border" between private and public property. These measures are not meant to prevent anyone from physically entering, but to create a feeling of territoriality and send a message to offenders that the property belongs to someone. The proposed development achieves the principle of territorial reinforcement by:

- Clearly delineating private from public property via: pavement treatments, entry treatments, the trellis, landscaping, signage, etc.
- Individual private amenity areas.

Maintenance

The other key aspect of CPTED is property maintenance; on the premise that good maintenance practices and upkeep send the message that the property is cared for on a regular basis. Following construction of the development, property management and/or management by a condominium corporation will ensure that the buildings' interiors and exteriors are well maintained.

3.11.1 (11) Site Circulation: Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to pedestrian movements, non-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.

The proposed redevelopment utilizes the existing underground and above-grade parking structures, both accessed from Allen Street South. Pedestrian circulation is proposed to be enhanced via accesses to the residential lobby and commercial units from an enhanced promenade along King Street South. The promenade is barrier-free and three elevators provide barrier-free access to all levels of the building, including underground parking. A ramp is provided for barrier-free access from the rear outdoor parking area. Outdoor bicycle parking is proposed within the promenade along King Street.

3.11.1 (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.

The site is located within a short walking distance of the Allen ION Station. The promenade along King Street South provides the main entrance to the residential lobby and access to the commercial units while encouraging pedestrian interaction and linkages to the surrounding active and public transportation networks. A pedestrian scale is provided via façade treatments and the replication of a podium via two additions at the north and south ends of the existing building.

3.11.1 (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.

The redevelopment utilizes the existing underground and above-grade parking structures. Access to each is provided from Allen Street and are connected to the surrounding sidewalk network.

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

The main building entrances will be illuminated, as will the commercial promenade. Reasonable amounts of outdoor lighting will be used for safety, utility, and security and will be further designed during site plan approval.

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

The proposed redevelopment has been designed around a human scale. The additional three storeys of height are visually reduced through a new façade treatment, building articulation (including balconies), and the addition of two ground floor extensions to replicate a podium. The commercial units on the ground floor will have significant glazing and multiple entrances.

3.11.1 (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 and 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.

The proposed redevelopment will result in a building design that is updated and better reflects and complements Uptown Waterloo. The proposal contributes to a sense of place through the adaptive reuse of an existing building that has formed part of the community and built form fabric since the 1970's. The enhanced interface with King Street South will further define the corner of King Street South and Allen Street East.

The building itself will be updated and upgraded with new cladding, new balconies, and reconfigured and enlarged windows, which provide articulation and increase building performance. Building additions to the north and south of the existing building eliminate existing blank spaces along King Street South and active the public realm. The promenade and trellis along King Street South will distinguish the commercial use from the residential use and anchor the building to the street.

Rooftop mechanical elements are screened from public and residential views from all sides through architectural elements that vary the skyline and provide visual interest.

3.11.1 (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 please 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.

A landscape plan will be prepared as part of site plan approval. Landscaping opportunities are partially constrained by the existing underground and above-grade parking structures.

4.2.2 URBAN DESIGN WITHIN NODES AND CORRIDORS

The subject lands are located within a Primary Node. Section 3.11.2 of the Official Plan provides the following policies for urban design within nodes and corridors.

3.11.2 (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.

A promenade along the King Street South frontage provides separate and convenient barrier-free access from the public realm to the commercial uses, residential lobby, and amenity spaces of the building. Vehicular access is separated from King Street and is located on Allen Street where conflicts between pedestrians and vehicular traffic are reduced.

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

The proposed promenade along King Street South will create an active and visually interested space that defines the corner of King Street South and Allen Street, while the recladding and new façade of the building with the addition of balconies and a prominent rooftop feature creating an interesting and cohesive building form.

3.11.2(3) Public Art: Development that incorporates public art that contributes to a sense of place, meaning or local context.

While no public art is contemplated at this time, the promenade will contribute to a sense of place and define the intersection.

3.11.2(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.

At ten-storeys, the proposed redevelopment conforms with the height and density policies of the Official Plan while acting as a transition between the medium and high density uses in Uptown Waterloo to the surrounding low density residential neighbourhoods. Shadow and Wind Studies have been prepared and have determined that the design of the proposed redevelopment will be compatible with surrounding uses.

3.11.2(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 facades.

The primary building entrance continues to be from King Street South and will be significantly enhanced through the new promenade, store frontages, and trellis, all of which will be visible from travellers on the LRT and bus routes along King Street South.

3.11.2(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.

The proposed redevelopment appropriately frames and defines the intersection of King Street South and Allen Street through the promenade, ground floor commercial uses, and ground floor additions on the north and south of the building that replicate a podium. The podium and activated street frontages, as well as the building articulation, act to reduce the visual massing of the increased height. Wind and shadow studies have been conducted to assess impacts of the proposal on the surrounding land uses and public realm and have determined that the proposed design will not adversely impact the surrounding public realm or existing uses.

3.11.2(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.

A curved roof feature is proposed that will screen mechanical elements from view while providing a recognizable feature to define the building. The inclusion of solar panels on this design feature is being actively explored.

3.11.2(8) Site Amenities: Encourage a range of site amenities for all development and enhanced site amenities for intensification projects and master planned projects.

Indoor ground floor common amenity and an outdoor common amenity area adjacent to the building entrance is proposed for residents. Private amenity is provided via balconies and, in the case of the units on the top floor, via rooftop terraces.

4.2.3 UPTOWN URBAN GROWTH CENTRE

In addition to the policies noted above, the Official Plan contains additional urban design policies specific to the Uptown Waterloo Urban Growth Centre. These policies are contained within Section 3.11.3 of the Plan and include emphasis on distinctive character and identity; building façade; built form and massing; parking; street activity; site amenities; and infrastructure. The most relevant of these policies, and our design response, are summarized as follows:

Distinctive Character and District Identity: Site and building design that fosters a sense of place and character with particular attention given to 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.

The proposal will help to enhance this transition area in Uptown Waterloo by introducing a complementary development that provides a transition in height and massing between taller buildings located along King Street and the adjacent low density residential neighbourhood.

The building has been designed with consideration of building materials and colours in the nearby Uptown Core and neighbourhood.

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.

The proposed redevelopment is consistent with this design direction. The proposed building contributes to a human scaled, pedestrian-friendly street and sense of place through the use of a strong building base, at grade commercial uses which will active the King Street South street frontage, and a prominent building entrance. The new cladding, including the new balconies and reconfigured windows, will introduce new vertical and horizontal design elements.

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.

The scale of the proposed redevelopment is in character with Uptown Waterloo. The proposed additions to the existing building respect the existing street line and have been carefully designed to transition between medium and high density building forms in Uptown Waterloo and the adjacent low density residential neighbourhood to the east. The mid-rise design acknowledges the surrounding land uses, while maintaining balance with the taller buildings (and zoning) to the west.

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.

The addition of three storeys to the existing building will contribute to the variation in height in this area of Uptown. Several high-rise buildings have recently been approved, or are under construction in the area, and this proposed development will provide a distinct height for the neighbourhood that will assist in establishing the transition from the west side of King Street to the low density neighbourhood further to the east.

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.

Parking for the development will be accommodated under the building and in the existing parking structure, which is located behind the King Street frontage.

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.

The main building entrances are located along King Street South within the promenade, creating active spaces with high visibility. Main floor commercial uses are proposed within the ground floor of the building.

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 the street, contributes towards sustainable design and enhances the quality of life for its users.

A common outdoor amenity area is proposed to be incorporated into the ground floor promenade facing King Street South, providing an integrated area for residents that animates the street. Balconies are proposed for each unit and additionally animate the street.

4.2.4 URBAN DESIGN WITHIN STATION AREAS

The Waterloo Official Plan provides urban design policies for Station Areas which apply to Area A and Area B identified on Schedules J1 through J5. Lands within Station Areas but located outside of Areas A and B are subject to the policies of 3.11.1 and 3.11.2 as applicable.
As the lands are outside of Areas A and B, the policies of 3.11.1 (General Urban Design Policies) and 3.11.2 (Urban Design within Nodes and Corridors) have been assessed.

In conclusion, the proposed building addresses the general and Uptown-specific urban design policies of the Official Plan and represents both a high level of urban design and a positive contribution to Uptown.

5.3
CITY OF WATERLOO URBAN DESIGN MANUAL

The City of Waterloo Urban Design Manual is a consolidated set of city design guidelines and reference material. The primary purpose of the Manual is to implement the City's Urban Design Objectives through the development review process. Part 2 of the City's Urban Design Manual includes general City design guidelines which apply to all development projects throughout the City with emphasis on the site plan process. We have reviewed the general guidelines and confirm that the proposed development has given appropriate consideration to the applicable guidelines, in particular those guidelines related to pedestrian-friendly design; human-scale development; transit-oriented design; and building design.

The following is a summary of key guidelines within Part 2 of the UDM that are achieved by the proposed development:

- The site has been designed to promote and facilitate human activity and social interaction (UDM 2.1.1);
- Building entrances have been designed to be proportionally in scale with building design and relate to the street (UDM 2.1.2);
- The site has been designed with consideration of key Crime Prevention Through Environmental Design (CPTED) Principles (UDM 2.1.4);
- The building façades have been designed for visual interest. Building entrances, windows, the promenade, and balconies will add interest along the street. (UDM 2.1.6).
- The building and architectural features work together to achieve a balance in elevation with emphasis on composition of scale, proportion, symmetry, light, pattern, texture and colours (UDM 2.1.6.14);
- The redevelopment proposes high quality materials in keeping with materials used elsewhere in the Uptown core, while offering a modern design (UDM 2.1.6.33);
- The proposed redevelopment respects the existing context and achieves a sense of place by addressing King Street South with a new promenade and proposing a mid-rise building in contrast to the taller buildings on the west side of King Street. (UDM 2.1);
- Direct pedestrian access to building entrances has been provided for both the commercial and residential uses (UDM 2.3.2.6); and,
- Sustainable design techniques will be explored and are encouraged (UDM 2.5).

Part 3 of the City's Urban Design Manual includes supplemental design guidelines, including specific guidelines for tall buildings and the Primary Node (Uptown). The proposed 10-storey building is considered a "tall building" (more specifically a mid-rise building) under the City's Urban Design Manual. While the final design of the building will be considered and evaluated by the Site Plan Review Committee through the site plan review process, the following provides a summary of how the proposed development has considered the tall building and Primary Node guidelines.

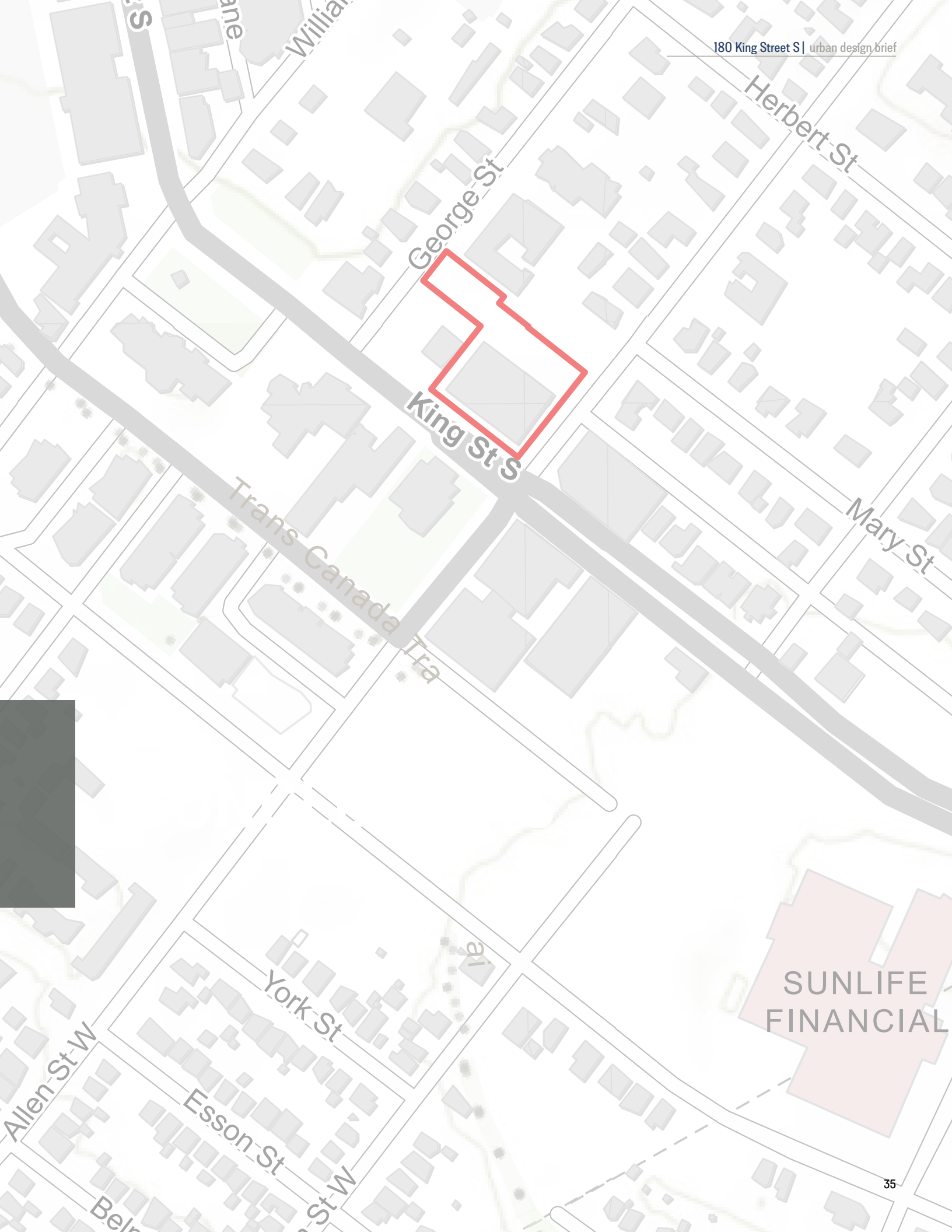
4.3.1 TALL BUILDINGS

- The building has been designed to meet the overall objective for tall buildings, which is to design architecturally interesting and well composed buildings that relate to the surrounding context, contributes to an interesting skyline, and reduces impacts to surrounding buildings;
- The additional height has been designed with a transition in massing at the top, including an upper storey rear façade step back and terracing;
- Two ground floor extensions are proposed to replicate a podium;

- The building base has been emphasized through a taller floor height. The main entrance to the residential building and entrances to each commercial unit along the ground floor provide visual interest. Large floor to ceiling windows improve the pedestrian experience and draw visitors into the site;
- All facades are articulated and have new balconies;
- The massing is oriented towards King Street South, providing a separation between the adjacent low density residential neighbourhood;
- The mechanical penthouse will be screened from King Street South via a curved wall;
- The building contains significant glazing, including large windows, creating significant visual exposure and to take advantage of the view afforded of Uptown from the building. All units have balconies maximizing eyes on the public realm;
- The proposed development contains indoor secure bike parking for future residents as well as several locations for outdoor bike parking and storage; and,
- Parking is provided underground and at the rear of the building.

4.3.3 THE UPTOWN (PRIMARY NODE) GUIDELINES

- Commercial uses and an outdoor amenity area will be located at grade to promote street activity and pedestrian interest. The building has been designed to complement the surrounding District character through complementary building massing and materials, similar architectural treatments and materials;
- The building will be recladded with high quality, durable building materials;
- The proposed building has active façades with window openings and doors facing the public street. Building entrances have been emphasized through the inclusion of the architecturally integrated trellis over the King Street South entrances;
- Required parking will be located underground and at the rear of the building and will be screened from King Street South by the proposed building; and,
- The building has been designed with a distinctive roofline that creates a recognizable skyline.


Herbert St
George St
King St S
Trans Canada Trl
Mary St
York St
Allen St W
Esson St
SUNLIFE
FINANCIAL

6.0 | SUMMARY

The proposed development presented in this Urban Design Brief will contribute positively to the City's Official Plan policies and urban design objectives.

Overall, the proposed redevelopment represents a significant investment in Uptown Waterloo and will accommodate 129 new dwelling units, containing a total of 166 bedrooms, as well as 1,580 square metres of ground floor commercial space, creating a unique high quality mixed-use development that contributes positively to the Uptown Waterloo neighbourhood.

In summary, the proposed redevelopment will:

- Capitalize on the existing location of the subject lands and adaptively reuse an existing building in Uptown Waterloo;
- Allow for the redevelopment of an existing building while intensifying the site;
- Provide for intensification within the Urban Growth Centre by implementing the policies of the Official Plan;
- Accommodate additional dwelling units without the need to extend municipal services;
- Provide support for existing non-residential uses;
- Continue to activate King Street South; and
- Provide support for existing and planned transit services, including the nearby Willis Way and Allen Street Stations, thereby minimizing future residents' reliance on the automobile.

It is our opinion that the development has met the objectives and guidelines of the City Official Plan, the Urban Design Manual and the specific Tall Building Guidelines.



7.0 | DESIGN TERMS



ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places



ADAPTIVE REUSE
Converting an existing building into a new use



ANGULAR PLANE
A geometric measurement that maintains solar access and height transition



ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



BUILT FORM
The physical shape of developments including buildings and structures



CHARACTER
The look and feel of an area, including activities that occur there



CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Similar size, form and character of a building relative to others around it



CONNECTIVITY
The ease of movement and access between a network of places and spaces



DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



FACADE
The exterior wall of a building exposed to public view



FIGURE GROUND
The visual relationship between built and unbuilt space



FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker



GATEWAY
A signature building or landscape to mark an entrance or arrival to an area



HEIGHT TRANSITION
The gradual change in height between buildings within a community



LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings



NODE
A place where activity and circulation are concentrated



PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities



PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs



RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



STREETWALL
The consistent edge formed by buildings fronting on a street



STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks



SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



URBAN FABRIC
The pattern of lots and blocks in a place



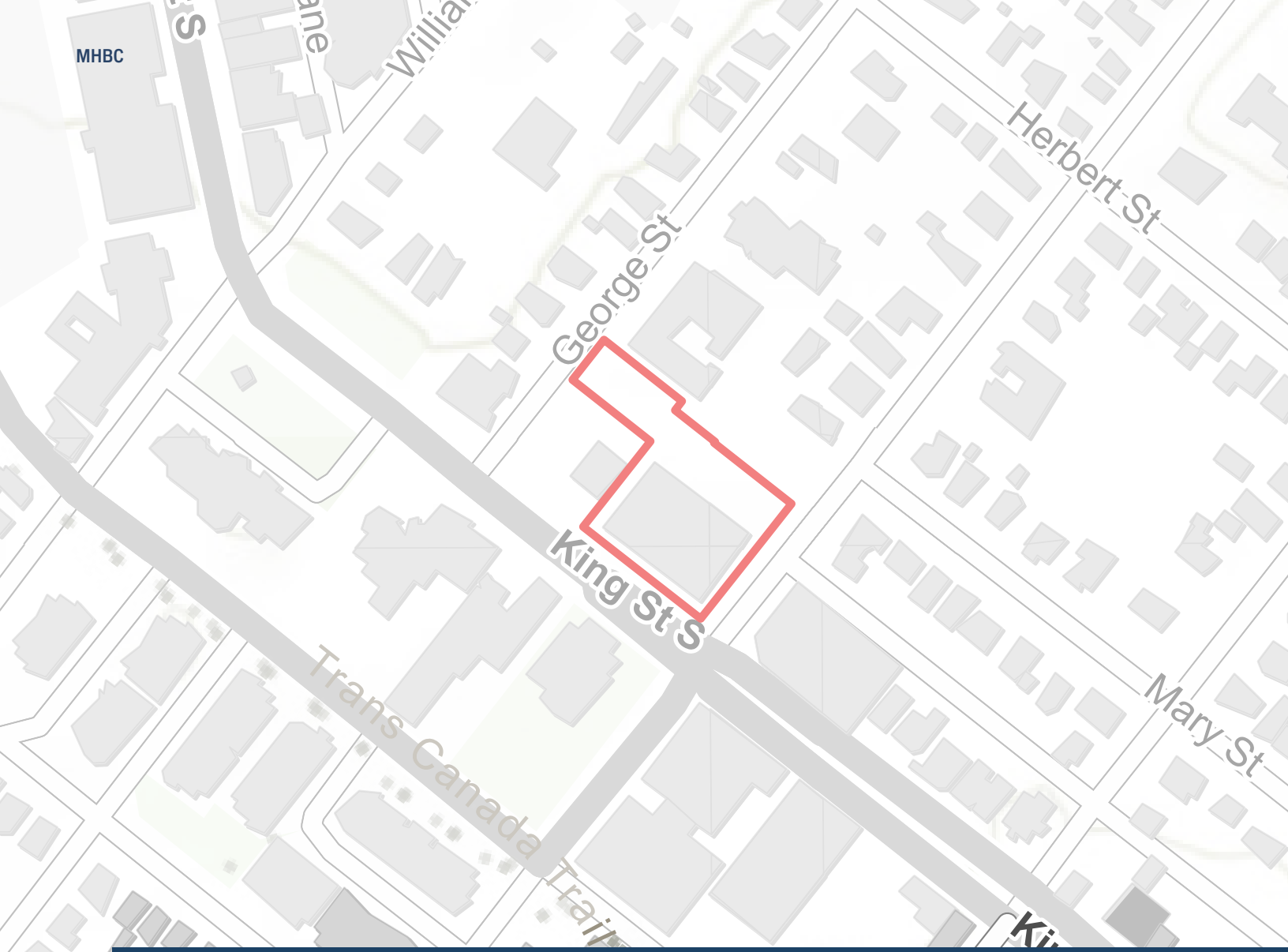
VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks



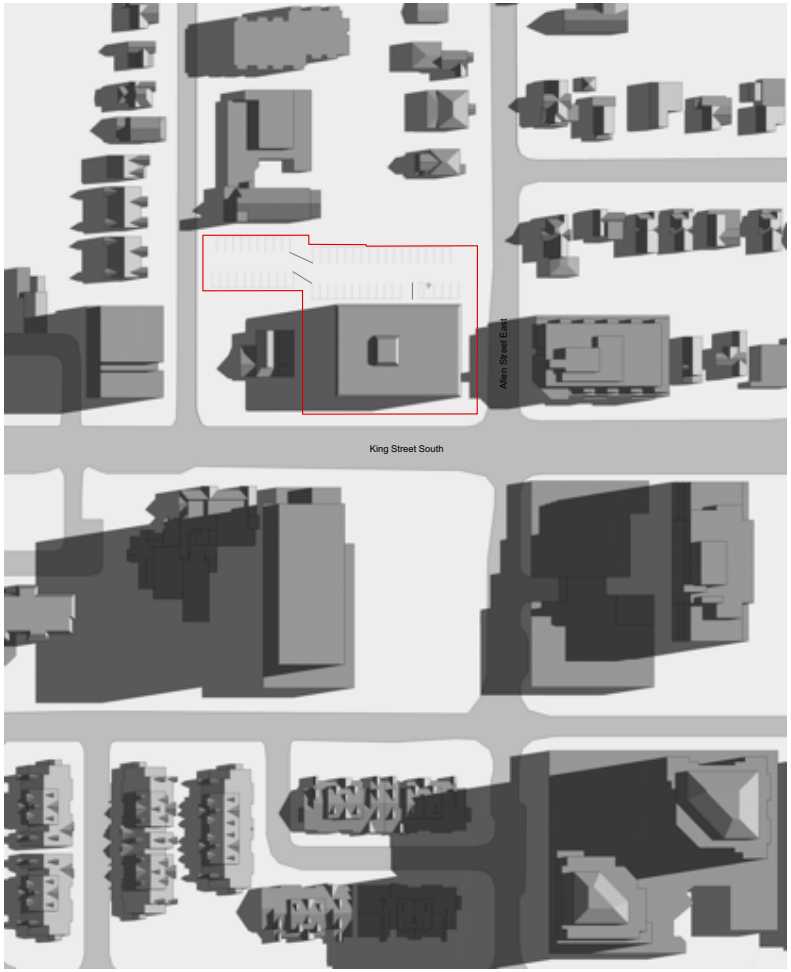
VISTA
Direct and continuous views along straight streets or open spaces



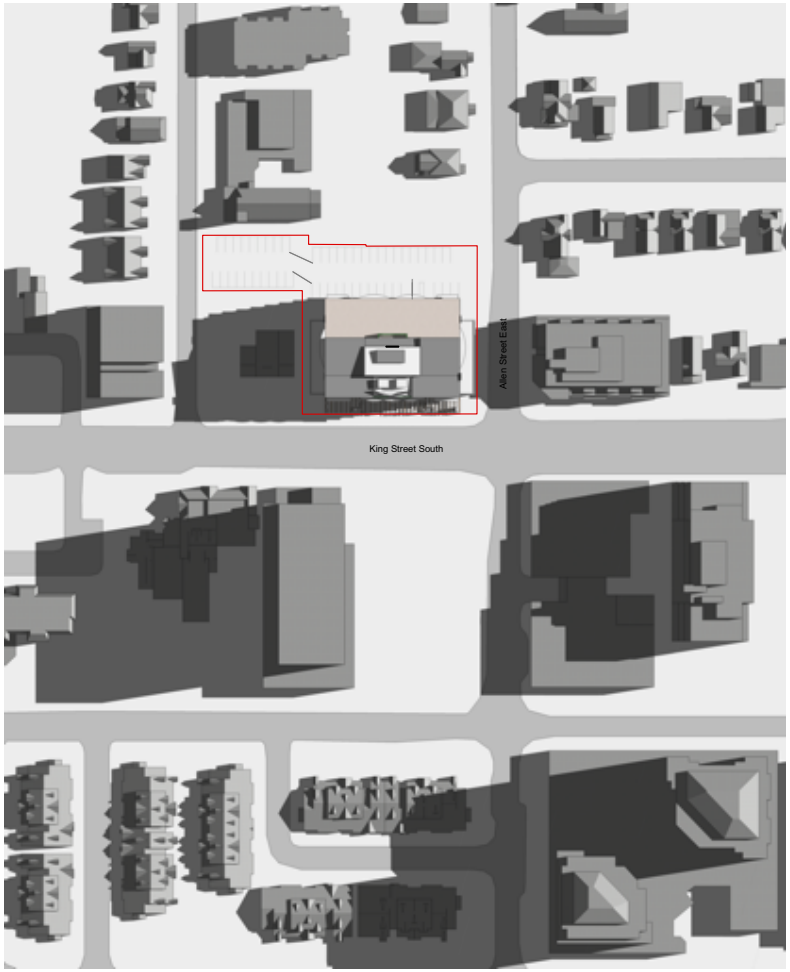
WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)



APPENDIX A: SHADOW STUDY



Existing - March 21 - 10:00 AM



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No.	Issued for Purpose	Date	Initial
ZC	Zone Change	Apr. 10. '23	JHM

True North | Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

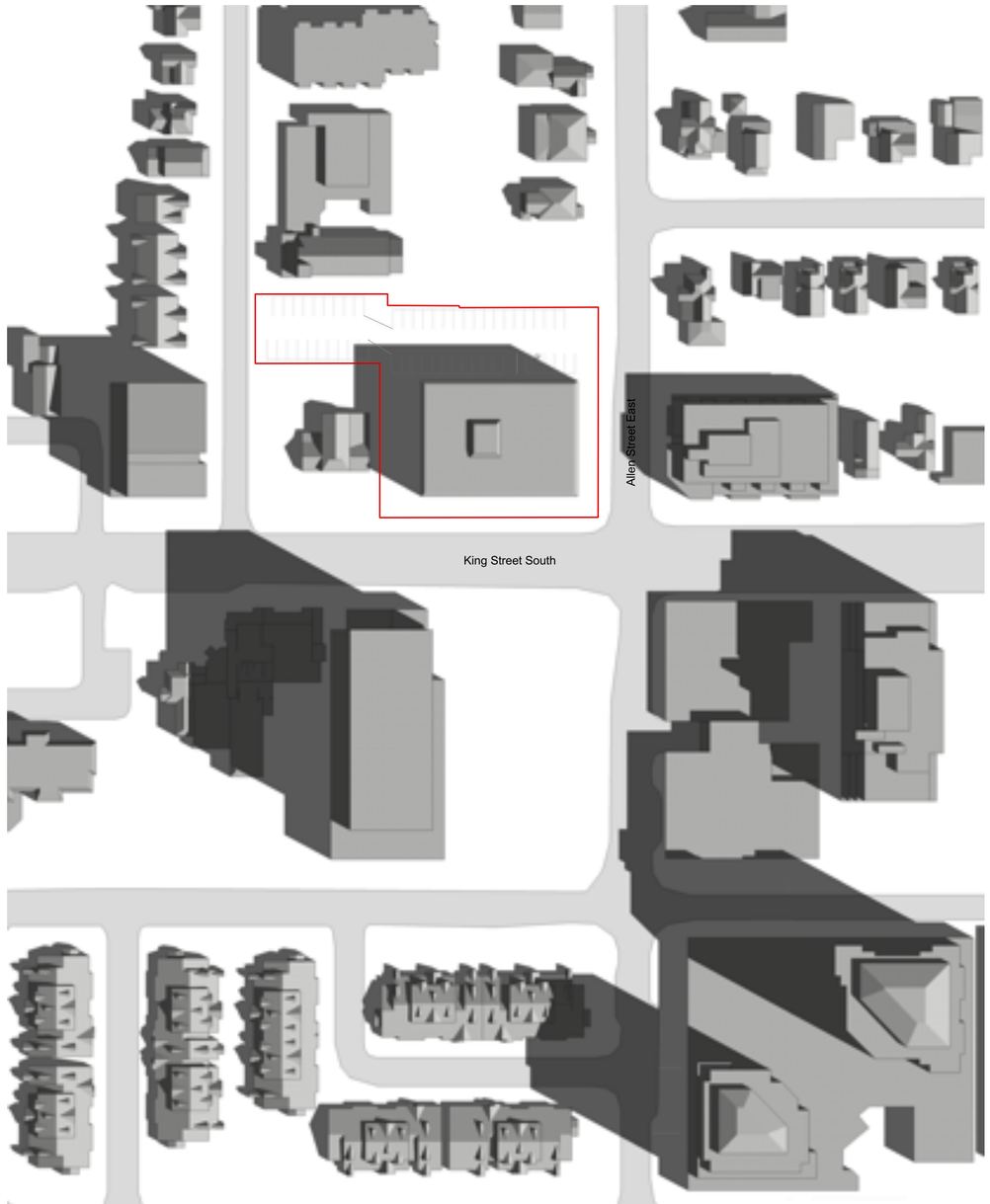
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Drawing Title	Drawn MB

Shadow Studies
March 21 - 10:00 AM

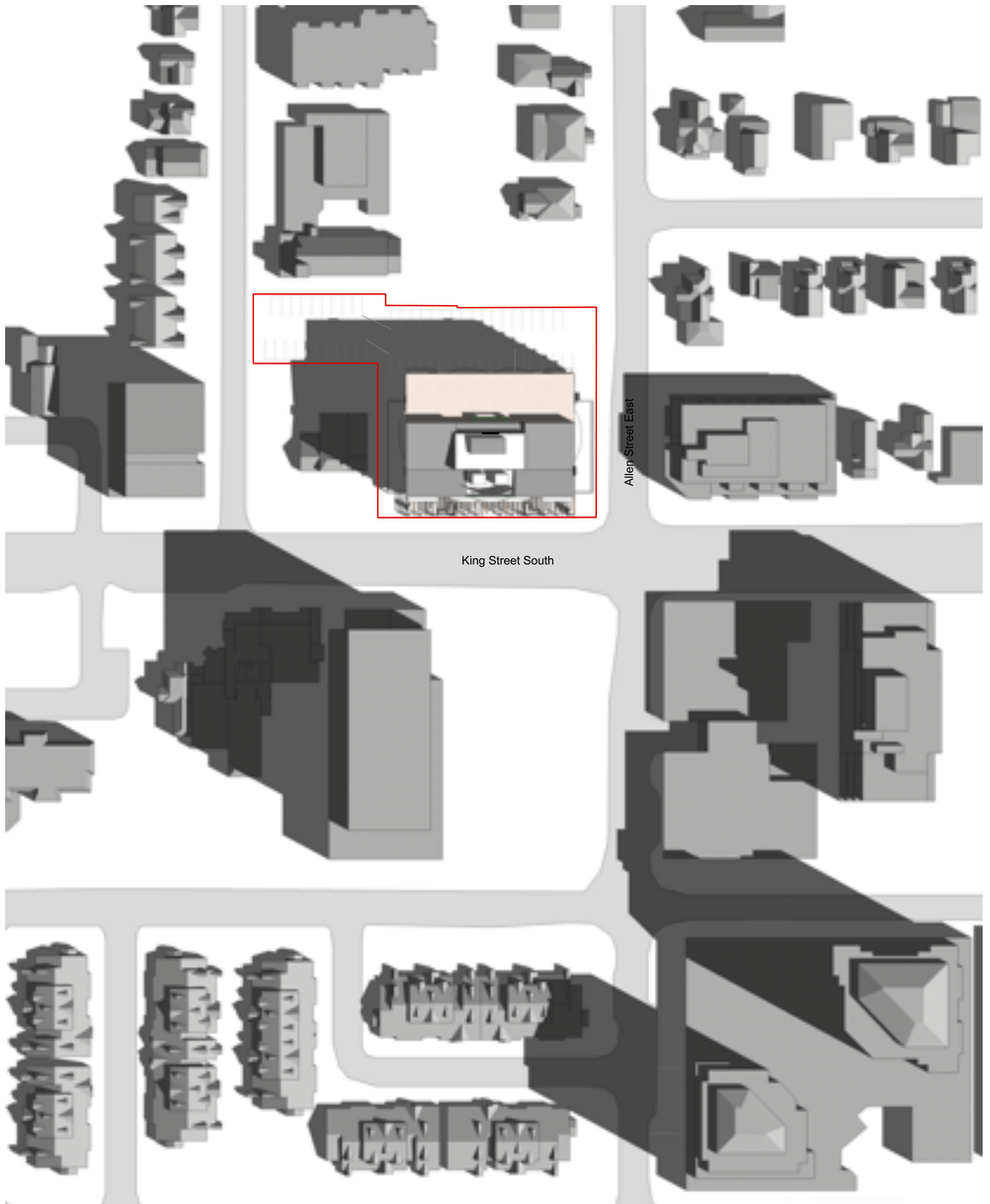
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NTS	A351

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True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved
Checked JHM
Drawn MB

Drawing Title

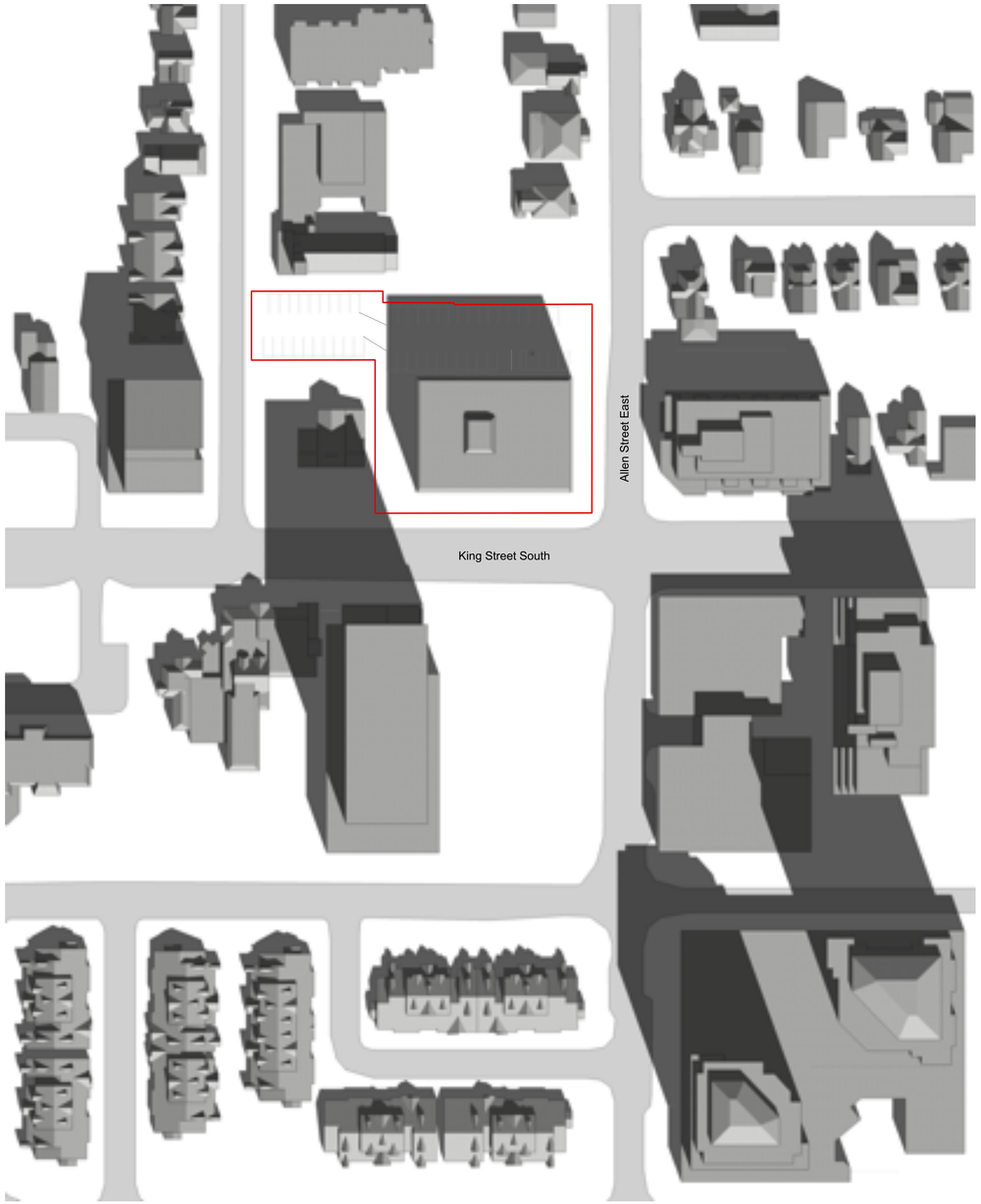
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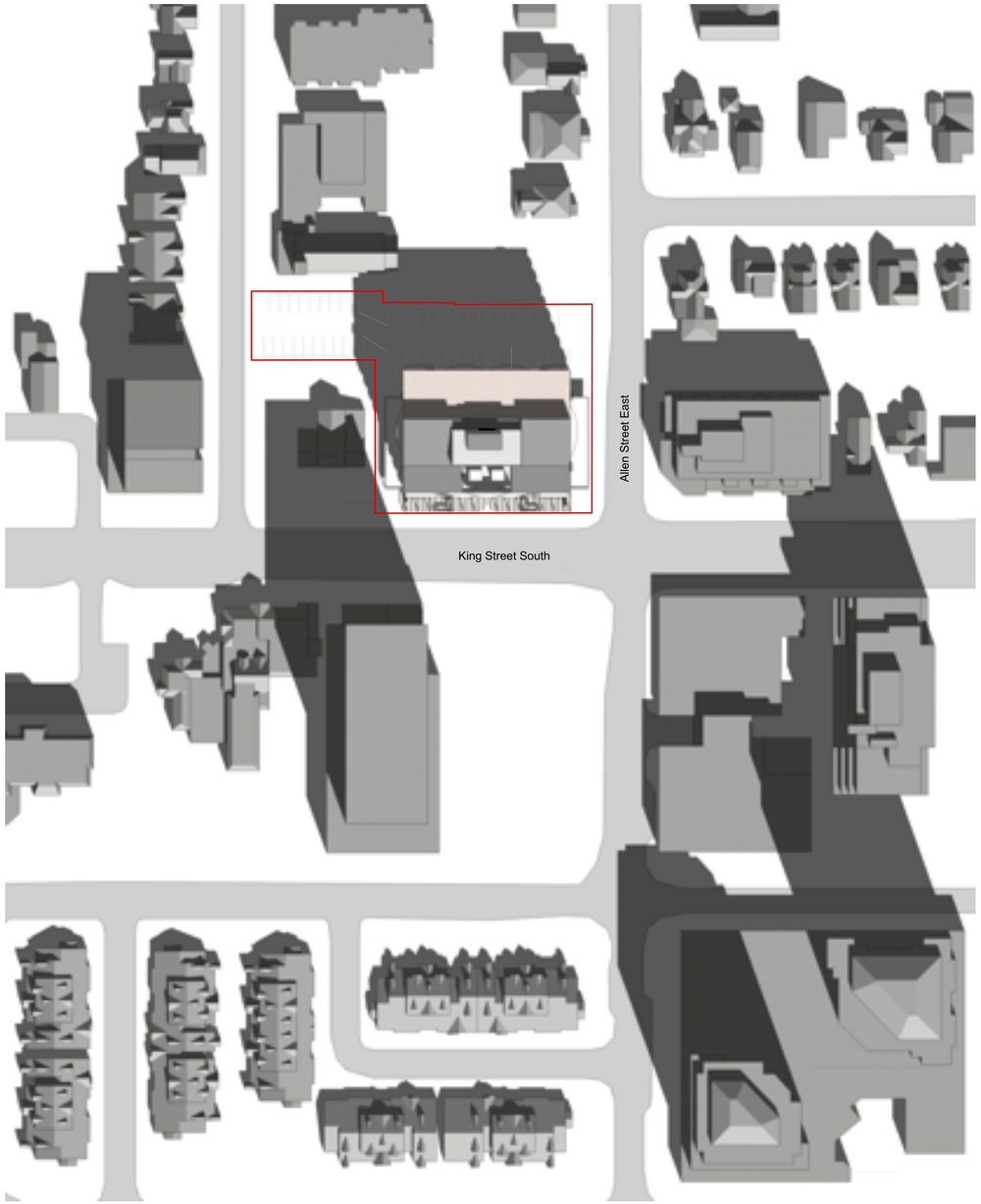
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True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved

Checked JHM

Drawing Title

Drawn MB

Shadow Studies
March 21 - 2:00 PM

Scale (for 24x36" printing)

NTS

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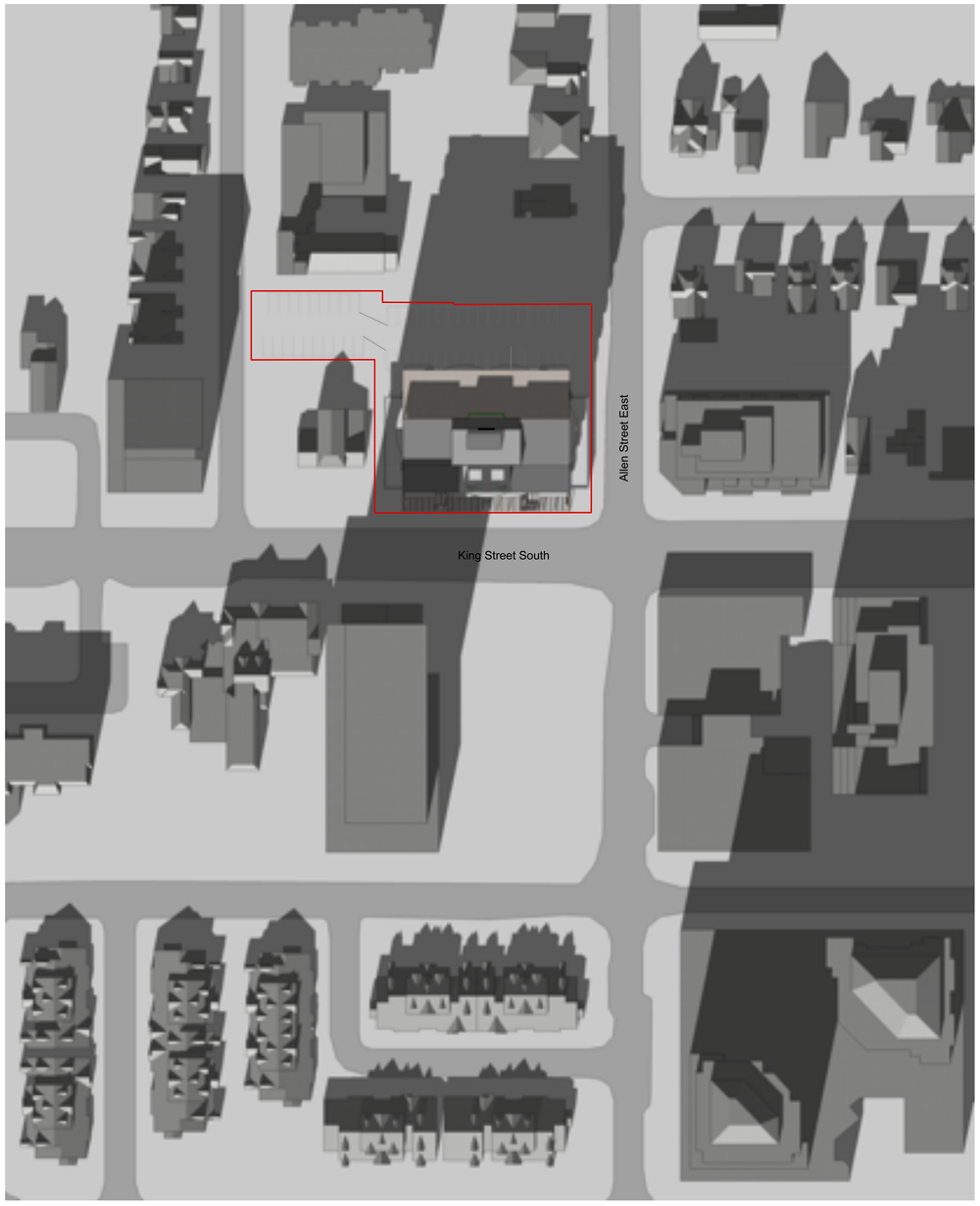
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True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

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True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved

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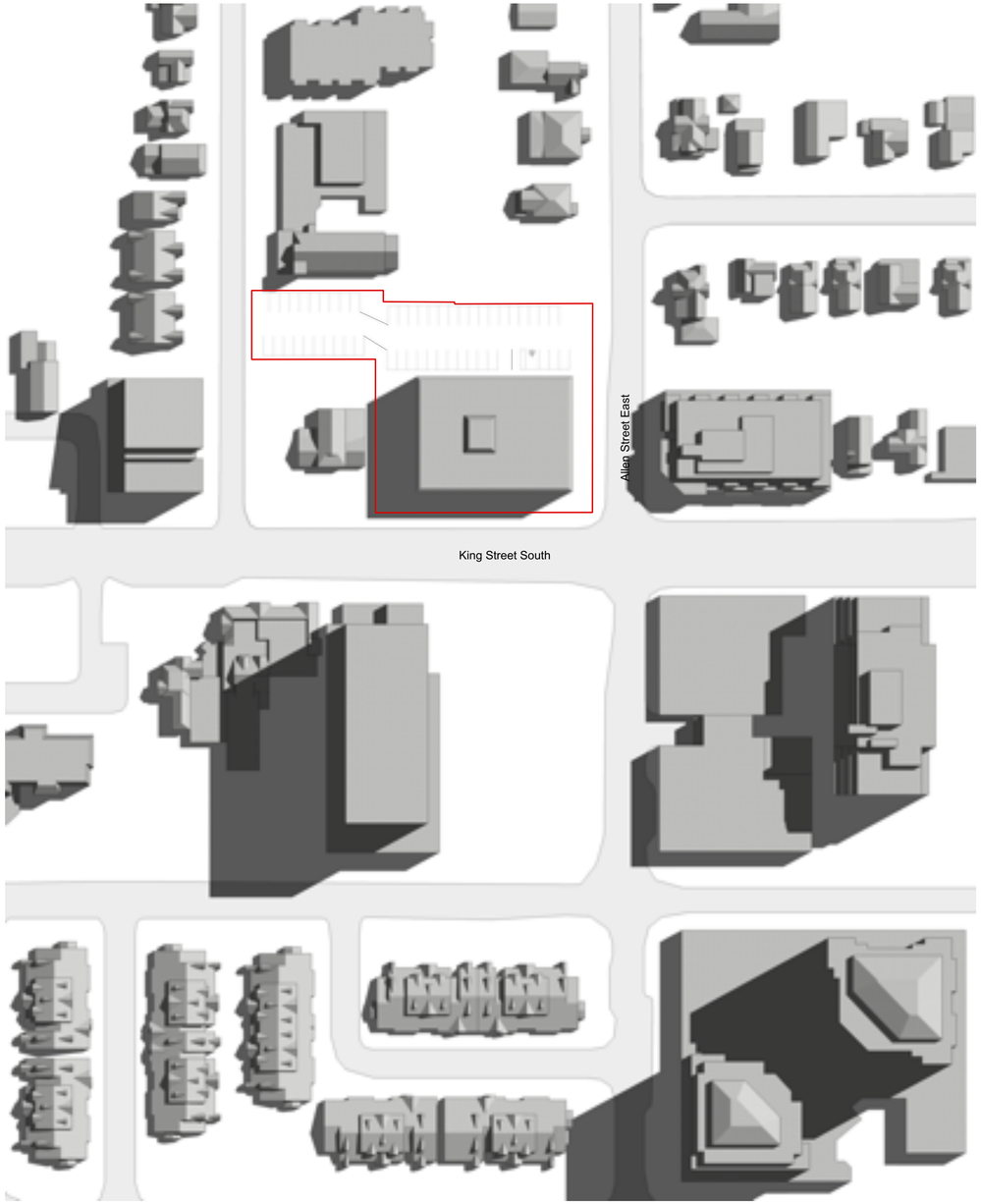
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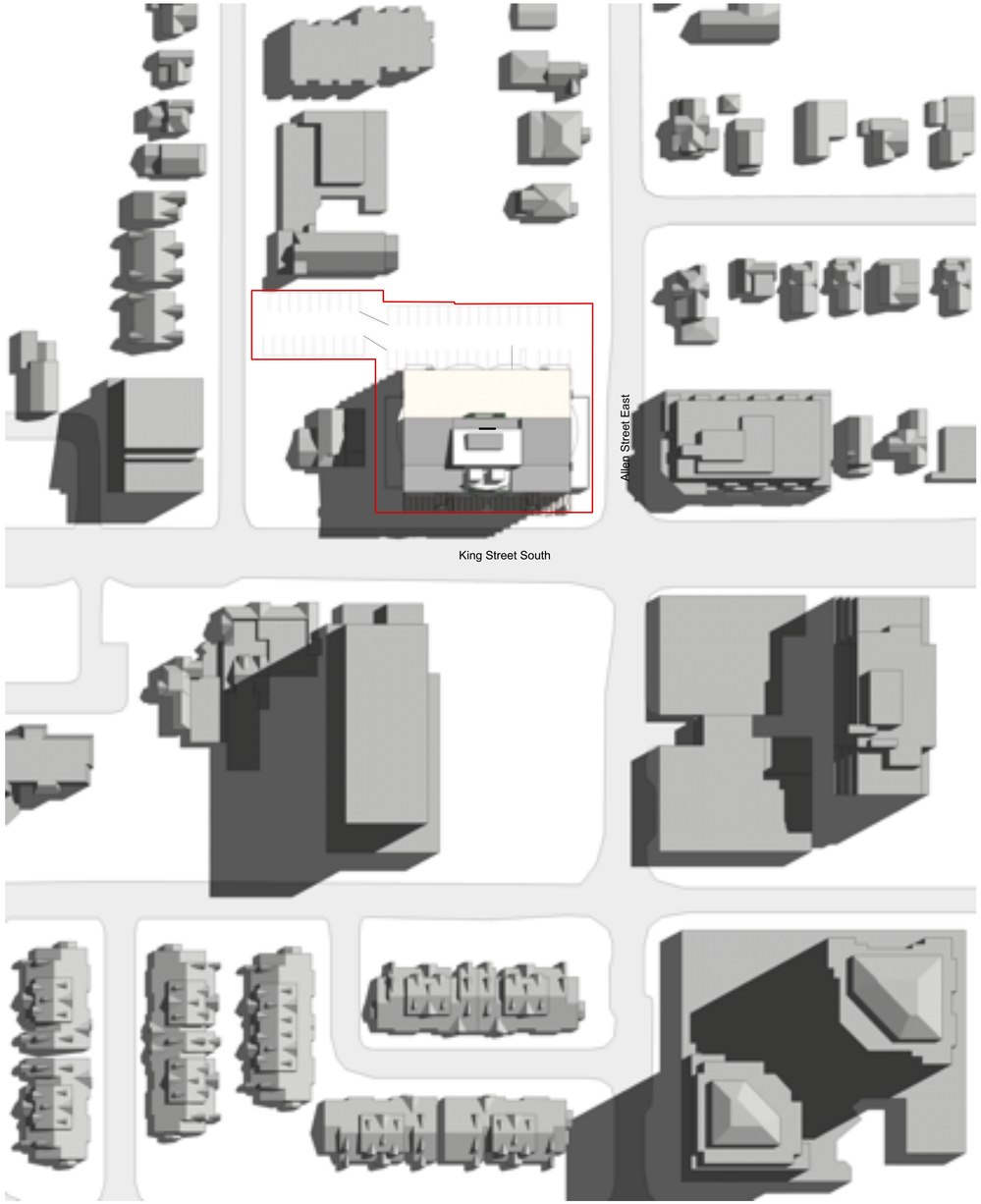
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No.	Issued for Purpose	Date	Initial
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True North | Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved
Checked JHM
Drawn MB

Drawing Title

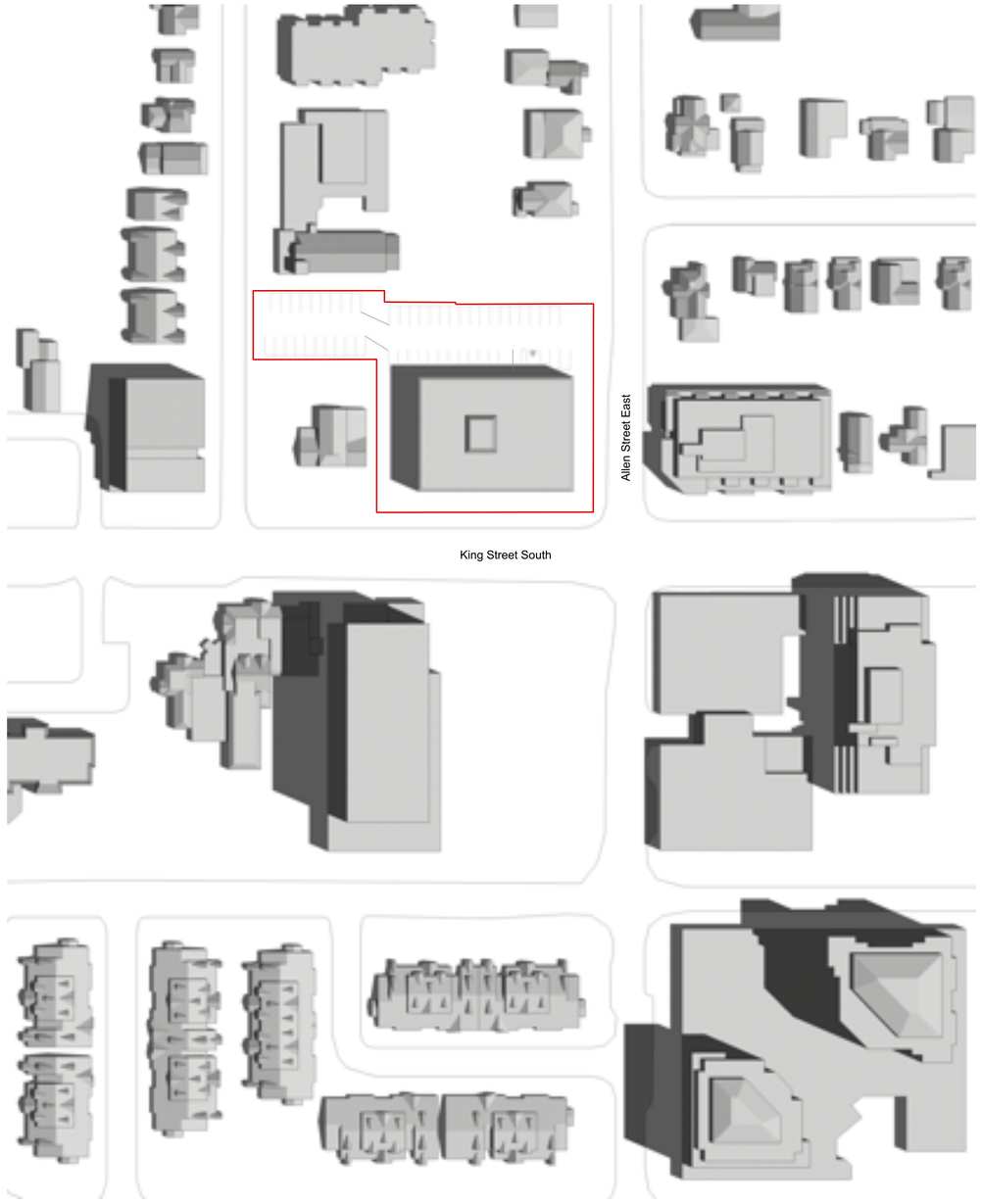
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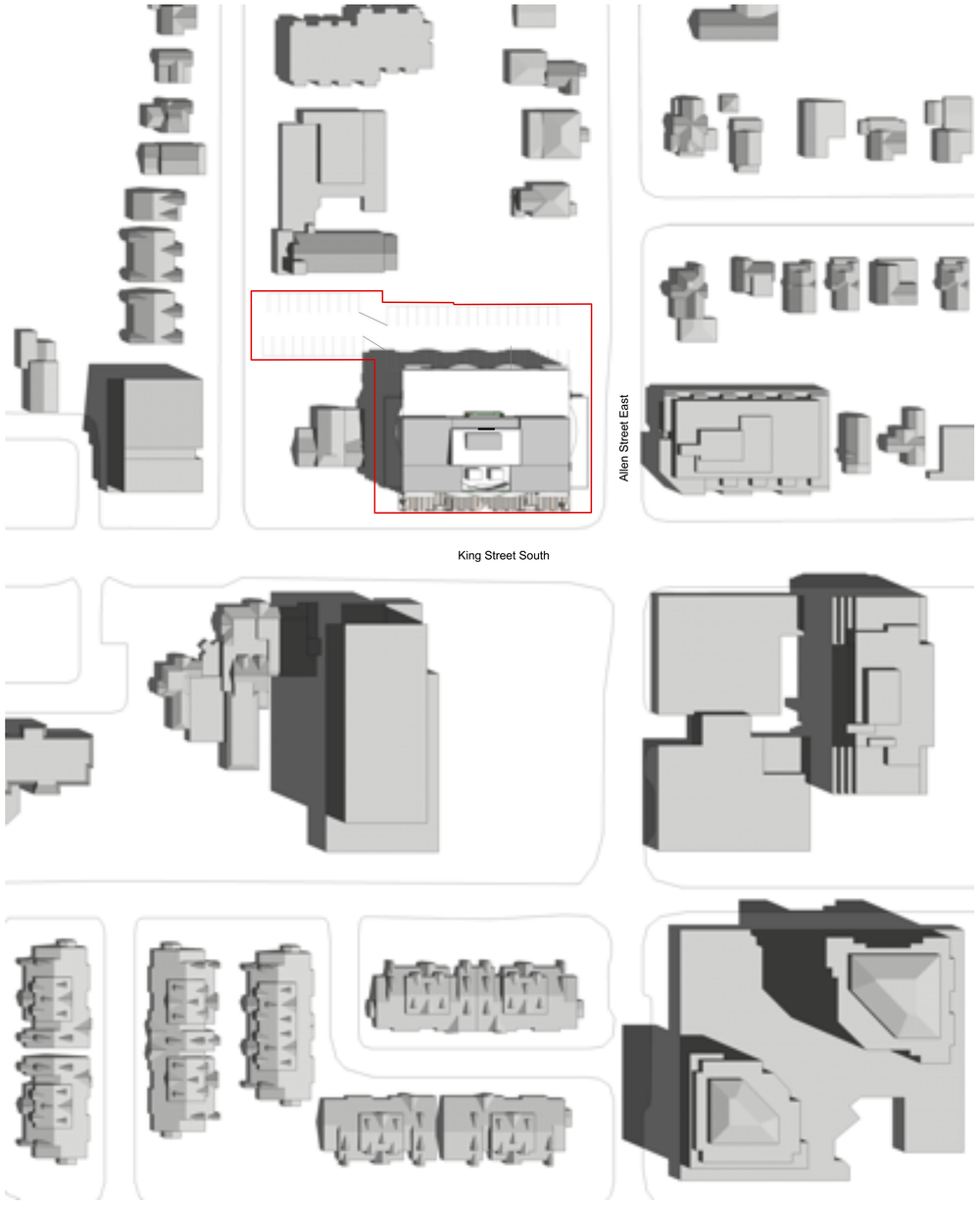
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No.	Issued for Purpose	Date	Initial
ZC	Zone Change	Apr. 10, '23	JHM

True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

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	Checked	JHM
Drawing Title	Drawn	MB

Shadow Studies
June 21 - 12:00 PM

Scale (for 24x36" printing)	Dwg. No.
NTS	A357

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No.	Issued for Purpose	Date	Initial
ZC	Zone Change	Apr. 10. '23	JHM

True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved

Checked JHM

Drawing Title

Drawn MB

Shadow Studies
June 21 - 2:00 PM

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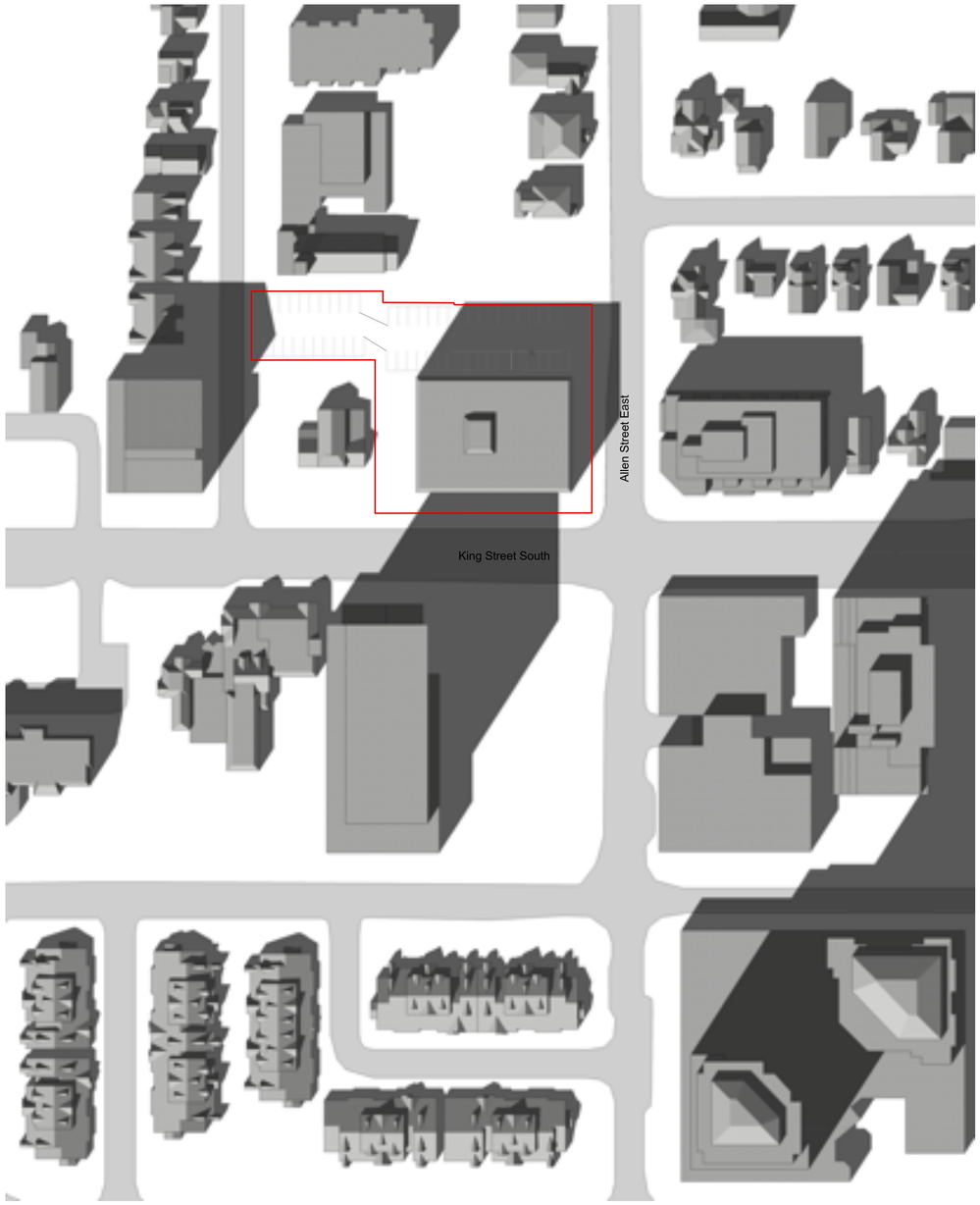
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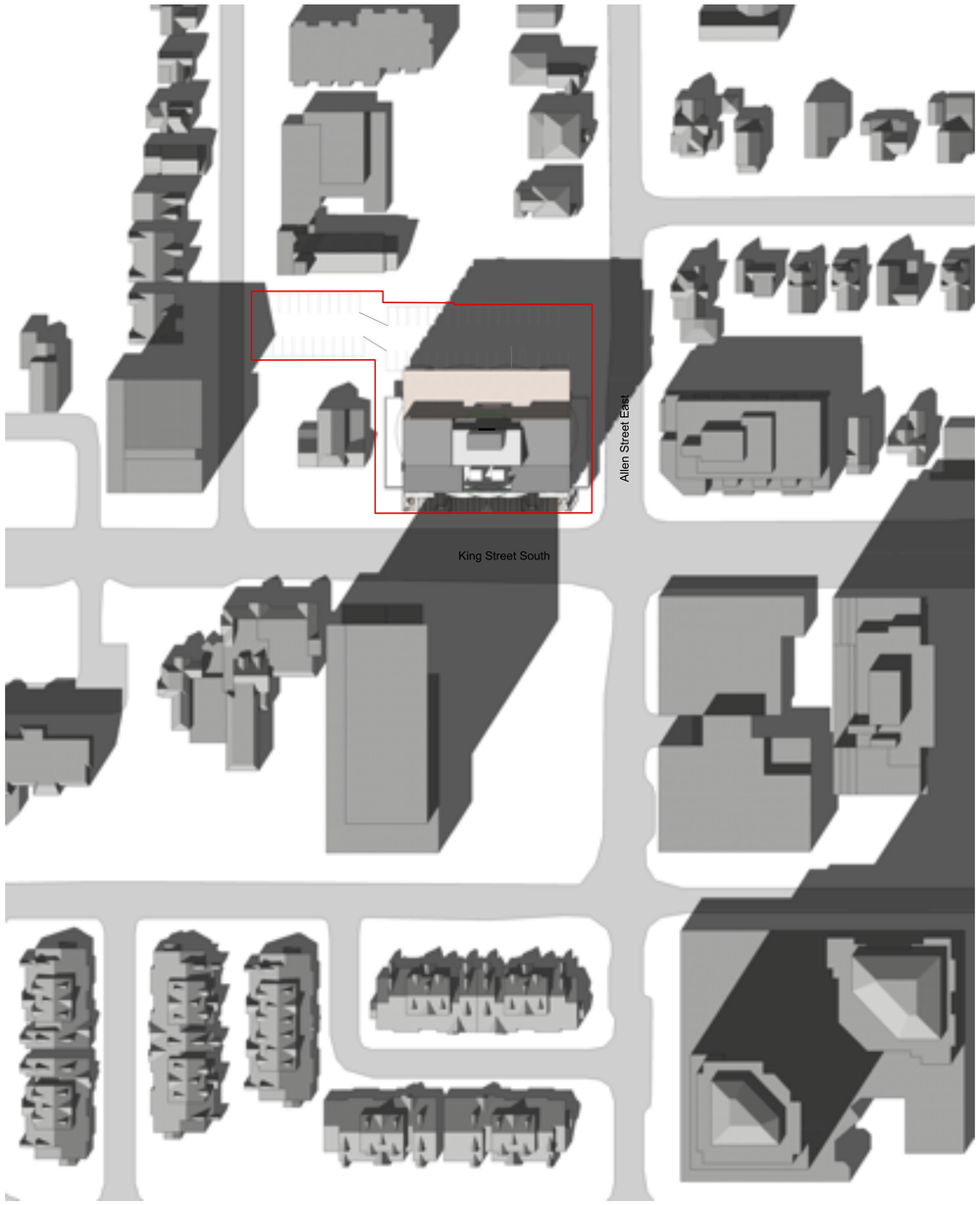
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No.	Issued for Purpose	Date	Initial
ZC	Zone Change	Apr. 10. '23	JHM

True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved
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Drawn MB

Drawing Title

Shadow Studies
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True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved
Checked JHM
Drawn MB

Drawing Title

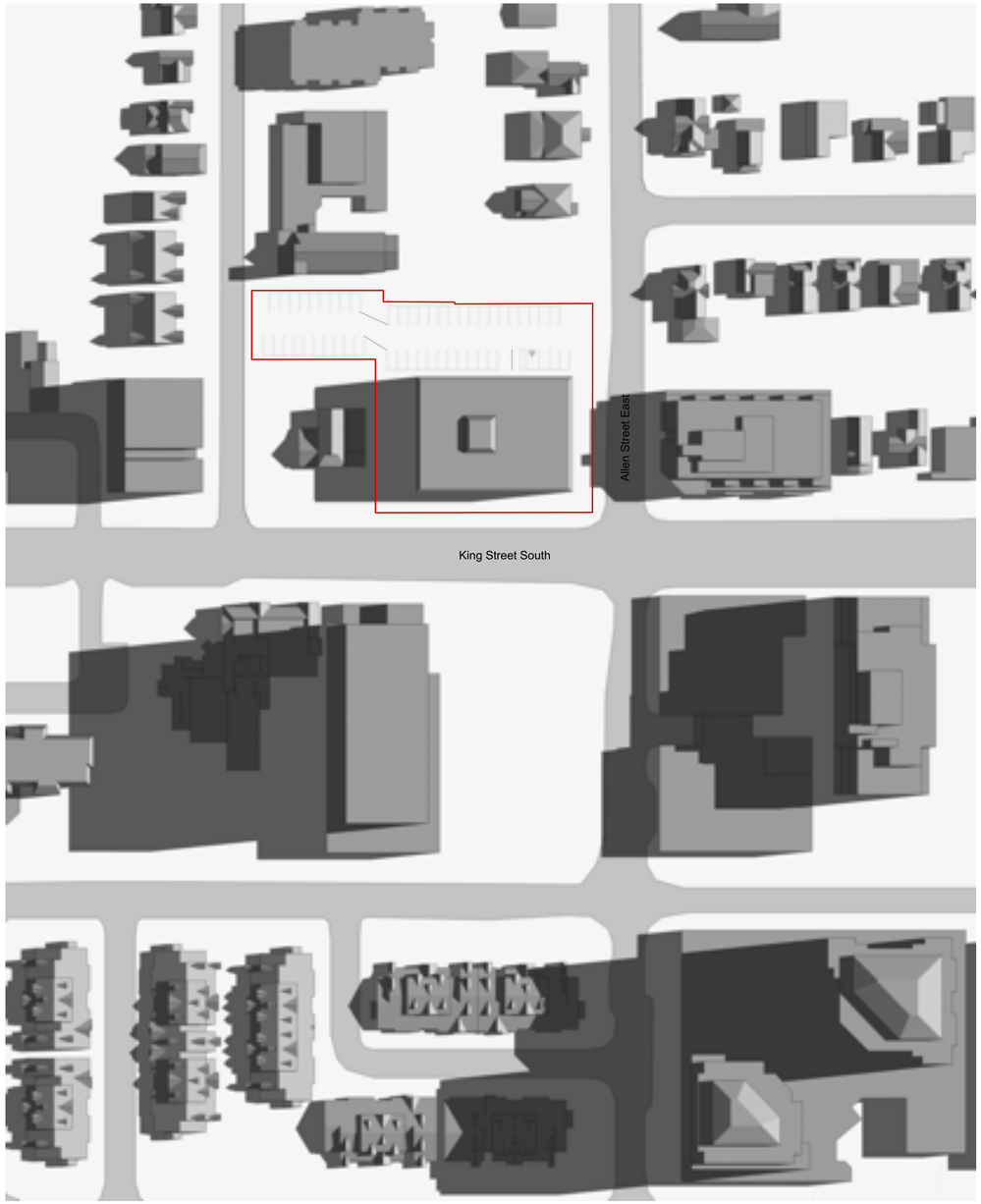
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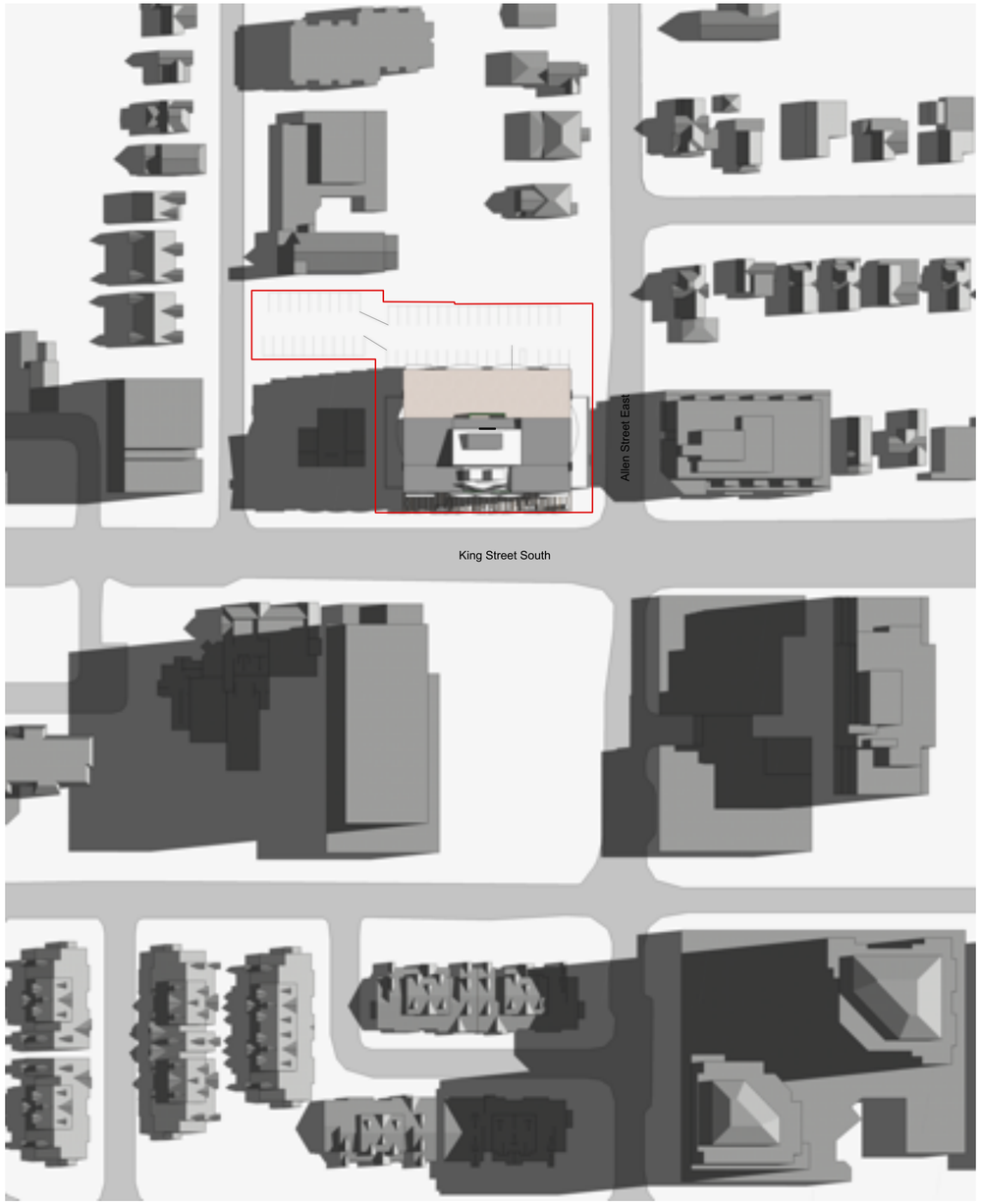
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ZC	Zone Change	Apr. 10. '23	JHM

True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved
Checked JHM
Drawn MB

Drawing Title

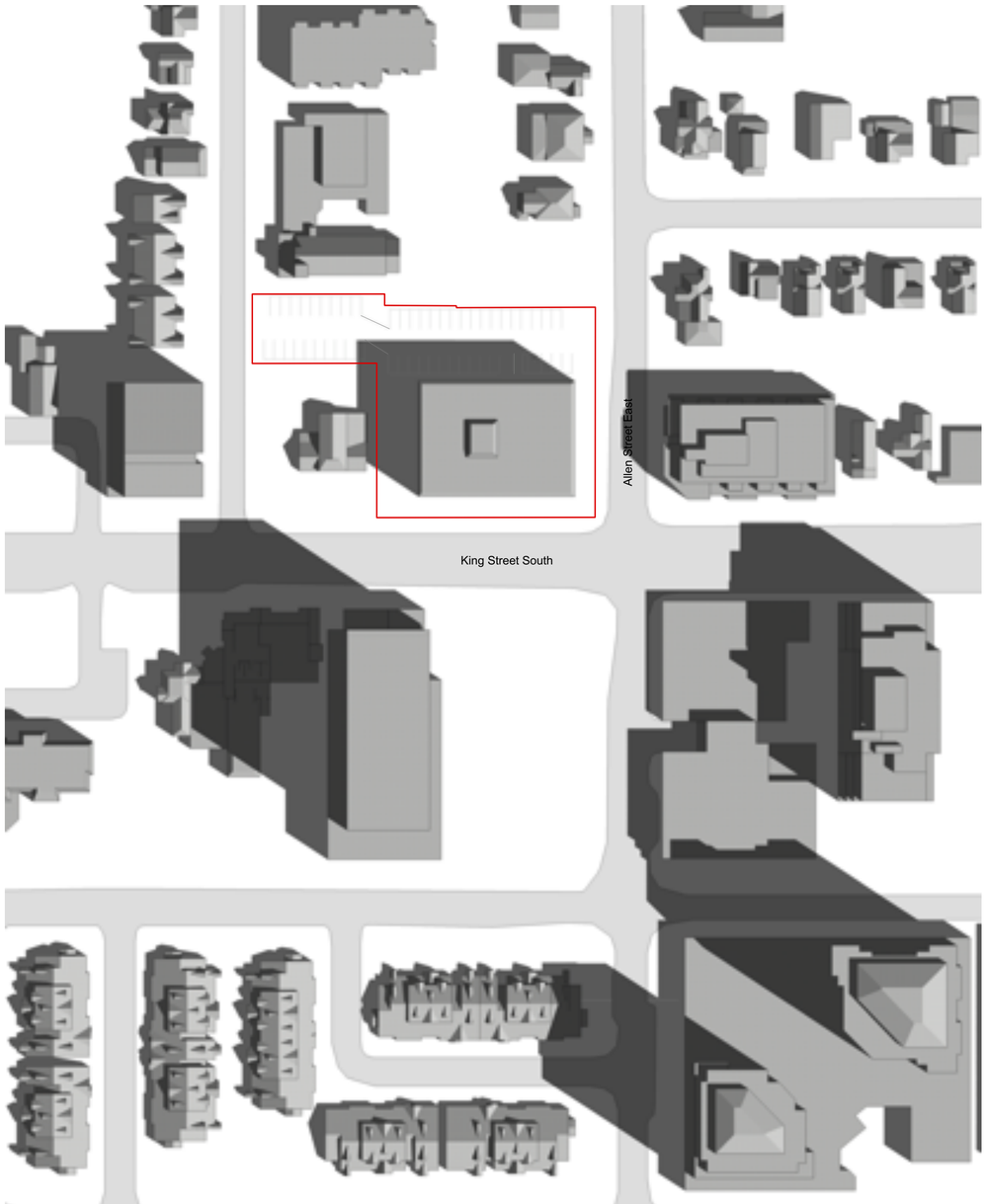
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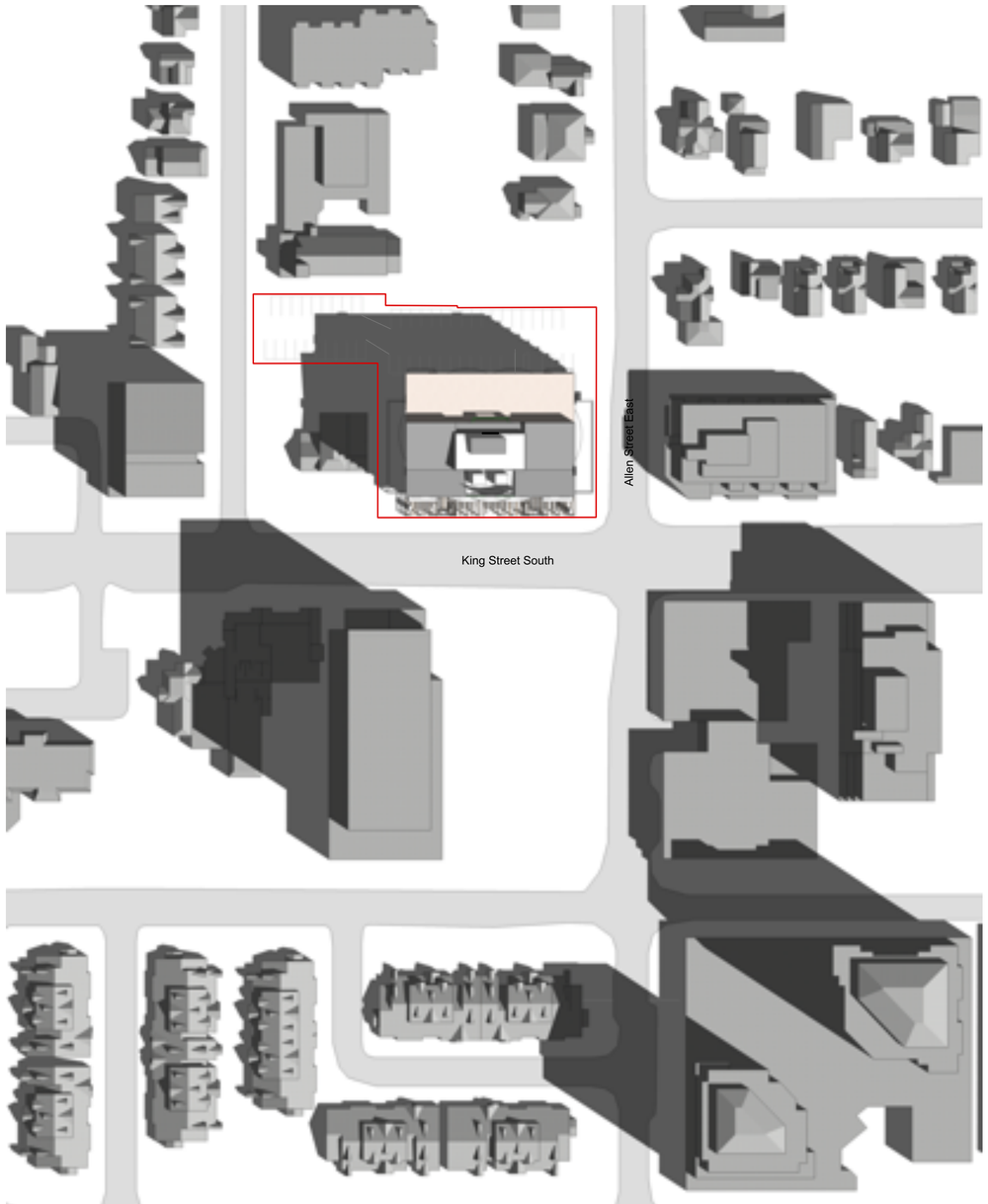
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No.	Issued for Purpose	Date	Initial
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True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved
Checked JHM
Drawn MB

Drawing Title

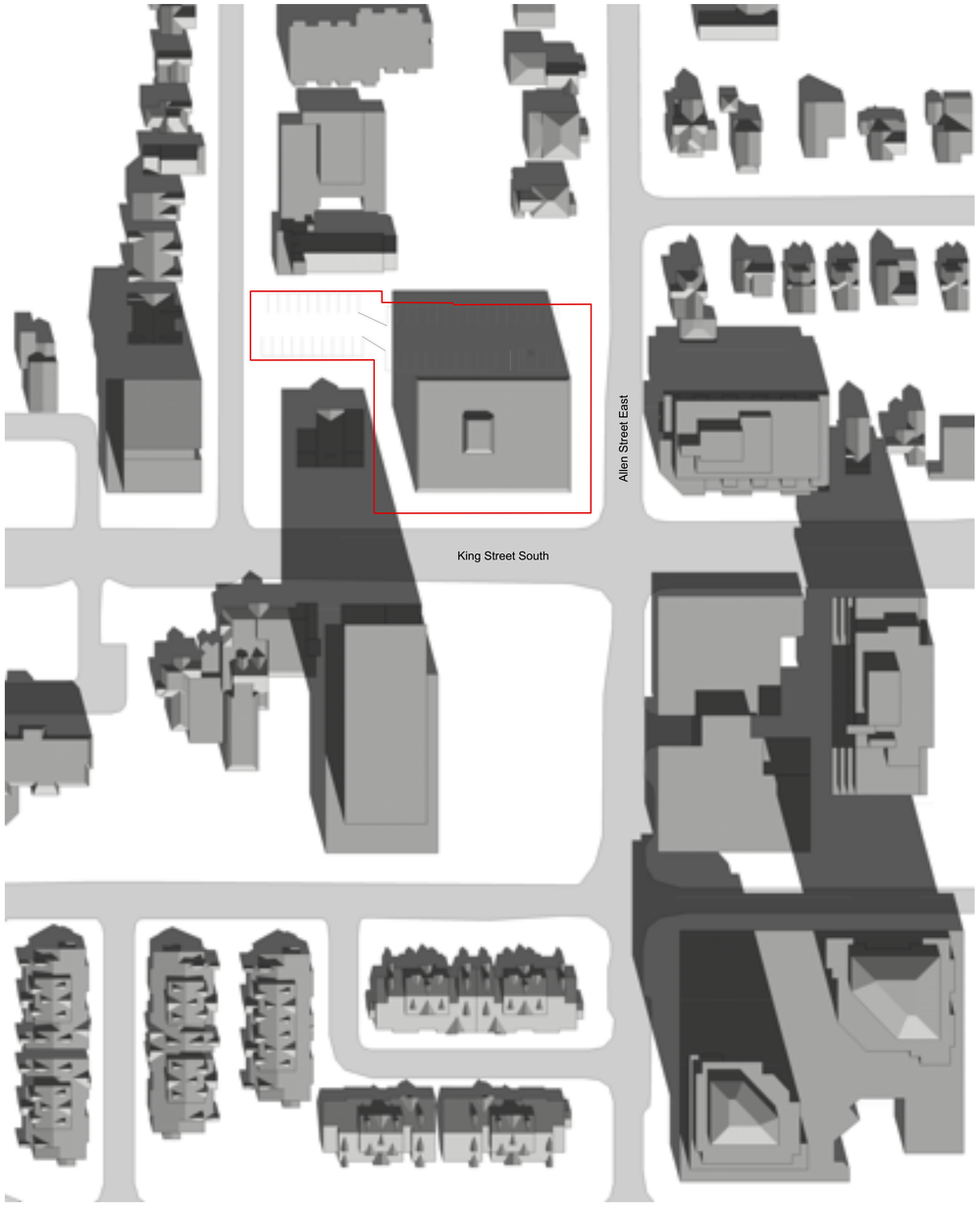
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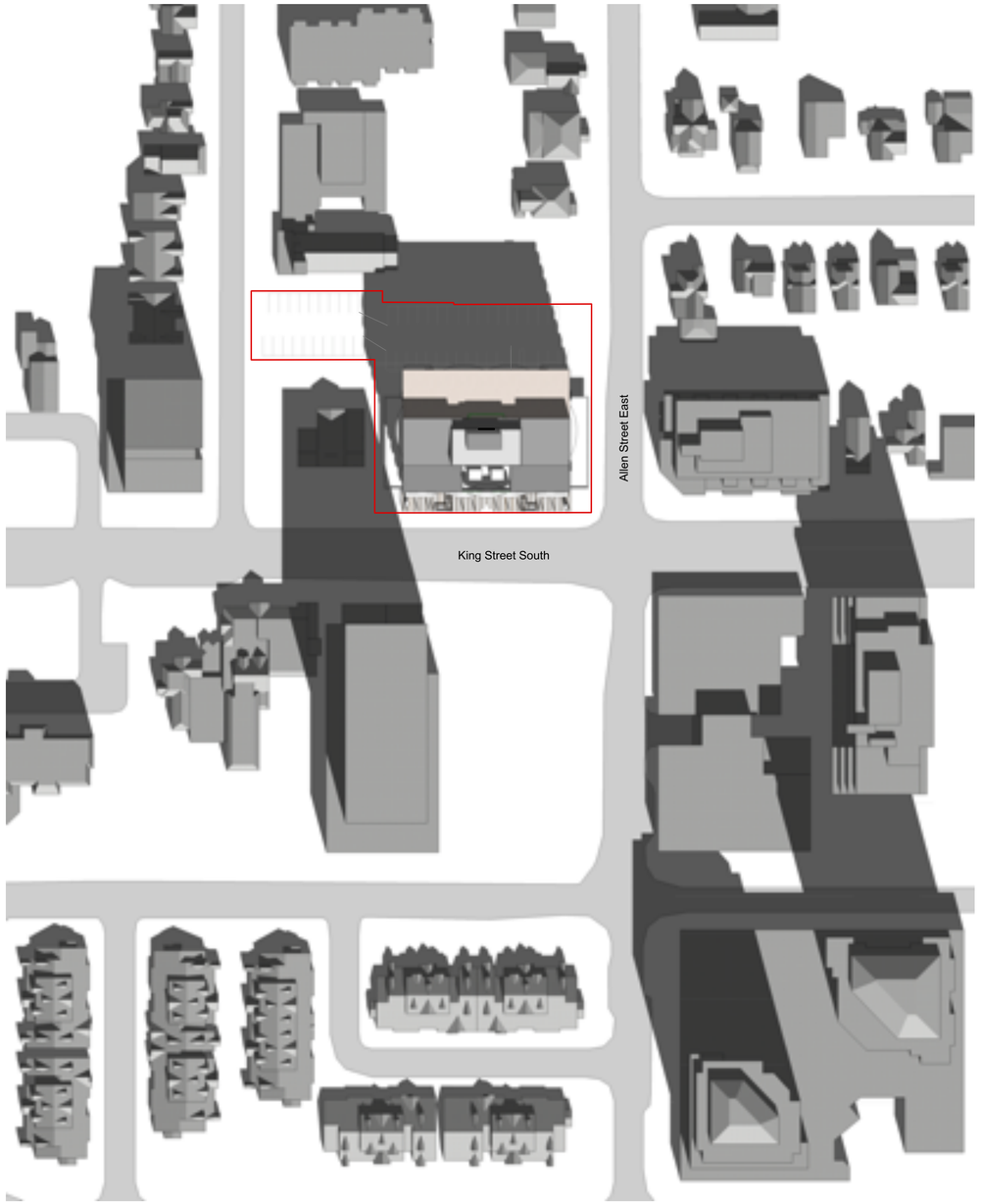
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True North

Project North

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Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved
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Drawn MB

Drawing Title

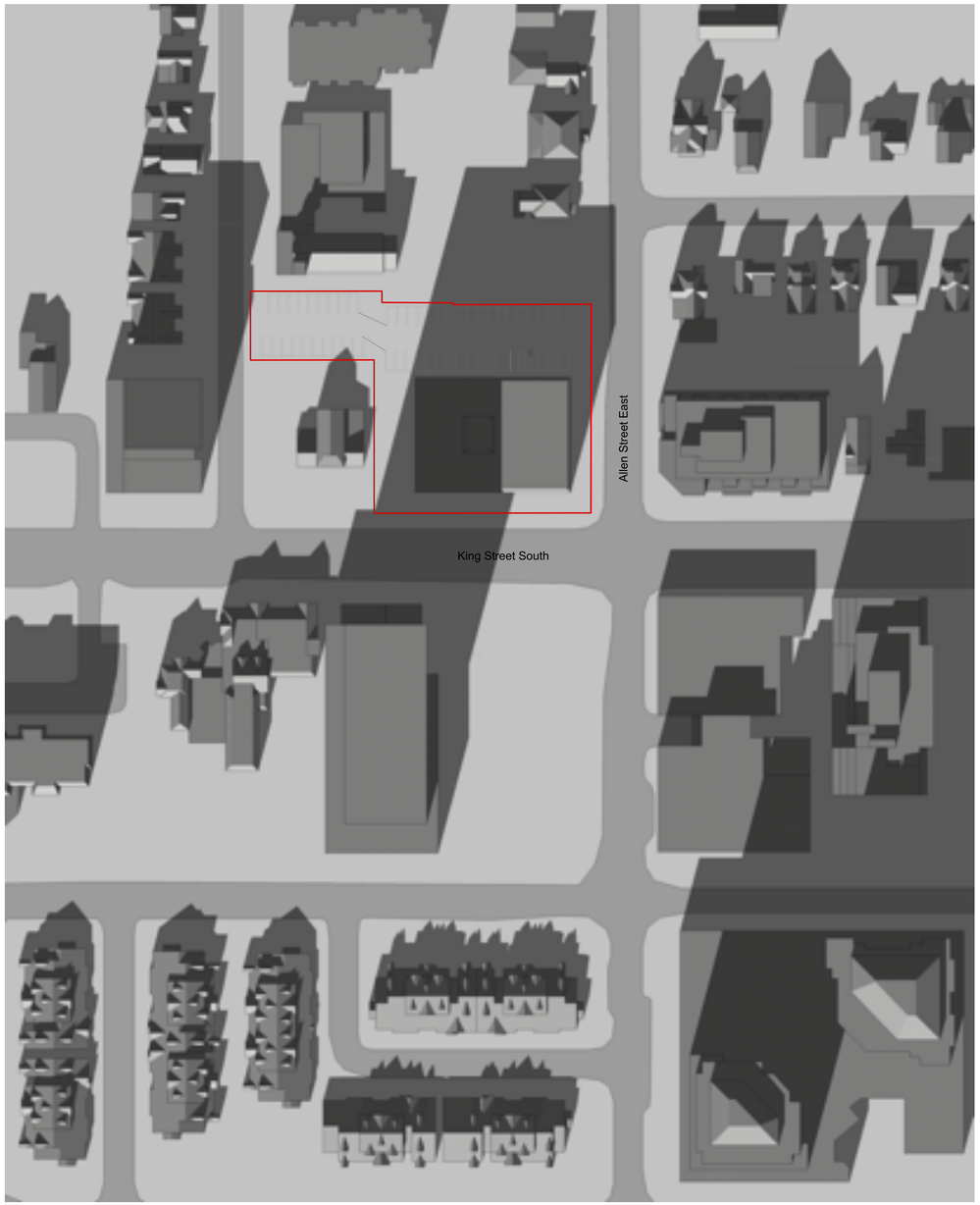
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Sept 21 - 2:00 PM

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Dwg. No.
A363

John MacDonald Architect

Public Utilities Commission Building
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No.	Issued for Purpose	Date	Initial
ZC	Zone Change	Apr. 10. '23	JHM

True North

Project North

No.	Revision	Date	Initial

Project

180 King Street South
Mixed-Use Development

180 King Street South
Waterloo, Ontario, N2J 1P8

Approved

Checked JHM

Drawing Title

Drawn MB

Shadow Studies
Sept 21 - 4:00 PM

Scale (for 24x36" printing)

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Drawing Title

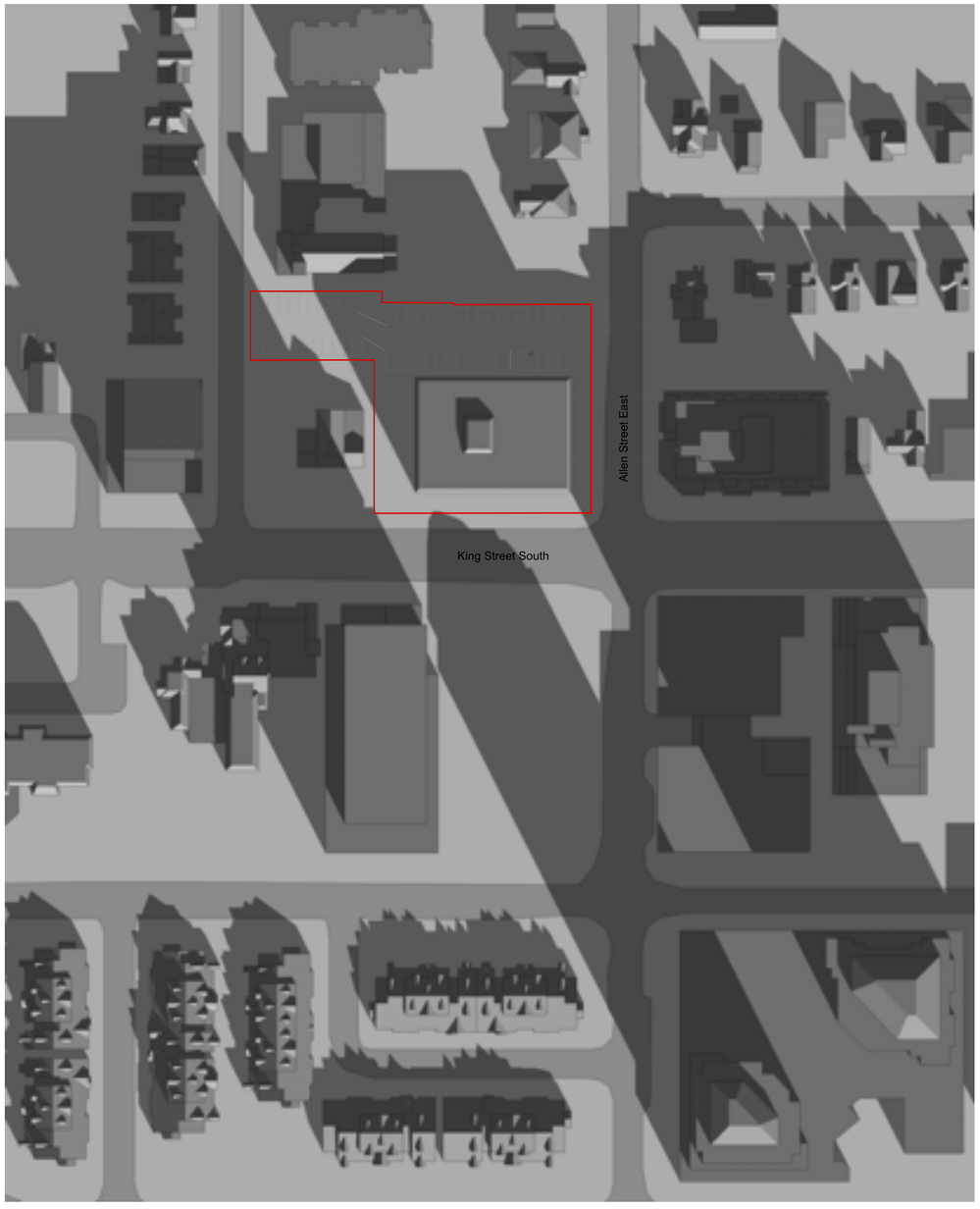
Shadow Studies
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Scale (for 24x36" printing)
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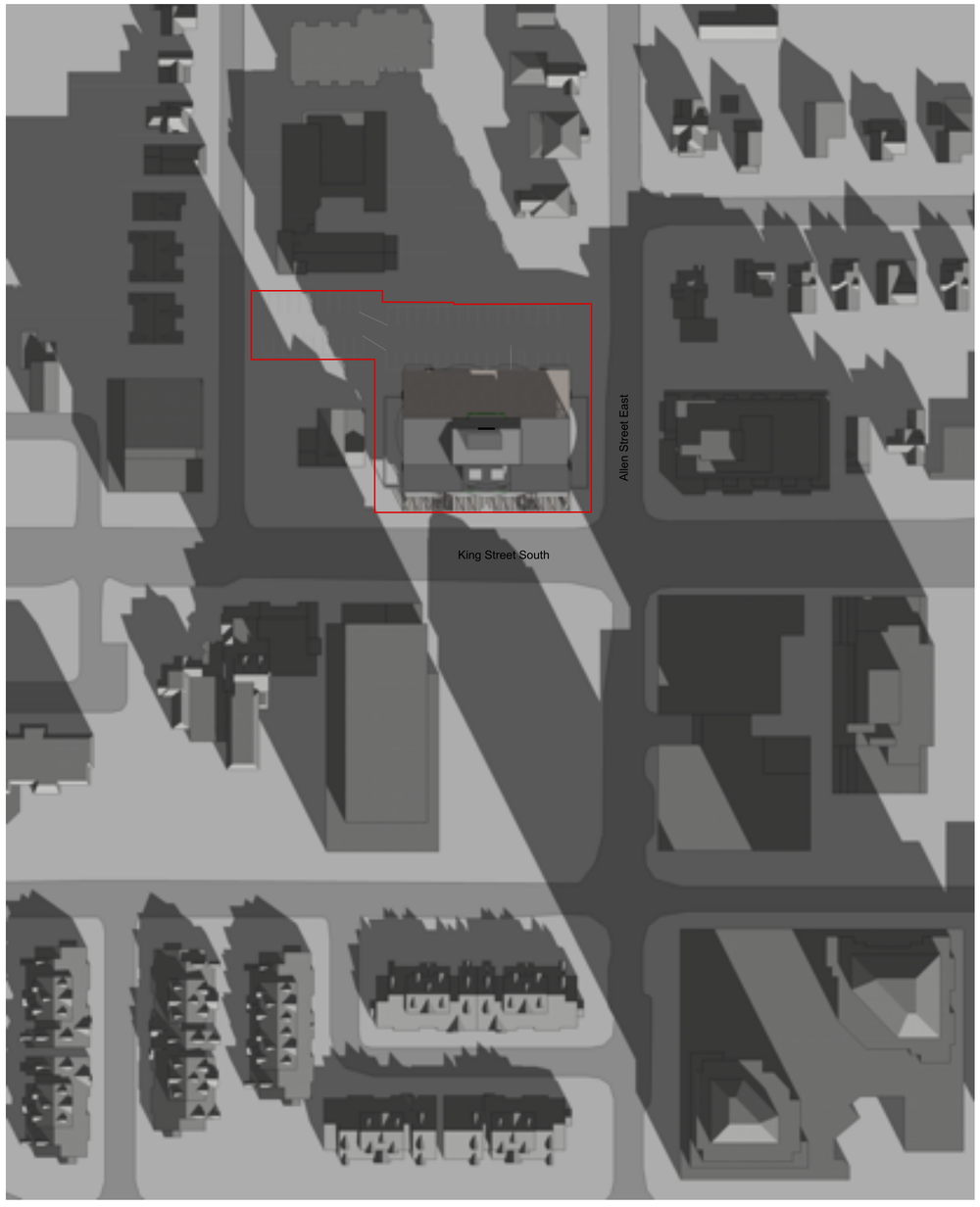
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ARCHITECTURE