URBAN DESIGN BRIEF



170-200 Northfield Dr W & 570-630 Weber St N, Waterloo

Official Plan Amendment and Zoning By-law Amendment | April 2024

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PLANNING
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1.0 INTRODUCTION



MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by Forgestone Capital Management Ltd. to prepare Urban Design Guidelines to assist with the planning applications for the redevelopment of their properties municipally known as 170-200 Northfield Drive West and 570-630 Weber Street North in the City of Waterloo (hereinafter referred to as 'the subject lands'; see Figure 1).

The subject lands contain a total of 16.2 hectares, with the westerly portion currently developed as a commercial plaza, including restaurants, a drug store and a food store. In addition, two single storey office buildings are located in the middle portion of the site, west of the Parkside Drive extension. The remainder of the subject lands are vacant. The proposed redevelopment of the subject lands pertains to only a portion of the lands, encompassing 11.2 hectares, generally located east and north of the Parkside Drive extension and within the area occupied by the two single storey office buildings.

The proposed development includes the redevelopment and intensification of the subject lands to establish a mix of residential, commercial, employment/industrial, and open space uses as well as an internal road network with underground and structured parking (see Figure 2). Multiple towers are proposed ranging in height from 25 storeys to 40 storeys, situated atop multiple shared podiums. Given the extensive amount of commercial uses already located on the lands (with permission for additional buildings) limited ground floor commercial uses are proposed and oriented toward Northfield Drive at the intersection of Parkside Drive. Commercial/Industrial and employment uses are proposed towards the northern property boundary abutting existing employment uses.

The proposed development includes two central amenity areas provided as privately owned publicly accessible spaces (POPS) totaling 3,220 m² (0.32 ha) in size and intended for use by residents, employees, and the wider community. The majority of the parking for the residential uses are located either underground, or within structures with limited lay-by surface spaces available for short term use to facilitate deliveries and drop-off/pick up. The commercial and employment use lands include surface parking on the conceptual plan, as well as loading areas for trucks.

Access to the development from Northfield Drive is proposed in the existing location, at the intersection with Parkside Drive. Parkside Drive is proposed to extend northerly to a turning circle within the subject lands. The turning circle is temporary, until such time as a future extension through to Randall Drive is possible. The subject lands also have an existing access from Weber Street North, which is not proposed to change.

Report Purpose

The purpose of the Design Guidelines is to provide design direction for the redevelopment of the subject lands. The proposed development envisions a mixed-use multi-phase development that will support the concept of a complete community where people can live, work, shop, and socialize. The proposed development and these guidelines have been prepared through careful consideration of the policies and design direction contained within the City of Waterloo Official Plan and Urban Design Manual, as well as contemporary design principles, to ensure a high standard of urban design.

Our Approach

MHBC on behalf of Forgestone Capital Management Ltd. has prepared these Urban Design Guidelines to illustrate how the proposed development will achieve the built form objectives of the City of Waterloo Official Plan and the City of Waterloo Urban Design Manual. It is recognized that the development will be built in multiple phases over multiple years and that the conceptual plan will change as market demands and other external factors evolve. The intent of the Guidelines is to establish design direction, while allowing for architectural expression and an ability to respond to changes in the market over the build-out period of the development.



Figure 1- Site location at Northfield Dr W and Weber St N



Figure 2 - The Proposed Development with a mix of residential, commercial, employment, and open space

2.0 SITE DESCRIPTION & CONTEXTUAL ANALYSIS



2.1 EXISTING SITE CONDITIONS

The subject lands are located within the City of Waterloo, northwest of the Hwy 85/Northfield Drive interchange and northeast of the Northfield Drive and Weber Street North intersection (see Figure 3). The subject lands encompass a large parcel of land with a significant portion undeveloped, representing the largest undeveloped parcel within the Northfield Major Transit Station Area.. The topography slopes from the lowest point at the southeast corner to the highest point at the northwest corner.

As discussed, the overall parcel contains numerous commercial buildings including a full size food store and a full size drug store, as well as two single storey multi-unit office buildings central to the site (see Figures 4-7). It is anticipated that the single storey office buildings, in a later phase of development, will be redeveloped.



Figure 3 - The subject lands contain a mix of commercial uses and vacant lands



Figure 4 - The existing commercial buildings along Parkside Dr



Figure 6 - The vacant lands making up the eastern portion of the subject lands



Figure 5 - Parkside Dr, looking toward Northfield Dr W



Figure 7 - The southwest corner of the subject lands, adjacent to the existing Fire Station

2.2 DESCRIPTION & ANALYSIS OF SITE CONTEXT

The surrounding area is characterized by a variety of auto-oriented commercial, employment, institutional with residential uses located further to the west, beyond Weber Street North (see Figures 8-16). Lands directly adjacent to the subject lands on all sides are comprised of commercial and employment lands. Residential uses are located west of Weber Street North and are comprised of low and medium density housing forms. The surrounding area offers a variety of grocery, restaurant, and retail stores to support residential development.

To the north of the subject lands are industrial, office, and employment uses. These lands are planned for employment uses in the long term. Further to the north is the municipal boundary and the 'Stockyards' area of St. Jacobs, which includes the St. Jacobs Market.

To the east is a former CN spur line now owned by the Region of Waterloo. The Waterloo Central Railway operates a passenger service from Northfield Drive to Elmira during daytime hours at certain times of the year. Goderich-Exeter Railway operates freight service in the evening hours. The Market Trail extends along the rail corridor and provides access to the St. Jacobs Market to the north. Beyond the railway are additional industrial/employment uses and Kumpf Drive.

Immediately to the south is City of Waterloo Fire Station No. 3, located on an irregularly shaped lot. Further to the south, on the opposite side of Northfield Drive, are additional employment uses and commercial recreation uses, including a private fitness club, two automotive dealerships, and office uses. The Northfield ION Station platform is also located to the south of the subject site, accessed via a signalized crossing on Northfield Drive. The Laurel Trail, which is linked with the Market Trail, is located adjacent to the Station – the trail provides access to other areas of Waterloo including Waterloo Park and Uptown Waterloo.

To the west of the subject lands are commercial and retail uses including a food store, restaurants, coffee shops, personal services, and a drug store. On the opposite side of Weber Street is another commercial plaza that includes multiple uses, including a larger commercial recreation use and restaurants. A new mid-rise apartment building and existing townhomes are also located west of the subject lands.

Northlake Woods Public School, Cedarbrae Public School, NA MacEachern Public School, and Sir Edgar Bauer Catholic Elementary School are all located within 2km of the subject lands. Lakeshore Optimist Park is located within walking distance of the subject lands and provides for a variety of recreation opportunities, including play structures, sports fields, and a series of trails. As noted above, the lands abut the Market Trail, which is a key active transportation route within the City, functioning as the northerly extension of the Laurel Trail.

The subject lands are accessed via two regional corridors (Northfield Drive West and Weber Street North) and are in close proximity to Highway 85, a provincial highway that runs north-south through Waterloo Region.

Northfield Drive is a Regional road that provides east-west access through the City of Waterloo, and beyond into Woolwich Township. Weber Street is also a Regional road and it provides north-south access from Kitchener, through Waterloo and into the St. Jacobs area of Woolwich Township. Parkside Drive is a local municipal road south of Northfield Drive, transitioning to a private street north of Northfield Drive. It provides access to the remainder of the lands, including the office buildings and the various commercial uses.

The lands are proximate to public transit services on Northfield Drive and Weber Street, including the Northfield Station ION LRT platform immediately south of the subject lands, and local transit stops along Northfield Drive, Weber Street, and Parkside Drive (within the subject lands).

Overall, the surrounding area has a broad range of uses, including commercial, employment, institutional, recreational, and residential uses. Many of the uses will be important supporting uses for the planned high-density development and those key uses are located within the subject lands. Recent improvements to transit and walkability in the area have created opportunities to transition the area to include mixed-

use, higher density and transit supportive built forms. The proposed development will contribute to this transition by providing for a high-density mixed-use community wherein most daily and weekly necessities are located in close proximity to one another and are accessible by active forms of transportation and public transit.

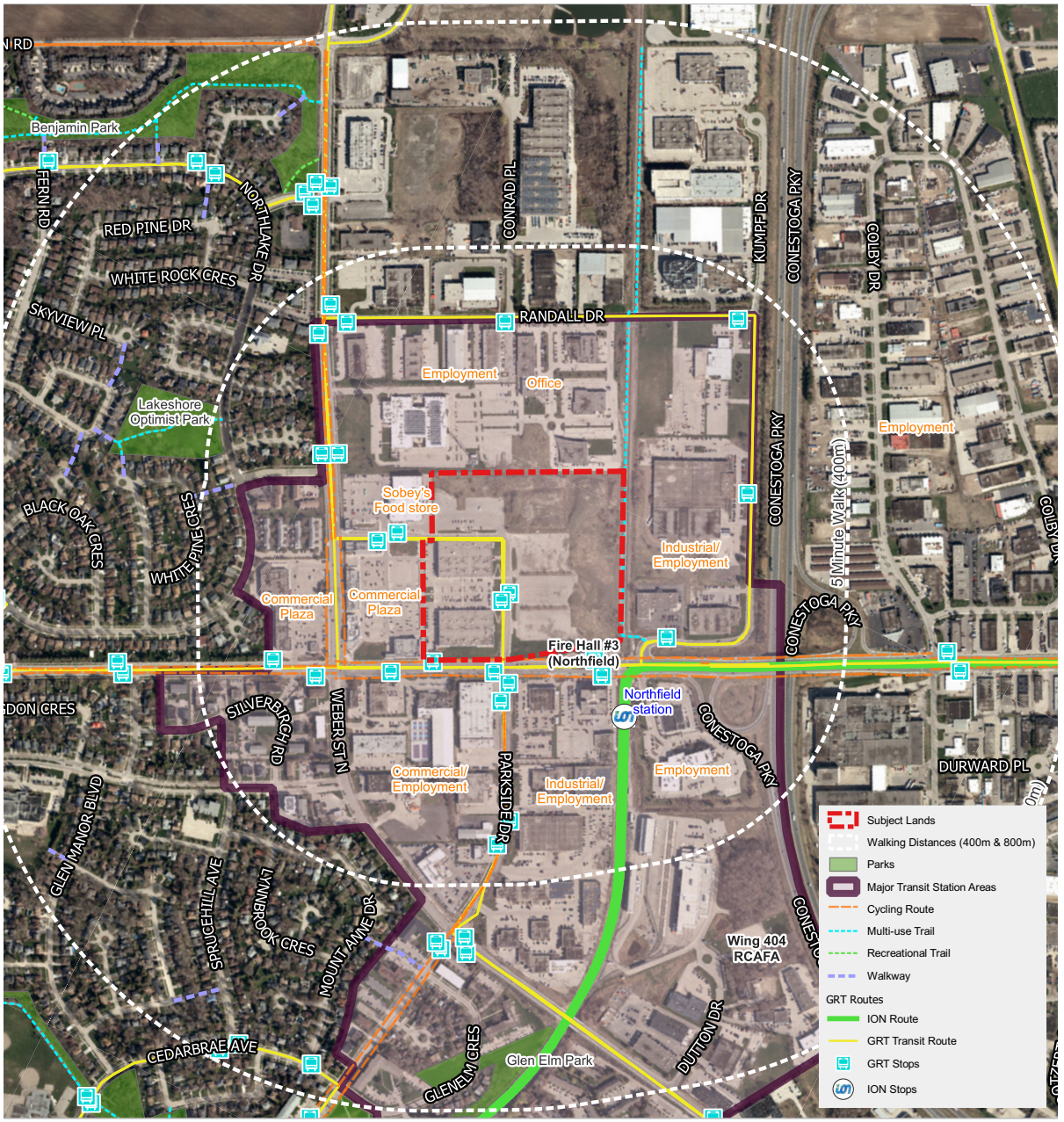


Figure 8 - Context Plan of the surrounding land uses, parks, and transportation



Figure 9 - Employment uses to the north of the subect lands alnog Randall Dr



Figure 10 - Rail corridor and multi-use trail abutting the subject lands



Figure 11 - City of Waterloo Fire Station to the south est of the subject lands



Figure 12 - Employment uses along Parkside Dr, south of the subject lands



Figure 13 - The Northfield ION LRT stop, directly south of the subject lands



Figure 14 - Commercial uses directly west of the subject lands



Figure 15 - Low-rise apartment uses to the west of Weber St N



Figure 16 - Lakeshore Optimist Park within walking distance of the subject lands

3.0 PROPOSED DEVELOPMENT



3.1 VISION STATEMENT AND DESIGN PRINCIPLES

The following vision has been developed for the subject lands:

The development is planned to create a high-quality, vibrant, transit-oriented mixed-use community that provides a rich urban environment to live, work, shop and play for all ages. The design will achieve transit supportive densities; place emphasis on the public realm through building and landscape design, prioritize active transportation and contribute to attainable housing within the City of Waterloo.

This new master planned development will offer a broad range of housing, employment, commercial, and open space options in addition to being well-connected to the surrounding urban area through internal driveways and active transportation connections. With consideration of the general intent of the Official Plan, Urban Design Manual and associated urban design guidelines, the following goals and design objectives have been identified for the purposes of achieving the vision for the redevelopment:

- Create a **mixed-use** and **transit supportive** community near existing bus and rapid transit, and active transportation infrastructure.
- **Prioritize the human scale** throughout the subject lands by positioning building podiums to create a strong, visually appealing street edge that will activate the Northfield Drive, Parkside Drive, and internal streetscapes.
- **Prioritize the pedestrian and cyclist experience** by providing an attractive, safe, and well-connected active transportation network.
- Provide a development that, through the combination of massing, orientation, pedestrian entrances, architectural elements, detailing, and material selection, will result in a **positive pedestrian experience** along the adjacent street frontages, between buildings, and within planned POPS park spaces.
- Incorporate **varied massing and a high level of articulation on all buildings** to enhance visual interest and positively contribute to the City of Waterloo's skyline.
- Provide **high quality, attractive, and well-connected gathering spaces** that allow for a diversity of recreational opportunities.
- Create a development that considers **sustainable and low impact design** principles and opportunities to reduce greenhouse gas emissions.
- Design contemporary buildings, with a variety of architectural elements that combine to form a **visually cohesive, functional, urban experience, while creating and fostering a sense of place.**



3.2 THE PROPOSED DEVELOPMENT

The proposed development contemplates a vibrant high-density, pedestrian-oriented, transit-supportive, mixed-use community. The Conceptual Master Plan (shown in Figure 17) proposes multiple residential and mixed-use towers ranging from 25 storeys (elongated towers) to 40 storeys (point towers) atop multiple shared podiums in the south portion of the subject lands. The location of the residential and mixed-use portion of the development is outside of the Regional Employment Area. The varying heights avoids a uniform building mass across the site, with greater range in heights and building sizes contributing to broader architectural expression. This design approach allows for opportunities to create unique spaces and places within the development while increasing visual interest along the Northfield Drive corridor with dynamic views from Hwy 85 entering the City.

In addition to the residential component, four lower rise commercial and employment buildings are proposed in the north half of the subject lands. The location of the commercial and employment uses coincides with the Regional Employment Area. It is acknowledged that the designs are conceptual at this time and that the size of the buildings, and their heights (within Zoning permissions), may evolve as the project builds out and the market needs change.

In total, the Development Plan contains 4,188 units (with 6,542 bedrooms), 382 m² of retail space, 6,604.9 m² of flex industrial/commercial space, 15,316 m² of industrial employment space, 4,703



Figure 17 - The Conceptual Master Plan showing residential, commercial, employment, and open space uses

structured vehicular parking spaces, 441 surface vehicular parking spaces, and indoor and outdoor bicycle parking spaces. This is in addition to the significant supply of existing commercial building floor area on the westerly portion of the site.

As discussed, Parkside Drive on the subject lands is currently a private road built to municipal standards. As part of the proposed development, the owner proposes to create an extension of Parkside Drive to the northern limit of the site. Additional internal private roads and private driveways are proposed to create an interconnected community within and beyond the site and to facilitate pedestrian and cyclist movement. The intent is to maintain the existing cycling lanes within the proposed Parkside Drive road allowance to provide active transportation connections through the site. These connections provide links to the ION Station and the Market Trail, as well as future connections to lands to the north within the employment area on Randall Drive. POPS are proposed on either side of Parkside Drive, in conjunction with the proposed new internal roads, and will serve as the basis for the siting of new residential mixed-use buildings.

Tower heights increase towards the interior and east side of the site, facilitating a gradual transition in height from the public streetscape of Northfield Drive inwards and adjacent to the rail corridor. Towers are set back from the public and internal street frontages, with proposed podium designs creating a pedestrian-scale environment along the streets. The height and spacing of the proposed towers, which meet or exceed By-law requirements, provide each building

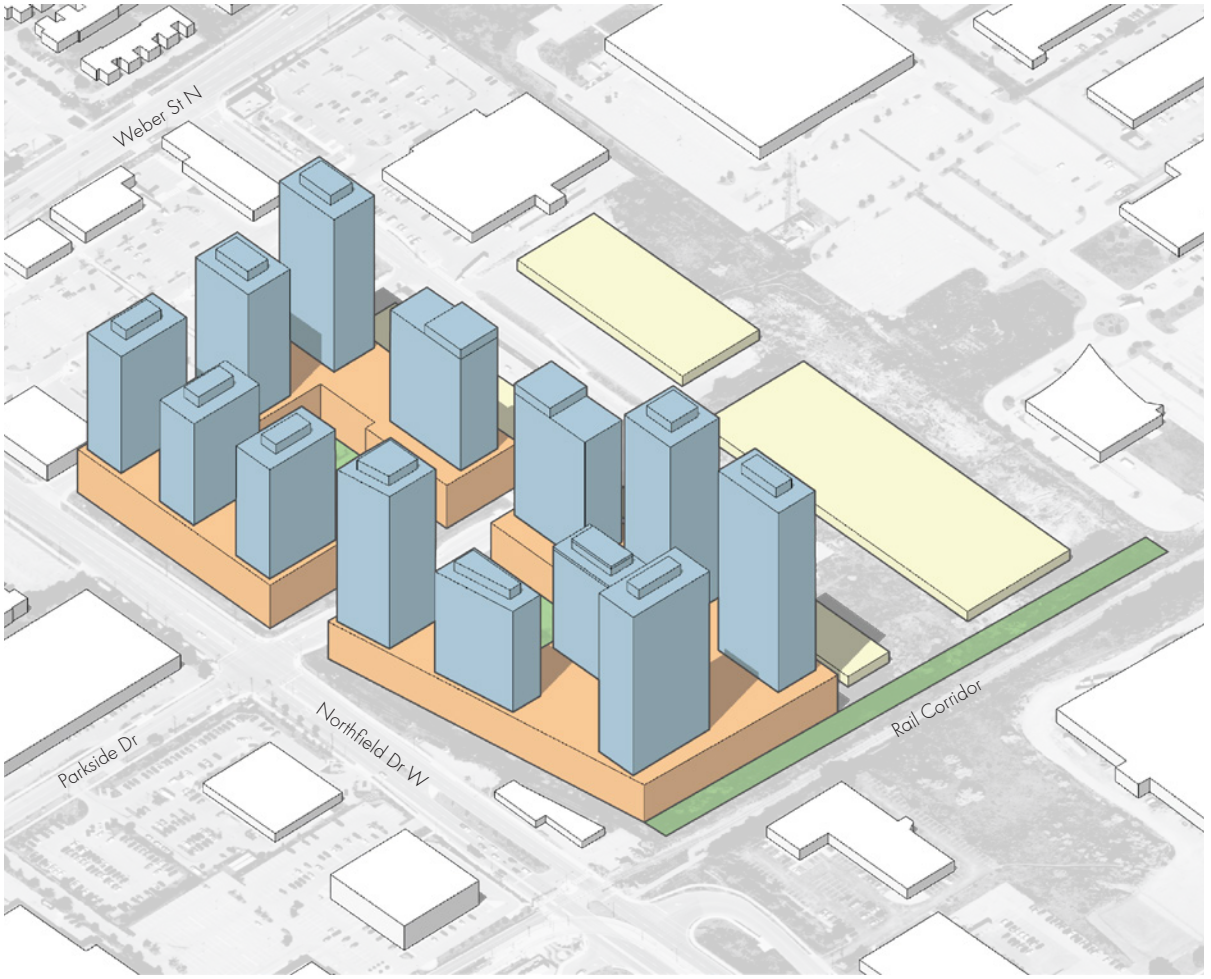


Figure 18 - Conceptual massing model of the proposed development

with their own unique views of different parts of the City. The vision of the tower distribution is shown in Figure 18. The proposed podium height of six storeys is consistent along the Northfield Drive and Parkside Drive frontages providing a well-defined streetscape along the exterior of the development.

Pedestrian connections to the existing commercial area to the west are provided through a private driveway/pedestrian pathway connection adjacent to Building F2, as well as the existing private road, being the east-west leg of Parkside Drive, located further to the north (see Figures 19 & 20). Parkside Drive facilitates pedestrian connections to Northfield Drive, where pedestrian and cyclist facilities already exist.

Proposed POPS central to the development are bordered by both proposed buildings and internal streets. The orientation of the proposed POPS and roadways provide for generous separation between the towers and podiums internal to the development and fronting on these publicly accessible areas. Rooftop terraces are planned on top of each podium, contributing to the outdoor amenity areas for new residents within the development. The landscaped open space area adjacent to the rail corridor provides an additional opportunity to create outdoor amenity space at grade for new residents.

Ground floor commercial use and active residential uses are oriented to Northfield Drive and Parkside Drive. The development includes two large primary POPS, totaling 3,220 m², for use by residents and employees as well as the wider community. There is

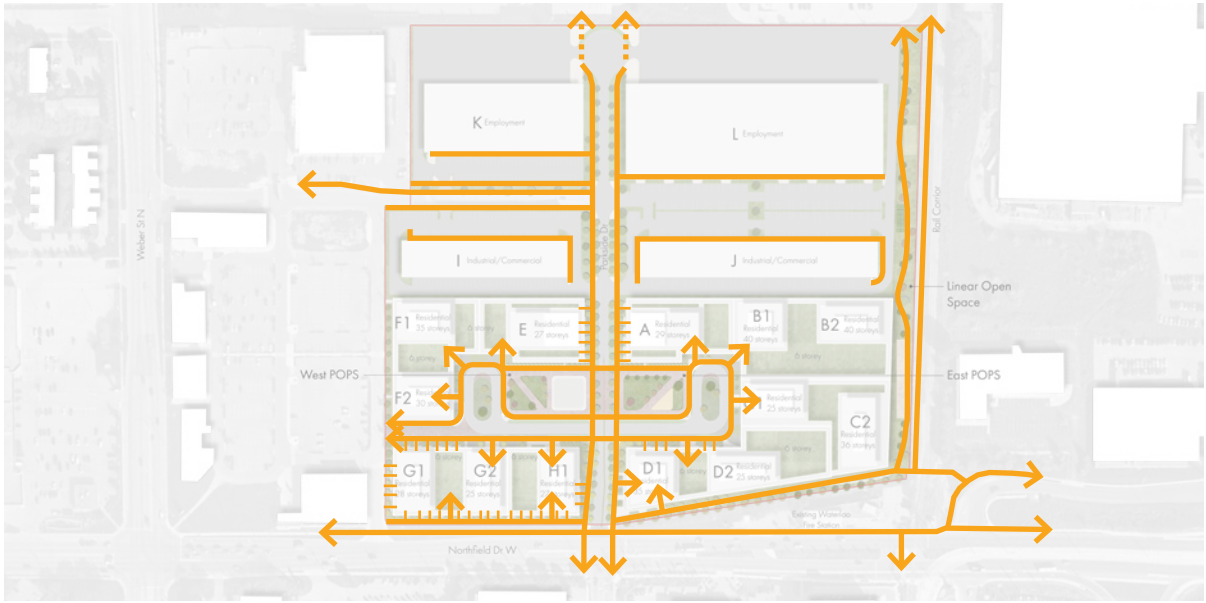


Figure 19 - Proposed pedestrian circulation

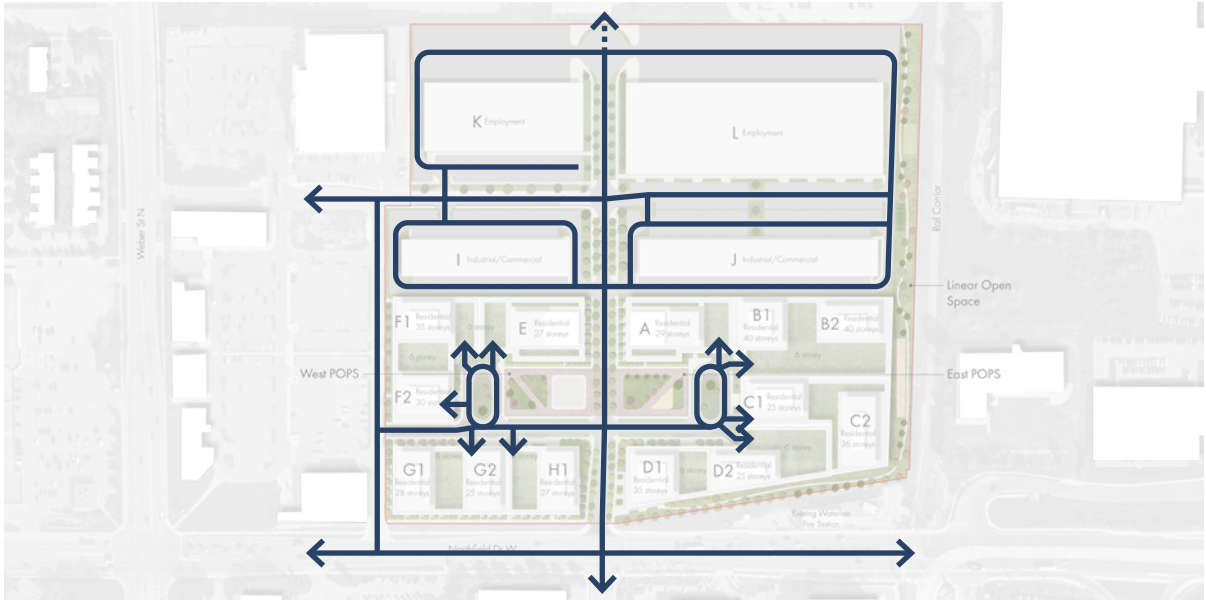


Figure 20 - Proposed vehicle circulation

limited surface parking, which is intended for short-term drop-off and pick up areas (e.g. deliveries, ride sharing). This will minimize conflicts between pedestrians, cyclists and vehicles.

Built Form

The planned community's built form structure contemplates a cohesive urban vision that blends high-rise mixed use and low rise commercial and employment development massing (see Figure 21). The proposed development will offer a broad range of residential, commercial, office, and amenity areas linked through an attractive and functional street network for cyclists, pedestrians and vehicles that is well connected to the surrounding urban area.

The high-rise building placement edges the perimeter along Northfield Drive and Parkside Drive and frames the internal streets and open spaces. Residential parking is entirely located within structured and underground parking areas which allows for the prioritization of the pedestrian realm at grade. The location, orientation, and articulation of the buildings provides for a consistent pedestrian-scaled street wall throughout the residential mixed-use portion of the subject lands that creates visual enclosure. The low rise commercial and employment building placement is internal to the subject lands and coincided with the employment designated lands. Please refer to Figure 22 demonstrating the first floor configuration of the podiums through the subject lands.

Greatest tower heights (36 storeys [Building C2] and 40 storeys [Buildings B1 and B2]) are located along the east side of the site adjacent to the rail corridor, separated from same by a 15 metre-wide landscaped open space. Building heights are reduced along the Northfield Drive frontage, and generally range between 25 and 28 storeys (Buildings G1, G2 and H1). A point tower, 35 metres in height (Building D1) is proposed atop the podium at the northeast corner of Northfield Drive West and Parkside Drive, to emphasize the entrance to the site as well as provide a focal point when travelling west along Northfield over the Conestoga Expressway. Lower tower heights of 25, 27 and 29 storeys (Buildings C1, A and E) are proposed internal to the site, with taller towers 30 and 35 storeys in height (Buildings F1 and F2) proposed adjacent to the existing commercial plaza on the westerly portion of the site. Generally, building heights are lower along existing and proposed street frontages and proposed POPS, with greater building heights shifted to the edges to emphasize entry into the development.

The buildings incorporate a number of massing strategies including projections, step-backs, varying rooflines, changes in building materials and colour, and horizontal and vertical articulation. Building arrangements are also varied to avoid a static or repetitive massing of form across the site. This includes variations in tower forms and the positioning of towers on podiums.



Figure 21 - Proposed height and massing transition across the proposed development

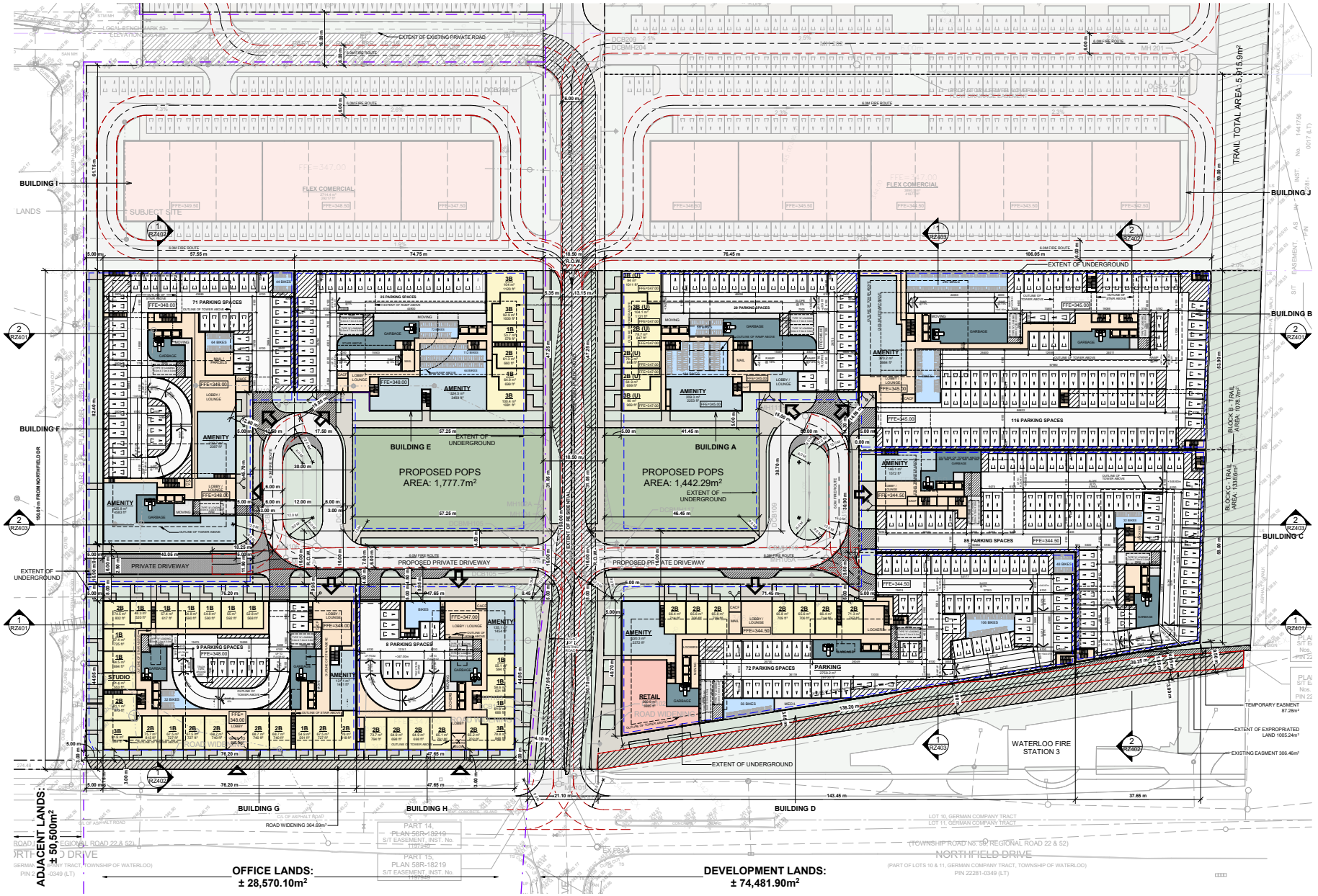


Figure 22 - Ground floor plan (Turner Fleischer, Feb 28, 2024)

3.3 DEVELOPMENT PHASING

The site development is proposed in three phases, as illustrated in Figure 23. Overall, the Phasing Plan has been designed to establish new residential uses and buildings in a balanced manner in an effort to support the use of rapid transit within the Station Area and provide a resident base prior to introducing additional non-residential floor area within the MTSA.

The first phase of development is comprised of the residential mixed-use component of the development east of Parkside Drive, which includes primarily residential uses with a small retail component as well as a new POPS open space area. This will facilitate the establishment of a strong residential base prior to the introduction of significant non-residential use areas.

The second phase involves the commercial/employment uses north and east of Parkside Drive, as well as the northern extension of Parkside Drive. The second phase expands the available non-residential use area and contributes approximately 60% of the proposed flex industrial/commercial area and 100% of the industrial employment area proposed in the development.

The third phase completes the development, including the remainder of the residential units and the balance of the proposed commercial/employment area. The third phase also includes additional POPS open space and internal street connections. The following is a review of the proposed phases and includes details with respect to the design of each phase.

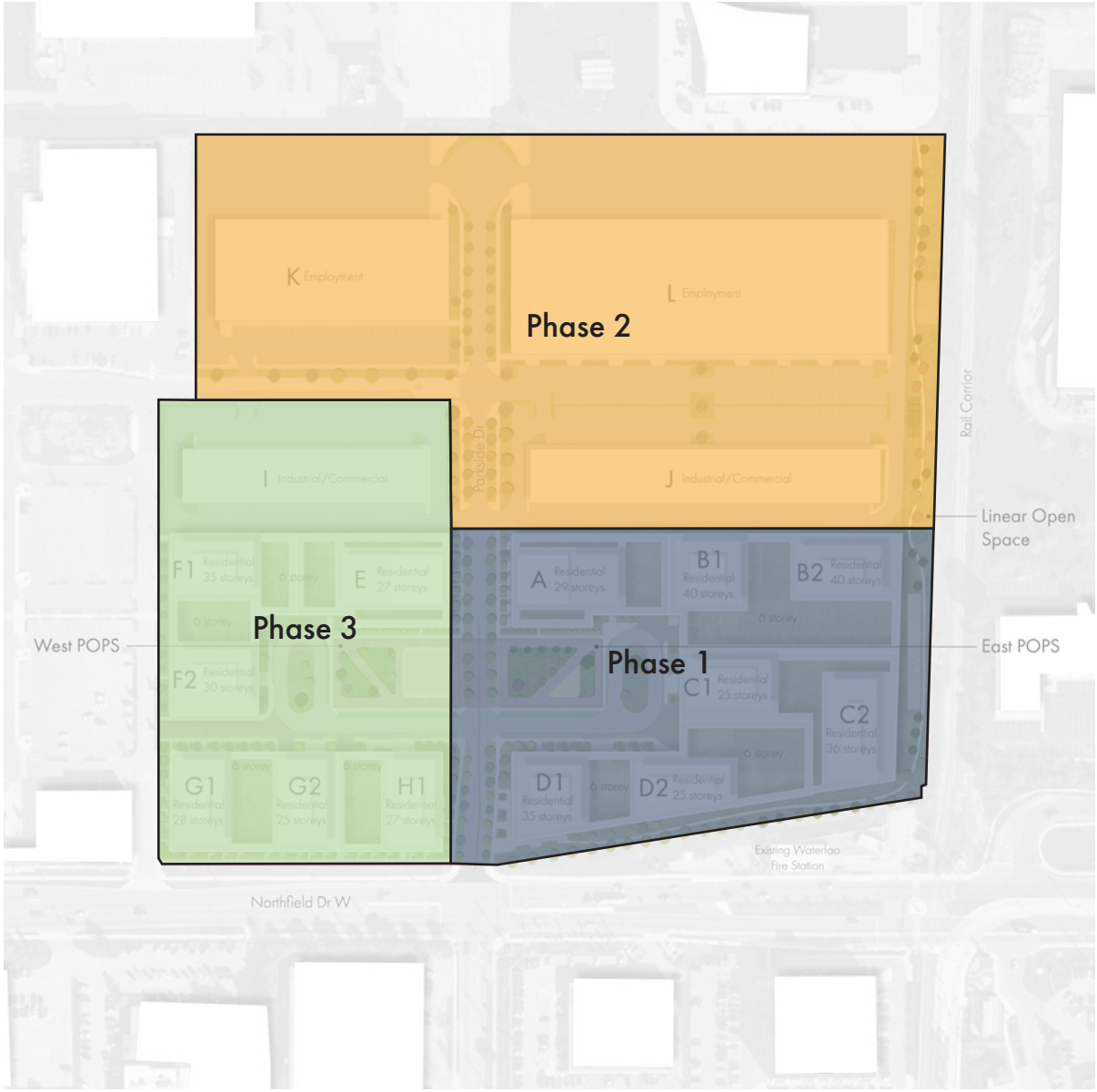


Figure 23 - Proposed development phasing

Phase 1

Phase 1 of the development includes the southeast corner of the site and the following elements (see Figure 24):

- Retention of the north-south leg of Parkside Drive as a private road;
- Establishment of a new internal private road;
- Establishment of a new POPS park space;
- Four residential buildings - one with an at-grade retail component – oriented to either Parkside Drive or the new private road;
- A linear landscaped open space adjacent to the rail line; and,
- Underground and structured parking.

Building A includes a 29-storey tower atop a podium (6 storeys), oriented to Parkside Drive, with access from the new proposed private road. A mix of two and three-bedroom units characterize the ground floor of the podium fronting Parkside Drive, with a ground floor indoor amenity area facing the proposed POPS park space. A mix of one, two and three-bedroom units characterize the remaining western and southern facades of the podium fronting Parkside Drive and the POPS park space. Parking is located underground and within the podium.

Building B, located in the northeastern corner of the first phase, includes two towers – each 40 storeys in height (including the shared 6-storey podium). Parking is located underground and within the podium, with access provided from the new private road.

Building C includes two towers, 25 and 36 storeys in height (situated on a shared 6-storey podium), oriented to either the linear open space or POPS park space. Indoor amenity space at grade is oriented to the front of the building facing the new private road. Parking is located underground and within the podium, which is accessed from the new private road.

Building D, located closest to Northfield Drive, is oriented to Parkside Drive. The building is characterized by two towers, being 25 and 35 storeys in height, sitting atop a six-storey podium. Ground floor retail floor space within the podium is oriented to the corner of Northfield and Parkside, with a ground floor indoor amenity space oriented to the intersection of Parkside and the new private road. Residential units oriented to the proposed POPS park space and private street wrap the north façade of Building D on the ground floor. A mix of one, two and three bedroom units characterize the remaining floors of the podium at the western end of the building, fronting Northfield Drive, Parkside Drive and the new private road and POPS park space. Similar to the other buildings in this phase, parking is proposed underground and within the podium, accessed from the new private road.

For each building in Phase 1, both indoor and outdoor amenity areas are located on the seventh floor – the first level interior to individual towers accommodates large indoor amenity space that provides access to the rooftop terrace atop each podium, which is shared among the residents of individual buildings.

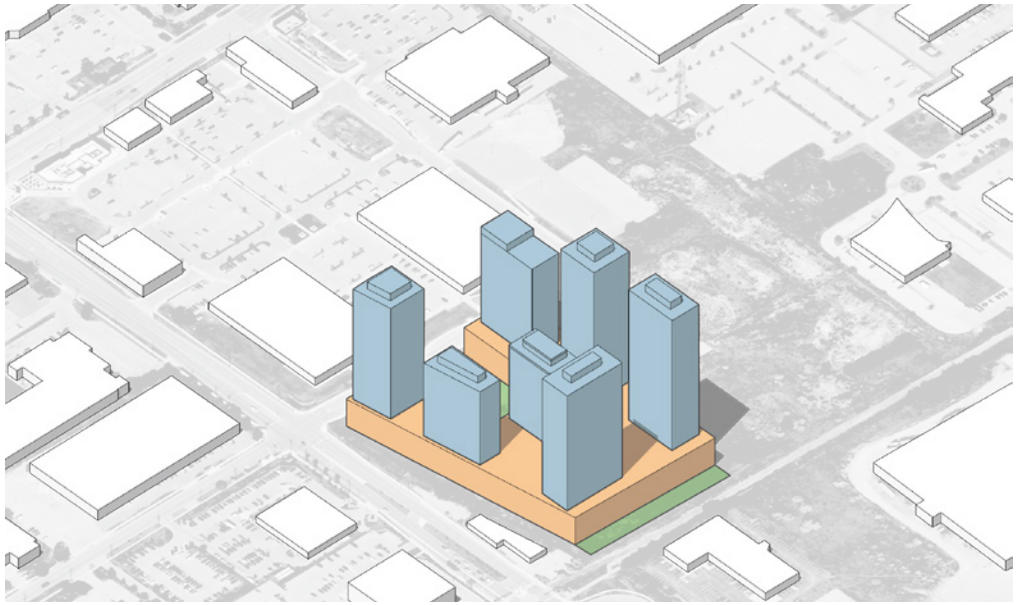


Figure 24 - Phase 1 massing model

Phase 2

Phase 2 of the proposed development is located on the east side of Parkside Drive and along the northern portion of the subject lands, and includes the following (see Figure 25):

- Extension of Parkside Drive as a private road to the north end of the property;
- One industrial/commercial building, two industrial employment buildings and associated surface parking areas; and,
- The remaining linear landscaped open space area adjacent to the rail corridor.

Building J is conceptually planned with 3,890 m² of floor area. Access is to be provided from Parkside Drive as well as through a connection to the surface parking area for the proposed industrial building to the north.

Building K is intended to provide for industrial employment uses with 4,855 m² of floor area supported by surface parking and a large loading/docking area in the rear. The proposed building will front the east-west leg of Parkside Drive, with driveway access provided from same. Driveway access from the proposed cul-de-sac provides access for transport trucks loading at the rear of the building.

Building L, is conceptually planned to accommodate 10,460 m² of floor space for industrial employment uses. The east-west leg of Parkside Drive is to be extended in the form of a driveway access to a surface parking area. Similar to Building K, this Building is supported by surface parking at the front and a large loading/docking area in the rear. Driveways within surface parking areas along the perimeter are proposed to provide connectivity and access between Buildings J and L.

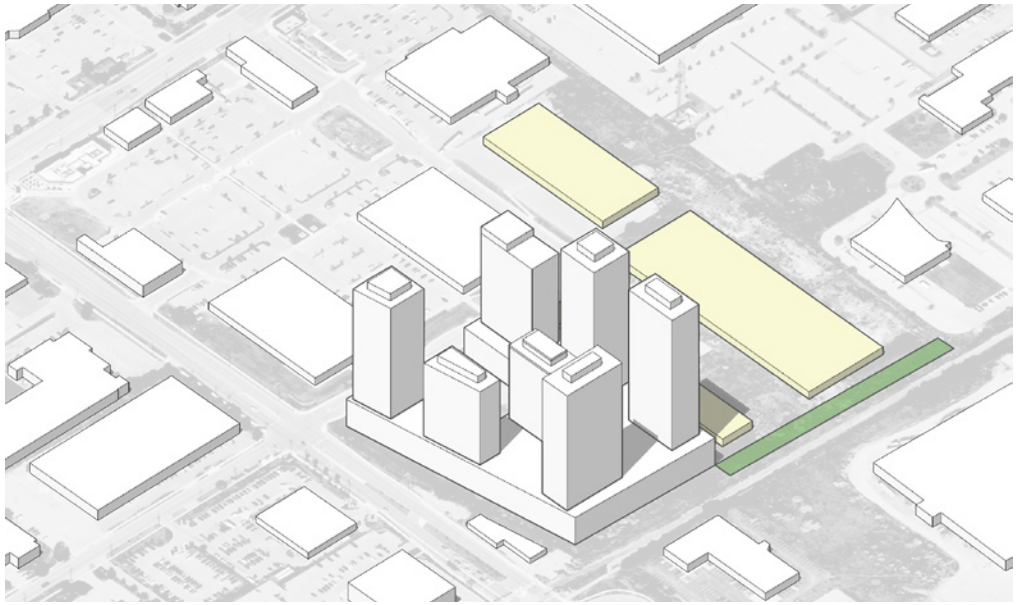


Figure 25 - Phase 2 massing model

Phase 3

Phase 3 is located west and south of Parkside Drive, and includes the following elements (see Figure 26):

- Establishment of a new internal private road and private road connection to the adjacent commercial plaza;
- Establishment of a POPS park space;
- Four residential buildings organized around the new street and POPS park space;
- One industrial/commercial building, fronting the existing east-west leg of Parkside Drive; and;
- Underground, structured and surfaced parking.

Building E includes a tower atop a six-storey podium (27 storeys total), oriented to both Parkside Drive and the proposed POPS park space. A mix of two and three-bedroom units are proposed on all floors of the podium fronting Parkside Drive, whereas the southern façade of the podium is wrapped in ground floor amenity space and units above fronting the new POPS park space. The configuration of the Building E podium is similar to that of Building A podium in this regard. Vehicular access to the building is provided from the new private road, with parking accommodated within the podium and underground.

Building F, which is comprised of two towers – 30 and 35 storeys in height (including the shared six-storey podium), fronts onto the new private road. The ground floor of the podium along the eastern façade is characterized by indoor amenity and lobby spaces to serve new residents and provide active uses along the internal street. A private driveway along the south side of the building is proposed to connect to the private road, providing a pedestrian, cyclist and vehicular connection to the adjacent commercial plaza. Indoor amenity space is proposed at grade within the podium along the south façade to further activate this connection. Vehicular access to the building is provided from the new private road, with parking accommodated within the podium and underground.

Building G fronts Northfield Drive adjacent to the existing commercial plaza and contains two towers, 28 and 25 storeys in height, including a shared six storey podium. A range of one, two and three bedroom units are proposed on the ground floor of the podium on the north, south and western facades to activate pedestrian connections and street frontages. Similar to all buildings within this phase, vehicular access is provided from the new private road and parking is provided within the podium and underground.

Building H is oriented to the Parkside Drive and Northfield Drive frontages and accommodates a mix of one, two and three bedroom units at grade along with amenity and lobby spaces to activate street frontages. This building includes a 27 storey building, including the six storey podium, oriented to the intersection. Residential units at grade have individual access to the adjacent public and private streets, to assist in activating the public realm. While parking is provided in underground and structured parking, vehicular access is provided from the new private road.

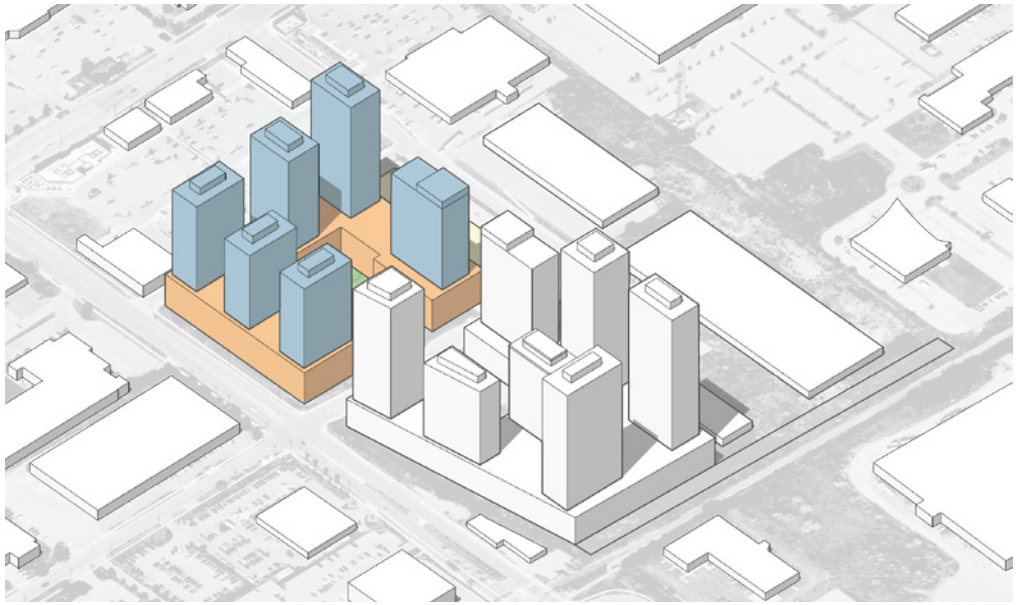


Figure 26 - Phase 3 massing model

Similar to Phase 1, all residential buildings in Phase 3 include indoor and outdoor amenity areas on the seventh floor – the first level interior to individual towers accommodates large indoor amenity space that provide access to the rooftop terrace atop each podium, which is shared among the residents of individual buildings.

Building I, fronting the existing east-west leg of Parkside Drive, is proposed as a 'flex industrial/commercial' building that serves as a transition between proposed residential uses and employment-focused uses further to the north. Supported by a surface parking area accessed from two points along Parkside Drive, this building is intended to accommodate commercial and compatible industrial uses that serve both the residential and employment uses on the site and complements the existing commercial uses to the west.



Figure 27 - Proposed park spaces at the centre of the mixed-use development

3.4 THE PUBLIC REALM PLAN

A high-quality public realm is an integral component of pedestrian-scaled design. The public realm shapes our relationship with our surroundings, establishing a community identity, local character, and a sense of place.

Open Spaces

Open spaces are designed to prioritize pedestrian comfort and safety. In general, all components of the site's open space network will incorporate durable amenities such as benches, lighting, bicycle racks, and waste receptacles that will encourage the use and social role of these open space areas. Well-designed lighting is particularly integral to pedestrian safety as well as the usability of the open space network. The provision of soft landscaping elements such as trees, shrubs, and ground cover, will enhance the character of these open space areas; these elements should be incorporated to improve air quality, provide shade, and contribute to the City's tree canopy. Wayfinding features are to be included in the design of site features to facilitate active transportation connections.

POPS

The two proposed POPS park spaces are intended to be the defining features of the public realm. They are located central to the overall development and connect to the primary pedestrian network through the site. The spaces are edged with active uses, including podium dwelling units, at-grade residential entrances and amenity spaces that will serve to activate and animate the POPS park spaces and provide natural surveillance of these spaces.

The central POPS park spaces should be designed as an extension of the buildings surrounding them to create outdoor 'rooms' where people can gather. Active transportation pathways are planned along the perimeter of the POPS park spaces to provide connections from Parkside Drive to the limits of the development site and to the external pedestrian network.

The POPS will be designed with flexibility in mind to provide versatile spaces that can benefit users of all ages and abilities. The centrally located POPS are substantial in size and provide flexibility in future design to incorporate a range of activities. Both of these spaces have been contemplated for a diversity and mix of passive and active recreational uses to provide further activation. Examples are shown in Figure 28 and include a community garden, splash pad, outdoor gym, and outdoor seating. Programmed activities will support residents and draw people in from the broader community, helping to link this development with the broader neighbourhood while establishing its own unique sense of place.

Park Amenities & Programming



	West POPS	East POPS	Linear Open Space	Precedents			
Community Garden			X		May Place Kitchener | 14m x 14m		Queen's Greens Kitchener | 26m x 23m
Dog Run			X		Thompson St Parkette Toronto | 50m x 20m		Grange Park Toronto | 23m x 18m
Ice Rink	X				Carl Zehr Square Kitchener | 34 x 19m		Market Square Guelph | 40m x 24m
Multi-Use Trail			X		Laurel Trail Waterloo | 8m		Iron Horse Trail Kitchener | 4m
Open Lawn	X	X			Vogelsang Green Kitchener | 15m x 15m		HTO Park West Toronto | 22m x 20m
Outdoor Gym			X		Victoria Park Kitchener | 24m x 5m		Bluevale Collegiate Waterloo | 16m x 13m
Playground		X			Waterloo Park Waterloo | 18m x 14m		Canoe Landing Toronto | 25m x 11m

Figure 28 - Conceptual amenities and programming options for the proposed open spaces

Buildings & Streetscapes

The design of the public realm will prioritize the comfort, safety, and accessibility of pedestrians, cyclists, and transit users over the convenience of private vehicles. The design incorporates multi-use streets that will allow a variety of uses such as retail displays, soft landscaping and outdoor seating. Streets should be designed to prioritize pedestrians by considering the incorporation of high-quality feature materials such as brick pavers, and the provision of widened sidewalks and mid-block pedestrian crossings. To promote the use of transit and active transportation options, bike racks should be provided in POPS, adjacent to retail entrances, and in close proximity to transit stops. High quality street tree plantings should be incorporated to provide shading to enhance pedestrian comfort. Proper lighting shall be incorporated and detailed through site design to ensure safety and eliminate any conflicts between vehicles and pedestrians.

Buildings should be designed to thoughtfully interface with streets and public spaces, attracting daily activities and enriching street life (see Figure 29). Transparent windows, frequent building edges and entrances, articulation of facades with projections such as bays/canopies and porches and/or patios, and weather protection are all integrated into the building design to animate the public realm. Incorporation of prominent building entrances will help pedestrians know where to enter the building and can contribute to the unique character of the public realm.

Streetscapes are proposed to be active through the inclusion of ground floor commercial uses and street-accessible residential units. Active building edges within non-residential uses should include elements that provide visual interest and offer a connection between activity inside the building and the public realm. Planned mixed-use and multiple residential blocks will be designed with landscaped features framing the intersections. Entrance features should be coordinated with boulevard treatments and gateway features should be featured at main entrances to the community. All design features, including streetscape elements such as trees, signage, street lights and boulevard treatments, should be coordinated to achieve a cohesive design aesthetic.

The proposed at grade parking areas will integrate appropriate landscape treatment and accent paving materials where feasible to enhance the pedestrian and building frontage experience at-grade and to ensure a high quality landscape. The majority of podium parking is screened from the street by active uses such as townhouse units and commercial floor area. The underground and structured parking both help to reduce surface level parking and provide more space on the site for greenspace and landscaping.



Figure 29 - Active uses and human-scaled massing along Northfield Dr W

4.0 DESIGN GUIDELINES



The Urban Design Guidelines were prepared in consideration of the policies of the City of Waterloo Official Plan and the direction in the Urban Design Manual. The general intent of the community design is summarized in this Section.

4.1 BUILT FORM

The following general design guidelines have been established for the basis of a consistent site design through the proposed built form.

Building Massing

The development should be designed with an appropriate massing and height that establishes a new focal point for the Station Area and creates a new standard of design for the area as it intensifies over time. The design should incorporate a variety of heights and setbacks to avoid creating a uniform massing and skyline. Varying building heights will provide for a visually pleasing skyline with the tallest buildings positioned to draw views from Highway 85.

Ground Floor Activation

The ground floor of the high-rise development should be activated with ground floor amenity spaces internal to the buildings, townhouse style residential units, and retail/commercial uses to provide active frontage and animate the street. Activated design should be incorporated on multiple sides of the podium design to provide for a pedestrian scaled and safe environment (eyes on shared spaces) throughout the site. The design should also include generous, well-lit entrances that are accessible to all users, where applicable.

Public Realm Interface

The development should provide active interfaces with the public realm, including the provision of high-quality pedestrian and bicycle connections, public spaces, and high quality landscaping. All commercial units planned should be universally accessible and well defined. The streetscape for the internal street network shall be an extension to the main floor of the podium with open access to public and common uses and defined private vs. public amenity space at grade. Balconies are encouraged on the upper floors of the podium to encourage overlook to the shared spaces and the POPS park spaces to enhance interaction and safety throughout the site.







Materials and Façade Design

The materials and façade design of the development should aim to establish a new focal point for the Station Area and create a new standard of design for the area as it intensifies over time by incorporating contemporary design elements that add interest and variety. The design should incorporate high-quality materials that are durable for our northern climate, with a focus on energy efficiency.

Sustainable Design

The development should consider sustainable design principles, including green roofs, solar panels, efficient building heating and cooling systems, and water-saving features. The design should consider the importance of climate change with the goal of reducing greenhouse gas emissions.

Transit-Oriented Development

The development should be designed to promote transit-oriented development principles, including the provision of bicycle parking, EV parking and charging stations, convenient connections to transit stops and other sustainable transportation options. The design should also prioritize walkability, with convenient pedestrian connections to nearby amenities including an east west connection to the commercial uses west of the subject lands and north south connection to the LRT station south of the subject lands.

Inclusive Design

The development should be designed to accommodate a variety of users, including those with mobility challenges, families with children, and seniors. The design should incorporate features such as accessible entrances, ramps, and elevators, as well as child-friendly amenities and seating areas.







4.2 PODIUM DESIGN

The design of podiums plays a crucial role in shaping the visual identity of a building. A podium is a base structure that serves as the foundation for the tower. The facade of the podium is an essential element of the building's overall aesthetic and will influence the public's perception of the building.

Unified Design

The podiums of all buildings should be designed to complement the architectural style throughout the site. The design should also consider the visual relationship with neighbouring buildings, public spaces, and the street by activating the building frontages on multiple sides, specifically on main thoroughfares through the site and adjacent the POPS park spaces.

Use High-Quality Materials

The facade of the podium should incorporate high-quality materials that are durable and long-lasting. Materials such as stone, metal, and glass can add visual interest and texture to the facade, while also ensuring the longevity of the building. The materials used should also be easy to maintain, repair, and replace if necessary.

Create Defined Entry Points

The podium facade should emphasize the building's entry points and other important features. This can be achieved through colors, textures, materials, signage, lighting, and shading devices. The podium should incorporate a clear definition between entry points for public access (to commercial uses) versus private entry (to residential uses).

Landscaping

Landscaping will help define the building entry points and separate the private amenity space from public space. These elements shall be used to provide shade opportunities and increase the tree canopy.

Textures and Patterning

The facade of the podium should incorporate different textures and patterns to create visual interest and depth. This can be achieved through building materials such as textured concrete, brickwork, or tile cladding. The design should also incorporate subtle patterning and detailing that add a layer of sophistication to the facade.







Base Articulation

Articulation should be included in the podium design to provide visual interest, define private and public uses, and prevent large expanses of blank walls.

Podium Parking

Structured parking shall be incorporated into the podium design and located behind active uses or screened with a variety of design options to reduce focus on the automobile. Additional guidelines have been prepared for structured parking.

Servicing Areas

Accesses to parking, loading, servicing, and waste storage areas should be located away from main building entries and screened from the internal pedestrian network and open space areas.

Podium Residential – Townhouses

Townhouses should be integrated along the main facades of the podium design, specifically adjacent public right of ways. Townhouses shall extend two to three storeys in height and create a low rise pedestrian feel along the building base. Rhythm and shadows should be considered during the townhouse design stages along with consideration to providing balconies at grade and on upper storeys to encourage interaction. Entry to the units should be at grade from a common area and consider various weather elements and provide screening and shade. Landscaping should be used to distinguish between private space and shared spaces to provide privacy and use of at grade terraced areas and entries to residential units.

Podium Residential – Apartments

Apartment units should be incorporated into the podium design above the townhouse units. These units should be consistent with the townhouse design below and added as additional height to round out the podium design. The architectural articulation may change above the defined townhouses but shall tie in with similar building materials and finishes to complete the visual interest of the podium design. All apartment designs should consider providing balconies for private amenity space for residents.

Commercial Integration

The commercial component of the Building D podium shall be clearly identifiable from the residential uses. Commercial uses shall be designed to activate the public and private streetscapes at the intersection of Northfield Drive and Parkside Drive.







4.3 TOWER DESIGN

The tower design provides for a visual identity for the development which will be seen from many viewpoints throughout the City of Waterloo and Conestoga Expressway.

Distinctive and Memorable

The tower design should create a distinctive and memorable presence. Tower heights shall vary across the site to create visual interest in the skyline.

Visual identity

The tower should be designed to create a strong visual identity that is recognizable from a distance. This can be achieved through the use of distinctive materials, colors, and patterns, lighting and shading devices, and distinctive rooflines.

Maximize Natural Light

The tower should be designed to maximize natural light for the building's occupants through the use of strategically placed windows, balconies, and outdoor spaces.

Sustainability

The tower should be designed to incorporate sustainable design principles, including the use of energy-efficient systems, renewable energy sources, and materials with low environmental impact. Rooftop design should plan for the future installation of solar panels.

Prioritize Accessibility

The tower should be designed to prioritize accessibility for all users, including people with disabilities, families with children, and seniors. The design should incorporate features such as accessible entrances, ramps, and elevators, as well as child-friendly amenities and seating areas.

Top of Tower

Consideration should be given to providing a memorable top of tower to enhance the skyline and to distinguish the towers on the site.







4.4 ROOFTOP COMMON AMENITY AREAS

Rooftop amenity areas should be considered on shared podiums for residents, where appropriate and desirable.

Safety & Maintenance

Safety should be the top priority when designing a rooftop amenity area. Guardrails, safety barriers, wind mitigation and other safety features should be incorporated to prevent accidents. The rooftop amenity area should be well-maintained to ensure that it remains attractive and functional for users over time. Consideration should be given to closing or limiting access during the winter months for safety.

Location

Ensure that the rooftop amenity space is located adjacent to indoor common amenity spaces to reduce noise and disturbances to other residents nearby in the base of the tower design.

Consider Weather Conditions

The design of the rooftop amenity area should consider the local climate and weather conditions, such as wind and sun exposure. Recommendations of the Wind Assessment should be incorporated into the design.

Landscaping

Landscaping can be used, where appropriate and where the design permits, to soften the space and create a more inviting and natural environment.

Features and Amenities

Adequate seating and shade should be provided to ensure that the rooftop amenity area is comfortable and functional for users in accordance with the programming for the space. Amenities such as a barbeque area, outdoor kitchens, or fitness equipment can add value and encourage use of the rooftop space.

Lighting

Appropriate lighting should be used to ensure that the rooftop amenity area is safe and functional. Lighting should consider design and placement to avoid impacts to the residential units above.

Accessibility

Rooftop amenity areas should be accessible to all users.







4.5 PRIVATE AND PUBLIC REALM

The private and public realms for commercial and/or retail uses shall be integrated seamlessly into the public realm right of way and be inviting to all public accessing the units with barrier free entry and well-defined entrances.

For other uses at grade, such as the townhouses which line the podium bases, the following guidelines have been created to promote interaction between the private and public realm, but also establish a clear boundary between the privately owned units and internal pedestrian realm to provide comfort to owners of these at grade units.

Define Clear Boundaries

Clear boundaries should be established between the private and public realm to ensure that each area is clearly defined and understood by users. These boundaries can be established by including low fences, walls, or landscape features to define the immediate at-grade private spaces.

Provide Clear Access Points

Clear access points should be provided for users to enter and exit private and public areas, ensuring that users do not accidentally enter private areas. There should be a clear hierarchy of building accesses that direct the public to major entry points versus individual units at grade.

Accessibility

Private areas should be accessible to authorized users, while public areas should be accessible to all users.

Lighting

Adequate lighting should be provided in private and public areas, to ensure that the area is safe and secure for users.







4.6 ACTIVE TRANSPORTATION NETWORK

The proposed private roads, POPS park space, and linear open space will all contribute to the active transportation network within the proposed development. This network will provide pedestrian and active transportation routes north/south along Parkside Drive and on the eastern limit of the subject lands as well as east/west from the proposed POPS park areas to the existing commercial and retail uses on Weber Street. This network will also provide connections from the subject lands to public transportation options and additional multi-use pathways which already exist.

Prioritize Safety

When designing pedestrian and active use circulation, safety should be the top priority. The design should incorporate features such as pedestrian crossings, traffic calming measures, and adequate lighting to ensure the safety of pedestrians.

Pedestrian Circulation

Pedestrian circulation should be designed to prioritize walking over other modes of transportation. This can be achieved through the use of wide sidewalks, access to the POPS park areas, and providing direct access to right of ways with public transportation service and also to adjacent site developments and amenities to the south.

Provide Amenities

Pedestrian and cyclist circulation should be designed to provide adequate amenities, such as seating areas and way finding signage for onsite buildings, directions throughout the road network, to the open space and park network and adjacent amenities. The design should also incorporate street furniture, such as bike racks, to enhance the experience.

Landscaping

Pedestrian circulation should be designed to incorporate soft landscaping features such as trees and planters, to provide shade and improve the overall aesthetic of the space.







Multi Use Pathway Width

The width of the pathway should be designed to accommodate a variety of active transportation users, including cyclists, pedestrians, electric scooters, and wheelchairs. A minimum width of 3.0m for the multi-use pathway is recommended.

Sidewalk Width

Sidewalks shall be planned with a minimum width of 1.8m. Sidewalks shall be barrier free and provide tactile plates at intersections and crossings to warn the pedestrian of potential conflicts with the road network.

Accessibility

All multi-use pathways should be smooth and durable (asphalt) and free of hazards such as gravel. They should be fully accessible and consider tactile plates at any crossings within the development to warn users of potential conflicts with internal road traffic.

Internal Road Crossings

Consideration should be given to painted pedestrian and multi-use path crossings throughout all phases of the development.

Maintenance

Both the multi-use trail and sidewalks should be well maintained for accessibility purposes.

Bike Parking

The site should include sufficient bike parking in each phase, with secure bike storage options for owners and employees. Bicycle parking for visitors can be incorporated into the design of the public realm spaces.







4.7 BARRIER-FREE ACCESSIBILITY

All public entrances to buildings and publicly accessible spaces should be designed to be barrier-free and accessible to all.

Accessible Entry

Ensure all public entryways are designed as accessible. Utilizing ramped or sloped entrances, automatic doors, and tactile paving.

Accessible Pathways

Barrier-free design should provide adequate maneuvering space for users with mobility aids, such as wheelchairs or walkers. This can be achieved by providing wider sidewalks, curb cuts, and clear passage areas.

Incorporate Tactile Cues

Tactile cues, such as tactile plates or detectable warning strips, should be used to guide visually impaired users through public spaces, including intersections and pedestrian crossings.

Signage

Signage should be designed to be accessible to all users, including those with visual impairments. This can be achieved through the use of high-contrast colors, large font sizes, and braille translations.







4.8 POPS PARK AREAS

Two areas are planned as POPS park spaces in the development. The following guidelines are intended to provide high-level direction for the POPS park areas:

Direct and Accessible Access

POPS park areas should be designed to encourage public use of the spaces. This can be achieved through signage, and with direct connections to the public sidewalks on Parkside Drive and leading to Northfield Drive and existing commercial uses to the west.

Safety and Security

Publicly and privately owned parkland should be designed to ensure the safety and security of all users. The incorporation of residential units within the podium with private balconies will increase visual overlook into the POPS park spaces and overall safety.

Engagement

The POPS park spaces should be designed to encourage a wide user base with a variety of options for programming, such as play equipment, outdoor gyms, sport courts, splash pads, public art installations, and spaces for programmed community events.

Landscaping

Detailed landscaping should be designed to enhance the pedestrian/user experience with the POPS parks, aligning with the program intent. Landscaping shall include trees, native and drought resistant plantings and include adequate street furniture for passive recreation such as benches, waste and recycling receptacles, and adequate lighting for safety.

Maintenance

The POPS park spaces should be designed to ensure easy maintenance and upkeep of the space, including the landscaping, street furniture and other equipment.







4.9 UTILITIES AND INFRASTRUCTURE

The following guidelines are intended to assist in the location and screening of various site utilities:

Placement

Strategic placement of utilities for site operation should be considered. Ground oriented utilities such as transformers that cannot be located in the buildings should be located away from street frontages and key public spaces. The infrastructure should be placed in a low traffic area, but provide for vehicular access for maintenance.

Mechanical Equipment for Building Operation

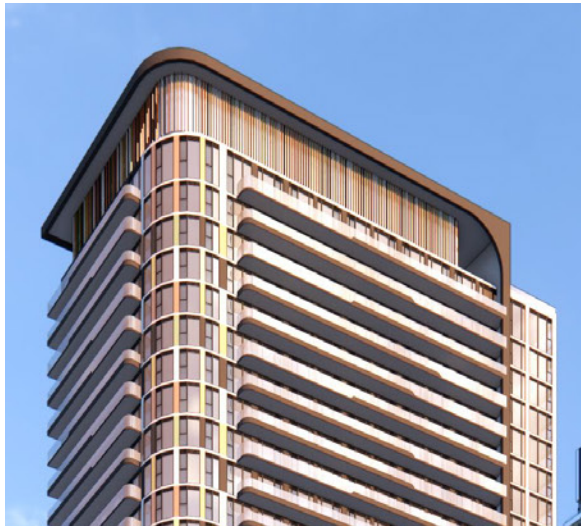
Mechanical equipment for building operation should be planned within the building structure as much as possible or on podium or building rooftops (where deemed appropriate by appropriate professionals). This equipment should be screened as much as possible and located away from rooftop amenity space or building faces.

Integration

Landscaping can be used to integrate the required infrastructure by providing soft landscaping to assist in screening the equipment, and pulling the pedestrian focus to other more prominent focal points within the development.







4.10 SITE LIGHTING

Proper lighting can enhance the safety around the site in both private and public realms. A lighting/ photometric plan should be completed by a qualified engineer with input from the project architect and landscape architect during the site plan process.

Safety

The primary function of site lighting is to provide safety and security to users of the space. This means ensuring that pathways, stairs, and other potential hazards are well-lit, and that lighting is bright enough to allow people to see their surroundings clearly.

Reduce Light Pollution

In order to minimize energy use and reduce light pollution, site lighting should be designed with energy-efficient technologies and carefully positioned to avoid unnecessary spillage and glare.

Aesthetics

Site lighting can be used to enhance the overall visual appeal of a space, particularly at night. Different types of lighting fixtures, such as accent lighting or up-lighting, to highlight specific architectural features or landscape elements should be considered during the detailed design.

Maintenance

Site lighting should be designed to be easily maintained, with fixtures that are durable and easy to replace or repair. LED fixtures should be considered as a low maintenance option.

Parking Structure

Appropriate lighting must be considered within the parking structure to ensure safety of residents and visitors to the site.







4.11 VEHICULAR CIRCULATION

Safe vehicular flow through the site is a priority. Below is a set of guidelines to prioritize pedestrian safety and provide for efficient vehicular circulation through the site.

Prioritize Safety

Vehicular circulation should be designed with safety in mind. This can be achieved through the use of speed limits, clear signage, and adequate lighting to ensure the safety of drivers, cyclists, and pedestrians.

Internal Private Road Network

Should be designed with a minimum width of 16 metres for two way traffic, and active transportation infrastructure.

Painted Crossings

Internal road network shall consider painted crossings or raised crossings to ensure pedestrian and active uses are a priority.

Service Areas

Service areas around buildings should be located out of the general sight lines of the pedestrian experience. They should be screened where possible and designed to have minimal conflict with pedestrian and active transportation traffic.

Emergency Services

All phases of design must provide adequate road widths and turning radius for emergency service vehicles. Vehicles must be able to enter and exit the site in a forward facing motion.

Short Term Parking and Lay-Bys

Short term parking and lay-by areas should be considered near the main entry of each residential building for delivery of food and packages to residences. These parking spaces and layby areas can also be used by Mobility plus, taxis, ride-sharing and for drop off and pick up of residents.

Loading Spaces

Loading spaces should be considered, where required, for residential move in/outs, retail delivery and large deliveries. These spaces can double as waste and recycling removal areas.







4.12 STRUCTURED PARKING

As the focus of the development is active transportation and pedestrian circulation, it is important to integrate the majority of parking into a parking structure or underground facility.

Integration with the Building

The parking structure should be seamlessly integrated with the building design and not appear as a separate element. The design should be such that it enhances the building's overall appearance.

Pedestrian Access and Safety

Pedestrian access and safety should be a top priority. The parking structure should have well-defined entrances and exits, clear signage, and safe pedestrian walkways. The pedestrian access should be designed to be visible and well-lit.

Landscaping and Screening

Landscaping and screening should be used to soften the visual impact of the parking structure. Trees, shrubs, and other plantings should be incorporated into the design, where possible, to create a visually pleasing environment. Screening can also be used to hide the structure from view, particularly from residential or sensitive areas. The use of various design techniques can provide an artistic effect to screen structured parking that is not already screened by active uses.

Efficient Circulation

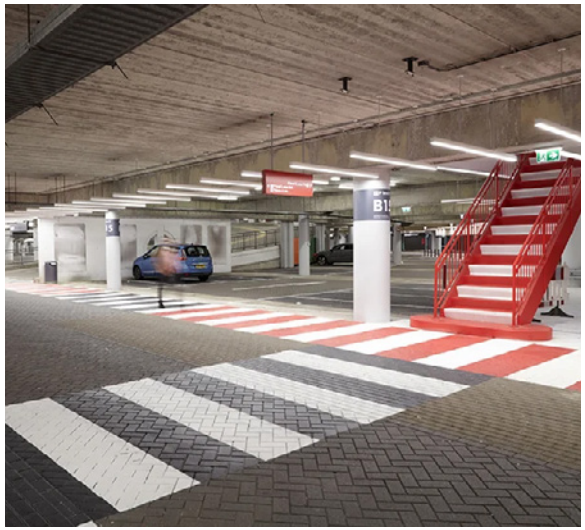
The parking structure should be designed to allow for efficient circulation of vehicles. The structure should have well-designed ramps, parking bays, and directional signage.

Adequate Lighting

Adequate lighting should be provided in the parking structure to ensure that it is safe and secure at all times. The lighting should be energy-efficient and should be designed to minimize light pollution.

Crime Prevention through Environmental Design (CPTED)

CPTED principles should be integrated to ensure all structured and underground parking is safe. Parking structures should be painted white in the interior and be well lit, security cameras should be installed, and alarms and emergency exits should be clearly signed and accessible. The parking structure should be designed to minimize the risk of crime and vandalism and maximize safety.







4.13 SURFACE PARKING

Surface parking is limited to short term basis lay-by spaces for the residential portion of the subject lands. Within the commercial and employment land use areas surface parking is proposed. The following are guidelines for site design with surface parking:

Location
Locate surface parking lots away from the street frontage where possible to maintain an active and vibrant street frontage.

Landscaping
Incorporate landscaping elements such as trees, shrubs, and greenery to create visual interest and mitigate the heat island effect. Landscaping can also help to soften the visual impact of the parking lot.

Screening
Use fencing, walls, landscape buffers, or other design elements to screen the parking lot from view, where necessary.

Lighting
Install appropriate lighting to ensure safety and security for users. Use low-level, pedestrian-scaled lighting fixtures that do not cause light pollution to the residential units on site.







5.0 CONCLUSION AND IMPLEMENTATION



Utilizing these Urban Design Guidelines will assist in implementing the vision and guiding principles of the proposed mixed-use community and address the policies of the City of Waterloo Official Plan and Urban Design Manual.

The Urban Design Guidelines provide direction for the design of a high-quality, vibrant, transit oriented mixed-use community. Specifically, the development will assist in:

- Developing a **mixed-use transit supportive** development located along existing bus and rapid transit routes, and active transportation infrastructure.
- Providing for a **human scale** development with a strong, visually appealing street edge that will activate the Northfield Drive, Parkside Drive, and internal streetscapes.
- Prioritizing the **pedestrian and cyclist experience** by planning for an enhanced multi-modal streetscape design that connects the public and private realm.
- Providing centrally located and large-scale **programmable POPS park areas**.
- Providing for a development through a combination of massing, orientation, architectural elements, detailing and materials that will result in a **positive pedestrian experience** along street frontages, between buildings and within the publicly accessible spaces.
- Plans for **varied massing and high level of articulation on all buildings** to enhance the Waterloo skyline.
- Creating a strong **community identity** through the design and development of the buildings utilizing various heights and strong podium design.
- Creating an infill development making use of existing infrastructure and transit routes that is **appropriate for scale** and transitioning within the underutilized parcel of land.
- Removing the priority of the automobile by providing the majority of parking in the interior of the parking structure with minimal parking at grade to enhance the pedestrian realm and **encourage alternative forms of active and public transportation**.

The proposed development plans for a precedent setting community design in the form of high density mixed use development. The development will positively add to the City of Waterloo's skyline by transforming an underutilized parcel of land and redefining it as new, successful, well integrated planned community.

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