

# Urban Design BRIEF

ZONING BYLAW AMENDMENT

2628 Dorset Street and  
7 Princess Street West  
City of Waterloo

Date:

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Prepared for:

**D & A Limited Partnership**

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# 1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by D & A Limited Partnership to assist with the planning applications for their properties located at 26-28 Dorset Street and 7 Princess Street West (the subject lands), which are located in the City of Waterloo. The purpose of this Urban Design Brief is to ensure that a comprehensive urban design plan will be implemented to promote an attractive development that is appropriate for, and well integrated with, the surrounding neighbourhood.

The subject lands comprise a total of 0.1664 hectares, and currently contain two detached dwellings, and an existing 5 storey apartment building with ground floor commercial uses oriented to Dorset Street. The subject lands are located within Uptown Waterloo, one block to the west of King St and one block south of Bridgeport Road West.

Specifically, the proposal is to intensify the subject lands by constructing a new 11 storey mixed-use building, adjacent and physically attached to the existing 5 storey building at 26 Dorset Street. The proposed new building will provide a mix of one, two and three bedroom apartment units for a total of 59 units and 89 bedrooms (the existing building has 11 units and 16 bedrooms). The proposed development will include ground floor commercial at the corner of Dorset and Princess Streets to assist in addressing the two streets and to continue the activation of this part of Uptown Waterloo.

# 2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

## 2.1 Site Description

The subject property is located on the southwest corner of Princess Street West and Dorset Street, just across the street from the Carnegie Library in the heart of Uptown Waterloo. The lands are municipally addressed as 26 and 28 Dorset Street and 7 Princess Street West. The location of the subject lands is illustrated on Figure 1.

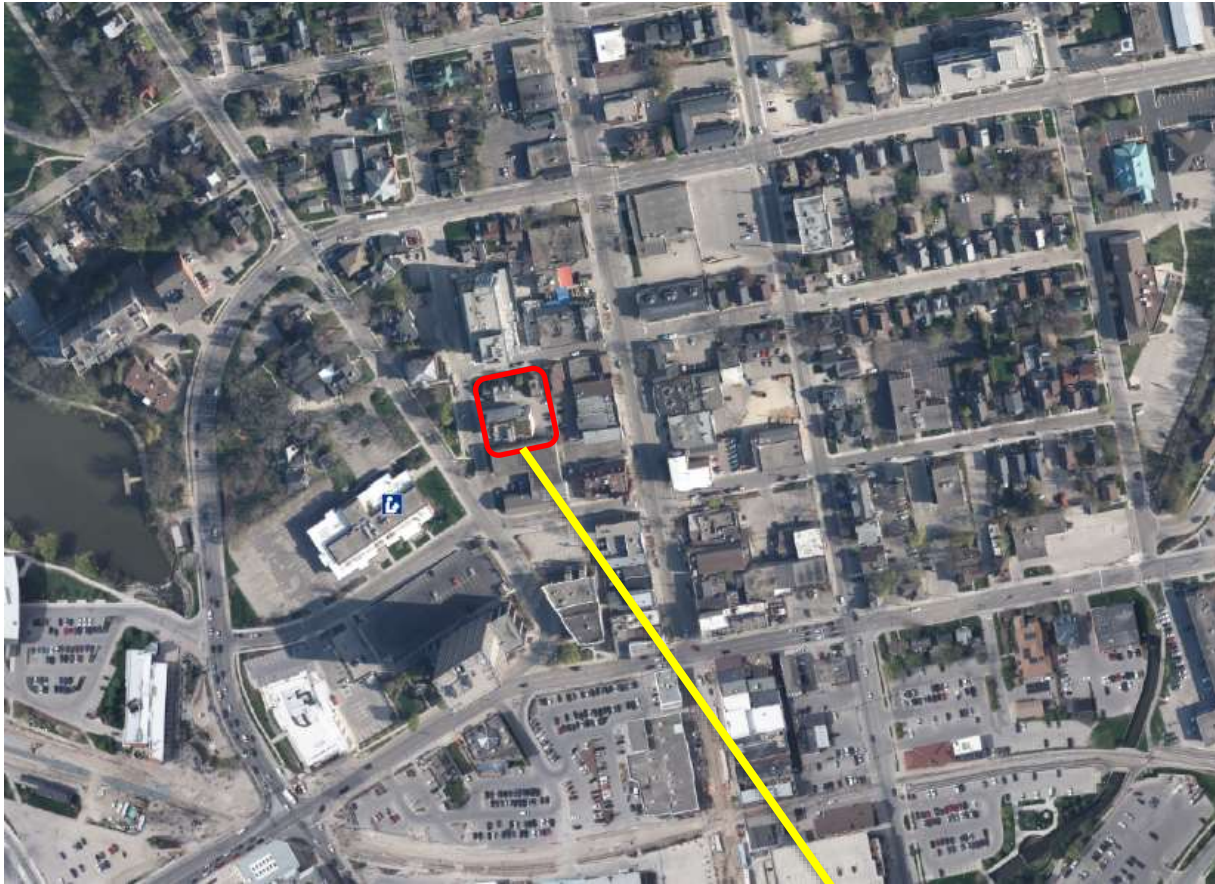
The entire site is comprised of approximately 0.1664 hectares and has approximately 40.8 metres of frontage on Dorset Street, and approximately 40.4 metres of frontage on Princess Street West.

The subject lands are located within Uptown Waterloo, where the broadest range of land uses are permitted and where the City plans to accommodate the greatest share of population and employment growth. The lands are well situated within the Uptown area, with King Street only one block to the east, Bridgeport Road only one block to the north and both Erb Street and Caroline Street within a short walk.

Princess Street provides access to King Street and Regina Street, while Dorset Street provides access to Bridgeport Road West and Albert Street. The site is ideally suited to alternative transportation, with several nearby transit options, including the ION stations at the Waterloo Public Square and Willis Way/Caroline St, as well as a broad range of commercial and employment uses within the Uptown.

More specifically, although the city did not specifically identify a station area boundary for the Uptown, the lands are located within 500 metres of the ION stations at the Public Square and Willis Way. Furthermore, there are several nearby bus routes that provide access to other parts of Waterloo and Kitchener.

**Figure 1: Location of Subject Lands**

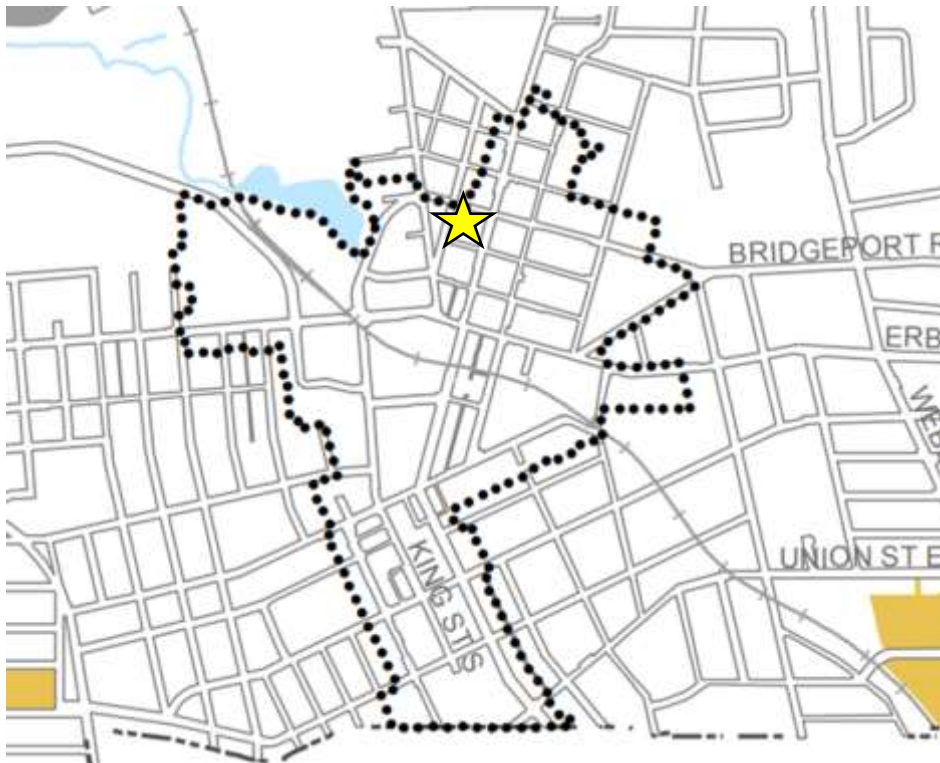


## 2.2 Surrounding Land Uses

The subject lands are located within the Uptown Waterloo Urban Growth Centre. Uptown Waterloo generally encompasses the lands surrounding King Street between Elgin Street to the north and the municipal boundary of the City of Kitchener to the south. Uptown Waterloo is the core area of the City and contains a wide variety of commercial businesses, a number of institutional uses, a range of residential building types and numerous public spaces. The location of the subject lands within the Uptown Waterloo Urban Growth Centre is illustrated in Figure 2 below.



Figure 2: Urban Growth Centre



The subject lands are bounded by Princess Street West to the north, Dorset Street to the west and existing residential development to the south and commercial development to the east. This part of Uptown is generally characterized by commercial uses (including retail, office, restaurants and service commercial) and some residential uses above the first floor along the King Street North corridor to the east of the site as well as a recent redevelopment at 14 Princess Street West. More specifically, existing land uses within the vicinity of the subject lands are described below:

North: Immediately to the north of the site is a recently constructed 8 storey mixed-use building at the opposite corner of Princess and Dorset Streets. Other land uses on the north side of Princess Street include the Lion's Brewery, the Princess Cinema and the Huether Hotel.

West: Immediately to the west, on the opposite side of Dorset Street is the Carnegie Library, a city owned building currently used as part of a city initiated project. Further to the west is the City's Main Public Library branch and associated parking and the Marsland Centre, a high-rise office building.





Photo 1: View of the Northeast corner of Princess and Dorset Streets and the recently constructed 8-storey building at 14 Princess St



Photo 2: View of Carnegie Library (City owned building) on west side of Dorset Street

South: To the south is a mixture of buildings, many of which are used for commercial and residential purposes, including the former police station at 14 Erb Street West, which was converted into a Communitech facility.

East: To the east along Princess Street are additional commercial buildings on small individual lots, with significant commercial uses located along the King Street corridor through the heart of Uptown.



Photo 3: View of Dorset Street looking south towards Dupont Street. A large commercial building is visible in the background (Marsland Centre)



Photo 4: View of Princess Street looking east towards King Street – building are located close to the street with curb faced sidewalks and hardscaping

# 3.0 DESCRIPTION OF PROPOSAL

The following is a review of the proposed development for 26 and 28 Dorset Street and 7 Princess Street West 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 contribute to the continuing revitalization of Princess and Dorset Streets, while adding to the vibrancy of Uptown.*

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 hardscaping 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 and viability of Uptown Waterloo as a destination by providing a mix of uses including ground floor commercial uses along Princess and Dorset Streets
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 the adjacent street frontages
5. Provide a building that will assist in defining the intersection of Princess and Dorset Streets by addressing the corner and incorporating high quality architectural detailing with a contemporary design that responds to the emerging character of the area.
6. Introduce additional building height to the site that is in keeping with the character of Uptown and Princess and Dorset Streets in particular and that complements the existing 5-storey building on site and the 8-storey building at 14 Princess St W.



## 3.2 Conceptual Design

The proposed development for the site is a high quality and contemporary mixed use development that will provide a variety of valuable new dwelling units to the Uptown Waterloo neighbourhood as well as additional commercial uses that will continue to activate the street.

Figure 3: Building Rendering



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

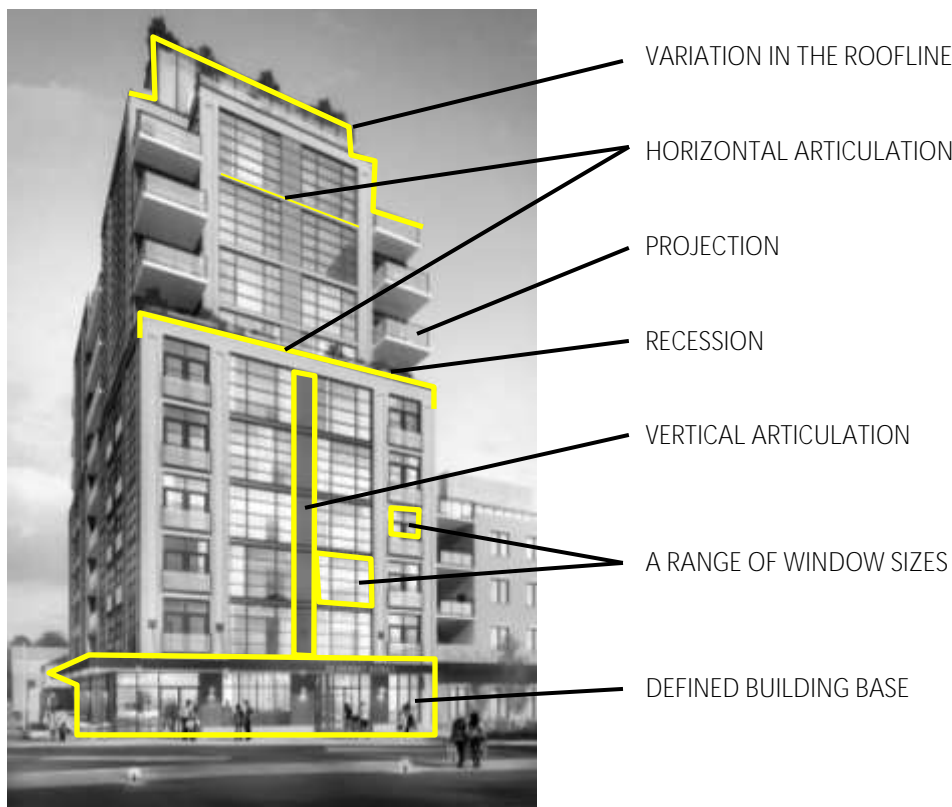
- A mix of commercial and residential uses
- An addition to the existing 5-storey building making efficient use of land and infrastructure
- A maximum building height of 38 metres
- Building entrances facing both Princess and Dorset Street
- Vehicular access from Dorset Street for above grade structured parking
- Vehicular access from Princess Street for underground parking
- A total of 70 units (11 existing) and 105 bedrooms (16 existing)

### 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 building materials/colours; projections; recessions; and varying window sizes. A prominent building base further breaks up the massing of the proposed development. The massing is designed to create a comfortable and engaging pedestrian environment, which is further enhanced through the provision of at-grade retail and commercial uses along both street frontages and the use of a strong canopy element that both distinguishes the base and provides shelter from the elements. The proposed development has been designed with consideration to the existing built form context. Existing buildings on both streets are located close to the street. The proposed building has continued this theme by establishing a consistent streetscape character ensuring the attractive elements and intimate feel of the two streets are maintained.

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

Figure 4: Description of Massing



### 3.2.2 Character and Architectural Treatment

The proposed development will assist in the continued intensification and development of Uptown Waterloo through the addition of a residential building along an important street within the Uptown core. The proposed development will support and enhance the viability of the existing mix of uses within the Uptown and will further support businesses currently located along King Street and Princess Street. The development is designed in a manner which recognizes the importance of the Princess Street and Dorset Street intersection. The proposed development will be a positive contribution to the streetscape through

the provision of a strong street edge, visually interesting architecture, at-grade uses, and provision for a raised patio along Princess Street.

High quality materials including masonry treatments and a large amount of glazing will be incorporated into the facades, resulting in an attractive modern design that respects the traditional character of Uptown. Repetition of lines and windows through both vertical and horizontal articulations and upper storey setbacks will be used to break up building mass.

### 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. Light pollution will be controlled by minimizing non-target light. The canopy that defines the base will include recessed pot lights that will both provide lighting for safety and assist in identifying the buildings' main entrances.

### 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, Albert Street and Bridgeport Street) and have convenient access to the Provincial highway network (Highway 7/8). A number of existing bus routes, operated by Grand River Transit, are located in proximity to the subject lands including iXpress Route 200- which provides express bus service between Conestoga Mall and the Ainslie Street Terminal in Cambridge. The subject lands are also located in close proximity to the Waterloo Public Square and Caroline/Willis Way LRT stations which provide high frequency transit between Conestoga Mall in Waterloo and Fairview Mall in Kitchener.

Figure 5: LRT Map (City of Waterloo Station Area Plans)



# 4.0 URBAN DESIGN REVIEW

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

## 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 while remaining well below the maximum height and density permissions of the Official Plan. The proposed building uses high quality building materials that both complement the surrounding context, but also distinguish it from the existing 5 storey building. The proposed use of glass and glazing on the ground floor and on the street facing facades ensure the building relates to the pedestrian scale and provides additional eyes on the street in this portion of Uptown.

The proposed height and massing are similar in scale, and were influenced by, the recently constructed building at 14 Princess St W and provide a suitable anchor at the corner of the two streets.

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 to be architecturally distinct from the adjacent 5-storey building with appropriate design elements along both Princess and Dorset Street in order to create visual interest and enhance the Uptown Waterloo sense of identity. The use of brick in the facades is consistent with the character of Uptown, while the incorporation of significant amounts of glazing and balconies gives the building a modern feel.



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 Princess Street towards the Carnegie Library and takes advantage of the westerly views from the site by locating significant glazing, Juliet and upper storey balconies along the west and north facades. The view up Princess St towards Dorset St shows the view of the Carnegie library and the context sensitive height of the proposed building. The treatment of the upper storeys, with step backs and terraces reduces any impact of the buildings' height when compared with the existing 5-storey building.

The image below shows the significant glazing facing Princess St (north) and Dorset St (west) as well as the transparent ground floor where commercial uses and the buildings' primary entrance are located.



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 will be considered in support of a future site plan application for the proposed development. Priority will be given to pedestrian street frontages. Bicycle parking will be provided within the building. Servicing/mechanical equipment will be located on rooftops and screened from the public view where practical.

The development will utilize the same hardscaping treatments seen on 14 Princess Street, with the further addition of a raised patio along Princess Street that can be used in combination with the at-grade commercial uses. The use of soft landscaping in front of the existing 5-storey building will provide some shade and respite during the warm summer months. The incorporation raised planters along Princess Street will soften the hard edge of the street while shielding the above grade parking from view.

3.11.1 (6) Heritage: For buildings and site design to sympathetically conserve, respect and build upon cultural heritage resources of the City as a whole and the Uptown Waterloo Urban Growth Centre in particular. The City shall encourage sensitive designs for new development in close proximity to prominent heritage resources and Heritage Districts.

Design Response: The subject lands are located in close proximity to the Albert-MacGregor Heritage District, as well as heritage buildings on Princess Street, King Street and Dorset Street. The combination of the yellow brick used on the existing building and the complementary and contrasting materials colours used on the new building, both respect and distinguish this building from the nearby heritage buildings.

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 commercial uses with transparent windows and raised patio along Princess Street.
- Placing windows along all sides of the building that overlook the public sidewalks.
- The use of balconies along both streets.

- Designing lighting plans that avoid creating blind spots and ensuring potential problem areas are well lit (pedestrian walkways, stairs, entrances/exits, parking areas, recycling areas, etc.).

#### *Access Control*

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

- Providing clearly identifiable point(s) of entry into the building.
- Separate commercial and residential entrances.
- 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
- Defined patio space for the commercial uses
- Canopy cover of the ground floor

#### *Maintenance*

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

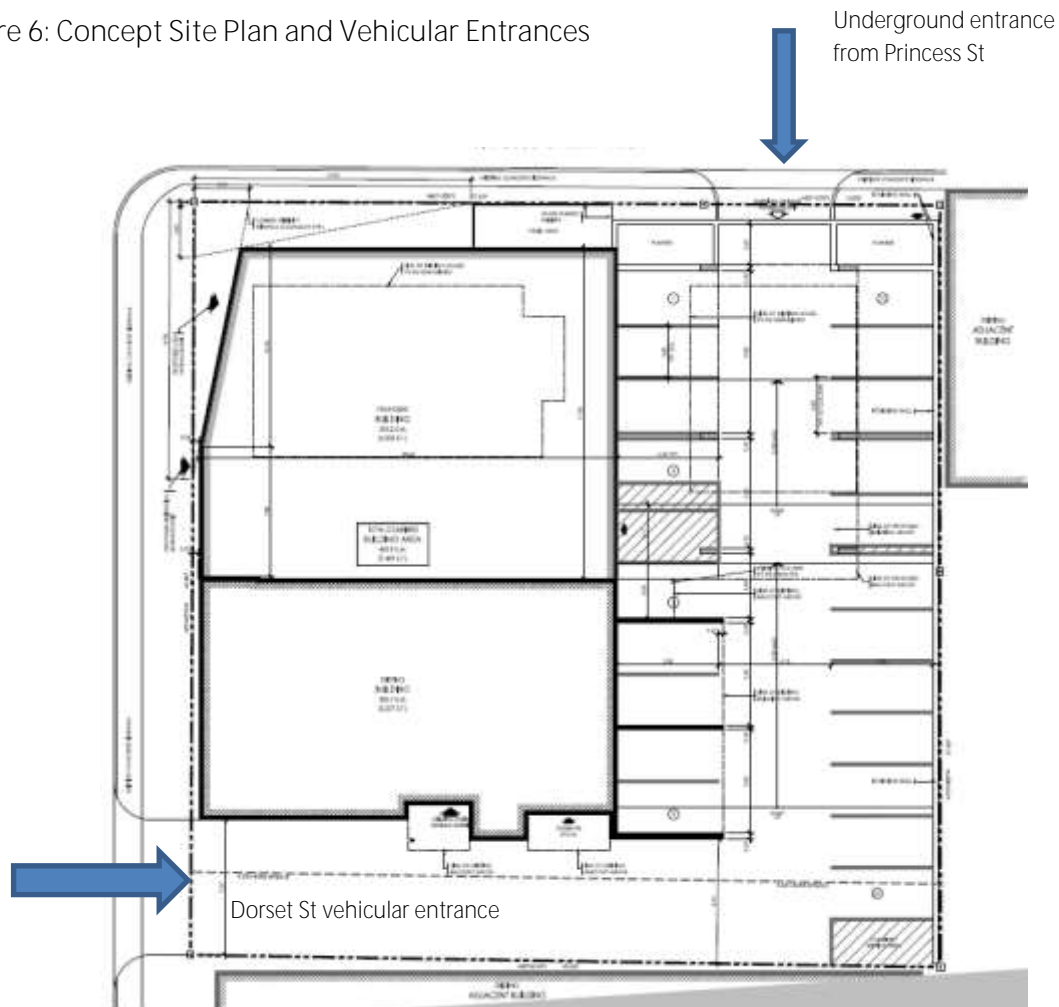
3.11.1 (11) Site Circulation: Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to pedestrian movements, non-vehicular turning movements. A variety of strategies shall be used to create and define circulation routes and hierarchy. All sites shall provide convenient, direct and safe pedestrian, barrier-free access and cyclist access to building entrances, amenity spaces, the public realm and other important destinations.

*Design Response:* The proposed redevelopment has been designed to integrate with the existing network of streets and sidewalks and coordinate vehicular and pedestrian movement as follows:

- The principal entrance to the existing 5-storey building is being maintained;
- The new building will contain multiple entrances addressing both Dorset and Princess Street

The proposed driveway access to the structured/covered parking is from Dorset Street, using the existing entrance. A new driveway entrance from Princess Street is proposed to access the underground parking;

Figure 6: Concept Site Plan and Vehicular Entrances



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 St) and two ION Stations are within walking distance. 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. The image below shows the prominent corner treatment, with entrances to the commercial space from both streets.



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 proposed development will feature underground and structured parking incorporated into the overall building design. No surface parking is proposed. The parking is well shielded from the public street through use of grades, landscaping and building design. The rooftop of the existing 5-storey building contains a green roof which will remain and be augmented where possible.

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

tower is proposed to be set back from the building base, further contributing to the pedestrian scale of the development. The image below shows the main residential entrance from Dorset St, with a strong canopy treatment that functions as a building base, separating the “middle” portion of the building before the articulated upper storeys. The design is reflective of the similar approach used across the street at 14 Princess St W, which ensures a consistent (but not identical) feel along Princess and Dorset Streets.



Proposed Development



14 Princess St W

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 compliment the ongoing redevelopment in surrounding area, with direct inspiration from 14 Princess St, the 8-storey building recently constructed across the street. In our opinion the proposed building design meets this urban design policy by providing a well composed building that complements the surrounding neighbourhood character, and improves the streetscape along both Princess and Dorset Streets. The proposal positively contributes to a sense of place by introducing an appropriately scaled development that is unique to Uptown Waterloo. The use of permanent building materials (brick) respects the character of Uptown, while the increased use of glazing and balconies gives the building a modern feel.



Figure 7: 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 bold canopy at grade helps distinguish the commercial use from the residential use and anchor the building base to the street. The rooftop mechanical equipment has been screened from view and when combined with the significant glazing used on the top floors of the building, the building appears shorter while simultaneously identifying the transition from the middle to the top portion of the building.

## Uptown Urban Growth Centre

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

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

*Design Response:* The proposal will help to enhance this developing section of Princess Street West in Uptown Waterloo by introducing a complementary development. The new building has been designed with consideration of building materials and colours so that the two buildings complement each other, and appropriately address both Dorset and Princess Streets. The scale of building is reflective of its location.



*Building Facades:* Design facades to respect and enhance the surrounding character and context with emphasis on street rhythm, compatible building materials and colours, fenestration patterns, vertical and

horizontal articulation and architectural expression. Buildings shall be designed to contribute to a pedestrian-friendly street and contribute towards district identity and sense of place.

*Design Response:* The proposed development is consistent with this design direction. The building has been situated on the site to respect the existing streetscape and setbacks of the historic and existing buildings. The proposed building contributes to a human scaled, pedestrian-friendly street and sense of place through the use of a strong building base, transparent at-grade glazing, a raised patio and prominent building entrances.

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

*Design Response:* The scale of the proposed building is in character with Uptown in general and Princess and Dorset Streets in particular. This building has been carefully designed so that it transitions into the commercial core of Uptown along King Street by maintaining a consistent streetscape, while also distinguishing itself from the existing 5-storey building at 26 Dorset Street.

Figure 8: Height transition



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

*Design Response:* Although the proposed eleven storey building is not the tallest building in the area, it has an articulated roofline, with step backs along the corners leading to a distinct building top. The two images below show the articulation on both the south and north facing facades at the top of the building,



breaking up the massing of the building and creating a distinct, yet complimentary addition to the Uptown skyline. The use of clear glazing at the top of the building also reduces its perceived massing.



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

*Design Response:* Parking for the development will be accommodated in an underground and above grade parking structure that will be shielded from street view using placement, building materials, landscaping and massing.

Above grade covered parking shielded from view

Entrance to underground parking



*Street Activity:* To design sites, buildings and the spaces between buildings to promote street activity and to animate the public realm by locating building entrances towards the street and providing windows

along the street frontage, encouraging mixed-use development and by providing outdoor amenity spaces along the street or between buildings.

*Design Response:* Building entrances are located along both streets, creating active spaces with high visibility. Main floor commercial uses are proposed within the new building and exist within the 5-storey building at 26 Dorset Street. The addition of a raised patio along Princess Street will improve the already active streetscape.

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

*Design Response:* Internal site amenities will be provided for future residents of the project. The rooftop of the existing building at 26 Dorset Street contains a green roof that will remain and will be further enhanced as an outdoor amenity space. The commercial use includes a raised outdoor patio space along Princess St with opportunities for additional spill out seating areas near the corner of Princess and Dorset Streets

Conclusion: The proposed building addresses the general and Uptown specific urban design policies of the Official Plan and represents both a high level of urban design and a positive contribution to Uptown.



## 4.2 Urban Design Manual:

The City of Waterloo Urban Design Manual is a consolidated set of city design guidelines and reference material. The primary purpose of the Manual is to implement the City's Urban Design Objectives through the development review process.

Part 2 of the City's Urban Design Manual includes general City design guidelines which apply to all development projects throughout the City with emphasis on the site plan process. We have reviewed the general guidelines and confirm that the proposed development has given appropriate consideration to the applicable guidelines, in particular those guidelines related to pedestrian-friendly design; human-scale development; transit-oriented design; and building design.

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

- The site has been designed to promote and facilitate human activity and social interaction (UDM 2.1.1)
- Building entrances have been designed to be proportionally in scale with building design and relate to the street (UDM 2.1.2).
- The site has been designed with consideration of key Crime Prevention Through Environmental Design (CPTED) Principles (UDM 2.1.4).
- The building façades have been designed for visual interest. Building entrances and windows will add interest along the street. (UDM 2.1.6).
- The building and architectural features work together to achieve a balance in elevation with emphasis on composition of scale, proportion, symmetry, light, pattern, texture and colours (UDM 2.1.6.14).
- The development proposes high quality materials in keeping with materials used elsewhere in the Uptown core (UDM 2.1.6.33).
- The proposed development respects the existing context and achieves a sense of place. (UDM 2.1).
- Direct pedestrian access to building entrances has been provided (UDM 2.3.2.6). Sustainable design techniques will be explored and are encouraged (UDM 2.5).

Part 3 of the City's Urban Design Manual includes supplemental design guidelines, including specific guidelines for tall buildings and the Primary Node (Uptown). The proposed 11-storey building is considered a "tall building" (more specifically a mid-rise building) under the City's Urban Design Manual. While the final design of the building will be considered, and evaluated by the Site Plan Review Committee through the site plan review process, the following provides a summary of how the proposed development has considered the tall building and Primary Node guidelines.

#### 4.2.1 Tall Building Guidelines

- The building has been designed to meet the overall objective for tall buildings, which is to design architecturally interesting and well composed buildings that relate to the surrounding context, contributes to an interesting skyline, and reduces impacts to surrounding buildings.
- The building has been designed with a transition in massing at the top, including upper storey façade step backs and terracing.
- The building has a defined base that relates to the street, a middle and a top, with the base definition aided by a prominent horizontal canopy treatment along both streets. The roof line is articulated through the use of recessions, significant glazing and prominent balcony treatments that create an interesting skyline.
- The building base has been emphasized through the use of prominent canopy that anchors the base of the building to the street and provides shelter from the elements. The facades facing the public realm have significant glazing and balcony treatments.
- The use of a single storey podium assists in transitioning the building mass along Princess Street towards King Street, where several single storey buildings are located. The building uses similar masonry materials reflective of the surrounding buildings
- The mechanical penthouse has been integrated into the roofline, with the intent of minimizing its appearance from the street.
- The building contains significant glazing, including large windows, creating significant visual exposure and to take advantage of the view afforded of Uptown from the proposed building.
- The proposed development contains indoor, secure bike parking for future residents.
- The parking deck has been integrated into the design of the building, such that its appearance from the street will be minimized through design treatment and landscaping.

#### 4.2.2 The Uptown (Primary Node) Guidelines

- Active uses are located at grade to promote street activity and pedestrian interest. The building has been designed to complement the surrounding District character through complementary building massing and materials, similar architectural treatments and motifs. (UDM Area Specific Guidelines)
- The building has been designed with high quality building materials including glass and brick.
- The proposed building has active façades with window openings and doors facing the public street. Building entrances have been emphasized through the inclusion of the architecturally integrated canopy feature.
- Required parking will be located in structured and underground parking areas. No surface parking is proposed.
- The building has been designed with a distinctive top section that creates a recognizable skyline.

# 5.0 CONCLUSION

The proposed development presented in this Urban Design Brief will contribute positively to the City's Official Plan policies and urban design objectives as well as the site specific goals and objectives identified on Page 7 of this Brief. Overall, the proposed redevelopment represents a significant investment in Uptown Waterloo and will accommodate 59 new dwelling units (+ 11 existing), containing a total of 89 (+16 existing) bedrooms, and commercial, office and retail uses in a unique high quality mixed-use development, all of which contributes positively to the Uptown Waterloo neighbourhood. In summary, the proposed redevelopment will:

1. Capitalize on the existing location of the subject lands in the heart of Uptown Waterloo;
2. Provide for intensification within the Urban Growth Centre 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;
5. Continue to activate Princess Street and assist in introducing a more active Dorset Street streetscape; and
6. Provide support for existing and planned transit services, thereby minimizing future residents' reliance on the automobile

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

Respectfully submitted,

MHBC



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