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URBAN DESIGN **BRIEF**

ZONING BY-LAW AMENDMENT

316 King Street North

City of Waterloo

Date:
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Prepared for:
Milestone Developments Canada Ltd.

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by Milestone Developments Canada to prepare an updated Urban Design Brief to accompany a resubmission to the City of Waterloo for an ongoing Zoning By-law Amendment application. The purpose of this Urban Design Brief is to provide an update to the previous Urban Design Brief, prepared and submitted with the Zone Change application in 2018 (Z-18-09) and to incorporate the revised building and site design prepared by ABA Architects (ABA).

As noted in our previous submissions, the lands are designated "Mixed-Use High Density Residential", which permits apartment buildings, as well as ancillary commercial uses (though they are not required). The maximum permitted height is 81 metres and the maximum permitted density is 750 bedrooms per hectare.

The proposed development includes an addition to the existing 10 storey building. Combined the development includes 193 bedrooms on a lot area of 0.2583 hectares, resulting in a density (747 beds/ha) that is less than the permitted maximum. The height of the addition is 14 storeys, less than 50 m, which is well below the maximum permitted in the Official Plan.

The lands are located within a Major Corridor, just north of the Major Node centred on University Ave and King St. Lands on both sides of King St, as well as the lands immediately to the east are all designated High Density, 81 Metres. Intensification and redevelopment within Major Corridors (and within the High Density designation) is both permitted and encouraged.

The application advanced in 2018 proposed two separate buildings – the existing 10 storey apartment building, as well as a second, separate, 15 storey mixed-use building. The existing building contains 25 units and 123 bedrooms (the majority of the units have 5-bedrooms). As part of the development of the lands, the owner proposed to convert the existing 25 units in the existing building into 50 two-bedroom units. The second, 15 storey building was proposed to contain 80 two-bedroom units, for a total of 130 units and 260 bedrooms. The resulting density exceeded the maximum permitted in the Official Plan (which was measured in bedrooms/ha) and Zoning By-law (which was measured in units/ha).

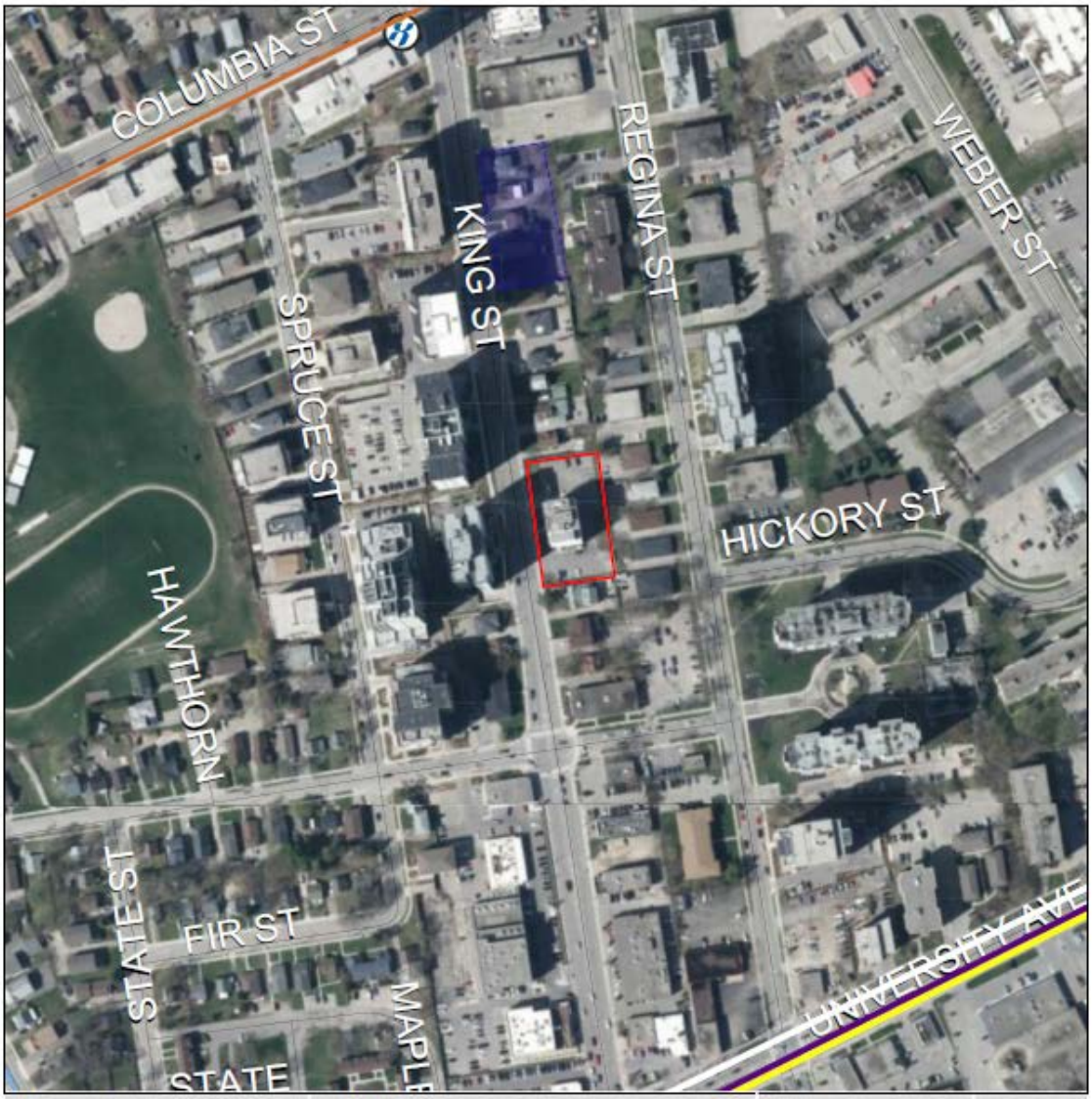
The revised design has introduced a mix of unit types and sizes, broadening the site's appeal and also reducing the number of bedrooms. The combined building now has 193 bedrooms, resulting in a reduction of 67 bedrooms from the original submission. The project now complies with the Official Plan and 2018 Zoning By-law in terms of density.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Description

The subject lands are located on east side of King Street North, between Hickory Street East and Columbia Street. The lands are subject to a Zoning By-law Amendment application (Z-18-09) for which the Informal Public Meeting was held on May 28, 2018. Multiple meetings have since been held with staff to further the site and building design.

The area around the site contains a broad mix of uses, including commercial uses centred on the University Avenue/King Street intersection, a mix of medium and high density residential uses to the east and high density residential uses to the west. The area to the west known as Northdale has specific policies and related zoning performance standards and is influenced by the proximity of both Wilfrid Laurier University and the University of Waterloo. The location of the subject lands is illustrated on **Figure 1.**



The entire site is comprised of approximately 0.258 hectares (after additional road widening) and has approximately 70.35 metres of frontage on King Street North. Please see the previously submitted Planning Justification Report for a broader discussion of the surrounding uses and context.

3.0 DESCRIPTION OF PROPOSAL

The following is a review of the proposed development for 316 King Street North in Waterloo, Ontario.

3.1 Vision, Goals and Objectives

The overall vision for the development of these lands is to ensure a *high quality, contemporary mixed use development which will complement the existing building materials and built form in the immediate area and positively contribute to the redevelopment of King Street North.*

The following goals and objectives have been identified for the purposes of achieving the vision for the redevelopment:

1. Create strong visually appealing street edges using soft and hard landscaping that responds to the existing street character.
2. Provide for development that will be supportive of transit and alternative transportation modes and will encourage future residents to walk to nearby commercial uses, jobs, services and public amenities.
3. Increase the variety of built form along this portion of King Street North, with particular focus on massing.
4. Provide a development that, through the combination of massing, orientation, pedestrian entrances, architectural elements, detailing, and material selection, will improve the pedestrian experience along King Street North.
5. Consider, through the redevelopment of the site, improvements to the exterior design of the existing 10-storey residential building.
6. Introduce additional building height to the site that distinguishes the new addition from the existing residential building while using design techniques to provide an appropriate visual transition between the two components.

3.2 Conceptual Design

The proposed development for the site is a high quality, residential development that will provide a variety of new dwelling units in this part of Waterloo that will appeal to a broad demographic.

Figure 2: Proposed Building – King Street North View

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

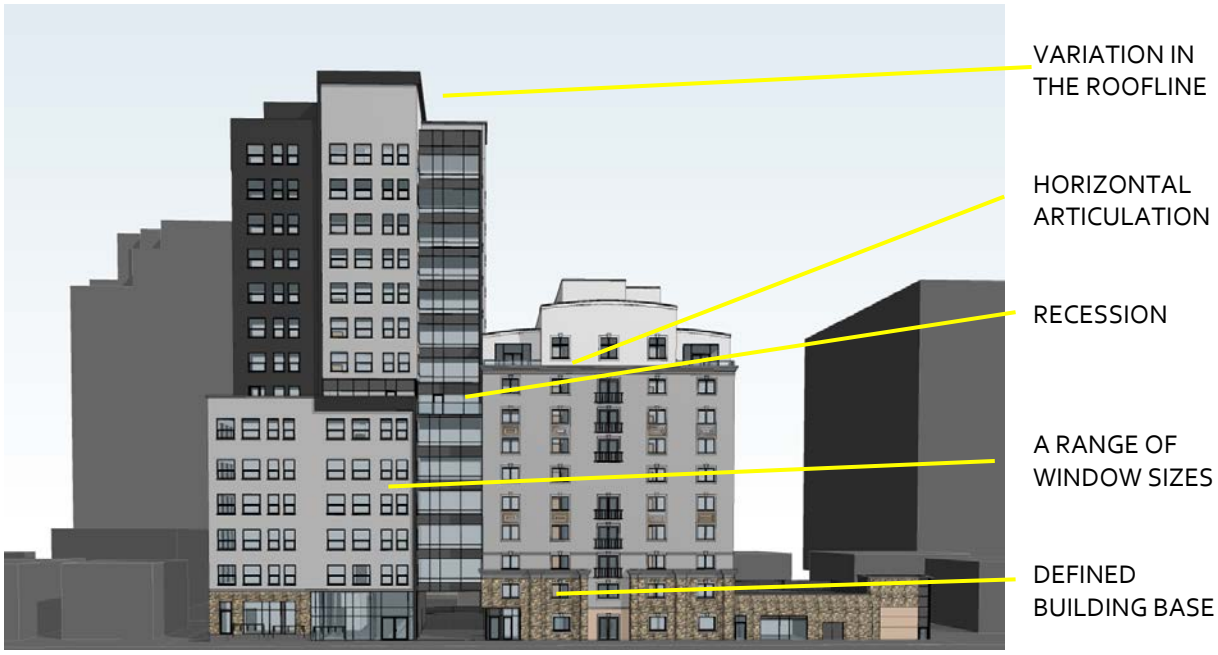
- A mix of unit types and sizes (1, 2 and 3 bedroom units)
- An addition to the existing 10-storey building making efficient use of land and infrastructure
- A building height of less than 50 metres, well below the permitted height
- Building entrances to both portions of the building facing King Street North
- Vehicular access from a single access on King Street for below and above grade structured parking
- A total of 123 units and 193 bedrooms

3.2.1 Built Form, Massing and Articulation

The mass of the proposed building is broken up using a number of techniques including changes in height; building materials/colours; projections; recessions; architectural details, and varying window sizes. A prominent building base further breaks up the massing of the proposed development, particularly along the south and north portions of the site. The massing is designed to create a comfortable and engaging pedestrian environment, which is further enhanced through the provision of multiple building entrances along King Street North, soft landscaping between the sidewalk and building face, the relocation of an existing hydro transformer, and the inclusion of active uses (e.g. lobbies, amenity areas) facing the public realm. The proposed development has been designed with consideration for the existing built form context, however consideration has also been given to the new direction provided in the Zoning By-law regarding tower form. While many of the existing tall buildings on King Street North and Regina Street North are predominantly longer towers with a more traditional slab design, the proposed redevelopment of 316 King Street has used different heights, materials and recessions to break up the massing facing the Street.

A number of the strategies used to break up the building mass are illustrated in the below diagram.

Figure 3: Description of Massing



3.2.2 Character and Architectural Treatment

The proposed development will assist in the continued intensification of the King Street North Major Corridor through the addition of a new building and the improvement of an existing building along a prominent street within the City. The proposed development will support and enhance the viability of the existing mix of uses within the Major Node at King Street and University Avenue as well as the commercial uses north along King Street and Weber Street. The proposed development will be a positive contribution to the streetscape through the provision of a strong street edge, visually interesting architecture, active uses at grade, and improved soft landscaping, including the relocation of an existing hydro transformer located in the front yard.

High quality materials including strong masonry elements along the building's base, a large amount of glazing and design techniques used to link the existing and new portions of the building results in an attractive design that respects the existing character of the area, but that takes its cues from more recent developments within the neighbourhood to the east, as well as Council's expressed desire for more slender tower forms. The use of a prominent vertical glazing element, along with a step back above the podium and upper storey recessions contribute to a unique built form with well-defined roofline that appropriately blends the existing and new portions of the building.

3.2.3 Lighting and Signage

The main building entrances will be illuminated around the key entranceways. Reasonable amounts of outdoor lighting will be used for safety, utility, and security. However, glare from exterior luminaries will

be reduced and minimized through the use of full cut-off lighting including within the parking structure on the south side of the development. Light pollution will be controlled by minimizing non-target light.

3.2.4 Transit Supportive Design

The proposed development supports all forms of transportation including active transportation. The subject lands are well connected to the City and Region's arterial road network (King Street, University Avenue and Columbia Street) and have convenient access to the Provincial highway network (Highway 85). A number of existing bus routes, operated by Grand River Transit, are located in proximity to the subject lands including iXpress Routes 201 and 202, which provide express bus service to key destinations including ION Transit Stations, Conestoga Mall, the University of Waterloo and the Boardwalk.

4.0 URBAN DESIGN REVIEW

The previously submitted Planning Justification Report, as well as the accompanying addendum provide 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.

4.1 Official Plan:

Section 3.11.1 of the Official Plan includes the City's urban design policies and general direction for built form in Waterloo. Below is a discussion of the relevant policies as they relate to the proposed site and building design.

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.

Design Response: The proposed height, built form, massing and density of the proposed development are appropriate and compatible with the surrounding context. The proposed building uses high quality, traditional building materials that complements the surrounding context. The proposed use of masonry and glass on the ground floor ensures the building relates to the pedestrian scale and provides additional eyes on the street in this portion of the Major Corridor.

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.

Design Response: The proposed redevelopment has been designed with appropriate design elements along King Street in order to create visual interest and improve the pedestrian (public) realm. The use of masonry in the facades of both the new and existing buildings is consistent with the character of the surrounding area, while the incorporation of a distinct roofline adds visual interest.

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

Design Response: The proposed development respects the views along King Street towards the Uptown and takes advantage of the westerly views towards the site by incorporating strong, permanent building materials, and a prominent vertical glazing element. The treatment of the upper storeys, with step backs, terraces and recessions creates visual interest from a distance while reducing the appearance of height.

The image below shows the stepped massing moving south to north, as well as the recessions and step backs on the upper floors.

Figure 4: Stepped Massing

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.

Design Response: Coordinated streetscape elements have been considered to link both developments, including enhancements to the exterior façade of the existing building. Bicycle parking will be provided within the building, as well as outside the building near main entrances for visitors. Servicing/mechanical equipment will be located on rooftops and screened from the public view where practical. The existing

hydro transformer that is located within the front yard adjacent to the sidewalk will be moved inside the building, further improving the appearance of the building at grade, and providing additional opportunities for landscaping. There are no underground components of the building within the front yard, allowing for the use of soft landscaping, including trees, where they are compatible with existing above grade hydro transmission lines.

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.

Design Response: 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 development achieves natural surveillance by:

- Maximizing the number of "eyes" watching the site 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 amenity areas with transparent windows along King Street.
- Placing windows along all sides of the building that overlook the public sidewalks.
- The use of balconies or terraces facing the street.
- Designing lighting plans that avoid creating blind spots and ensuring potential problem areas are well lit (pedestrian walkways, stairs, entrances/exits, parking 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, landscaping, signage, etc.
- Delineating desired pedestrian and vehicular circulation

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 addition, 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 and other 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.

Design Response: The proposed redevelopment has been designed to integrate with the existing street and sidewalk and coordinate vehicular and pedestrian movement as follows:

- The principal entrance to the existing 10-storey building is being maintained;
- The new building addition will contain a separate entrance addressing King Street;
- A separate entrance will be provided to the parking structure from the sidewalk allowing cyclists to enter and exit without using the same driveway entrance as vehicles.

A single vehicular entrance to the site is proposed, minimizing conflicts with the public sidewalk and pedestrian movements at the front of the site.

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.

Design Response: Transit routes are located in close proximity to the subject lands on King Street, University Avenue and Columbia Street. The proposed massing of the new building has been designed to encourage pedestrian interaction and maintain a pedestrian scale, including a strongly defined building base and upper storey step backs (recessions). The building has multiple entrances, each of which allow for pedestrian connections to the transit network.

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.

Design Response: The current site contains surface parking on either side of the 10-storey building, all of which is visible from King Street. The proposed development will feature underground and structured parking incorporated into the overall building design. The parking is well shielded from the public street through use of grades and building design.

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

Design Response: The proposed development has been designed around a human scale. Building entrances are proportionally in scale with the building design and relate to the street. Both the existing and new buildings contain active spaces at grade, with significant glazing and multiple entrances. The upper storeys of the building are recessed, further contributing to the pedestrian scale of the development.

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.

Design Response: The proposed building design is intended to complement the ongoing redevelopment in the surrounding area, with further consideration of new directions provided in the Zoning By-law for tower massing and form. In our opinion the proposed building design meets this urban design policy by providing a well composed building that complements the surrounding neighbourhood character, while ensuring that the massing is sensitive to new regulations designed to provide for more slender tower forms. The development positively contributes to a sense of place by introducing an appropriately scaled development within a Major Corridor that is planned for and which has seen several tall buildings. The use of permanent building materials (masonry) takes its cues from the base of other surrounding buildings, while the use of strong glazing elements distinguishes this building from some of the recent developments along the King Street Corridor.

Figure 5: Elevated view of development

The building has a strongly articulated roofline that breaks up the size of the building and leads to a visually appealing façade from all directions. The use of a prominent recession on the ground floor and the inclusion of masonry elements on both the existing and new portions of the development helps anchor the building base to the street. The rooftop mechanical equipment has been screened from view and when combined with the significant recessions on the top floors and the stepped height from south to north, the building mass is broken up into smaller components.

3.11.1 (27) Utilities: Consideration will be given to the location of utilities within the public right-of-way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact.

Design Response: The existing transformer, located in front of the existing building adjacent to the public sidewalk will be removed, and an interior hydro room created to provide services to both the existing building and the addition. As such, the private hydro infrastructure will not be visible from the public realm.

Urban Design within Nodes and Corridors

In addition to the policies noted above, the Official Plan contains additional urban design policies specific to the City's Nodes and Corridors. These policies are contained within Section 3.11.2 of the Plan and the most relevant of these policies, and our design response, are summarized as follows:

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.

Design Response: The development includes multiple entrances/exits leading to and from the King Street North sidewalk, which in turn connects with GRT transit stops on King Street, Hickory Street, University Avenue and Columbia Street, all of which are within a short walk. Barrier free access is provided from the sidewalk into the building.

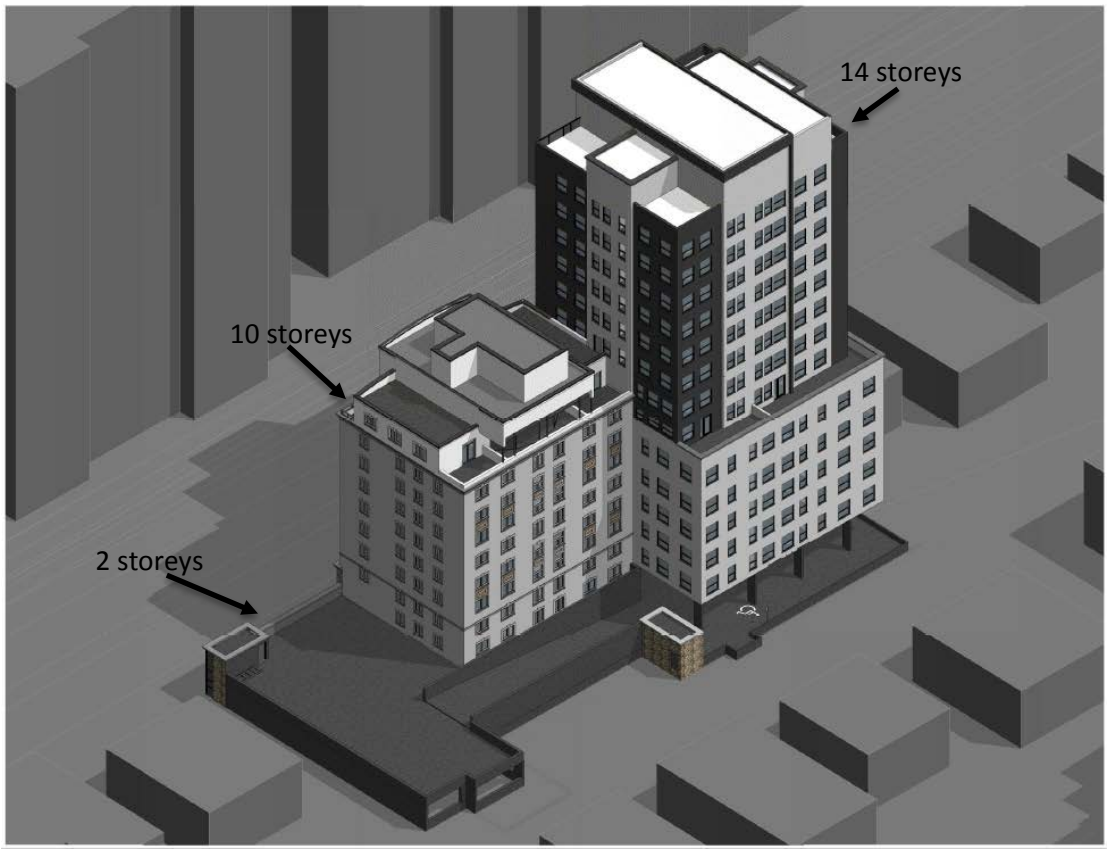
Interest: Design which results in visual interest and interesting and active spaces.

Design Response: The proposed development improves the visual impact of the existing development, through a stepped building design, a strong vertical glazing element and façade improvements to the existing building, all of which contribute positively to the site appearance from the public realm.

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.

Design Response: The scale of the proposed building is in character with the surrounding context, which contains a number of tall buildings (some of which are significantly taller than the proposed building). The design of the building, with a smaller tower footprint and stepped massing is more consistent with the City's design objectives (as expressed through the 2018 Zoning By-law).

Figure 6: Height transition



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.

Design Response: The building includes a strong masonry element along the base of the building, consistent with other mid and high rise buildings in the surrounding area. Several building entrances, including the main entrances to the existing building and proposed addition are located facing the street.

Built Form and Massing: Locate buildings to establish an urban street enclosure and to frame street intersections. The design and massing of tall buildings 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.

Design Response: The proposed building is set back more than 4 metres (after a second road widening dedication), while the tower portion on the new addition is set back an additional 3 metres. King Street North is planned with a road allowance width of 26.13 metres. The tallest portion of the building is 48 metres, representing less than a 2:1 height to street width ratio, which ensures the building's height is

not out of proportion with the width of the street. The shadow impacts of the building are discussed in the accompanying Planning Justification Addendum.

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.

Design Response: The building's roof line includes a series of recessions, at different levels (i.e. the existing building and the proposed addition), leading to an interesting profile that breaks up the massing of the building. The mechanical equipment for both the existing building and new addition will be incorporated into mechanical penthouses.

Conclusion: The proposed building addresses the general and Nodes and Corridors specific urban design policies of the Official Plan and represents both a high level of urban design and a positive contribution to the King Street Major Corridor.

5.0 CONCLUSION

The proposed development presented in this Urban Design Brief will contribute positively to the City's urban design objectives, as expressed through the Official Plan policies in Section 3. Overall, the proposed redevelopment represents a significant investment in the King Street North Major Corridor and will accommodate 123 new dwelling units (including renovations to the existing building), containing a total of 193 bedrooms, in a unique high quality development, that improves upon, and incorporates, the existing 10-storey residential building. In summary, the proposed redevelopment will:

1. Capitalize on the existing location of the subject lands in an intensifying area of Waterloo, close to key destinations, commercial uses and multiple transit routes;
2. Provide for intensification within a Major Corridor by implementing the policies of the Official Plan;
3. Accommodate additional dwelling units without the need to extend municipal services;
4. Provide support for existing non-residential uses centred on the King/University and King/Columbia intersections;
5. Renovate and repurpose the existing building by converting the 4 and 5-bedrooms units into 1 and 2-bedroom units that will appeal to a broader demographic;
6. Incorporate the new addition with the existing 10-storey building through thoughtful design; and
7. Provide support for existing and planned transit services, thereby minimizing future residents' reliance on the automobile

It is our opinion that the development meets the objectives identified through the Official Plan policies. A future site plan application will contain an update to the Urban Design Brief to evaluate the Urban Design Guidelines contained in the City's Urban Design Manual, once more detailed site and building design has been advanced.