

December 12, 2018

Ms. Rita Szilock
Development Planner
Integrated Planning and Public Works
City of Waterloo
100 Regina Street South
Waterloo ON N2J 4A8

Dear Ms. Szilock:

**RE: Official Plan Amendment No. 25 and Zoning Bylaw Amendment Z-18-18,
164-168 King St S and 8 George St.
Planning Submission – Changes to Building Design and Reduction in Commercial Parking
OUR FILE 1716'B'**

The purpose of this Letter is to outline changes that were made to the building's design, internal floor space and the resulting changes in the required parking supply.

Changes to Internal Floor Space

The owners, Your Neighbourhood Credit Union, which have been longstanding employers within Uptown Waterloo, have determined that an expansion of the use is both appropriate and desirable for the site. In addition to continuing the operation of the financial service that currently operates on site, the Credit Union intends to utilize the second floor of the building for office space. Such an expansion will create additional jobs in a key part of Waterloo, close to the numerous amenities as well as a full range of transit services (the ION Station at Allen/King Streets is less than 150 metres away).

In total, the financial service / office space is increasing from 268.5 m² to 810 m². The previous design included 6 residential units on the second floor. These units have been eliminated from the development – i.e. even though the office floor space is increasing, the height of the building remains unchanged. We are of the opinion that increasing the floor area devoted to an employment use is consistent with the City's Official Plan, and also desirable for achieving Council's goals of a vibrant Uptown that includes more employment uses.

Changes to the Building's Design

In response to the change in use for the second floor of the building, the design of the building has been modified. The resulting modifications include:

- A strong building base/podium – distinguished through building materials and physical separation from the floors above. Although the building is not a tall building, the architectural definition of the first two floors anchors the building to the street and provides a strong pedestrian relationship along King St and Kuntz Lane opposite the park. The main entrance to the financial service use is located at the corner of King St and Kuntz Lane, ensuring activity along both street/lane frontages. The entrance to the residential component of the building remains on George St, close to King St, ensuring that the entire length of the King St façade remains active, and providing pedestrian activity and interest along George St near King St.
- The building has been purposely moved towards King St, to recognize and provide as much physical separation from the low rise residential buildings to the east as possible. Due to the proximity of the Region's well on William St, underground parking is not possible. Furthermore, above grade structured parking was not considered, as it would result in an increase in building height. The site's design includes under building and surface parking, which assists in providing the physical separation from lands to the east. We note that surface parking exits across the street at 172 King St S and that an above grade parking structure, visible from and with frontage on George St serves 180 King St S.
- The base of the building has been accentuated through the use of strong canopy treatments, which assist in defining the entrances to the building, as well as providing shelter for pedestrians.



A view of the building from King St and the entrance at the corner of King St and Kuntz Lane.



A view of the canopy treatment carried around Kuntz Lane, opposite the Heritage Green Park.

- The roofline has been defined with a projecting feature to add interest to the skyline. Furthermore, as the 9th floor only contains amenity space, the exterior of the building includes significant glazing to add a prominent feature to the building's roofline, as well as making the interior amenity space appealing to future residents. We note that the 9th floor is significantly smaller as much of the floor area is proposed as outdoor amenity area.



The following is a rendering of the building. As is evident, the building includes significant architectural treatments, including a pedestrian scale building base, recessions and projections, balconies and significant glazing. In our opinion, the building represents a positive addition to Uptown Waterloo, with an appropriate scale to relate to the street while ensuring compatibility with surrounding uses.



Parking

The previous design, included the following parking supply, consistent with the Uptown Mixed-Use (U2) Zone:

- 0.6 spaces/unit for residents
 - 42 units requires 26 parking spaces (rounded up from 25.2)
- 0.1 spaces/unit for visitors
 - 42 units requires 5 parking spaces (rounded up from 4.2)
- 1.5 spaces/100 m² of commercial building floor area
 - 268.5 m² requires 5 parking spaces (rounded up from 4.02)

The total supply of parking spaces was 36, which complied with the new Zoning By-law requirements.

With the changes to the interior of the building, the commercial building floor area increased, while the residential units decreased. The following are the U2 zone parking requirements incorporating the changes:

- 0.6 spaces/unit for residents
 - 36 units requires 21.6 spaces (rounded up to 22 spaces)
- 0.1 spaces/unit for visitors
 - 36 units requires 3.6 spaces (rounded up to 4 spaces)
- 1.5 spaces/100 m² of commercial building floor area
 - 810 m² requires 12.15 spaces (rounded up to 13 spaces)

The total required supply of parking has increased from 36 to 39, even though the residential units have decreased by 6. As the remainder of the proposed site plan has not changed, the development is deficient by 3 spaces for the commercial use (largely due to the requirement to “round up” any fraction of a parking space). The development will comply with the U2 Zone requirements for the residential units and for visitors.

Given the alternative transportation options in this part of the Uptown, we believe that these parking rates can accommodate the demand for residential, visitor and non-residential parking without causing any undue spillover onto adjacent public streets. We also note that there is ample public parking in the area, including several municipal parking lots within 150-200 metres, as well as parking on Kuntz Lane. We also note that staff recommended and Council approved a lower parking rate for 185 King St S, lands owned by the City (subject to a recent RFP) and planned for a multi-storey office building. The parking rate for 185 King St S, which is less than 75 metres from the subject lands was 1 space/100 m² of non-residential building floor area. If this rate were applied to the subject lands, the resulting parking requirement would be reduced by 4 spaces and the development would comply.

We are of the opinion that the characteristics that support a reduced parking rate at 185 King St S are the same as would apply to 168 King St S. Both parcels are well served by transit, including ION, and both are near or immediately adjacent to residential uses. In the case of the subject lands, they are even closer to the commercial amenities within the Uptown, as well as the public surface parking lots available to visitors to the Uptown.

Furthermore, unlike the case with 185 King St S, the subject lands will contain a known commercial use, that has operated on the lands for many years. The Credit Union is well aware of their employee and customer parking needs and are confident that a supply of 10 parking spaces will be sufficient to meet demand.

Conclusion

We believe the changes to the building represent both an enhancement of the building’s design, as well as a positive increase in employment within the Uptown. With the additional commercial floor area, the building has established a strong base element that relates to the street and pedestrians, without compromising the remainder of the design. The additional roof elements add interest to the skyline, while the canopy treatments along all three streets/lanes ensure the entrances are prominent and inviting.

As requested, we have enclosed updated copies of the building perspectives and the second floor plan. The remaining floor plans have not changed and the site plan has also not changed. We have updated the site data chart to reflect the increase in commercial floor area.

We look forward to discussing this exciting development with staff and presenting it to Council and the public at an Informal Public Meeting in January.

Yours truly,

MHBC

A handwritten signature in black ink that reads "Dan Currie". The signature is written in a cursive, flowing style.

Dan Currie, MA, MCIP, RPP
Partner

A handwritten signature in black ink that reads "Trevor Hawkins". The signature is written in a cursive, flowing style.

Trevor Hawkins, M.PL, MCIP, RPP
Associate