



# **CITY OF WATERLOO**

## UPTOWN PUBLIC REALM STRATEGY

March 21<sup>st</sup>, 2019





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The City of Waterloo's Uptown Public Realm Strategy documents the study, engagement, visioning, and strategizing for the public realm of the civic, commercial and cultural heart of Waterloo. It is meant to be read in concert with the City of Waterloo Uptown Public Realm Strategy Background Document.

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# CONTENTS

<b>i EXECUTIVE SUMMARY</b>	<b>01</b>	<b>5 IMPLEMENTATION</b>	<b>111</b>
<b>ii GLOSSARY</b>	<b>12</b>	5.1 Strategies + Actions	112
<b>1 OVERVIEW</b>	<b>07</b>	5.3 Assigning Priority to the Initiatives	114
1.1 Introduction	08	5.2 Implementation Tools	116
1.2 Planning Context	10	<b>APPENDICES</b>	<b>119</b>
1.3 Analysis of Existing Conditions	14	A Parks + Open Space Inventory	121
<b>2 FRAMEWORK</b>	<b>21</b>	B Streets Inventory	125
2.1 Vision	23	C Streetscape + Development Guidelines	129
2.2 Systems	25	D Index of Maps and Images	137
2.3 Priority Initiatives	28		
<b>3 SYSTEMS</b>	<b>31</b>		
3.1 Breathe: Parks + Open Space	34		
3.2 Move: Connectivity	48		
3.3 Frame: Urban Form	66		
3.4 Celebrate: Heritage	74		
3.5 Inspire: Public Art + Culture	80		
<b>4 PRIORITY INITIATIVES</b>	<b>87</b>		
4.1 The Laurel Greenway	92		
4.2 The Civic Common	98		
4.3 Willis Way	104		



# EXECUTIVE SUMMARY

The planned intensification of Waterloo will bring denser and taller buildings to Uptown, changing its character significantly. This document serves as a conceptual framework and a practical manual for re-imagining the form and identity of Uptown's public realm—that is to say, the spaces between and around this new development.

With the planned growth and the arrival of three light rail stops in Uptown, the City of Waterloo initiated the Uptown Public Realm Study to develop a strategy that could guide both public and private investment over the next 20-30 years.

The Uptown Public Realm Forum launched the Public Realm Strategy. Previous events — including the Map My Uptown workshops and multiple Uptown Play charrettes — drew on the knowledge of residents and business owners and fed into the strategy. The Uptown Public Realm Strategy (UPRS) provides a clear set of Goals, Actions, and Priority Initiatives for the public realm.

The Uptown Public Realm Strategy guides the overall approach to the public realm. Improvements are organized into five systems, each of which contain their own set of public realm goals and corresponding actions to achieve that goal. Priority Initiatives are transformative projects that can include multiple goals and actions from all of the five systems.

Through the public consultation process, three key themes emerged to form the rationale for three Priority Initiatives:

- **The Laurel Greenway:** A linear park along the Laurel Trail and Laurel Creek;
- **The Civic Common:** An expansion of the original town square that includes a new Civic Common; and,
- **Willis Way:** A keystone street that integrates its bookend parks and the Public Square.

The Uptown Public Realm Strategy proposes a connected urban landscape that provides a range of great places for social interaction. It will ensure that growth and development take place within a high-quality, inviting, and vibrant public realm—the key to creating a thriving and active Uptown.

# GLOSSARY

**Active Recreation:** Outdoor recreational activities, such as organized sports and playground activities.

**Active Transportation:** Human-powered transportation, such as walking and cycling.

**Built Form:** The look and massing of a building and its relation to the public realm, including height, setbacks, stepback, and architectural features such as entrances and windows.

**Community Benefit:** Capital facility or amenity (e.g., recreation centre, library, theatre, streetscape improvement) provided by a developer in exchange for added height and/or density beyond what is permitted in the zoning by-law.

**Complementary Uses:** Uses that support the livelihood of arts and culture alongside other uses in the public realm: promenades, squares, parks, restaurants, and similar open spaces.

**Complete Street:** Streets designed and operated to enable safe access for all users. Pedestrians, cyclists, transit riders and motorists of all ages and abilities can move safely along and across a complete street.

**Courtyard:** An outdoor space mostly or completely enclosed by buildings.

**Creative Reuse:** Reuse and integration of existing facilities, structures and resources, including extending the life of existing buildings.

**Cultural Heritage Landscape:** A set geographical area that may have been modified by human activity and is defined as having cultural heritage value for or interest to a community. The area may involve features such as structures, spaces, archaeological sites, or natural elements valued together for their interrelationship, meaning, or association.

**Cultural Space:** City-owned, operated, or public-private space that house facilities, operations, and programming for cultural purposes in these categories: Performance; exhibition and visual arts; screen-based; library; multipurpose, and heritage. These categories are consistent with the federal government's statistical frameworks for culture and used by cultural-infrastructure funding programs.

**Floodway:** The area of a floodplain required to pass the flows of greatest depth and velocity.

**Flood-Fringe:** The area between the floodway and the outer edge of the floodplain. Depths and velocities of flooding in the flood fringe are generally less severe than in the floodway.

**Fine-grained:** A smaller-scale pattern of buildings, blocks, streets and other elements in the city.

**Frontage:** The facade of a building facing the public realm.

**Gateway:** Features at a significant entry point which signal arrival in a place and create a unique sense of place.

**Green Infrastructure:** An approach to water management that protects, restores, or mimics the natural water cycle. Green infrastructure is effective, economical, and enhances community safety and quality of life. It involves planting trees and vegetation and restoring wetlands, rather than building costly engineered facilities for treatment.

**Greenway:** A corridor of undeveloped land used for recreation and natural preservation.

**Intensification:** The development of a property, site or area at a higher density than currently exists, through development, redevelopment, infill and expansion or conversion of existing buildings.

**Laneway:** A narrow road along the back of buildings typically used for service access.

**Linear Park:** A public park that is significantly longer than it is wide.

**Local Street:** Streets that facilitate local access to communities.

**Microclimate:** The climate of a small or restricted area, especially when this differs from the climate of the surrounding area.

**Mid-block Connection:** An alternative to the typical street network which provides pathways

through the middle of a block.

**Movement Corridor:** Main roads which provide safe, reliable and efficient movement between regions and strategic destinations.

**Passive Recreation:** Outdoor recreational activities that involve a lower level of activity such as walking, running, cycling, nature observation and picnicking.

**Open Space:** Land without buildings that is accessible to the public. Types of open space include parks, plazas, squares, and courtyards.

**Outdoor Room:** A public space framed by buildings with comfortable proportions of open space and building heights.

**Park:** A public greenspace used for recreation.

**Placemaking:** Community-focused planning, design, management, and programming of public spaces to create unique places based on local assets.

**Places for People:** Streets, or other connections in areas of high demand for activities on or adjacent to the street, that are designed for lower levels of vehicle movement in order to attract visitors. Should function as places people enjoy and communities value.

**Play Street:** A street closed to traffic to provide a space for recreational activity.

**Plaza:** A predominantly hard-surfaced public gathering place.

**Privately Owned Public Space (POPS):** A public space that is typically a product of negotiation with developers as part of the development application and review process. The public is welcome to enjoy a POPS as a public space, but the space remains privately owned.

**Public-Private Partnership (PPP):** Comprises a government service or private venture funded and operated through a partnership between public and private partners. A private stakeholder often provides a public service or project and assumes financial and operational risk, although risk is not always shared equally between partners.

**Public Art:** Art in the public realm, whether on public or private property.

**Public Realm:** Spaces that are open and accessible to the public. Most often used to refer to the spaces between buildings such as streets, parks, squares, and plazas.

**Setback:** The required distance from the property line within which no building can be located and typically established through zoning by-law and regulations.

**Shared Street:** A street which combines cycling, pedestrians, social activities, parking, and local

car traffic to create a shared public space.

**Square:** A square should feel like the core public social space in a neighbourhood. It should offer room and amenities for social gatherings, crowds, and events as well as public spaces to facilitate brief social encounters between neighbours and friends. A square should tell the story of the surrounding neighbourhood and feature unique civic services, art, and/or design.

**Stepback:** A design element in which a portion of a building mass above grade level is moved back from the wall directly below.

**Streetscape:** The combination of physical elements that give character to a street, including the roadway, street lights, street trees, street furnishings, sidewalks, and building façade treatments.

**Streetwall:** The front facade of buildings that creates a continuous edge.

**Tactical Urbanism:** Low-cost or temporary interventions to improve the public realm which can lead to permanent infrastructure.

**Third Place Retail:** Fixtures of community life, after the home (First Place) and the workplace (Second Place). Third Place retail locations or experiences provide opportunities for the public to relax and socialize.

**Vibrant Street:** Streets that accommodate high demand for movement as well as destinations and activity centres within the same road space.







A large crowd of people is gathered in a snowy outdoor setting, possibly a winter festival or ice skating rink. In the background, there is a building with a modern architectural style, featuring large windows and a flat roof. The ground is covered in snow, and many people are wearing winter clothing like coats, hats, and scarves. Some people are standing in groups, while others are walking or skating. The overall atmosphere is lively and festive.

# 1 OVERVIEW

## 1.1 INTRODUCTION

### Call for a Vision

This pivotal moment in Waterloo's planned growth and commitment to mobility and livability calls for attention to life in Uptown's parks, open spaces and streets. Waterloo is experiencing sweeping change: urban growth; updating of planning and decision-making frameworks; and major investments in public transit and active transportation.

Advances such as introduction of an LRT network and development of several award-winning civic buildings, open spaces and parks have helped refine the city's character and contribute to a sense of ambition and optimism. It is time to transform the public realm and set the groundwork for design excellence, functionality, connectivity, vitality and a coherent identity. Uptown will act as the keystone of these changes for both the City of Waterloo and the wider Region of Waterloo.

### What is 'Public Realm'?

A city's *public realm* comprises the continuous landscape of all spaces that are open and accessible to the public. These elements most commonly include parks, streets, sidewalks, trails, plazas, and squares. The public realm is an integral part of the community and is accessible to everyone at no charge.

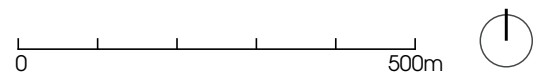
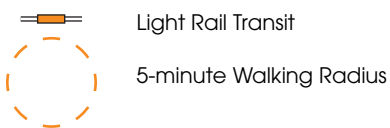
How we shape the public realm influences how we live in our communities. The best public places are carefully planned and designed based on their context and in response to the needs of the

community. Public spaces provide opportunities for community life, social interaction, enjoyment of the environment, recreation, entertainment and contemplation. The quality of public spaces and how all elements of the public realm work together create a sense of place for Uptown. Public realm design can also help to position the new LRT line within the urban life of Uptown Waterloo. Creating high quality, accessible and comfortable public spaces at and around LRT platforms can be an effective strategy for increasing transit ridership, especially among infrequent or choice riders.

### Strategy

The Strategy report provides background on the Region of Waterloo, the City of Waterloo and Uptown as it relates to the public realm. An analysis of existing conditions details the character of the existing public realm and lays out the planning team's initial findings. The Strategy's vision for the future of the public realm grew directly out of the Uptown Public Forum.

Proposed improvements are organized into goals and actions based on five public realm systems: Parks and Open space; Connectivity; Urban Form; Heritage; and Public Art and Culture. The public consultation process found reoccurring patterns, ideas and desire lines that have been developed into the three Priority Initiatives. These initiatives — the Laurel Greenway, the Civic Common, and Willis Way — will have maximum impact on the overall quality of Uptown's public realm and unite various goals across the five systems.



### Map 1: Uptown Study Area and LRT

Above is an aerial of the 218 acre site. The recently completed LRT has three stops in Uptown. From north to south they are: 1) Waterloo Public Square Station, 2) Willis Way Station, and 3) Allen Station. The LRT provides three new gateways into Uptown and influence patterns of development and public space.

## 1.2 PLANNING CONTEXT

### Regional Context

The Region of Waterloo stands at the beginning of a transition. The new LRT will redefine how people move into and through Uptown and how the cities of Waterloo, Kitchener and Cambridge grow together. The Region of Waterloo Central Transit Corridor Community Building Strategy clearly outlines how to grow around the new transit infrastructure to create places that are transit supportive. Eight new LRT stations have been built in Waterloo, three of them in Uptown (Waterloo Public Square, Willis Way and Allen Street).

### Uptown Profile

Creation of a public realm strategy represents a response to the fact that most future growth in Waterloo will have to take place in existing built-up areas. The city already houses 105,000 people within 6,400 hectares, and projections suggest it will accommodate 140,000 people and 89,000 jobs by 2031 (Region of Waterloo Official Plan). Much of this growth will take place in higher-intensity nodes and corridors. At the centre of the city, Uptown is designated as the Primary Node that will capture a significant share of projected growth.

New buildings, transportation infrastructure and public spaces are changing the way Uptown is experienced. With a concentration of employment, entertainment and cultural activities, Uptown is Waterloo's hub. The City of Waterloo Official

Plan defines the Uptown Waterloo Urban Growth Centre as an area of prioritized intensification intended, as noted, to accommodate much of the city's population and employment growth over the next 15 years. Uptown is also designated as an Urban Growth Centre in Places to Grow, the Provincial Growth Plan.

### Planned Growth in Uptown

As a provincially designated Urban Growth Centre, Uptown needs to plan for 200 people and jobs per hectare by 2031. Today it constitutes an area of 88.2 hectares (218 acres) with approximately 10,850 people and jobs (2017). Planning for 200 people and jobs means that Uptown must aim to accommodate 17,600 people and jobs by 2031. Beyond raw numbers, planning must set Uptown on a path to grow as a community destination and a great place to live, work, play, learn and innovate.

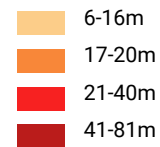
To accommodate planned growth, new development will achieve greater density and height than most existing building stock. Uptown's existing built form consists mostly of low- and mid-rise buildings, with a few large towers scattered throughout the district. The Official Plan allows for much higher-intensity development. As Uptown grows and infill development and redevelopment intensifies the urban area, it will need an adequate supply of parks, a high-quality public realm, active public spaces and a built form that contributes to functionality in the public realm.





**Map 2: Existing Building Heights**

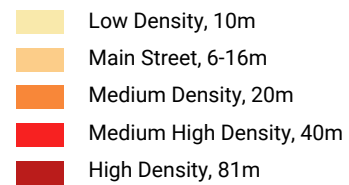
Low- and mid-rise buildings currently predominate in Uptown, with a scattering of towers.



**Map 3: Official Plan Maximum Building Heights**

Maximum building heights provide density that will change the character of Uptown. Recent and current development applications have sought bonus-ing—provisions of community benefit in exchange for additional height. Uptown will need high-quality public realm to balance and support future growth.

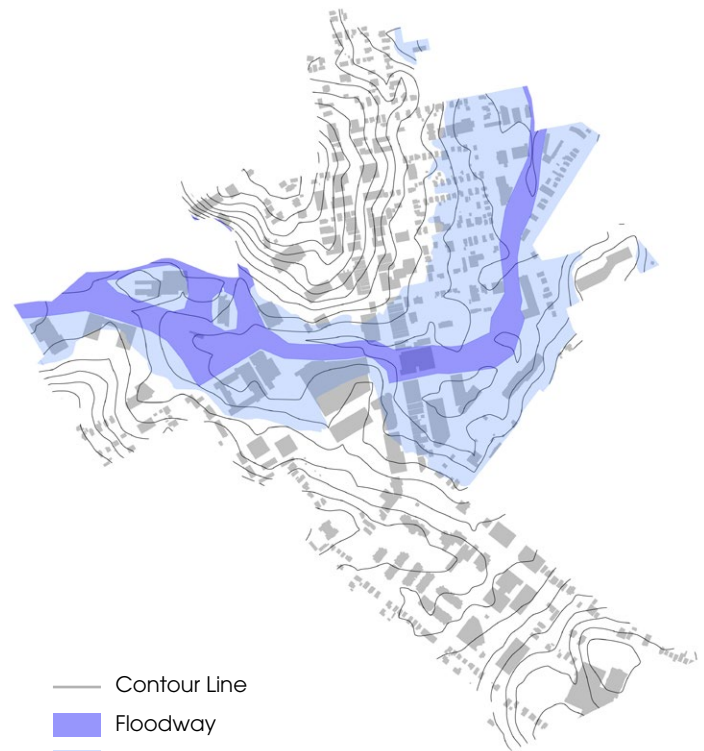
Note that through the approval of the Comprehensive Zoning By-law, the City has applied zoning that permits less than the maximum building height contemplated in the OP in some instances.



### Planning around the Creek

Uptown Waterloo is relatively flat with small variations in elevation with the highest area along the southern edge and lowest area along the creek. There is a general slope from west to east. Slight changes in topography make Uptown a place that can be easily traversed by walking and cycling. A walkable street network, relatively short distances within Uptown and a well-connected transportation system allow for convenient active and multi modal transportation. Topography naturally matches the pattern of waterways leaving a floodplain along Laurel Creek directly through the middle of Uptown as seen in the Contours and Floodplain map.

The UPRS celebrates the creek as an existing and future public realm asset. It is important to note, however, that the floodplain associated with the creek will present constraints for future public realm projects and needs to be a key consideration for development infrastructure and the Uptown public realm in general. It is also important to note that the existing floodplain mapping is currently being updated. We are also mindful that growth coupled with climate change requires extra due diligence on public realm strategies for Uptown to ensure that we work with nature and the likely increase in unpredictable weather patterns.



- Contour Line
- Floodway
- Special Policy Area

Contours and Floodplain Map

## Process

The Uptown Public Realm Strategy started with an analysis of the existing conditions in Uptown. Meetings with the Study Team and stakeholders used this analysis to present information and gather feedback on issues and opportunities for Uptown.

A momentous public engagement event held at the Centre for International Governance Innovation included presentations on the study and initial findings, a 50-participant urban design charrette, and a forum with 150 attendees. The Engagement Process (figure 1) has been guided by an iterative design process which includes learning, defining, brainstorming, designing, prototyping and back to learning, as visualized in this diagram.

Prepared as part of this study, the *Uptown Public Realm Strategy Background Report* summarizes existing conditions, initial findings, assets, and opportunities for public realm in Uptown.

This report, the *Uptown Public Realm Strategy*, builds on the *Background Report* to further refine opportunities for public realm improvements. This report provides a thorough strategy for public realm improvements and detailed actions for launching implementation.

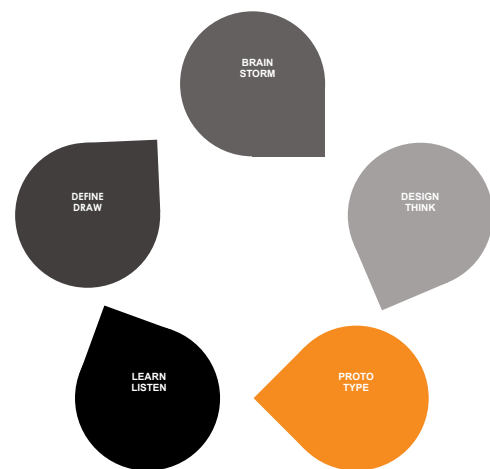


Figure 1: Engagement Process

## 1.3 ANALYSIS OF EXISTING CONDITIONS

### Parks + Open Space

Parks and open space should be part of everyday life and within walking distance of all corners of Uptown. This plan proposes the creation of a parks network of connected spatial experiences to which the surrounding development can respond. It uses three key tools for measuring adequate parks coverage: amount of parkland per person, parks location, and degree of park accessibility.

As Uptown grows taller and denser, it will need attractive parks and public spaces that make it a desirable place. Many great parks, plazas, streets and trails contribute to Uptown's public realm today, yet many of these facilities don't function at full potential. Planned growth underscores the need—and presents an opportunity—to enhance and connect existing public spaces to meet the needs of a growing population.

Currently Uptown has 5.7 hectares of parks and open space. The Waterloo Official Plan calls for one hectare of parkland per 1,000 people (although it acknowledges that already-developed areas, including Uptown, may not be able to achieve this). With 10,850 people and jobs, Uptown has reached just a bit more than half of that goal, with 0.52 hectares of parkland per person. These calculations, however, do not take into account the adjacent 45-hectare Waterloo Park, which has been, and can continue to be used by Uptown residents, nor does the figure

include other local parks that are accessible to the core. Although Waterloo Park specifically is not included because it is subject to the Waterloo Park Master Plan, an aim of this study is to emphasize connection to the Park.

The parks and open space strategy for Uptown should focus on enhancing existing spaces while creating strategically located new public places as opportunities arise. While the current collection of parks and open spaces offers a variety of opportunities for active and passive uses, enhanced design can create a more active public realm. Some parks feel disconnected, hard to get to, or underused. Redesigning, programming and enhancing these parks can meet the needs of the public and create a more active public realm.

A review of existing parks shows that most open spaces are unprogrammed green spaces used mostly for passive recreation. Additional programming of spaces and adding new uses to existing parks will help to activate these spaces.

Enhancement of existing parks and provision of new ones should consider a variety of types to meet a broader range of uses. New types and parks uses to consider should include play spaces, dog parks, linear parks, gardens and plazas.





Map 4: The existing open space system

### **Connectivity**

The heart of Waterloo can be thriving, vibrant, and liveable when streets become places for people. King Street and Willis Way stand as two transformations that signal the people-first direction Uptown has set for itself.

Aggregate street right-of-way totals 22 hectares, or 25% of Uptown's area. Given their proportion of total area, streets offer significant opportunities for improving the public realm (and they cover vastly more area than parks, at roughly 5.7 hectares). While most street surface is dedicated to moving traffic, public realm enhancements can create more of a balance between automobile movements and creating a place for people. Rethinking streetscapes as places of activity for events, recreation, dining, public art—while balancing the needs of motorists, bicyclists and pedestrians—will create active, engaging and beautiful streets. Trails, laneways and mid-block connections will add a more fine-grained pattern of pedestrian movement and places for an activated public realm.

Public realm strategies for streets include redesign of streetscapes for multi-modal mobility; improving connectivity and accessibility; and programming streets and laneways as places designed for people.

### **Urban Form**

The built form shapes and frames the public realm through the architectural details, setbacks, building uses and the size and shape of buildings. A variety of characters exist, including historic, commercial, cultural and civic. The urban form will contribute to and enhance the public realm by defining spaces and creating active and attractive streets and open space.

Intensification of Uptown will bring increased opportunity for the development of a built form focused on pedestrians, by both framing the public realm and supporting comfortable micro-climates. Over time, Uptown's growth will create clearly delineated public spaces and contribute to a new urban framework.



- Movement Corridor
- Vibrant Street
- Places for People
- Local Street

Map 5: The existing connectivity network



- ▬ Buildings Framing the Public Realm
- Existing Parks
- Hard scape Public Spaces

Map 6: The existing built form

## **Heritage**

Uptown has a rich heritage value as the historic centre of Waterloo. From the pattern of development, streets, buildings, parks, and neighbourhoods, the history of Waterloo is present in the urban landscape.

Heritage resources contribute to the character of Waterloo and public spaces. As Uptown grows and changes, the heritage value should be conserved and built upon to tell the story of Waterloo and define the sense of place.

New development, park improvements and streetscape projects all hold potential to build upon the heritage character.

## **Public Art + Culture**

Uptown Waterloo is a diverse and integrated community with a wide offering of arts and cultural facilities, as well as restaurant and entertainment venues. These amenities contribute to an active and vibrant public realm, and are easily accessible via walking, cycling and public transportation.

The City of Waterloo's Culture Plan (2013) makes cultural development a priority by defining the community's vision for culture over the long term, strengthening and leveraging existing cultural assets, facilitating local talent attraction and retention, and promoting an environment where creativity can be unleashed. A strong cultural heritage offering enlivens streets, neighbourhoods, public and green spaces in Uptown, and enhances community involvement and engagement through a shared sense of belonging.



- Designated Heritage Building
- Listed Heritage Building
- Candidate Cultural Heritage Landscapes
- Green Space
- Trail
- Retail
- Residential
- Non-Residential

Map 7: Existing heritage resources



- Cultural Buildings
- Event Locations
- \* Public Art

Map 8: Existing public art and cultural places



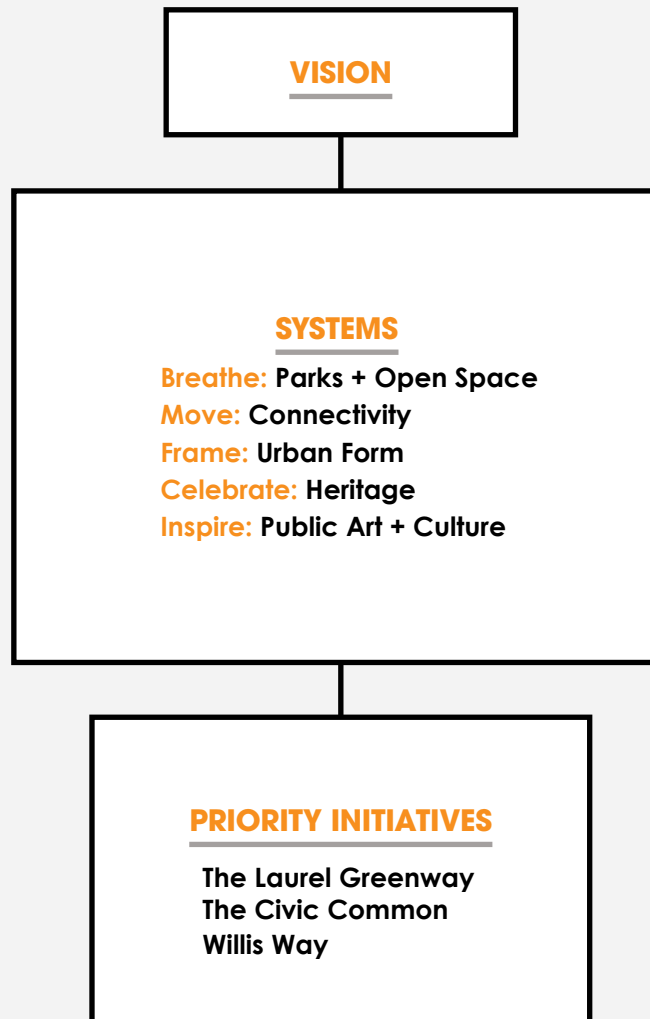






# 2 FRAMEWORK

CIGI CAMPUS





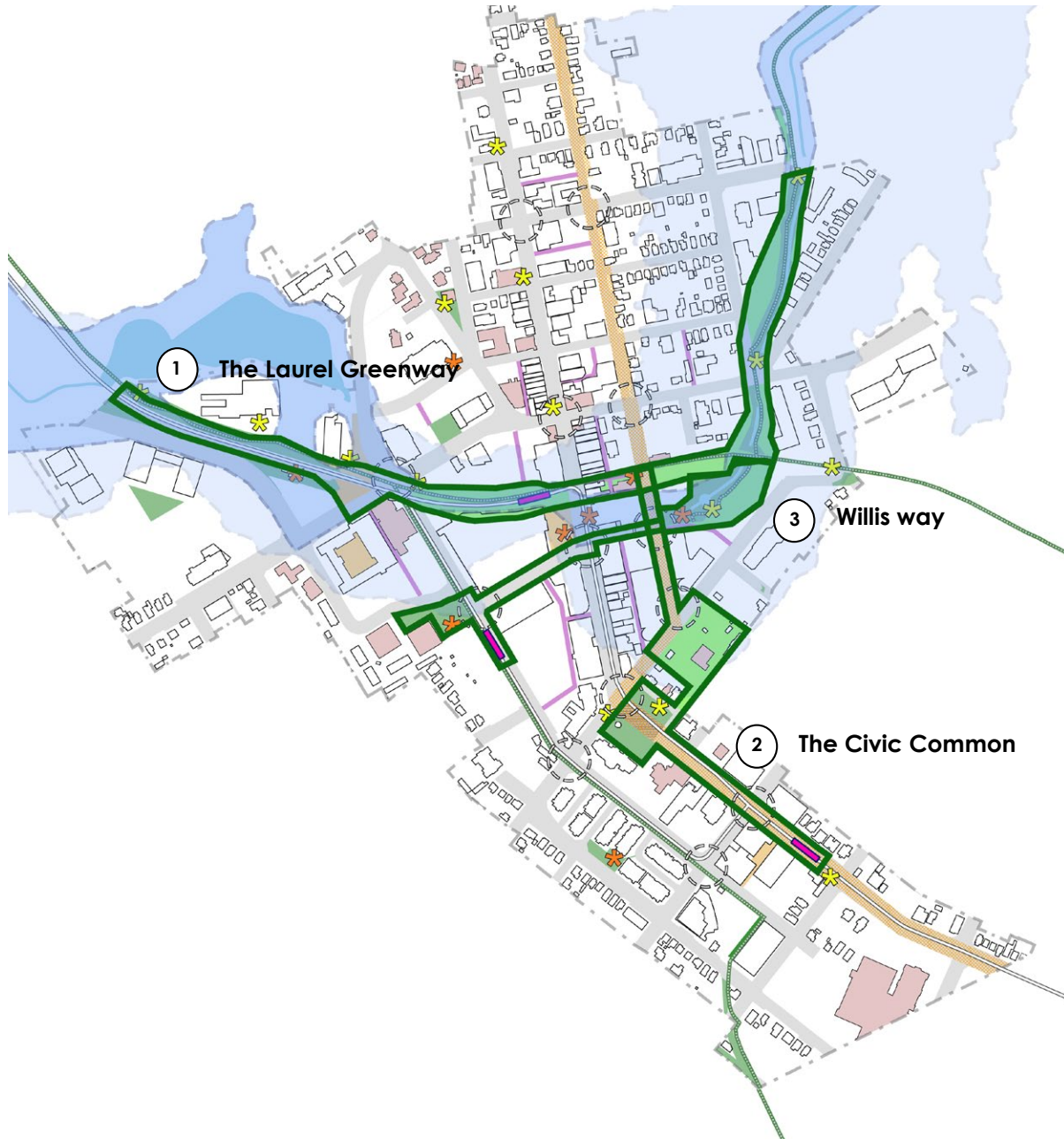
## 2.1 VISION

Our vision delivers a strategy for a truly accessible, walkable, bikeable and transit supportive community with a high quality public realm. We believe that welcoming, comfortable and flexible public spaces are essential for the health of Uptown. We connect inviting and engaging moments that create authentic experiences and celebrate Waterloo's cultural identity. In this strategy document, we work to seamlessly integrate a network of public and private parks and spaces to serve as nodes of dynamic public life.

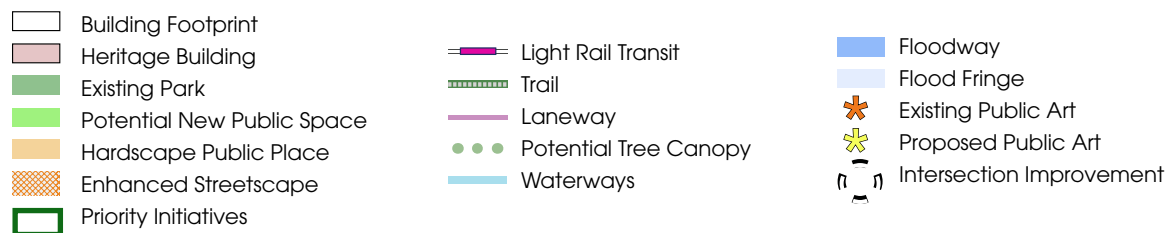
This document sets out a strategy founded in the belief that public spaces matter. Today parks, a creek and plazas grace the heart of Uptown. Significant growth will bring more people to live, work and play here, making recreational spaces essential components of this urban heart. Longer working hours, reduced use of vacation time, and growing health concerns represent just some reasons why Uptown will need to focus emphatically on enhancing, creating, and connecting a strong and varied network of public spaces.

The public realm vision laid out here builds on a thorough analysis of Uptown's history, transformations already under way, and an

iterative engagement process. For our analysis, we combined the experience and knowledge of the local community with the city-building skills of the Study Team. The analysis that follows sets out four key public realm elements to consider in order for Uptown—and Waterloo—to breathe, move, frame, celebrate, and inspire our citizens. These elements are Parks, Streets, POPS and programming of the public realm.



Map 9: Systems and Priorities  
The UPRS is built on five public realm systems that define Uptown and define the three Priority Initiatives.





Map 10: The Proposed Breathe System

## 2.2 SYSTEMS

The five proposed systems work together to advance the vision of the public realm. Each system contains city-wide goals and actions for improving the public realm in Uptown.

The five Uptown systems—parks and open space, connectivity, urban form, heritage, and public art and culture—build on the current characteristics of the urban landscape.

Every Uptown system is an integrated part—implementable elements in a strategy that interact with one another to build the foundations of the UPRS. The next three pages provide more detail on each system and its role in expanding and improving the Uptown public realm.

### Parks + Open Space

The integrated Uptown parks and open space represent a series of connected spatial experiences to which the surrounding development can respond. This strategy enhances existing spaces, adds new ones, and creates a connected network of diverse types of open spaces.

The Waterloo Official Plan calls for 1 hectare of parkland per 1,000 people. This target is aspirational and provides the framework for the City to continue to use available tools such as parkland dedication and bonussing to acquire high quality park spaces in appropriate locations in order to augment the existing network. The City-wide Parkland Strategy, currently underway, will consider this target as it relates to Uptown and other areas of the City and may suggest refinements to the target.



## Connectivity

This strategy supports the incremental reorganization of streets as active and vibrant places that integrate all modes of transportation safely. Uptown is densifying and has become an active transit exchange for GRT buses and LRT vehicles. As such, it is important to incorporate transit-supportive design principles into the planning of public spaces. Transit shelters and passenger waiting, boarding and alighting areas should become essential components of the public realm strategy. In addition, neighbourhood streets will also need to move toward prioritizing the comfort and safety of pedestrians and cyclists.

- Vibrant Street
- Places for People
- Local Street

Map 11: The Proposed Move System



## Urban Form

Built form frames and shapes the public realm, and its qualities shape the quality of the public realm. The built form strategy focuses on ensuring that all buildings contribute to a stronger public realm. It coordinates the interface of building with streets and open spaces in ways that create a deliberate and organized cityscape.

This strategy sets out to ensure that as Uptown develops, its evolving built form serves to create comfortable outdoor rooms, complete with consistent and authentic public realm materials and street furniture. Setbacks, ground floor animation and micro climate design combine to elevate the urban experience.

- Framing the public realm
- Opportunity to frame the public realm

Map 12: The Proposed Frame System



## Heritage

The rich heritage of Uptown provides a unique and defining character. The strategy builds on the heritage character to enhance the sense of place. Heritage places are complemented by new development, public spaces and placemaking. Views to heritage buildings are preserved and enhanced to capture the heritage character in the public realm.

- Designated Heritage Building
- Listed Heritage Building
- Potential Views to Heritage
- Candidate Cultural Heritage Landscape
- Green Space
- Trail
- Retail
- Residential
- Non-Residential

Map 13: The Proposed Heritage System



## Public Art + Culture

This strategy aims to determine the best types of programming for public spaces, to attract people to places and to complement the existing range of events hosted in Uptown. It proposes new public art that supports the three priority initiatives, to attract people, and to instill a pause-and-play culture in Uptown's most significant parks and public realm.

- Existing Public Art
- Proposed Public Art
- Event Locations
- Cultural Buildings

Map 14: The Proposed Inspire System

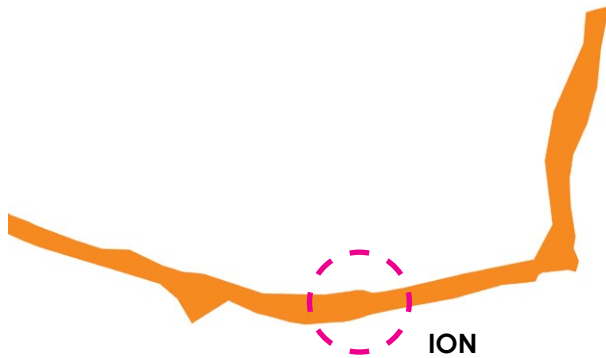




## 2.3 PRIORITY INITIATIVES

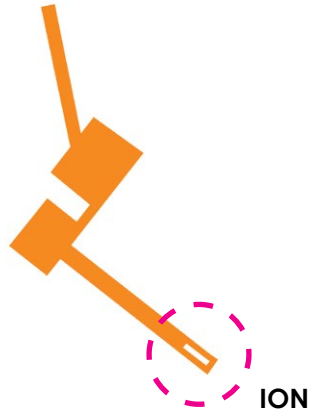
Three transformative projects—the priority initiatives will add new spaces to the public realm, enhance existing spaces, and create connections through Uptown. These initiatives launch Uptown’s public realm improvements. Map 15 locates the three Priority Initiatives and also recognizes the flood plain and fringe and their associated implications in terms of process. Each initiative draws on several goals and actions within each of the five systems, and each action and goal represents a step toward achieving the priority initiative.

Realization of the initiatives will occur over time and will be subject to further processes such as municipal budget approvals and securing public access to lands. More detailed mapping of each initiative will need to be developed and the final concepts should strive to achieve the opportunities described in this strategy, recognizing that there are constraints (e.g. flood plain) that will need to be considered.



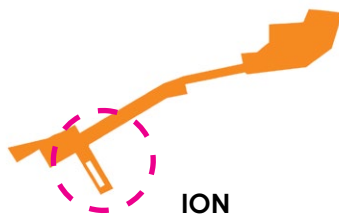
### The Laurel Greenway

The Laurel Greenway transforms the Laurel Trail into a linear park. The greenway is characterized by open space, dense trees, attractive landscape, the Laurel Creek, and the multi-use Laurel Trail. With the new ION LRT station at its centre and the established Waterloo Park to the West, the greenway creates a connected linear park and a swath of greenspace through the middle of Uptown.



### The Civic Common

This project pulls elements of civic importance into a unified district. Brewmeister's Green and Heritage Green mark the location of the original town square, and a new public space enhances the Regional Waterworks site; together they form the Civic Common. The wider Civic District contains City and Region administrative buildings. These elements create a district of civic importance and symbol of civic pride. Improved streetscapes connect the spaces and tie the district to Allen Street LRT station which acts as the entrance to the Civic District.



### Willis Way

Willis Way is an active and attractive commercial street in Uptown. This street provides an east west connection in the middle of Uptown connecting to Barrel Warehouse Park to the west, Waterloo Cenotaph Park to the east, with the Public Square and the Public Square LRT Station in the middle.







# 3 SYSTEMS

### **3.1 BREATHE:** PARKS + OPEN SPACE

1. Create a connected network of open spaces.
2. Ensure geographic distribution of open spaces.
3. Ensure diverse types of open spaces.
4. Design open spaces to be comfortable in the winter.
5. Facilitate the development of privately owned public spaces.
6. Foster park stewardship.

### **3.2 MOVE:** CONNECTIVITY

1. Create a connected network of complete streets.
2. Improve the street tree canopy.
3. Activate streets as public places.
4. Enhance the trail network.
5. Create a fine-grained mobility network.
6. Establish a consistent street furniture and materials palette.
7. Enhance design for transit exchange and gateway locations.
8. Bury Hydro lines.

### **3.3 FRAME:** URBAN FORM

1. Frame the edges of parks and streets.
2. Ensure pedestrian comfort through microclimate considerations.
3. Ensure pedestrian-scaled development.

### **3.4 CELEBRATE:** HERITAGE

1. Ensure new development complements heritage.
2. Encourage placemaking to highlight heritage buildings.

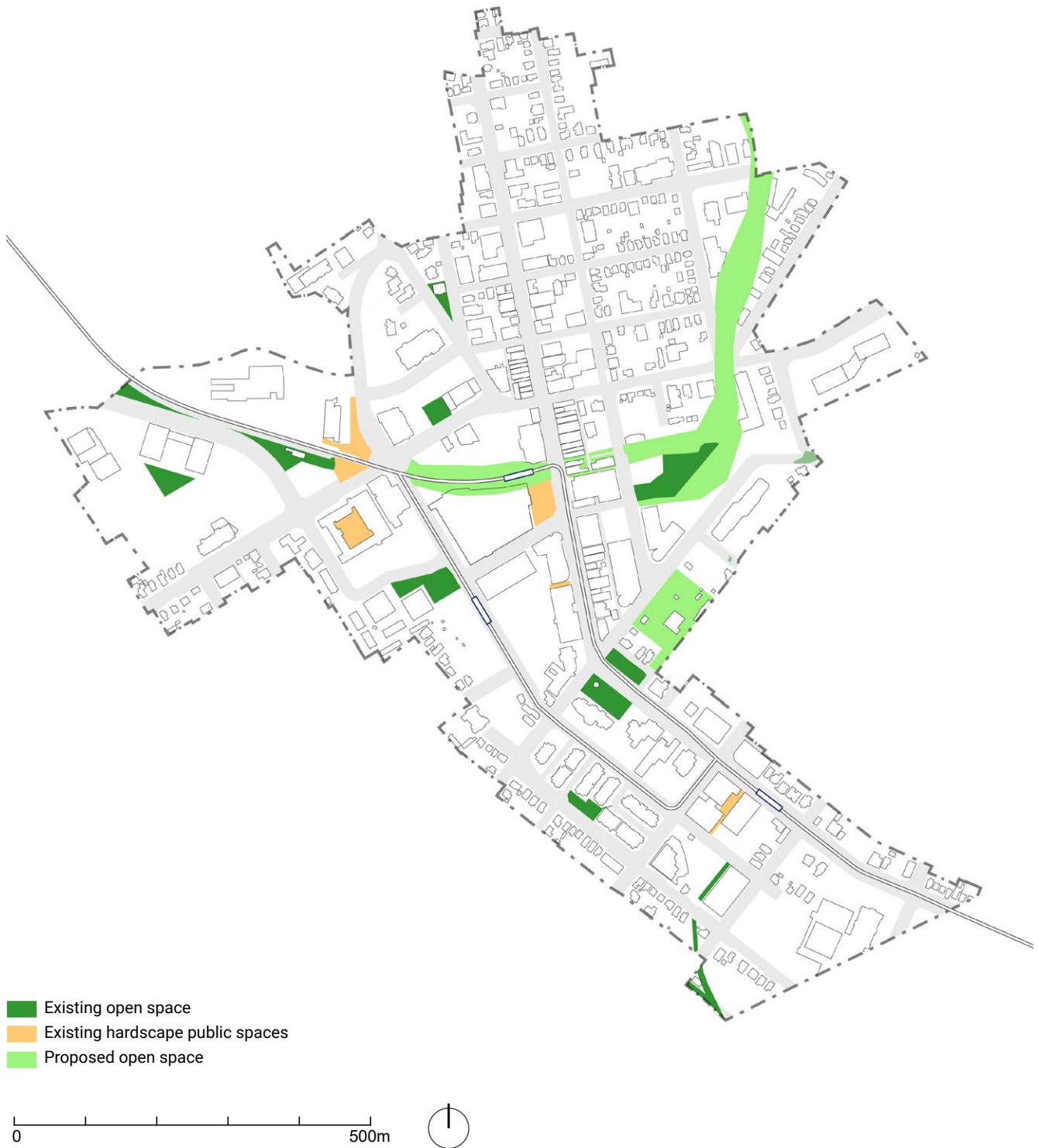
### **3.5 INSPIRE:** PUBLIC ART + CULTURE

1. Design the public realm to accommodate events.
2. Ensure a variety of types of public art.

# BREATHE

## 3.1 PARKS + OPEN SPACE

1. Create a connected network of open spaces.
2. Ensure geographic distribution of open spaces.
3. Ensure diverse types of open spaces.
4. Design open spaces to be comfortable in the winter.
5. Facilitate the development of privately owned public spaces.
6. Foster park stewardship.



Map 16: System of Open Spaces in Uptown

This map shows existing open spaces and the new open spaces proposed in this plan in order to create a more equitable geographic distribution of open space throughout Uptown (Open Space Goal 2), though specific locations for all new spaces have not yet been determined. Some of these new spaces will be privately owned, but their locations will depend on where new development occurs so they don't appear on this map.

### 3.1.1 CREATE A CONNECTED NETWORK OF OPEN SPACES.

*Parks in Uptown should tie together to form a connected network of public spaces.*

#### ISSUE

Parks in Uptown are not well connected which limits the potential use of these spaces. For example, Memorial Park is not well connected to other spaces because of the barrier created by Erb Street.

#### OPPORTUNITY

Creating stronger connections to open space improves access and helps create the potential for more activity. Connections between parks allows people to enjoy various spaces in the public realm as they traverse Uptown.

#### APPROACH

Waterloo can do three things to better connect open spaces in Uptown:

- strengthen existing connections to parks
- remove barriers to park access
- create new connections to parks.

##### 1. Strengthen existing connections to parks by creating:

- active transportation connections between parks and public spaces
- tree-lined streets that tie together parks and public places

People most commonly reach urban parks and public spaces on foot, so improving connections to parks will help activate open spaces. Tree-lined streets make the experience of walking more appealing but also—and importantly—create a visual green link to parks.

**2. Barriers** to parks can be physical or visual. Difficult intersections and busy streets act as physical barriers—they just make it harder to get to a park or open space. Visual barriers make a

park less visible and less apparent in the cityscape, which limits potential use. For example, Waterloo Cenotaph has a minimal presence on Regina Street; from Willis Way, a hill, utility box, and dense vegetation all block the view. Enhance and create sightlines to parks where possible.

3. Create **new connections** to parks wherever possible. Consider installing new crossings and mid-block connections where possible.

#### ACTIONS

1. **Implement pedestrian-focused intersection improvements in proximity to open spaces.**
2. **Implement bike infrastructure improvements (Streetscape + Development Guidelines in Appendix C).**
3. **Implement the Laurel Greenway priority initiative.**
4. **Implement Complete Streets improvements (Streets Goal 1).**
5. **Plant trees along streets (Streets Goal 2).**

#### OUTCOME

**A connected network makes open spaces more accessible and increases their use to take full advantage of the existing public spaces. A connected network of open spaces also improves the streetscape and the pedestrian environment, making it more convenient and appealing to get around Uptown by walking, cycling and using transit.**





Image 5: Ohlone Greenway in Berkeley  
The bicycle trail connecting through Cedar Rose Park.



Image 6: Grange Park in Toronto  
The tree lined entrance leading to Grange Park.



Map 17: Priority Connections to Parks  
Improving connections to open space will help to increase their use.

### **3.1.2 ENSURE GEOGRAPHIC DISTRIBUTION OF OPEN SPACES.**

*To guarantee equal access for all neighbourhoods, every part of Uptown should be within a 5-minute walk of open space.*

#### **ISSUE**

The open-space-walkshed map shows that not all of Uptown falls within a 5-minute walk of a park.

#### **OPPORTUNITY**

Creating new open spaces would improve the distribution of open spaces and ensure that every part of Uptown has convenient access to open space. Work being done through the Parkland Strategy builds on this opportunity.

#### **APPROACH**

To make sure every neighbourhood has five-minute walking access to open space means creating new open space in the northern and southern reaches of Uptown, the only areas that lack easy access today. No sites have yet been chosen for these new open spaces. They should grow out of a community-led effort, coordinated with park uses and design that suit users' desires.

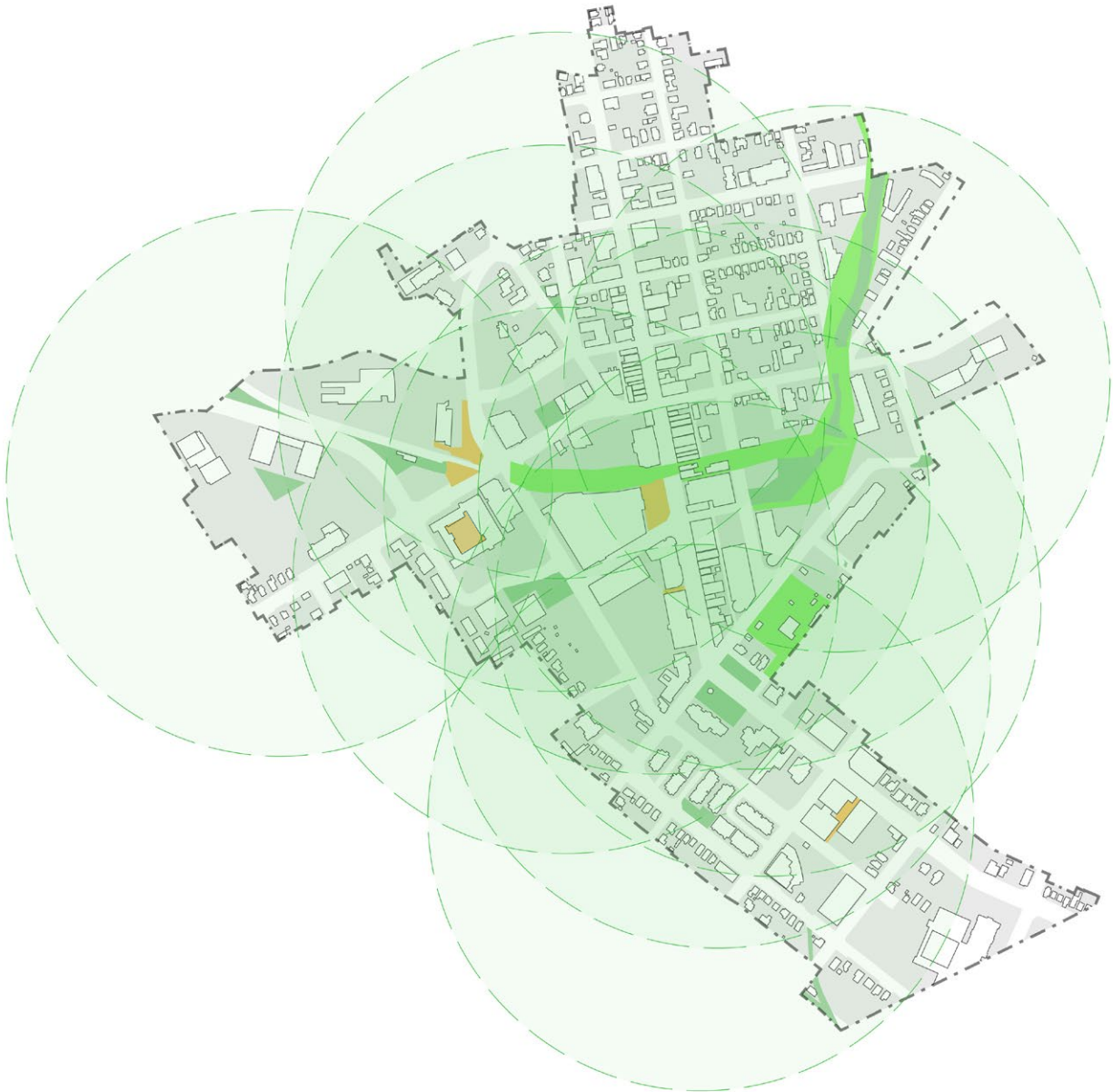
#### **ACTIONS**

- 1. Identify potential locations for new open space that will fill the gaps of the open space walk shed map and ensure all areas of Uptown are within a 5 minute walk of open space.**
- 2. Consider the outcomes of the City-wide Parkland Strategy (currently underway) as well as this Strategy to implement a park design process.**

#### **OUTCOME**

**More careful distribution will ensure that every area in Uptown has easy access to open space and contributes to a more lively and appealing public realm.**





 5-minute Walking Radius

Map 18: Uptown Open Space Walking Radius

The open space walking radii show the areas of Uptown that are within a 5-minute walking radius of existing open spaces. The map clearly shows that parks become less accessible as you move towards the perimeter of Uptown. We believe that, should the opportunity arise, adding parks to the northern and southern limits of Uptown would be advisable.

### **3.1.3 ENSURE DIVERSE TYPES OF OPEN SPACES.**

*A diverse population needs open spaces to fulfill a range of needs. Open-space design and function should reflect that fact.*

#### **ISSUE**

Almost all open spaces in Uptown are parks used for passive recreation and have similar features (see the Inventory of Open Spaces in Appendix A). Uptown lacks places to play and plaza spaces.

#### **OPPORTUNITY**

Adding new types of open spaces will allow more and more kinds of activities to take place in the public realm.

#### **APPROACH**

Expanding the types of open-space resources in Uptown begins by developing a clear understanding of both what types and where the gaps are. Upgrading or redesigning existing open spaces over time can broaden the range of types and uses. New parks should be designed consciously to expand both categories.

Other than the Public Square, with ice skating in winter, and the trails, Uptown has few facilities for active recreation. Many sit just beyond Uptown in Waterloo Park and could become easier to reach by improving connections from Uptown to Waterloo Park.

Many active recreational park spaces don't make sense for Uptown because sport fields require large expanses of land; that's not the best or highest use of large parcels for an area as dense as Uptown will become. Smaller facilities for active recreation will make a better match for the area's land use patterns. Adding play spaces should be considered for some existing parks, and they would be suitable for the proposed Civic

Common (Priority Initiative 2). Uptown's open spaces need to serve people of all ages. Providing play spaces and playgrounds for children and families helps serve everyone.

Uptown also has a minimal supply of hardscape plazas, although one of its best public spaces is the Public Square. Locating smaller public plazas strategically can create more public gathering places with an urban quality, addressing the current predominance of green spaces. Private owners can create some of these hardscape public spaces as part of Uptown's connected open-space network (Open Space Goal 5).

#### **ACTIONS**

1. **Determine potential park upgrades to provide new uses.**
2. **Consider recreation spaces and playgrounds for existing or new open spaces.**
3. **Consider new public spaces to be hardscaped public spaces including plazas, squares, urban parks etc.**
4. **Develop a community engagement strategy to determine priority upgrades for existing parks.**

#### **OUTCOME**

**Diverse types of open spaces and uses creates a more engaging and interesting public realm that will attract people to Uptown.**





Image 7: Simcoe Wavedeck in Toronto  
Creative landscape features such as the Wavedeck are visually interesting and result in a playful space.



Image 8: Sugar Beach in Toronto  
Water features can create places to play.

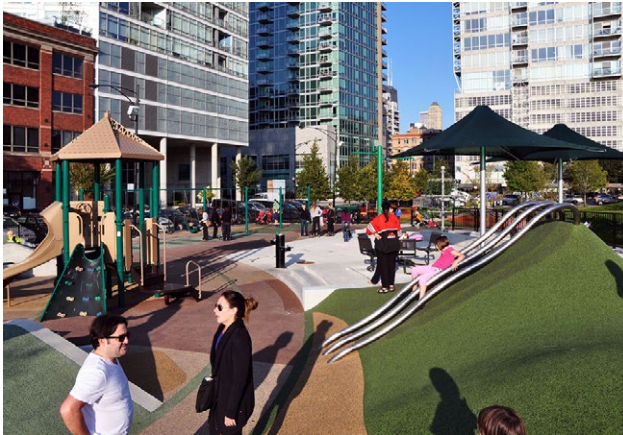


Image 9: Montgomery Ward Park in Chicago  
This urban park includes a place for a playground.

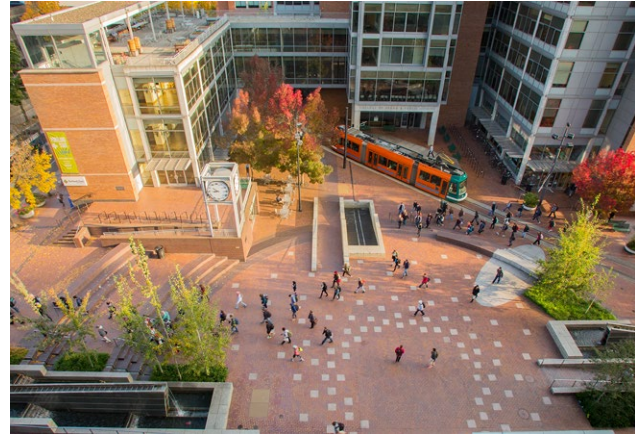


Image 10: Plaza at Portland State University  
This plaza is integrated with transit and the university building.

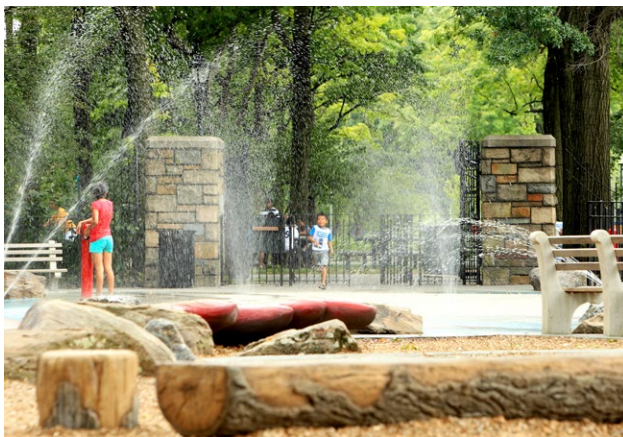


Image 11: Fort Washington Park in New York City  
Play spaces in the City are important for family life.



Image 12: Yorkville Park in Toronto  
Yorkville Park provides different types of spaces and a range of uses which are unified and related to adjacent spaces and context.

### 3.1.4 DESIGN OPEN SPACES TO BE ACTIVE IN WINTER.

*Adopt best-practice winter city design principles to create open spaces that remain active throughout the year.*

#### ISSUE

Cold weather and snow make it difficult to get around, which leaves Uptown's public realm much less active in winter.

#### OPPORTUNITY

Winter city design principles can make open spaces more comfortable, attractive and active during the winter.

#### APPROACH

Waterloo experiences the full four seasons, which requires an approach to the public realm that addresses the full range of possible weather conditions. Open space and streets should be designed to:

- Maximize sun access
- Control strong winds
- Program for winter activities
- Create lively spaces
- Ensure convenient pedestrian access
- Easily accommodate winter maintenance

#### Maximize sun access

Maximizing sun access keeps places more comfortable and warmer in the winter. A southern orientation for open spaces is ideal to take advantage of the sun. Keep the profile of tall buildings narrow and orient them to avoid casting large shadows on public spaces. Landscaping can add comfort by planting deciduous trees on the southern side of buildings or public spaces to provide shade in the summer but allow sunlight through in winter when the leaves are gone.

#### Control strong wind

Creative use of planting and building form can help control strong wind. Planting dense evergreen vegetation to block prevailing winds can make spaces more comfortable in winter.

Tall buildings create down drafts that make the pedestrian realm feel windy and cold. Design podium bases or other horizontal architectural elements, such as canopies, to reduce wind speeds.

#### Program for winter activities

Program winter activities in public spaces to bring people outside. These can include winter sports and other activities that celebrate winter.

#### Create lively spaces

Winter days have fewer hours of daylight. Brightly coloured materials and architectural details help counteract the reduced light, enlivening spaces and giving them a more welcoming feeling. Pedestrian-scale lighting also boosts the feeling of liveliness and cheer, making spaces feel safe, attractive and active.

#### Ensure convenient pedestrian access

Getting around in the winter becomes hard for pedestrians when snow covers sidewalks, blocks paths and creates large puddles as it melts. Plan for coordinated maintenance to keep roadways, sidewalks and bikeways clear and accessible. Street design should include places to store snow.



## ACTIONS

1. Prepare winter city design guidelines and incorporate them into the Urban Design Manual.
2. Enhance existing public spaces using winter city design principles.
3. Coordinate snow clearance efforts among relevant city departments and the Region.

## OUTCOME

Designing for winter comfort will make open spaces more comfortable throughout the year. Improving the comfort will encourage more people to enjoy the public realm in the winter.



Image 13: The Freezeway in Edmonton  
This creative approach to winter city design turns Victoria Park's walking/cycling trail into an ice skating trail.



Image 14: Public Square in Waterloo  
Waterloo Square is active in the winter, setting a standard to replicate in other public spaces.



Image 15: Primatika in Montreal  
Colours and lighting create an active public realm in winter.



Image 16: Building Design to Block Strong Winds from the Edmonton Winter City Design Guidelines  
Canopies, colonnades, and a podium base protect pedestrians from strong winds.

### **3.1.5 FACILITATE DEVELOPMENT OF NEW PRIVATELY OWNED PUBLIC SPACES (POPS).**

*Facilitate development of new privately owned public spaces to contribute to the system of open space in Uptown.*

#### **ISSUE**

Uptown lacks smaller public places, and City staff have limited resources to maintain even the open spaces that exist today.

#### **OPPORTUNITY**

The City can encourage privately owned public spaces as an element of new development to expand Uptown's open space system. Property owners maintain these spaces themselves.

#### **APPROACH**

Developers share privately owned public spaces through development agreements for new construction projects. Multiple ways to implement POPS exist, the most common being through a mandate, incentive zoning or other incentives.

#### **POPS Mandate**

Mandates require POPS as part of new development and may set them as default features in certain areas or when new construction reaches a threshold for scale, cost or uses in a building.

#### **Incentive Zoning**

Incentive zoning can allow for additional development space beyond underlying zoning in exchange for public space.

#### **Other Incentives**

Other incentives to encourage the development of POPS can include a reduction or waiver of the parkland dedication fee, a change in other fees or a reduction in taxes.

Development of POPS must ensure a level of design quality that yields a functional, attractive and well-used public space. Sun, shade, seating,

landscaping, high-quality materials and pedestrian amenities all contribute to functional public space.

A southern orientation is ideal to allow solar access and create pedestrian comfort. Trees and landscaping in public spaces provides natural beauty and opportunities for shade. Seating is essential for public spaces and can take the form of permanent seats, moveable tables and chairs or ledges which can function as seating. Other features such as high-quality paving materials, lighting, bicycle parking and public art further elevate the quality of the space. Signage for POPS should be required to inform people that the space is intended for public use. Rules for design features and amenities should be part of the zoning-by law and POPS design guidelines.

#### **ACTIONS**

1. **Develop a detailed POPS implementation strategy.**
2. **Prepare POPS design guidelines and incorporate them into the Urban Design Manual.**

#### **OUTCOME**

**New privately owned public spaces will enhance the existing open space system and provide new public space in coordination with development and the intensification of Uptown.**





Image 17: Paley Park NYC  
Sun, shade, landscaping, a water feature and movable seating create an appealing public place on a small footprint.



### **3.1.6 FOSTER PARK STEWARDSHIP.**

*Foster stewardship of open spaces by community and neighbourhood groups.*

#### **ISSUE**

Maintaining open space is a major task and there are benefits to developing partnerships.

#### **OPPORTUNITY**

Partnerships between the City and other organizations in Waterloo can ensure safe, active and well-maintained open spaces while building community.

#### **APPROACH**

Neighbourhood groups and community groups are well positioned to assist in stewardship of open spaces. They know best about the issues facing parks in their neighbourhood. The City currently has partnerships to enable stewardship of public spaces and this can be expanded to Uptown.

Existing or new organizations can lead stewardship of open space. Organizations such as the BIA and Horticultural Society can be engaged to take on a leadership role for Uptown open spaces. The BIA could assist in organizing a group that oversees all Uptown public spaces. Alternatively, neighbourhood groups and neighbourhood associations can oversee public spaces within their immediate area. The City should assist in organizing stewardship group for Uptown Parks.

Stewardship groups can assist in parks maintenance, promote projects, organize events and programs, and implement projects from the Uptown Public Realm Strategy and the Parks Master Plan. Stewardship should be citizen-led with participation and support from the City.

#### **ACTIONS**

1. **Assess capacity of the community and stewardship groups.**
2. **Assist in organizing stewardship of open spaces in Uptown.**
3. **Support and assist stewardship groups.**

#### **OUTCOME**

**Open space stewardship does double duty, building community and improving public spaces. Citizens can take ownership in their public spaces and address the needs for public space in their community.**





Image 18: Friends of Waterloo Park Stewardship  
Waterloo has a strong community who contribute to the city.



Image 19: The Garden at Memorial Park  
The Waterloo Horticultural Society maintains the beautiful gardens at Memorial Park.

# MOVE

## 3.2 CONNECTIVITY

1. Create a connected network of complete streets.
2. Improve the street tree canopy.
3. Activate streets as public places.
4. Enhance the trail network.
5. Create a fine-grained mobility network.
6. Establish a consistent street furniture and materials palette.
7. Enhance design for transit exchange and gateway locations.
8. Bury Hydro lines.



Map 19: Proposed Street Network and Types

The street network focuses on the character of Uptown's streets. The proposed network envisions a more fine-grained network with new laneways and mid-block connections that are built in coordination with new development and public improvements.



### **3.2.1 CREATE A CONNECTED NETWORK OF COMPLETE STREETS.**

*Provide a connected network of well-designed complete streets to improve opportunities for multi-modal transportation across Uptown.*

#### **ISSUE**

Getting around in Waterloo and Uptown today primarily means driving, but great potential exists for enhanced multi-modal transportation.

#### **OPPORTUNITY**

A network of well-designed complete streets offers opportunities for people to get around by various modes of transportation.

#### **APPROACH**

Complete streets are designed and maintained to enable safety and convenience for all modes of transportation. Ideally all streets in Uptown should be complete streets, but streets that have, or will have, bikeways, bus service and LRT should take priority. Every street in Uptown must ensure safe and convenient pedestrian access.

Streetscape design for pedestrians should include features such as wide sidewalks, curb bump-outs, raised crosswalks, pedestrian priority crossings and traffic calming. Design for cyclists should include appropriate bikeway types, safe intersections and adequate parking. Design for transit should include comfortable transit stops, accessible facilities, and integration with other forms of mobility, such as future car or bike sharing pilot initiatives.

Complete Street design strategies focus on improving the public realm for all users. Nevertheless, implementing this approach will present both opportunities and challenges. Design decisions should reflect current traffic realities and should be implemented incrementally over time, subject to infrastructure funding and road reconstruction opportunities as they arise. A comprehensive approach will be needed to identify design requirements for any proposed

complete street and to explore how road standards can be rebalanced to better support pedestrians and cyclists while still maintaining vehicular functions. This recommendation also recognizes that some City and Regional roads have been recently reconstructed and will not be changing in the foreseeable future.

All new streetscape designs and road improvement projects should provide complete streets infrastructure. Elements of the streetscape should follow the Proposed Streetscape and Development Guidelines (Appendix C).

#### **ACTIONS**

1. **Prepare complete streets design guidelines and incorporate them into the Urban Development Manual.**
2. **Implement complete street principles for all streetscape and development projects.**
3. **Clearly define shared street conditions on Regina, Allen and William streets with street markings and signage.**
4. **Work with the Region of Waterloo to consider upgrades to cycling facilities on Bridgeport Road East from a bicycle lane to a separated bicycle facility.**
5. **Collaborate with the Region of Waterloo to review extending the bicycle route on King Street North to King Street South.**
6. **Focus on priority complete streets as shown on Map 19.**

#### **OUTCOME**

**Designing streets for all users creates a more safe and comfortable public realm. A network of complete streets that prioritizes active transportation will connect people to all parts of the Uptown and adjacent areas.**



Image 22: Broadway in Seattle  
This streetscape carefully incorporates space for transit, cycling, pedestrians and cars.



Image 23: Complete Street in New York City  
This street offers a bikeway, wide sidewalks, safe crossing areas, and streetscape amenities.



Map 20: Priority Complete Street Network

While all streets in Uptown should be complete streets, certain ones should receive priority for improvements. Priority streets include streets that already have, or are planned to have transit and bikeways.

### **3.2.2 IMPROVE THE STREET TREE CANOPY.**

*Improve the tree canopy in Uptown by planting street trees, wherever possible.*

#### **ISSUE**

Uptown has few street trees, a limited canopy and limited space within Uptown right of ways.

#### **OPPORTUNITY**

Planting street trees will make streets more beautiful and comfortable and improve Uptown's ecological performance.

#### **APPROACH**

The City has recognized the importance of providing shade trees in the pedestrian environment. In urban settings, this requires prioritization and sufficient funds to ensure it is undertaken.

The aesthetic quality of trees helps make places beautiful. Trees can provide shade, block wind to create a more comfortable microclimate. The placement of trees can define and shape spaces in the public realm. On top of these advantages, trees provide important health and ecological benefits. Ideally, all streets should have street trees, but competing needs for space in urban areas often make it difficult to reach that goal. Streetscape improvements should ensure sufficient space for trees wherever possible. New development and street improvements should include tree planting and protection.

The City should update its urban forestry-management plan to include recommended tree types, a planting strategy and a maintenance strategy for expanding the tree canopy. Guidelines can ensure proper planting protocols for keeping trees and tree canopy healthy, and the City should issue standards covering preferred species, encouraging diversity of tree species, and guiding proper soil cell size and drainage.

Planting programs must coordinate with utilities to establish planting locations. New technology such as soil cells, although expensive, provide cities with the opportunity to add street trees in challenging reconstruction projects.

The proposed Streetscape + Development Guidelines in Appendix C provide information on the suitable type of planting on each street. For example, tree grates with soil cells are suitable on streets with limited space and heavy pedestrian traffic; planter boxes are suitable where there is limited space and underground utilities; and planting along the lot line is suitable on streets with LRT where the overhead lines would conflict with the canopy.

#### **ACTIONS**

1. **Update the City's urban forest-management plan to addresses tree planting, removal, maintenance, canopy cover and tree health.**
2. **Prepare street-tree planting guidelines and incorporate them into Urban Design Manual.**
3. **Update the Development and Engineering Manual to allow street trees within 5m of intersections. The current standard of 18m limits the potential tree canopy.**
4. **Planting of trees to be a priority consideration when undertaking road reconstruction in Uptown.**

#### **OUTCOME**

**Improving the street tree canopy will create more beautiful streetscapes, improve pedestrian comfort and improve the ecological health of Uptown.**





Image 24: Tree Lined Street in Brooklyn  
Street trees add lush greenery to dense urban areas.



Image 25: Tree Lined Street in Montreal  
Street trees shape the public realm and contributes to the pedestrian scale of the street.



Map 21: Proposed Pattern of Street Tree Planting  
Street trees should line the edges of all streets in Uptown.

### **3.2.3 ACTIVATE STREETS AS PUBLIC PLACES.**

*Streets should be active public spaces where people can gather.*

#### **ISSUE**

Most streets in Uptown are designed primarily for motor vehicles and not as active places that are a vital part of the public realm.

#### **OPPORTUNITY**

Designing a welcoming streetscape will encourage people to use the streetscape as a public place.

#### **APPROACH**

The right-of-way occupies 25% of the area of Uptown and is an important component of the public realm. Streetscapes should be upgraded and redesigned to provide comfort and amenities for pedestrians in order to welcome people to use and stay in the public realm. Streets can be activated with design elements that allow people to gather and with programming which draws people to the street.

#### **Streetscape Design**

Streetscape design must provide comfortable pedestrian areas to ensure people will use the street as a public space. Streetscapes should have sufficient pedestrian spaces on the sidewalk with a minimum of 1.5 metres unobstructed walking areas which should be wider in other areas depending on the width of the street and the amount of pedestrian traffic. The amenity space on the street should be a minimum of 1 metre in order to allow sufficient space for street trees and other pedestrian amenities and to provide a buffer between the sidewalk and motor vehicle movements. Other amenities such as pedestrian scale lighting, seating, waste bins, and bicycle parking should be provided as is appropriate for each street. Quality in design and public art enhance a streetscape to becoming a great street.

Development must interface with the street and contribute to the public realm. The proposed Streetscape + Development Guidelines in Appendix C help to ensure quality in the public realm.

#### **Patios**

Outdoor seating, outside cafes, and patios bring activity into the public realm and add to the vibrancy of Uptown. The recently prepared Patio Design Guidelines encourage sidewalk patios to enhance the experience of Uptown.

#### **Parklets**

A parklet is an extension of the sidewalk that provides additional public space and amenities. Parklets are often within the roadway in the parking zone and take the place of a former parking space. Parklets are often associated with the retail across the sidewalk but are open to all.

#### **Park(ing) Day**

Park(ing) day is an annual event where parking spaces are taken over for the day to create small public spaces. Converting a parking spot to a small park shows how the public realm can be transformed.

#### **Play Streets**

Play streets are a way to temporarily activate a street for recreational activity. A street can be temporarily closed to traffic. Play streets offers a fun way for children and families to experience their community. Play streets are best suited to local streets with lower traffic volumes.

#### **Street Festivals**

Street festivals are a great way to activate the public realm, provide memorable experiences



and bolster economic vitality. The open street festival which can no longer take place on King Street because of the LRT should be relocated to Willis Way because it is an important commercial street in Uptown and connects to other public spaces including Barrel Warehouse Park, the Public Square and Waterloo Cenotaph.

## ACTIONS

1. **Maintain a zoning framework that ensures a quality public realm on the streets, such as outcome-based zoning by-laws to ensure daylight in the public realm.**
2. **Develop a parklet program.**
3. **Facilitate Play Streets events.**
4. **Participate in Park(ing) Day.**
5. **Relocate the Open Street Festival to Willis Way.**

## OUTCOME

**The outcome of designing streets as places is that a street becomes a destination.**



Image 26: Park(ing) Day in Washington DC  
Temporary public spaces are built on park(ing) day to showcase the potential of public realm in the street.



Image 27: Play Street in Los Angeles  
Temporarily closing the street to traffic allows people to play in the street.



Image 28: Parklet in San Francisco  
Additional space in the streetscape for seating activates the streetscape.



Image 29: Yoga on Johnson Street in Victoria  
Programming streets with public events creates a memorable experience.

### **3.2.4 ENHANCE THE TRAIL NETWORK.**

*Trails should be well connected and enhanced as public places.*

#### **ISSUE**

The trail network is disconnected in places with difficult intersections and limited public realm amenities.

#### **OPPORTUNITY**

Designing the trails to improve connectivity, safety and comfort will encourage more people to use this great resource and connect people to Uptown and the great places along the trail. Amenities along the trail will make the trails a unique place.

#### **APPROACH**

The existing trail network offers great opportunities for recreation, exercise and commuting. Creating a safer and more comfortable trail will encourage more people to use active transportation in Uptown. This can be achieved by improving crossings at intersections, providing trail amenities and clearly defining trail locations.

Safe crossing areas must be provided. Cycling and pedestrian crosswalks and signage should be provided at all intersections. Trail priority crossing should also be provided. Signage and wayfinding should also indicate the location of the trail, with the directions and distances given to key locations. The intersection of Erb and Caroline is particularly complicated because of high traffic volumes and the intersection of LRT and the Laurel Trail. This intersection deserves special attention. However, Erb and Caroline are Regional Roads and a coordinated approach to this intersection is desired between the City and the Region of Waterloo.

Laurel Trail currently has a gap in the trail where the trail is less clearly defined between Regina Street and Caroline Street. Defining this length of trail with trail markings, a wider trail way,

and landscaping helps to create a connection of the trail through Uptown (see Laurel Greenway Priority Initiative).

Public realm enhancements on the trail will make the trail a more memorable experience. Places to sit, rest and relax along the trail are needed for when people become tired from their bicycle ride or jog. Pedestrian scale lighting along the trail should be provided so they can be used at all times. Landscaping design should be enhanced in key locations and entryways. Trails should be integrated with open spaces and other destinations along the trail.

#### **ACTIONS**

1. **City to work with the Region to prepare a transportation study for the intersection of Erb Street West and Caroline Street to address enhancement of pedestrian and cyclist infrastructure.**
2. **Widen the trail and provide clear trail markings between Regina Street and Caroline Street. (Laurel Greenway Priority Initiative).**
3. **Provide clearly marked trail crossing at Bridgeport Road East, Willow Street, John Street West and Park Street.**
4. **Improve crossings at Regina Street, King Street South and the intersection of Erb Street and Caroline Street.**
5. **Provide trail signage coordinated with street signs.**
6. **Work with the Region on intersections at Regional Roads needing improvements.**

#### **OUTCOME**

**An enhanced trail network provides space for recreation and commuting, connects people to Uptown and creates a unique public space.**

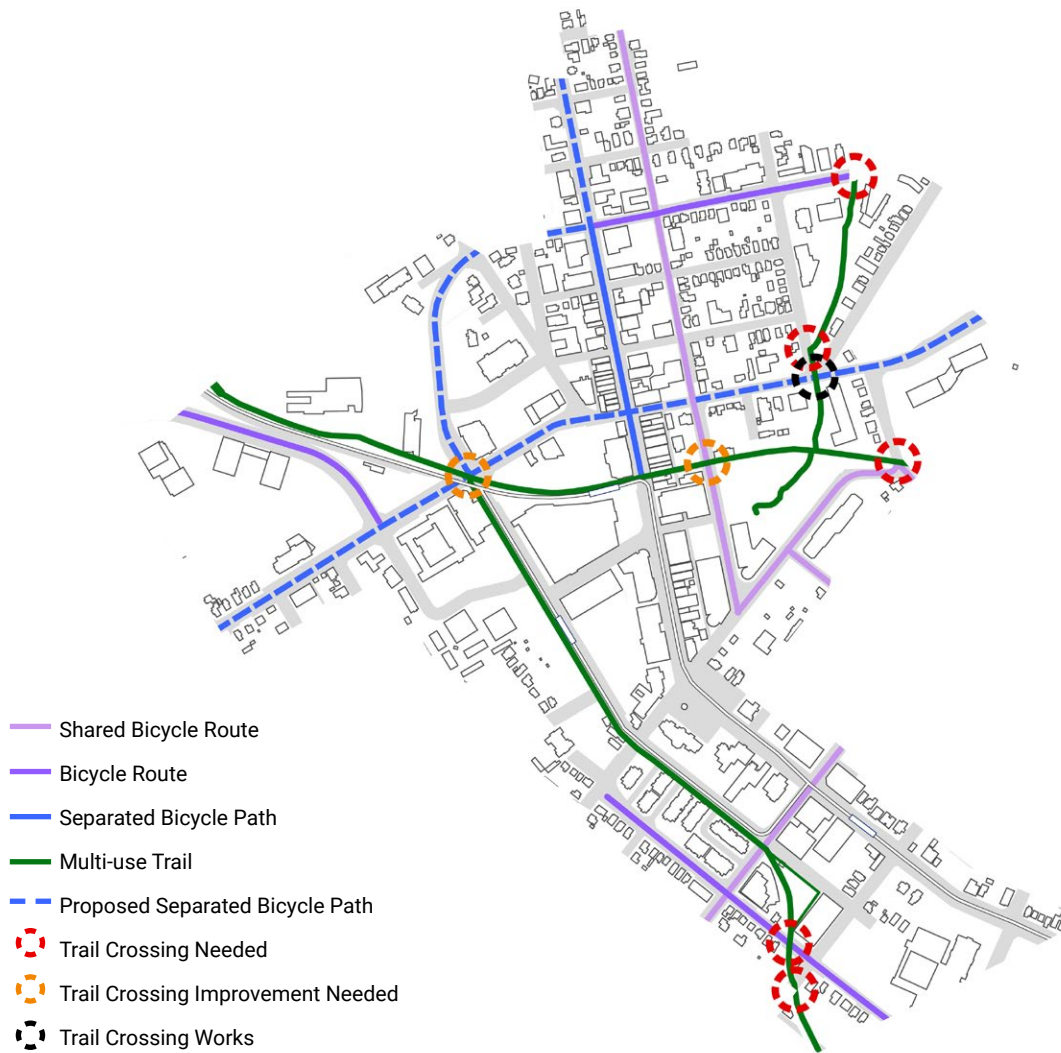




Image 30: Bicycle and Pedestrian crossing in Seattle  
Clearly marked crossing areas create a safe and connected trail system.



Image 31: The BeltLine in Atlanta  
The wide multi-use trail, landscaping and building frontage creates an enjoyable urban trail.



Map 22: Proposed Trail Intersection Improvements

Trail crossings should be improved on Regina Street, King Street South, and the intersection of Erb Street and Caroline Street and new crossing features should be provided on Bridgeport Road East, Peppler Street, William Street East, John Street West and Park Street.

### **3.2.5 CREATE A FINE-GRAINED MOBILITY NETWORK.**

*Create a more fine-grained network of connections with trails, mid-block connections and laneways.*

#### **ISSUE**

Pedestrian connectivity is restricted by large blocks and a limited mobility network.

#### **OPPORTUNITY**

A fine-grained mobility network of trails, walkways and mid-block connections will improve pedestrian and cyclist connectivity throughout Uptown.

#### **APPROACH**

Walkways, mid-block connections and trails provide opportunities to create a more fine-grained and connected mobility network. A more fine-grained network creates more connections and reduces walking distances. The fine-grained mobility network makes walking around in Uptown more convenient as places become more accessible. An Uptown designed for walking encourages activated streets and public spaces. As people walk through Uptown, they can stop and enjoy public spaces as they make their way to their destinations. A fine-grained mobility network creates more connections, and shorter walking distances.

New development should be encouraged to include walkways and mid-block connections as appropriate.

As new development happens in Uptown, opportunities for new mid-block connections and walkways should be considered. Mid-block connections can be implemented as a privately owned public space (Open Space Goal 5). The mid-block connection that was built as part of the Bauer Lofts development provides a great example. This space is privately owned and maintained, creates a pedestrian connection

between King Street and Caroline Street South, includes a public courtyard, is activated with retail and is well designed. Public spaces and a fine-grained mobility network is particularly important in places next to transit as most people walk to and from transit.

New developments can also consider walkways as part of the development which can act as places for services and pedestrian connections. As a block is redeveloped, some of the larger blocks and larger buildings will require laneway access.

Trails should be treated as an important part of the mobility network. Trails should act as streets for active transportation. Where possible, trails should be framed by new development or a row of trees that act as a screen between parking lots (Frame Goal 1).

#### **ACTIONS**

1. **Coordinate potential laneways and mid-block connections with new development projects.**
2. **Enhance trails as part of the fine-grained mobility network (Move Goal 4).**

#### **OUTCOME**

**A fine-grained mobility network creates a better connected Uptown and diverse public spaces including trails, laneways and mid-block connections.**





Map 23: Potential Pattern of Streets, Trails, Laneways and Mid-block Connections  
A more fine-grained mobility network improves connections throughout Uptown.

### **3.2.6 CREATE A CONSISTENT STREET FURNITURE AND MATERIAL PALETTE.**

*Create consistent street furniture and material palette for Uptown to distinguish a high quality and coordinated public realm for Uptown.*

#### **ISSUE**

Inconsistent approach to street furniture can make the public realm feel random and disorganized.

#### **OPPORTUNITY**

A consistent palette of street furniture and materials creates a unifying sense of place.

#### **APPROACH**

Public realm improvement projects should build on recent King Street North streetscape improvements, and build upon that palette. King Street North has a palette for street signs, bicycle racks, waste receptacles, benches, planter boxes and pedestrian lighting.

Public realm projects should maintain the new aesthetic and quality standards. New public realm improvement projects should improve wayfinding, lighting, plantings, and trees.

While features should be consistent, there may be multiple options for street furniture that can be used based on the character of the area. Street benches should be consistent, but different types of bench may be use in parks and plazas to provide variety while maintaining the same level of aesthetic and quality.

An inventory of street furniture and materials should be prepared with information on where it is used. The street furniture and material palette should be followed with some degree of flexibility with a focus on creating a consistent, look, feel and quality. Streetscape improvement projects should reference the proposed Streetscape + Development Guidelines in Appendix C to assess which types of streetscape elements are suitable for which particular streets.

#### **ACTIONS**

1. **Develop an inventory of street furniture and materials for public realm improvements based on design excellence.**
2. **Add to the existing street furniture and material palette and maintain the consistent aesthetic and quality.**

#### **OUTCOME**

**A consistent material palette creates a unified feel for the quality of the public realm in Uptown. Determined sets of materials help to make public realm projects easier to implement.**

## Existing Palette for King Street



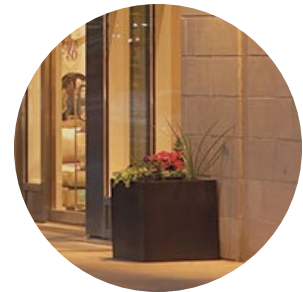
Decorative Street Signs



Bicycle Parking



Pedestrian Lighting



Planter Box



Seating



Waste Receptacle

## Additional Elements for the Streetscape



Wayfinding



Pavers



Stamped Concrete



Annuals, Perennials and Shrubs Planters



Standard Lighting



Feature Lighting



Bollards



Tree Grates

### Image 32-45: Existing and Proposed Street Furniture and Materials

The selected palette of materials uses high quality and modern elements that contribute to a great public realm. The existing palette used for the King Street Improvements is built upon as new public realm projects add to the types of elements in the inventory.

### **3.2.7 ENHANCE GATEWAY LOCATIONS THROUGH TRANSIT-SUPPORTIVE DESIGN.**

*Encourage transit-supportive design and high quality place making at transit and gateway locations.*

#### **ISSUE**

Uptown Transit platforms provide new gateways into Waterloo. Transit-supportive design principles are needed to better integrate these platforms into the public realm.

#### **OPPORTUNITY**

Placemaking at LRT platforms acknowledges arrival in Uptown and adds to a sense of place.

#### **APPROACH**

Arrival into Uptown can take place in three different ways: on the street; on the LRT; or on the trails. The three priority initiatives reposition gateways at the centre of Uptown.

The LRT provides a new way to enter Uptown. Arrival to Uptown by LRT should be indicated by high quality transit-supportive design of public spaces and iconic open space. A focus of public realm improvements should be made around the LRT stations to improve the sense of place and sense of arrival and to incorporate transit-supportive design. Arrival by LRT should be a bustle of activity with public open spaces, lively retail and higher density residential buildings.

Subject to consideration of floodplain constraints, the intersection of Erb and Caroline holds great opportunity for placemaking as a gateway feature. Architecture and public spaces already define this intersection. The northwest corner offers a gateway opportunity, as does the undeveloped lot on the southeast corner, which offers great potential for iconic architecture and architectural features to signify a gateway. Ideally, a new building in this location would complement the innovative uses that exist around that intersection. A welcoming open space would complement the plaza across the intersection.

#### **ACTIONS**

1. **Encourage enhanced architectural design at street and LRT gateway locations in the Urban Design Manual through site plan review.**
2. **Encourage placemaking in parks, streets and development projects to create great places around LRT stations.**
3. **Provide open space and landscaping at trail gateways.**

#### **OUTCOME**

**Gateways at important entrances into Uptown will build a sense of place and identity at each gateway location and also for Uptown as a whole.**





Map 24: Proposed Gateway Locations

Placemaking around gateways signals the entrance into Uptown and defines the character of the place. Three types of gateways correspond to the possible ways to enter Uptown: by LRT; via the street network; or on a trail. LRT Gateways are the focus of the UPRS.

### **3.2.8 BURY HYDRO LINES.**

*Bury hydro lines underground to improve the aesthetic and function of the streetscape.*

#### **ISSUE**

Above ground hydro lines can clutter the streetscape and create an obstacle on sidewalks and limit redevelopment.

#### **OPPORTUNITY**

Streetscape improvement projects and new developments offer opportunities to bury hydro cables along with other projects.

#### **APPROACH**

Uptown is a priority area to bury hydro lines as the urban centre of Waterloo. Burying these lines is an expensive but worthwhile endeavor. Coordination with Waterloo North Hydro is necessary to understand the existing system, priority hydro burial areas and an approach to implementing this infrastructure improvement.

Burial of hydro lines should be based on municipal priorities and coordinated with planned street improvements and planned development when possible. Vaults should not be at street corners, or if so, they should be set back to avoid conflicts with pedestrian circulation.

Immediate areas for hydro burial includes places within the three priority initiatives. Other priority areas include Regina Street, Erb Street and Caroline Street South. Regina Street is positioned to become the next important street with the potential for development, proposed developments, connections to the proposed Civic Common, the Laurel Greenway, and Willis Way. Caroline Street South is also an important street and is the face of Uptown from the LRT. This street deserves special attention for streetscape design and placemaking.

#### **ACTIONS**

1. **Work closely with Waterloo North Hydro to implement hydro line burial.**
2. **Identify priority street location for hydro burial.**
3. **Coordinate hydro burial with streetscape projects and new development.**
4. **Revise Urban Design Manual to include and set expectations for vault locations in conjunction with hydro burial.**

#### **OUTCOME**

**Burying hydro cables will make a more attractive street and allow more space for landscaping and pedestrian walking areas.**





# FRAME

## **3.3** URBAN FORM

1. Frame the edges of parks and streets.
2. Ensure pedestrian comfort through microclimate considerations.
3. Ensure pedestrian-scaled development.



Map 25: Existing Building Frontage and Opportunities to Frame the Edges of Public Spaces

Active building frontages include retail and commercial ground floor uses with frequent entrances and glazed storefronts. Attractive building frontages include other commercial or residential buildings that are not active but contribute to the public realm. Continuous frontage along streets and open spaces helps to define and shape the public realm.

### **3.3.1 FRAME THE EDGES OF OPEN SPACE AND STREETS.**

*Frame the edges of open spaces and streets to define spaces.*

#### **ISSUE**

Several spaces in Uptown lack a defined edge which limits the sense of a cohesive public realm.

#### **OPPORTUNITY**

Encourage infill development outside the floodway on undeveloped and underdeveloped lots to create a built form that frames the edges of streets and open space. Plant trees to define the edges of spaces.

#### **APPROACH**

Framing the edges of streets and open space creates defined edges and a sense of place. New development offers an opportunity to frame streets and open space.

A defined street wall contributes to a space that feels cohesive. An undeveloped lot along the street breaks up this pattern and detracts from the public realm.

Careful proportions of open space and building height can create a space that feels like an 'outdoor room.' New buildings that frame streets and open space contribute to the public realm. Architectural details at the street level provide attractive and welcoming building frontages. An active frontage is desired in some locations and should include retail and commercial ground floor uses with frequent entrances and glazed storefronts. All other frontages should be attractive frontages with architectural details and massing that contribute to the public realm.

Parking lots create a gap in the streetwall that detracts from the public realm. Parking lots offer an opportunity to create a new edge that frames streets and open spaces. New parking lots

fronting onto the street should be discouraged. Existing parking standards should be reconsidered and reduced. All existing parking lots should have a defined edge of street trees or other vegetation that improve the streetscape and screen parking areas.

#### **ACTIONS**

1. **In the short term, plant trees to define spaces on the edge of streets and open space.**
2. **Encourage development that creates active and attractive frontages onto streets and open space.**
3. **Limit the size and frontage of surface parking.**
4. **Update the Uptown Parking Strategy with a focus on reducing surface parking and strategies to best utilize parking as Uptown becomes more multi-modal.**
5. **Any new above-grade parking facilities that face onto the public realm must be wrapped with animated street frontages.**

#### **OUTCOME**

**Framing the edges of streets and open space will help to create a sense of place and ensure that built form and public space is coordinated to create an attractive public realm.**



Image 50: Willis Way  
The continuous streetwall, active frontage, canopies, seating and landscaping creates a comfortable interface of the built for and the public street.



Image 51: An Outdoor Room  
The buildings framing the edge of this open space and comfortable proportions creates a sense of an outdoor room.



Image 52: Plaza de Dalí in Madrid  
Buildings frame the edge of this open space and the building frontage contributes to the public realm.



### **3.3.2 ENSURE PEDESTRIAN COMFORT THROUGH MICROCLIMATE.**

*Design public spaces to ensure a comfortable microclimate.*

#### **ISSUE**

Public spaces become uncomfortable and less used when there are strong winds, large shadows, and extreme temperatures.

#### **OPPORTUNITY**

Designing public spaces for a comfortable microclimate will create greater potential for year-round enjoyment.

#### **APPROACH**

Microclimate considerations address how buildings influence pedestrian level comfort in the public realm. The placement, size and architectural details of buildings influence pedestrian-level comfort. Landscape design features can also contribute to a more comfortable microclimate.

The placement and size of buildings must avoid large shadows especially on open space and important streets. Slab towers and bulky buildings create large shadows. Towers should be narrow in order to limit the size of shadows. Spacing of towers ensures that shadows do not overlap to create large shaded areas. Public spaces should provide opportunities for sun and shade to offer a choice that is comfortable for the individual. Public spaces should have access to sun but also provide trees or a shade structure.

Building design should prevent strong winds which can create a cold and uncomfortable condition at the street level. Tall buildings can create a downdraft where winds travel down the facade of a building to the street. Horizontal architectural elements help to prevent downdrafts. A podium base, canopies, overhangs and other horizontal elements should be used for new

tower buildings. Canopies and colonnades also help to block strong winds while providing covered space that is protected from precipitation.

A sunlight requirement can ensure that important public spaces and streets have a specified amount of sun per day.

Priority locations for sunlight requirements should include King Street, Willis Way, Regina Street and Caroline Street. These streets should have a requirement for 5-hours daylighting at March 21st. This standard requires a building envelope that allows for 5-hours of total daylight access on the opposite sidewalk. Important public spaces and parks should have a minimum of 7-hours of daylight access per day. Daylight access requirements will influence the building envelope, particularly in locations to the south of the street or public space.

#### **ACTIONS**

1. **Update the Urban Design Manual to create daylight standards for public spaces.**
2. **Update Urban Design Manual to address wind conditions resulting from tall buildings.**
3. **Maintain a zoning framework that places an emphasis on public realm and urban design.**

#### **OUTCOME**

**The outcome of designing for microclimate is that public spaces are more comfortable in varying weather conditions. Pedestrian comfort allows people to use the public realm for a longer amount of time. The public realm becomes more active and attractive when we ensure a comfortable microclimate.**



Image 53: 125 Peter Street in Toronto  
The podium base prevents strong winds at street level and provides a colonnade to create a cover space that is comfortable even in the rain.



Image 54: Main Plaza in San Antonio  
Creative and attractive shading structure creates a more comfortable microclimate in public spaces.



Image 55: Mirrored Pavilion in Marseille  
This pavilion located at Marseille Vieux Port provides shade in a sunny plaza and creates a sense of place.

### **3.3.3 ENSURE PEDESTRIAN SCALED DEVELOPMENT.**

*Encourage pedestrian scale development to create a comfortable interface between buildings and the public realm.*

#### **ISSUE**

High density development left unchecked can cause discomfort at street level both in terms of scale and microclimate.

#### **OPPORTUNITY**

Careful deployment of density can contribute to the animation of life on the street. Focus on the opportunity to animate the ground floor of all building that meet the sidewalks, plazas and privately owned public spaces in Uptown.

#### **APPROACH**

A pedestrian scale can be achieved through architectural details and streetscape features that create a comfortable public realm and a transition from the streetscape to high density development.

#### **Architectural Massing**

The massing of buildings can contribute to the pedestrian scale with appropriate setbacks, stepbacks and articulation of the facade.

Building setbacks for large buildings provide extra space on the streetscape for walking areas, streetscape elements, landscaping and street trees. Setbacks in the proposed Streetscape + Development Guidelines in Appendix C is based on the allowed buildings heights and right-of-way width. Areas with a wider right-of-way and higher allowed heights should generally have a larger setback.

Building stepbacks on tall buildings create a podium base of the building that relates better to the streetscape, while the tower portion of a building is stepped back further from the street-wall. The proposed Streetscape + Development

Guidelines in Appendix C provides details on the height at which stepbacks should be implemented. Generally stepbacks should occur after the 4th floor of a building. Streets with a wider right-of-way can have stepbacks at the 6th floor. Stepbacks should be a minimum of 3m from the building below.

#### **Architectural Design**

Providing visual interest in the facade creates a welcoming interface of buildings and the public realm at street level. Details of the facade such as prominent entrances, horizontal and vertical facade articulation, fenestration of doors and windows, projections, rooflines, and change of materials provide visual interest at street level.

#### **Streetscape**

Streetscape elements such as trees and pedestrian scaled lighting contribute to the integration of the building facade and the sidewalk, contributing to the formation of outdoor rooms.

#### **Actions**

1. **Maintain a zoning framework that reflects the goal of pedestrian scaled comfort.**

#### **OUTCOME**

**Pedestrian scaled development brings the city to life and ensures a public realm that is welcoming, authentic and thriving.**





Image 56: 144 Park Street, Waterloo  
Frequent ground floor residential entrances, front steps, landscaping and the podium base provide a pedestrian scale for high density development.

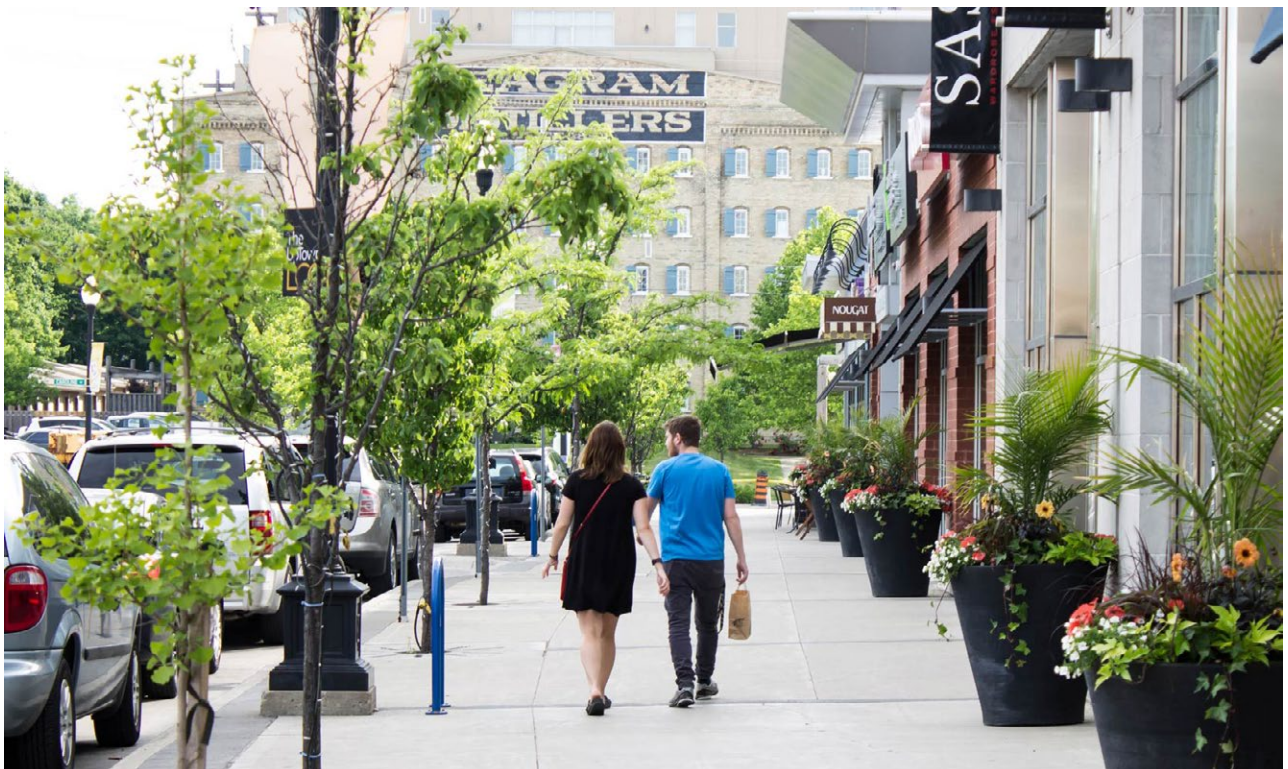


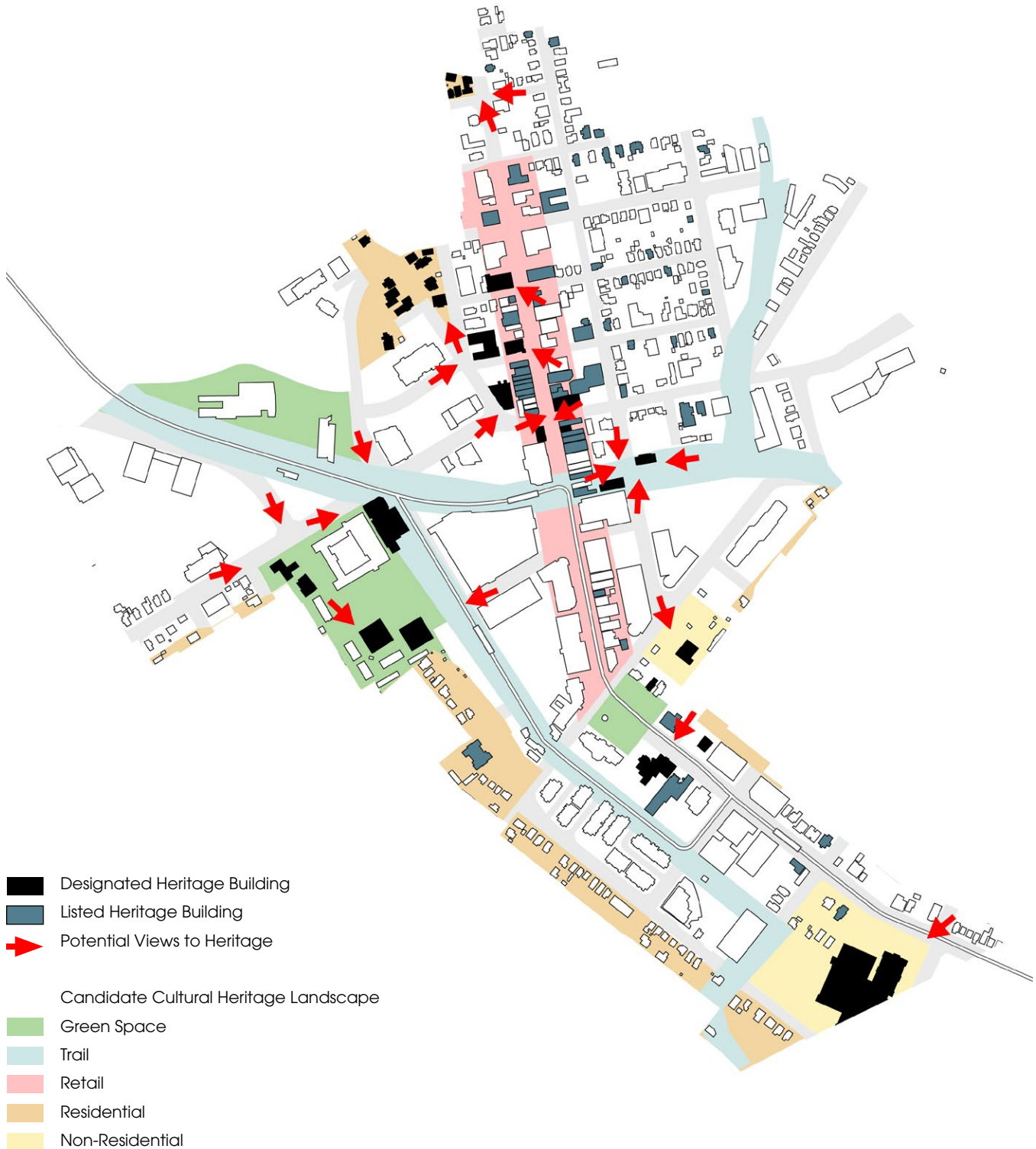
Image 57: Willis Way in Waterloo  
Street trees, active building frontage, and details on the building facade create a pedestrian scale.



# CELEBRATE

## **3.4** HERITAGE

1. Ensure new development complements heritage.
2. Encourage placemaking to highlight heritage buildings.



Map 26: Existing Places of Heritage Value and Potential for Preserved Views Towards Heritage  
 Designated and listed heritage buildings contribute to the local character of Uptown. Candidate cultural heritage landscapes offer areas of potential heritage value. Development and placemaking should build upon and strengthen the existing heritage value.

### **3.4.1 ENSURE NEW DEVELOPMENT COMPLEMENTS HERITAGE.**

*New development should complement existing heritage features to ensure heritage features contribute to the public realm.*

#### **ISSUE**

Heritage buildings are a valuable resource for the community and the public realm. New development should complement these existing features.

#### **OPPORTUNITY**

New development can accent the existing heritage features in Uptown through careful design.

#### **APPROACH**

New development can complement existing heritage features through careful architectural design that respects heritage value.

Uptown Waterloo is rich with industrial heritage architecture. This flexible building typology brings historic depth and sense of place to the contemporary public realm. The design of new developments in Uptown should therefore engage in purposeful dialogue with existing heritage contexts. New developments should respond to the form and character of heritage properties and neighbourhoods in order to uphold and highlight their value within Uptown's Cultural Heritage landscape. Scale, setbacks, stepbacks and materiality are design strategies that should be strategically deployed to ensure the respectful integration of old and new.

#### **ACTIONS**

1. **Complete the Cultural Heritage Landscapes Study to identify areas of heritage significance in Uptown**
2. **Initiate Cultural Heritage technical studies and plans for sites and landscapes of heritage significance in Uptown to provide a framework for protecting, conserving and managing heritage features.**
3. **Update the Urban Design Manual and zoning by-law to ensure additions and new development conserves and complements existing heritage resources.**

#### **OUTCOME**

**The Cultural Heritage Landscape is enriched when new developments integrate, respect, highlight and breathe new life into the existing heritage architecture.**





Image 60: 7 St. Thomas Street, Toronto

The adaptive reuse of these heritage buildings uses a contrasting architecture to highlight the heritage character and distinguish the new from the old. The setback of the new portions of the building preserves the historic scale.



Image 61: Rotman School of Management, U of T

The new building at the University of Toronto preserves the existing heritage resource with contrasting architecture that highlights the heritage, and an appropriate scale of development that respects the height and setback of the existing building.



### 3.4.2 ENCOURAGE PLACEMAKING TO HIGHLIGHT HERITAGE.

*Placemaking opportunities should highlight heritage features to enhance the sense of place.*

#### ISSUE

Heritage Architecture contributes to the character of Uptown, yet there is often a lack of placemaking around them.

#### OPPORTUNITY

Placemaking makes public spaces more active and exciting around heritage features to highlight their heritage value.

#### APPROACH

Placemaking opportunities such as new public spaces, sightlines to heritage buildings, public art, and events at places of heritage value can highlight the heritage value of places and enhance the public realm.

Where possible, enhanced public spaces should be provided adjacent to heritage buildings. Public spaces can generate activity that takes advantage of the heritage character. Parks also provide an open space that helps to preserve a view to the heritage building. Streetscapes can also be enhanced near heritage buildings or landscapes to provide places for people to gather.

Views to heritage buildings should be considered for new development projects. Parks and open space adjacent to places of heritage value can keep views open and provide public space to complement the heritage character.

Public art is important to create a sense of place. Creative ways to enhance the public realm at heritage places generates activity and excitement about the place building on the existing heritage features. Site specific art with a focus on the heritage character helps to further tell the story of the history of that place. Events at places

of heritage importance also capitalize on the existing heritage character. Markets and festivals are appropriate at historic places.

The Civic Common provides a great opportunity for placemaking to highlight the heritage value of the pumping station on the Regional Waterworks site. The Civic Common priority initiative proposes a public park and adaptive reuse of the pumping station building to be used for community purposes. Regina Street looking south provides a privileged view to the pumping station building and draws you into the wider Civic Common Park.

Where possible, heritage buildings should have a community oriented or public use so that everyone can enjoy their heritage value. Public parks and open spaces help to make even privately owned heritage places part of the public realm.

Lastly, public realm improvements that have the potential to impact designated or listed, non-designated properties (including properties identified as containing Regionally Significant Cultural Heritage Resources) could be subject to a Heritage Impact Assessment. The assessment would identify options for mitigating any negative impacts on the properties' cultural heritage values.

## ACTIONS

1. **Prioritize funding for public art projects that complement and enhance heritage character.**
2. **Require preservation of views to features of heritage value in site plan review.**
3. **Design public realm improvements such as new parks, plazas, trails, and streetscapes to build on the existing heritage character.**
4. **Consider locations of events to take place locations of heritage importance such as Barrel Warehouse Park or the proposed Civic Common.**
5. **Establish a heritage plaque and interpretive signage program, along with supporting design standards, to celebrate and share information about places of heritage value.**

## OUTCOME

**Placemaking at areas of historic importance builds upon the heritage character to create great places and a sense of community.**



Image 62: Sightline to Seagrams Lofts Willis Way preserves the sightline and visibility of Seagrams Lofts while providing a great public space to complement the heritage character.



Image 63: Barrel Warehouse Park Complements the Heritage Character  
Public space and public art highlighting the historic use of the building enhances the heritage character in the public realm.

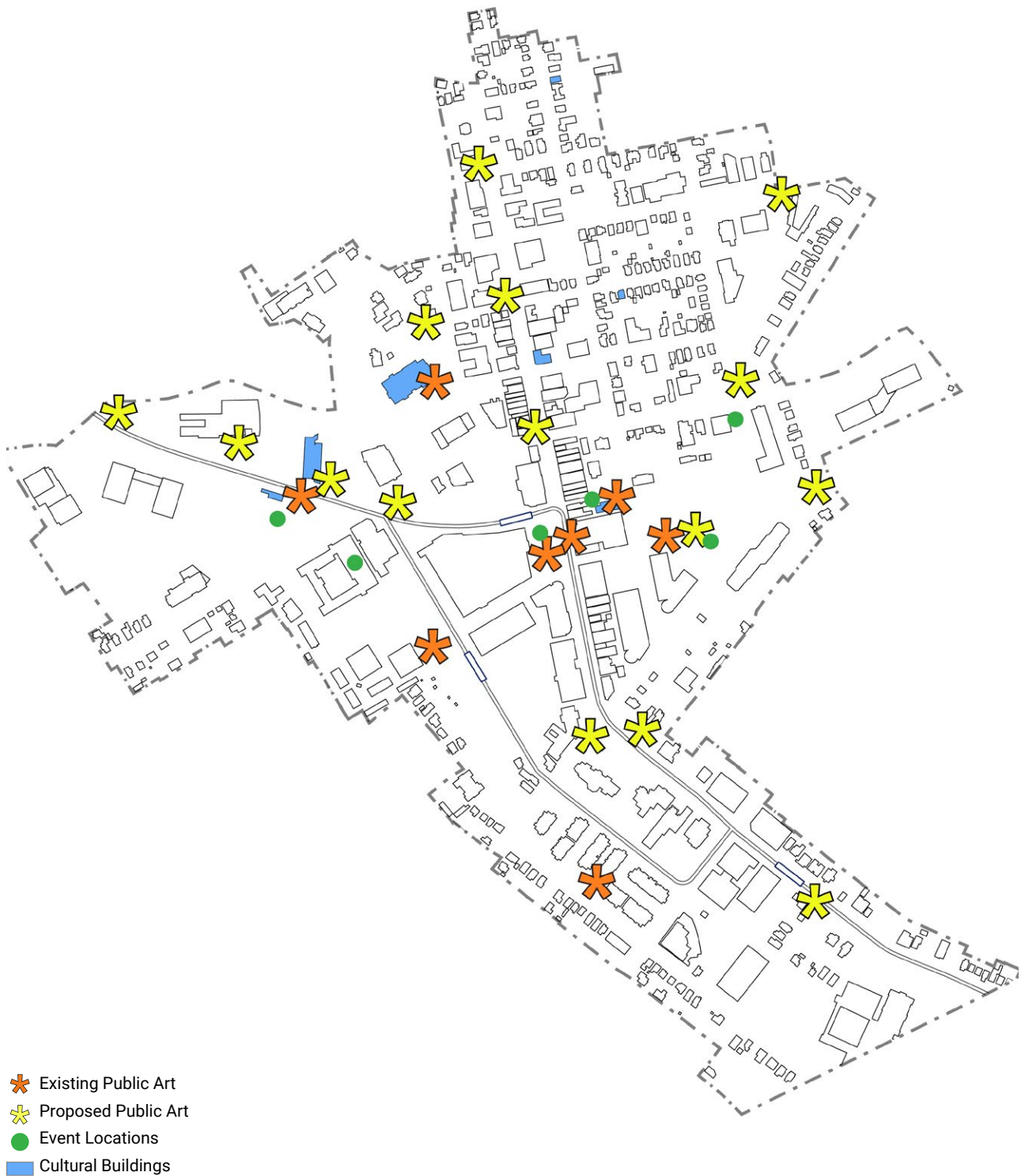


Image 64: Streetscape Design at CIGI Creating View to Seagrams Barrel Warehouse. The quality of the public realm creates a comfortable place where people can rest, relax and gather with the backdrop of the Seagrams Barrel Warehouse.

# INSPIRE

## **3.5** PUBLIC ART + CULTURE

1. Design the public realm to accommodate events.
2. Ensure a variety of types of public art.



Map 27: Locations of Public Art and Culture Places in Uptown

Public art, events and cultural facilities are dotted across Uptown. New public art can be located along the Laurel Trail and at important intersections and public spaces.



### **3.5.1 DESIGN THE PUBLIC REALM TO ACCOMMODATE EVENTS.**

*Public spaces should be adaptable for multiple uses and able to accommodate events.*

#### **ISSUE**

Not many places in Uptown are suited for large events. As a hub of activity in Uptown, public spaces should be designed to accommodate large amounts of people for events.

#### **OPPORTUNITY**

When creating new public spaces, or retrofitting existing public places, design and infrastructure that can accommodate events will improve the potential for programmed events to activate the public realm.

#### **APPROACH**

Public spaces can be designed to accommodate events with features and infrastructure that supports programmed activities. The design of a public space should match its intended use. Currently the Public Square is used for large events and it is a suitable location and design. The parking lot at City Hall is used for Jazz Fest and Buskerfest but the parking lot is not designed for that purpose. Places should also be designed for a range of types of events from shows to markets.

The design of public spaces should consider locations for permanent or temporary stages as a focus for events. Natural slopes, seating or grand steps should take advantage of the elevation to create amphitheater style seating. Event infrastructure elements such as power and water are key to supporting public programming.

Potential locations for events include the Civic Common and Willis Way. Since that space is currently being used for events, a redesign for the space as a park should consider the option to accommodate events. The new park proposed at the Civic Common is ideal for civic events. Willis

Way could also be retrofitted to accommodate events as is recommended in the Willis Way Priority Initiative. Willis Way is an ideal location for the street festival which previously took place on King Street. Even the smaller public spaces should consider a design that allows for smaller events.

#### **ACTION**

1. **Ensure that consideration is given to the provision of event infrastructure when retrofitting, redesigning and/or creating new large gathering spaces within Uptown.**

#### **OUTCOME**

**Spaces designed to support small, medium and/or large scale events will encourage outdoor living and contribute to the vibrant public life of Uptown.**



Image 67-68: Pioneer Square, Portland OR

Pioneer Square was designed to be programmed with activities. The large open space allows space for events such as a market. The grand steps create a place for sitting with a view to the performance. Even when the square is not programmed for events, it is an active and inviting place.

### **3.5.2 ENSURE A VARIETY OF TYPES OF PUBLIC ART.**

*Various types of public art contribute to an inspiring public realm.*

#### **ISSUE**

Public Art in Uptown is sparse and often disconnected from the active public realm.

#### **OPPORTUNITY**

Public art in Uptown offers an opportunity for various types of public art.

#### **APPROACH**

A Public Art Strategy should be implemented alongside other projects such as parks improvements, gateway enhancements and streetscape improvements as the opportunity arises. Public art can also be integrated with private development to offer more opportunities for art.

A variety of types of public art will create a more interesting and varied public realm. Public art often includes murals and sculptures but can also include decorative crosswalks, street furniture, and mixed media art. Interactive art further engages people in the public realm. Temporary public art serves to display art which is unique and new, while permanent art creates a legacy of art. Public art should relate to the character of the area and in some cases the theme of the art can be specific to the site. Public art should be located in highly visible locations.

#### **ACTIONS**

1. **Provide incentives for art in private development.**
2. **Coordinate new installations with other public realm projects.**
3. **Graffiti art can be strategically channeled by commissioning artists to create murals or establishing graffiti walls where artists are welcome to make their mark.**
4. **Develop a utility box art program by hiring professional artists to decorate utility boxes with original paintings.**

#### **OUTCOME**

**The Priority Initiatives offer a variety of opportunities for the addition of permanent and temporary Public Art.**





Image 69: Art Bench, Mexico City  
Public art can be functional with creative design elements of the public realm such as benches and bicycle parking.



Image 70: 21 Balançoires, Montreal  
Temporary and interactive public art creates an engaging and interesting public realm.



Image 71: Saint-Catherine St, Montreal  
Public art in the streetscape can transform a public space.



Image 72: Digital Orca, Vancouver  
Permanent sculpture art helps to create a legacy of public art.



Image 73: Berzcy Park, Toronto  
Fountains are a great feature for the public realm and in this case it is enhanced with public art.



Image 74: Urbanité Verdoyante, Montreal  
This mural enlivens the community garden on an otherwise uninteresting wall.







4

# PRIORITY INITIATIVES

Uptown Waterloo reveals within its fabric three clear desire lines for action: the Laurel Greenway, the Civic Common and Willis Way.

All three ideas gained strength over the course of the background studies and the charrettes as they responded to an ever-widening circle of citizens engaged in the process. Each move integrates a series of public realm systems - building on what is authentic to Uptown while integrating the new LRT stations into a connected series of inviting places.

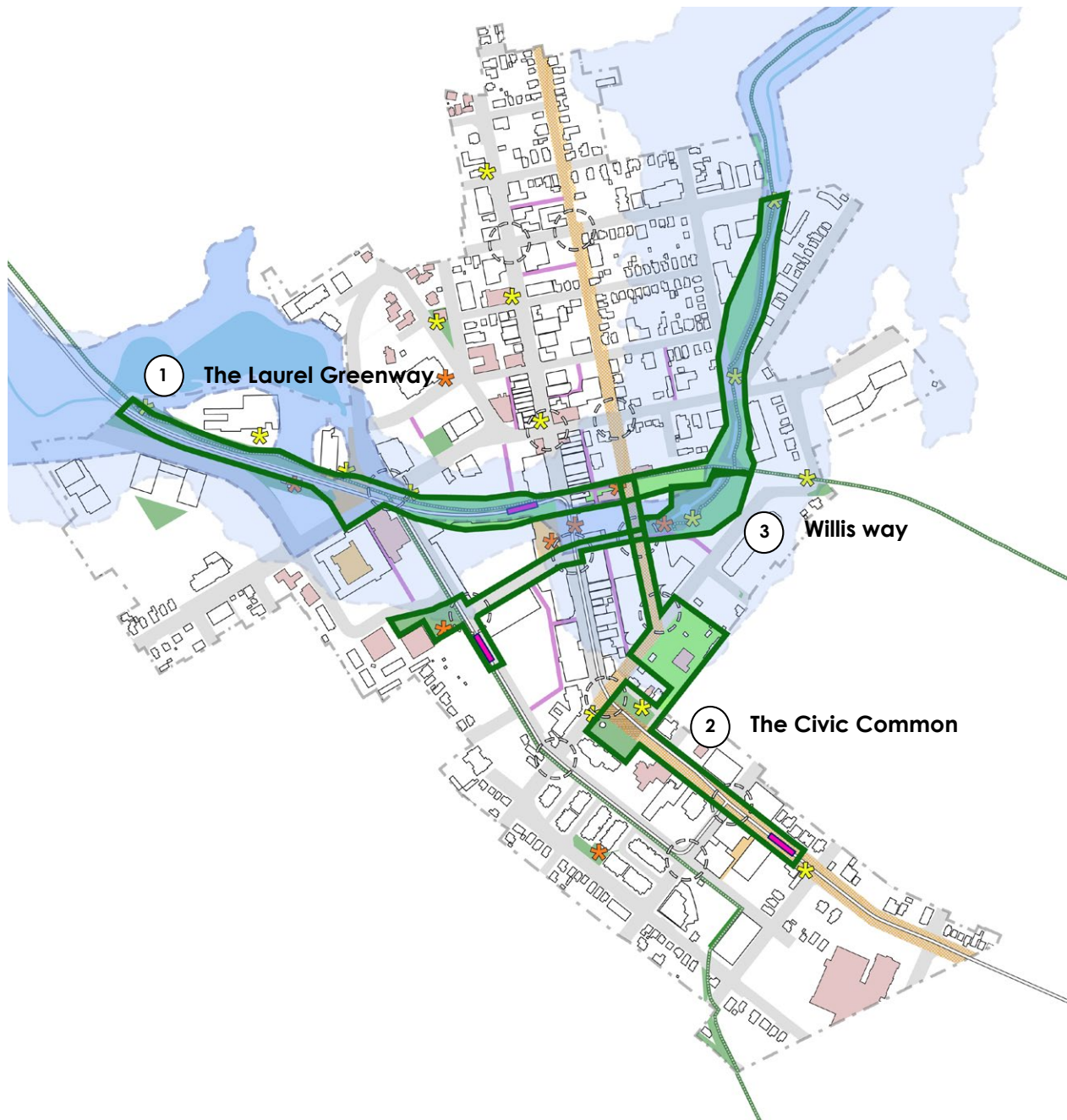
It should be noted that all three initiatives are concepts at this stage. As these initiatives move into implementation, care should be taken to uphold their vision of concept whilst designing fully engineered solutions.

**The Laurel Greenway** connects the Public Square LRT station to a continuous urban greenway that in turn connects people arriving by foot, bicycle or LRT to Waterloo Park, King Street, Regina Street and Laurel Creek. Framed by a tree canopy and animated by public art, it functions as both a park and a green corridor.

**The Civic Common** comprises a chain of outdoor “rooms” from the two parks Brewmeister and Heritage Green that define the edge of Waterloo’s original town square to the Regional Waterworks site to the east. This sequence offers a beacon to those arriving at the Allen Street LRT. The Civic Common also becomes the front lawn for City Hall; catalyzes the transformation of William Street along its edge; and reimagines Regina Street as a promenade leading to the Civic Common.

**Willis Way** as a Shared Street will, over time, tie in seamlessly both to its bookend parks and to the Willis Way LRT. By creating a continuous public-space path from Barrel Warehouse Park to Cenotaph Park, it presents people arriving in Uptown a clear route to a contemplative park or a lively shopping street.





Map 9: Systems  
The UPRS is built on five public realm systems that define Uptown.

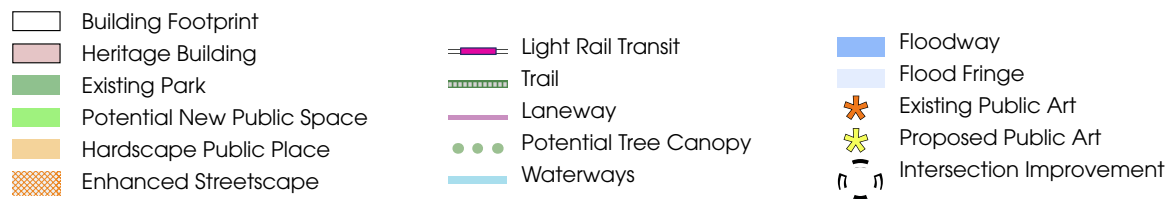






Image 74a: Existing View from the intersection of Regina Street south and William Street south.



Image 74b: Proposed View from the intersection of Regina Street south and William Street south.

## 4.1 THE LAUREL GREENWAY

### *The Laurel Trail As Linear Park*

This priority project integrates all five systems. It is a singular initiative that activates everyday life as well as cultural and arts events. The mixed-use developments that line the park—populated at ground level by courtyards, cafes, public art and civic attractions—underscore the role open space can play in delivering added economic value. Layering environmental function and a strong placemaking program onto this existing trail will bring economic advantage.

An active integrated linear park forms the core of this move, which connects contiguous spaces along the Laurel Trail as it passes through Uptown. The Laurel Greenway connects Uptown at both the micro and macro scales. The City of Waterloo boasts abundant 21st-century super-trails, heritage buildings, parks and waterways. Uptown has the opportunity to capitalize on these assets by enhancing and strengthening the trail, welcoming all ages, and integrating the trail and its attendant urban landscape.

#### **BREATHE: PARKS AND OPEN SPACE**

We envision the Laurel Greenway as a continuous expansion and contraction of the thin green line that runs east and west through Uptown's varied scales and contexts. The Laurel Greenway delivers a fully connected park system that creates a deep-green connected ecosystem extending past the limits of our Uptown to integrate with the regional system of parks, trails and open spaces. We see this move as the first priority in improving the quality of and access to parks and open space.

#### **Actions**

1. Develop a concept plan for the Greenway to lead City implementation and provide guidance in development review.
2. Secure a 30-metre-wide stretch of land whose centre line is the current Laurel Trail.
3. Design this park as a network of intensely beautiful trails, creating a balance between the surrounding civic spaces and the naturalistic landscape of the Laurel Greenway.
4. Locate playgrounds, plazas and lawns along the edge to provide a connection between the City and the floodplain.
5. Work closely with the GRCA to implement floodplain policies, while transforming the floodplain into a breathtaking park by restoring ecological function and reducing the vulnerability of pathways.

#### **Tactical Urbanism**

The public can explore the ins and outs of the Laurel Greenway concept by testing it out. Simply roll out sod on a closed-off portion of the Laurel Greenway. Ensure that the temporary greenway straddles the centre of the trail; extends at least 30 metres, the greenway's proposed width; and measure up to 120 metres in length. Work with the local BIA to find one or several businesses to donate the sod (preferably real but possibly artificial) for this pop-up park experience. (See image 75.)





Map 28: Connected Places and Destinations Along the Laurel Greenway  
Laurel Greenway runs through the middle of Uptown to create a continuous green public space.



Image 75: Greening the Laurel Greenway as a Tactical Project, (St. John, NB, Acre Architects)  
A temporary installation of sod can help people envision the opportunity on the Laurel Greenway before design or construction begins.



### **MOVE: CONNECTIVITY**

The Laurel Greenway offers a safe cycling and walking route and much-needed east-west connection through Uptown. This one project connects all ages to Uptown's long list of assets, from Waterloo Park, to the Visitor and Heritage Information Centre, to the Public Square, to King Street, to the Button Factory, to Regina Street, to the old train station, and finally to daylighted Laurel Creek. The Greenway provides room for both commuter and recreational cyclists and offers a safe and natural connection to the Waterloo Region trails.

#### **Actions**

1. Design and build the Laurel Greenway as a continuous linear park that supports multiple forms of active transportation that move at a variety of speeds, from cycling to strolling.
2. This connected greenway should include a consistent wayfinding system, drinking fountains, receptacles, seating, and clearly marked and protected cross walks to keep greenway visitors safe as they cross major roads along the way.

#### **Tactical Urbanism**

Provide support and funding for the planning of a Wheel Day event. Close off the Greenway to traffic for a wheels parade. People of all ages and abilities decorate their 'feet-powered' ride—strollers, tricycles, wheelchairs, bicycles, scooters—all decorated and paraded along Laurel Greenway with spectators and judges along the way.

### **FRAME: URBAN FORM**

A widening of the Laurel Trail signals arrival in Uptown. At this border, the trail expands into a cohesive and continuous park that links visitors to the Visitor and Heritage Information Centre, the Public Square LRT at the foot of historic King Street, and Laurel Creek. The Greenway should require a minimum setback of 15 metres from the centre line of the Laurel Trail to assure a full 30-metre width.

A 30-metre width is a long term vision to preserve open space where no new buildings should be built while maintaining important buildings within this area. A continuous tree canopy, planted over time, frames and shades the park. This reserved space creates a soft, park-like green setting that follows an east/west path through Uptown as a counterpoint to the dramatic north-south line of red-brick, heritage buildings along King Street. We recommend creation of a Laurel Greenway Conservancy to ensure proper long-term maintenance of the trail and its framing tree canopy. Successful conservancy models include the High Line and Bentway conservancies.

#### **Actions**

1. Establish a 30-metre zone straddling the centre line of the Laurel Trail (15 metres on either side) reserved for development of the Laurel Greenway.
2. Plant a continuous row of trees on either side of the Greenway to ensure a shade-tree canopy edge to the park. Source trees locally and early.



Image 76: Enhancing the Greenway Between Regina Street and Caroline Street  
Improvements in and expansion of the Laurel Trail create a greenway that connects through Uptown.

3. Require all ground floors along the Greenway to reach a minimum height of 4.5 metres and to provide 'third place' retail. Ground floor uses are subject to constraints of the floodplain and will follow policies on the Official Plan.
4. Create a Laurel Greenway Conservancy to maintain the ecological and recreational value of the Laurel Greenway.

### **Tactical Urbanism**

City of Waterloo Council to support the event planning for a one day event called: Imagine Our Laurel Greenway, a framing of the area and blocking it to traffic and having an Uptown Street Party within the limits of the proposed trail as and where practical.



Image 77: Beekman Plaza, New York City  
Park space greening and consistency of furnishing along the Laurel Greenway.

### **CELEBRATE: HERITAGE**

The Laurel Greenway provides a wonderful vantage point and a protected view corridor for both the Seagram Lofts and the Uptown Train Station. By connecting these landmarks to the Laurel Greenway we offer cyclists and pedestrians equal footing with drivers for visiting and celebrating our Uptown heritage. A deeper heritage is Laurel Creek itself. While now buried, the Laurel Greenway will provide the ability to walk along the course of the creek. The Greenway celebrates and reveals Laurel Creek east of Regina Street at Cenotaph Park.

#### **Actions**

1. Determine a view-corridor-protection strategy, beginning with Laurel Greenway. Maintain the view corridor from the Greenway to the Seagram Lofts and the train station.
2. The very act of protecting a 30-metre zone along Laurel Creek celebrates the water's heritage, creating a park from the land that holds the memory of the creek and maps its course.

### **INSPIRE: PUBLIC ART AND CULTURE**

The Laurel Greenway provides a wonderful opportunity to create and host linear events such as a Summer Art Trail, or a Winter Warming Station event. It also sets the stage for seasonal events such as a 'wheels day', mentioned earlier, and a post-Halloween pumpkin parade.

#### **Actions**

1. Review the event calendar to identify events that can relocate to the path of the Greenway over time (and as expertise in hosting events in this zone grows). Holding events there will help build popular support for the Greenway.
2. Fund an art strategy that invites artists to produce temporary interactive art installations and or events within the Greenway zone.

#### **Tactical Urbanism**

Invite the public to events that mark the perimeter of the Laurel Greenway zone with 'street chalk dots' to help the public envision the future shape and scope of the Greenway.

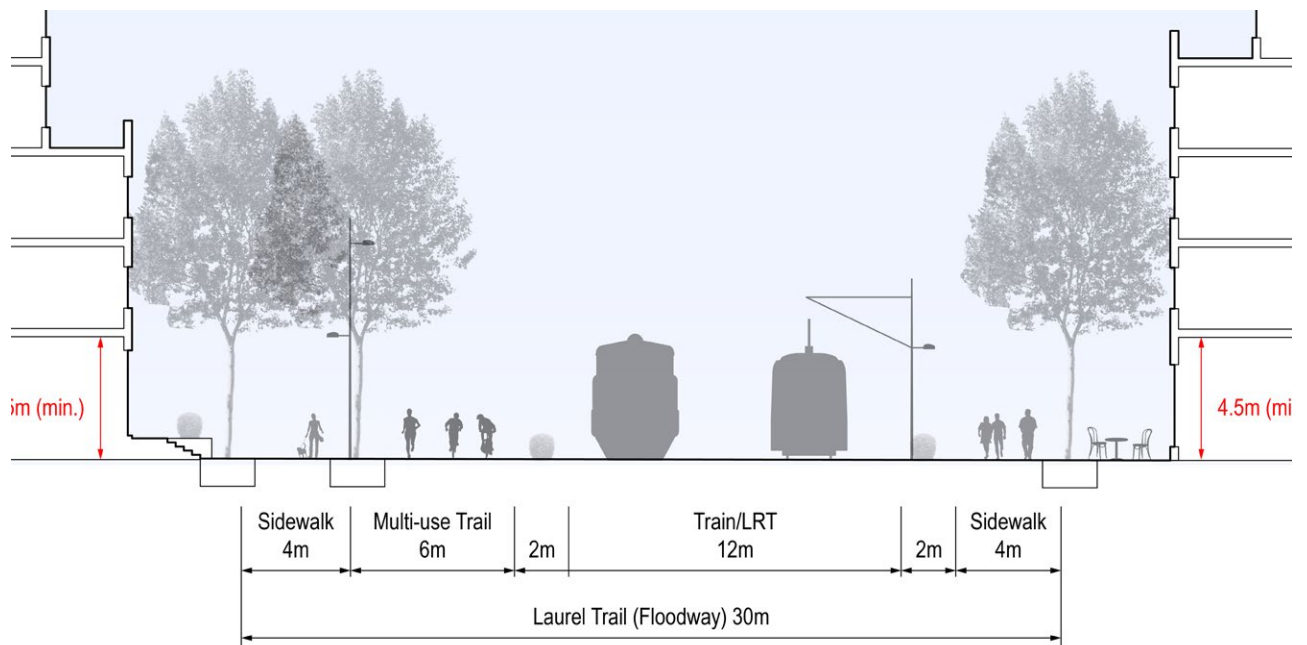


Image 78: Proposed Cross-section of the Laurel Greenway Between King Street South and Caroline Street  
 The greenway includes continuous rows of trees, a path for the trail, a separate walking area, and the LRT and train tracks. New development along the Greenway should frame the space with attractive building frontages.



## 4.2 THE CIVIC COMMON

### *The Heart of the Civic District*

Transforming Uptown's shared civic assets to foster civic engagement and environmental sustainability lies at the heart of the creation of a Civic Common. Waterloo's original town square marks a shift in the urban fabric announcing our arrival at the city's Civic Common.

Brewmeister Green and Heritage Green combined with the Regional Waterworks site create one urban landscape and provide an extended civic front lawn for Uptown. The revitalization will be sensitive to the nature of this heritage active water supply site. Integrating these three spaces creates a new jewel in Uptown—an active, vibrant and inviting park that serves not just the local community but also residents from throughout Waterloo and visitors.

Subtle shifts in design and activation can unite these three spaces, both physically and visually. The transformational idea is to inspire everyone who visits the Civic Common to engage with nature and with each other.

### **BREATHE: PARKS AND OPEN SPACE**

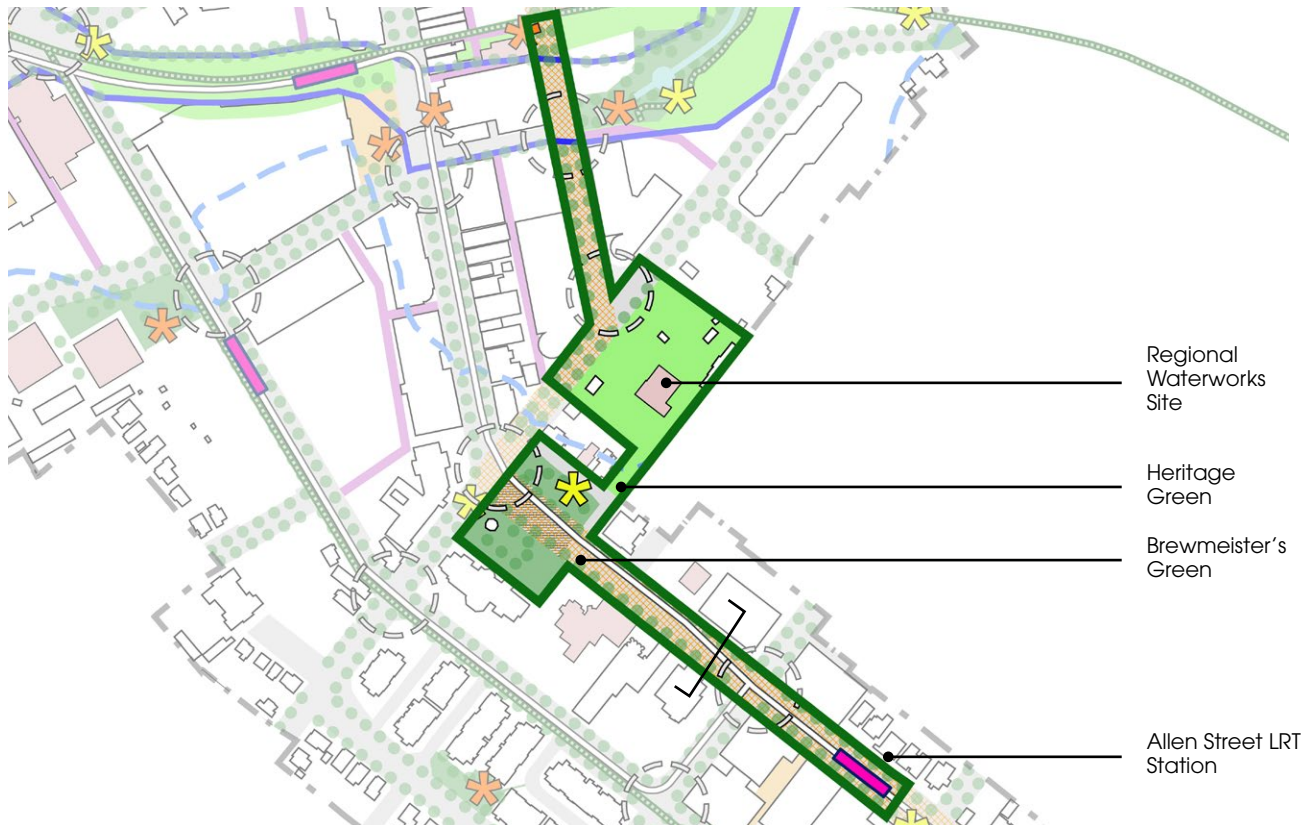
Transforming Civic Common into one large park connects visitors and residents alike.

#### **Actions**

1. Explore options to provide for public access to the Regional waterworks site. It is noted that the current and future use of the property for water supply will mean that public access to some portions of the property will need to be restricted.
2. Develop a concept plan for the Civic Common as a resilient and inviting 21st-century destination for all ages. Develop the plan with strong community engagement to ensure a successful, well-used park or civic space.
3. Integrate play into the park in ways that are surprising, natural and adaptable to other uses. Consider collaborating with a natural playground specialist to ensure success.
4. The heritage Pumping Station building should be activated with a third place use and the surrounding park should have a playful character that is welcoming to all ages.

#### **Tactical Urbanism**

Hold a one-day interactive “civic scavenger hunt” to begin introducing to residents the concept of integrating the three spaces into one Civic Common.



Map 29: The Civic Common Connects Public Spaces in the Civic District

The new public space proposed at the Regional Waterworks site connects to Heritage Green, Brewmeister's Park and the Allen Street LRT station to create a unified district. Note that the Civic Common is currently mapped as being within the floodplain (Special Policy Area Fringe) and relevant OP policies will need to be considered in any design.

### **MOVE: CONNECTIVITY**

The key connectivity action for the Civic Common entails connecting pedestrians along King from Allen Station, between Brewmeister and Heritage Green, south on Regina and across William Street.

The Civic Common integrates three existing parks through ease of movement so that the same parkland offers greater space and an enhanced public realm for the Civic District, Uptown and the Waterloo Region.

#### **Actions**

1. Ensure that the City of Waterloo Parkland Strategy includes as a goal the vision for the integration of three underused parks at the heart of Waterloo into the Civic Common.

#### **Tactical Urbanism**

Design of the Civic Common will stress natural qualities and resilience. Holding Earth Day ceremonies and programs in the new park would highlight that notion.

### **FRAME: URBAN FORM**

As development rises along Regina Street, the Civic Common will become increasingly animated—an important destination park. Framed on the north by City Hall, the park will act as a natural magnet for civic events throughout the year. Any renovation of the Pumping House and the landscape of the Civic Common and associated district will require the highest level of design excellence, given this prominent location.

#### **Actions**

1. Integrate the Civic Common into the planning and implementation climate-comfort framework. This will ensure, among other outcomes, meeting the Bosselman criteria of assuring five hours of continuous daylight on the street between the Spring and Autumn equinoxes (March 21st - September 21st).
2. Explore opportunities to establish a publicly accessible connection between Heritage Green and the Regional pumping station site as an important step toward integrating the two spaces into one Civic Common.

#### **Tactical Urbanism**

Set up food and art trucks simultaneously along the parking west of Brewmeister and east of Heritage Green to animate both parks at the same time and create movement back and forth across King. This will represent another step in the framing and re-unification of the Civic Common.

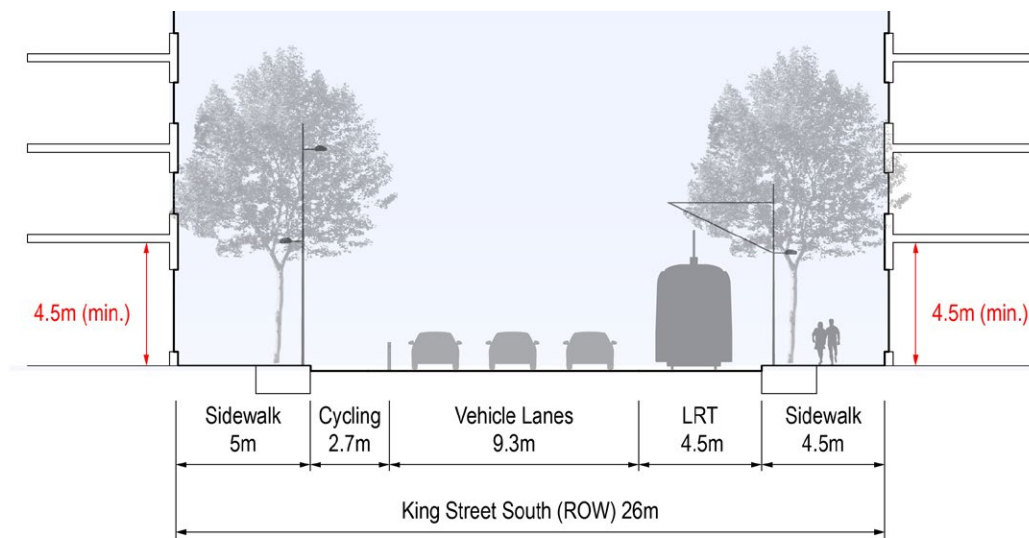


Image 79: Proposed Cross-section for King Street South between the Laurel Trail and Allen Street

The cross-section illustrates an option for extending the bicycle route from King Street North to King Street South. The street would include a two-way cycle track, traffic lanes for movement and turning, the LRT track, and wide sidewalks.



### **CELEBRATE: HERITAGE**

Waterloo's original Town Square hides here in plain sight. By re-integrating the two parks, the two halves of the town square begins to grow together to form the Civic Common.

#### **Actions**

1. Set view corridor protection of the Civic Common as seen today from both Regina and King streets.
2. Set up a collaborative effort between public and private partners to design, build, establish and maintain the Civic Common Park.
3. Ensure that heritage conservation is considered in relation to any future design, renovation or restoration on the William Street Pumping Station property.

#### **Tactical Urbanism**

Work with artists and historians to mark the boundaries of the original town square by painting or chalking King Street between Brewmeister and Heritage to re-unify the two and mark a gateway into Uptown.

### **INSPIRE: PUBLIC ART AND EVENT PROGRAMMING**

With its connection to the original Town Square and the Pumping House Station, the Civic Common touches on some of Waterloo's most significant history. Origins lend themselves easily to expression through art, particularly works that explore themes of origins and of water.

#### **Actions**

The Civic Common is the ideal location for an Art in the Open weekend.

#### **Tactical Urbanism**

Hold a World Water Day Festival across the Civic Common, and include a "water market": Booths along the perimeter of the park offering everything from drinking water, to pop-up splash pads and water slides, to try-your-hand watercolour painting booths.



Image 80: The Civic Common Sits Adjacent to the Region of Waterloo Office and Waterloo City Hall  
 The Civic Common can become a place for civic activities. Views down Regina Street lead into the Civic Common and the heritage pump building on the Regional Waterworks site.

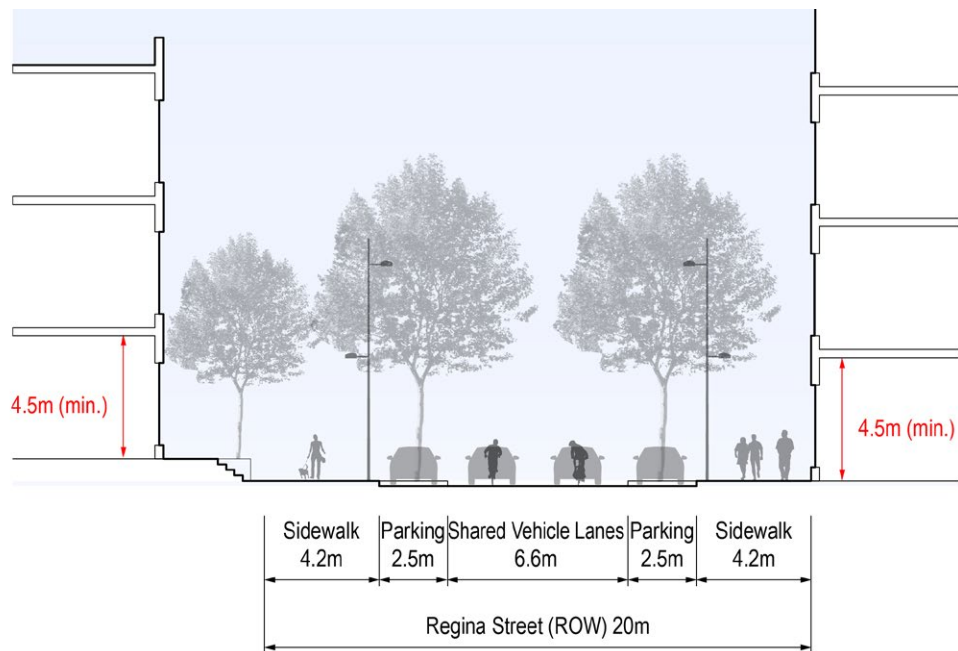


Image 81: Proposed Cross-section for Regina Street South Between Erb Street and William Street  
 The cross-section includes more space for street trees to improve the tree canopy, wider sidewalks, and markings for a bicycle boulevard. The view south down Regina Street leads to the proposed new public space at the Civic Common and faces the pumping station, a heritage building.

## 4.3 WILLIS WAY

*As shared street*

One of the youngest streets in Uptown, Willis Way makes a prime candidate for transformation into a vibrant, comfortable and green public space that opens on the north to the Public Square and on the west and east to two signature parks: Barrel Warehouse Park and Waterloo Cenotaph. This initiative makes Willis Way as much a multi-functional open space as it is a street.

The intersection of Willis Way with King Street extends the reach of the Waterloo Public Square as an urban keystone in Uptown. Willis Way is the ideal Uptown street for a people-first approach, with strong connections to its bookend parks and to LRT stations. Hardscaped Willis Way acts as a gateway to and bridge between Barrel Warehouse Park and Cenotaph Park, as well as Waterloo Public Square Station and Willis Way Station. Transforming Willis Way into a shared street amplifies its activation and sets the stage for art and activation that engages drivers, cyclists, and pedestrians.

### **BREATHE: PARKS AND OPEN SPACE**

Transforming Willis Way into a shared street creates a “people first” street design that brings new attention (and more people) to two well-designed yet underused parks. Drawing more pedestrians to Willis Way will encourage visitors and residents alike to take advantage of these award-winning parks as part of their restaurant and retail experience on Willis Way. Connecting Willis Way into the parks and landscaping it intensively as an extension of the parks opens an opportunity to build Willis Way’s identity as an open space within a park. In effect Willis Way becomes a room bounded north and south by architecture and east and west by landscape.

### **Actions**

1. Frame Caroline from the Willis Way LRT station to Willis Way with a continuous green edge of trees and landscaping to create an avenue that leads to Barrel Warehouse Park and Willis Way. This move sets up the station as a gateway to Willis Way and an extension of the street’s people-first design that reinforces the parks as destinations.
2. Create a strong visual and pedestrian connection between Willis Way and Cenotaph Park including enhancements at Regina, King and Caroline Streets. Develop an urban landscape design that invites pedestrians on Willis Way to explore Cenotaph Park by revealing the approach to Laurel Creek as it emerges from beneath the ground east of Regina Street.
3. Prepare a concept plan to expand Waterloo Cenotaph Park, address Laurel Creek as a natural amenity and frame the creek with appropriate development.

### **Tactical Urbanism**

Drop in a row of planters on either side of Caroline from the LRT station to Willis Way and Barrel Warehouse Park to help the public envision the boulevard experience. Tie this tactic to an event such as summer solstice or Earth Day to underscore the value that parks and open space add to Uptown.

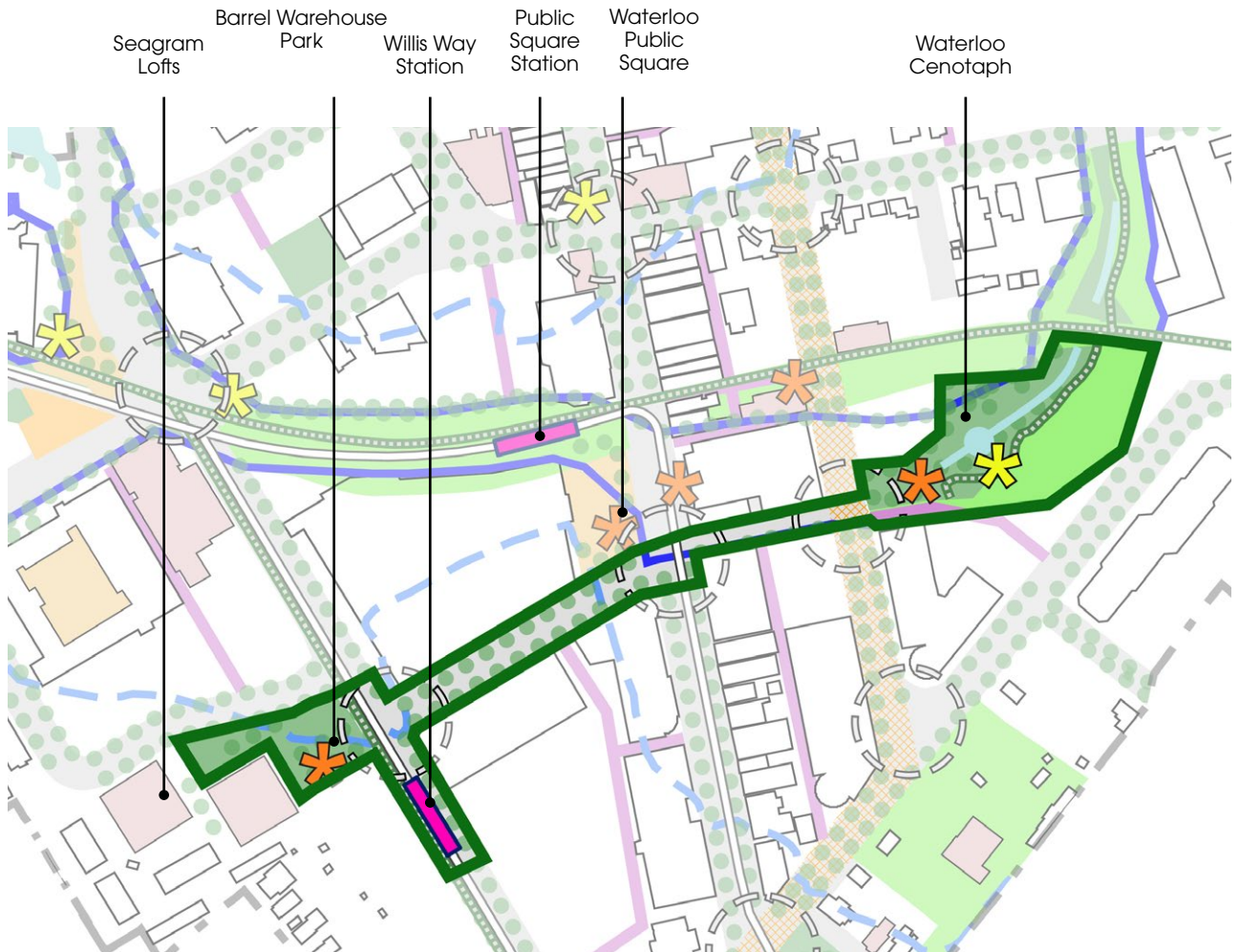


Image 30: Willis Way as an East West Connection through Uptown  
 Willis Way connects Barrel Warehouse Park, the Public Square and Waterloo Cenotaph. The active public realm on Willis Way complements active public spaces.



### **MOVE: CONNECTIVITY**

Transforming Willis Way into a shared street between King and Regina connects the civic district to the public square. Transforming Willis Way into a shared street has practical implications for infrastructure and flood modelling, however this move amplifies the importance of Willis Way and establishes a new mobility strategy for drivers, cyclists and pedestrians alike.

This move offers relief from the pressure that the Willis Way intersection at King puts on both the LRT and the north/south road traffic.

#### **Actions**

1. Include consideration of Willis Way between King Street and Regina Street as a potential candidate for one way movement in the up-coming Transportation Master Plan Update.

#### **Tactical Urbanism**

Close off Willis Way between King and Regina in spring for a bike tune-up day and tie it to a Cycle Laurel Trail event.

### **FRAME: URBAN FORM**

Willis Way Walk acts as an outdoor living room for both visitors to and residents of Uptown while still allowing automobile, bus, bicycle and emergency vehicle access. Over time a subtle topographic shift can raise the roadway to the sidewalk level to create a cohesive and continuous surface. The urban landscape—including the street edge of new development between King and Regina Streets, integrated street furniture and cohesive material palettes—are woven into a shared space. Paving, planting and seating form a unifying comfortable and social space bracketed by two unique and celebrated Uptown parks.

#### **Actions**

1. Require a shared-street approach between King Street and Regina Street.
2. Work closely with GRCA to ensure that any future road designs include consideration of flooding impacts.

#### **Tactical Urbanism**

Close off Willis Way annually in June between King and Regina for the Wedding Willis Way: Where the King (AKA Rex) and Regina (AKA Queen) meet. Host a whimsical outdoor wedding-planning event. Businesses covering everything from invitations to venues, from planning to portraits, set up and share their offerings for the big day on the closed-off section of Willis Way. Cenotaph Park offers a scenic backdrop for this event.

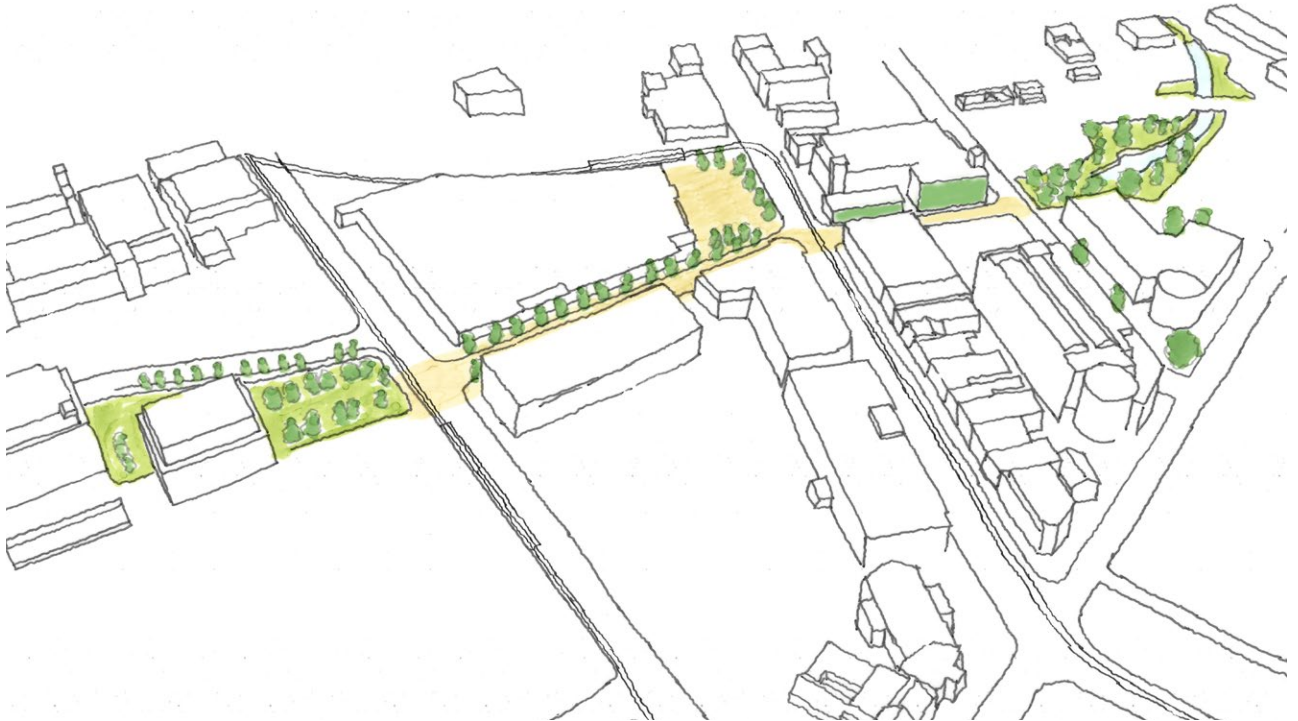


Image 82: Willis Way as an East/West Connection through Uptown  
Willis Way connects important public spaces and buildings with the new LRT stations.

## **CELEBRATE: HERITAGE**

Willis Way Street Uptown is one of the youngest streets in Uptown and a prime candidate for transformation into a vibrant, comfortable public space. The space opens to parks that celebrate Waterloo's Heritage: Barrel Warehouse Park on the west and Cenotaph Park on the east. Willis Way can evolve into a plaza that operates as a multi-functional open space as much as it is a street.

### **Actions**

Put view-corridor protections in place from Willis Way to Waterloo Cenotaph, as has been done for Barrel Warehouse Park. Both parks celebrate the social, economic and cultural history of Waterloo.

Establish Friends of Willis Way with a mission to manage, maintain and program Willis Way as an activated public space.

### **Tactical Urbanism**

Willis Way Heritage Studio. Close off Willis Way for one day and invite artist of all ages to draw and paint the heritage they see when they look toward Barrel Warehouse and Waterloo Cenotaph Parks. This event will inspire the community at large and the art community in particular to create the future by envisioning connections between Willis Way and the heritage embedded in its bookend parks.

## **INSPIRE: PUBLIC ART AND EVENT PROGRAMMING**

Willis Way provides a wonderful opportunity for events such as an open air art fair or a festive winter market. The sloped section of Willis Way can be closed off for a Sunday for a Sod It! Picnic Event.

### **Actions**

1. Review the Event Calendar to determine which events can spill into Willis Way to begin to build popular support for Willis Way as a shared street.
2. Fund an art strategy that invites artists to produce temporary interactive art installations and or events within the Willis Way Art Zone between King and Regina streets.

### **Tactical Urbanism**

#### *Art*

Invite the public to events that mark the Willis Way Zone with paint, chalk, street art, and lighting to help the public envision the future of Willis Way as the creative, interactive hub of temporary public art for Waterloo.

#### *Event*

Over Victoria Day weekend, close Willis Way to cars and install temporary sod for a family picnic event. Local BIA to work with City and Region to create a family picnic theme. This event highlights the connection to the two parks, as the picnics can extend from Barrel Warehouse along Willis Way to Cenotaph Park, engaging the public in the notion of a continuous green and social space.

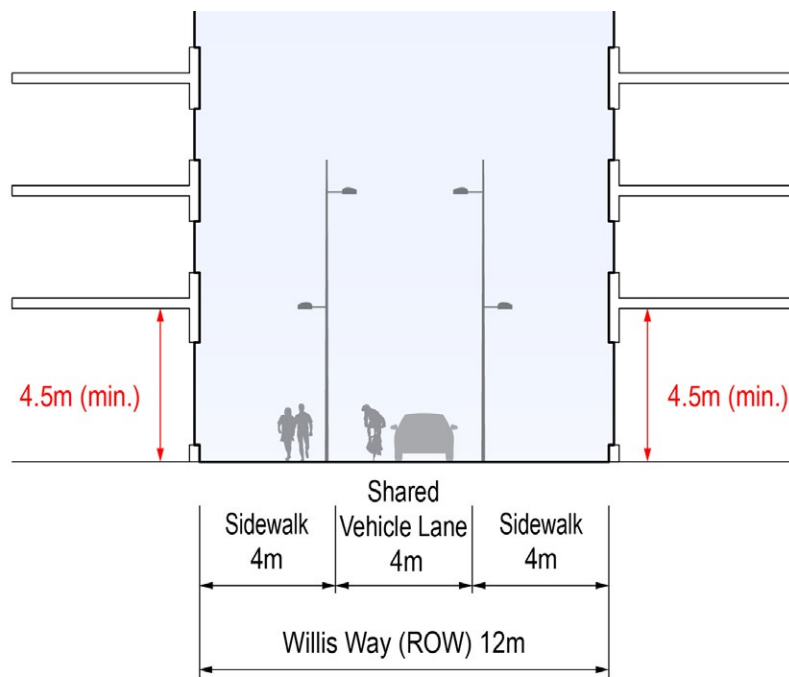


Image 83: Proposed Cross-section for Willis Way Between King Street South and Regina Street

The shared-street concept for this section of Willis Way represents a long-term vision for creating a pedestrian-oriented street. The absence of a curb shows that this is a shared surface open to all users. Over time, future upgrades should add active uses that contribute to the public realm. Additional maintenance should be provided to ensure snow removal allows cleared areas for movement. It should be noted, however, that this section of Willis Way (King-Regina) is floodway and no new development, with the exception of parking facilities, will be permitted on the north side of Willis Way within the floodway.





# 5 IMPLEMENTATION



## 5.1 STRATEGIES + ACTIONS

### Chapter Outline

- An outline of the categories of projects presented in the UPRS.
- Preliminary approaches for prioritizing public realm initiatives.
- An outline of legislative tools to deploy in acquiring and improving the public realm.
- Engagement of institutions, businesses, and communities to shape the vision.

### The UPRS

The UPRS lays out an integrated plan for parks, streets and other open spaces. It provides a vision for what we can achieve, a goal for future parks and public spaces, and a way of addressing and enhancing public spaces.

The Public Realm Strategy contains three priority initiatives: Creation of the Laurel Greenway, consolidation of the Civic Common, and establishment of Willis Way as a destination street. These are supported by the public realm systems: Breathe, Move, Frame, Celebrate, and Inspire.

- **Laurel Greenway:** Laurel Trail reimagined as a fully integrated linear park.
- **Civic Common:** Brewmeister Green, Heritage Green and Pumping House integrated into one park.
- **Willis Way shared street:** Reimagined as the community keystone of Uptown connecting two parks and two LRT stations.

The timing and delivery of any project will vary based on its scale, available funding, potential partners, and its priority ranking.

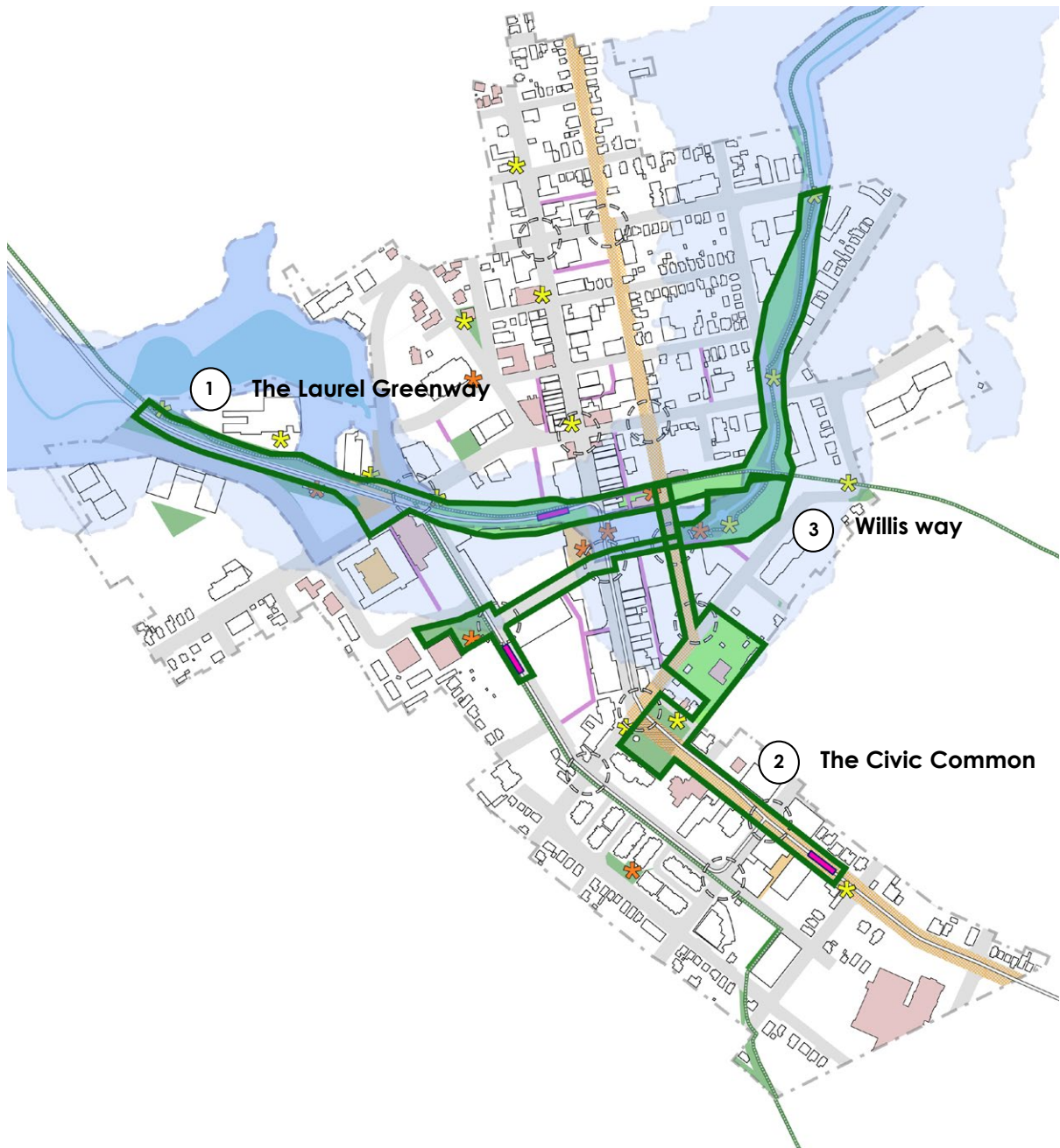
The ideas presented in the UPRS range from ambitious and highly complex, to straight-forward and small-scale. The three priority initiatives may take considerable time to reach full implementation, but many of the smaller initiatives could be implemented within five years.

The three priority initiatives can move forward as a series of smaller projects, making a long-term strategy to sustain momentum a critical requirement for fully realizing the vision.

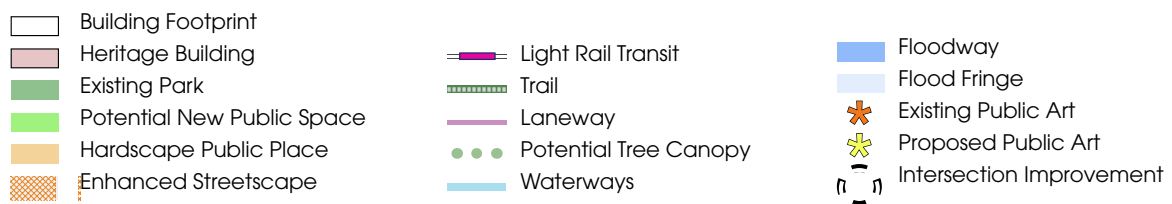
The UPRS describes a range of improvements in existing parks; a redesign and rethinking of street function; and strategies for acquiring new land for parks. Laurel Greenway involves an Uptown-wide perspective focused on a network of trails, streets, parks and open space. This project can be supported by small, local improvements that can collectively deliver a big impact.

All ideas, whether short or long-term, have short-term actions that will mark a path to completion. Those actions can be measured against priorities. While re-imagining Laurel Trail as a linear park may be considered a long-term goal, planning for it needs to begin immediately.





Map 9: Systems  
The UPRS is built on five public realm systems that define Uptown.





## 5.2 ASSIGNING PRIORITY TO THE INITIATIVES

The Priority Initiatives offer a blueprint for Uptown's parks and public realm that builds on the significant existing assets to establish a clear vision and approach for Uptown's future. These three moves and five systems will inform decisions about parkland dedication and acquisition, park improvement, programming and design of renewed streets, and budget allocation. The magnitude of the number of projects that will be generated by these five initiatives require an implementation strategy to develop a set of criteria to prioritize projects.

**The five criteria for assigning priority are:**

1. **Proximity to LRT stations**
2. **Proximity to population growth**
3. **Eligibility for City of Waterloo capital funding**
4. **Emergent opportunity with City infrastructure and development projects**
5. **Partnerships with third parties**

### **1. Proximity to LRT stations**

Uptown has three new LRT stations that could benefit from enhancements to the public realm. Waterloo Public Square Station and Willis Way Station are integrated into two of the three priority initiatives, and Allen Station offers connections to the third priority initiative, the Civic Common.

### **2. Proximity to population growth**

City to prioritize areas for parkland expansion and improvement based on geography. Consider opportunity sites for park acquisition and expansion. In areas where growth is occurring and the parkland need is intensifying, the City of Waterloo should use the appropriate planning tools to secure parkland and public realm improvements through the development approvals process.

### **3. Eligibility for City of Waterloo capital funding**

The City of Waterloo's capital program covers all physical assets. Identifying new capital projects is a complex process. We believe these projects all qualify for capital funding, either as investments in new infrastructure, particularly green infrastructure, or maintenance of existing assets such as streets and parkland. Where the report identifies a need for new park or public realm infrastructure, but no capital plan alignments exist, recommendations can be made for initiatives to be included in the 10-year capital plan

### **4. Emergent opportunity with City infrastructure and development projects**

Effective implementation of the Uptown Public Realm Strategy (UPRS) will ensure that people and agencies leading infrastructure projects engage with their counterparts planning parks, public realm and mobility projects. Where the UPRS aligns with planned below-grade work, the City of Waterloo should make every attempt to include the public realm improvements as part of their scope of work.

### **5. Partnerships with third parties**

Infrastructure investment can come from other levels of government or government agencies, boards and commissions. The City of Waterloo can work in partnership with these organizations to increase investment and participation in priority projects. The City should give priority to any element of this Plan that aligns with third-party initiatives already under way in order to seize the opportunity to integrate expansion of the parks and public realm system within existing projects.

## 5.3 IMPLEMENTATION TOOLS

The City of Waterloo can improve the degree to which Uptown's parks system keeps pace with residential and employment growth by adjusting and making better use of tools already at its disposal. Open space on development sites can be secured both through the planning approval process and during detailed site design. The authority of the Planning Act creates a primary tool for acquisition of parkland and improvements in existing parks. The City can also take advantage of existing real estate assets to support the vision.

Some implementation will be incremental, through individual development applications; other implementation efforts, particularly larger exercises, may well require further study.

**Four tools to consider are:**

- 1. Parkland dedication**
- 2. Development charges**
- 3. Section 37**

### **1. Parkland dedication as a condition of development approval**

Land dedications (or cash-in-lieu of parkland) as a condition of development or redevelopment represents a primary planning instrument for acquiring new parkland. New developments will be expected to contribute parkland commensurate with growth. Where sites are large enough to accommodate new park space, on-site land dedications should receive priority over cash-in-lieu payments: land is a finite asset. Privately owned public spaces (POPS) can be used for part

of the parkland dedication or in replacement of the dedication.

### **2. Development charges**

The City of Waterloo can collect development charges from developers when issuing a building permit to help fund essential growth-related infrastructure.

### **3. Section 37**

The City of Waterloo should work to secure community benefits in exchange for increased height and density of development not otherwise permitted by a zoning by-law, where appropriate. This tool will continue to play a central role in advancing both the three priority initiatives and the actions within the five public realm systems. Section 37 gives the City a vital tool for implementing public realm elements from the UPRS that will be located on private property, such as POPS, generous setbacks and public art, to name a few.







# APPENDICES

A dark, low-angle photograph of a city street at dusk or dawn. The street features tram tracks, overhead power lines, and a building with a sign that reads "Investors Group". A person is running on the sidewalk. The word "APPENDICES" is overlaid in large, white, bold letters.



# **APPENDIX A**

## **INVENTORY OF OPEN SPACES**



## City Owned Parks + Open Space

	TYPOLOGY	DESCRIPTION	SIZE (SQ M)	USE	ACCESS
Public Square	plaza	hardscape plaza, benches, planters, lighting, steps, terraces, fixed tables and seating, umbrellas, planting area	2,311	events, social gathering, dining, ice skating	King Street S, Willis Way, Laurel Trail
The Gathering Place	plaza	hardscape brick pavers, decorative lighting, bosque, trellis	1,964	social gatherings	Caroline Street N, Laurel Trail
Barrel Warehouse Park	urban park	green lawn, decorative planting, industrial art, bosque, rolling lawn, enhanced streetscape	2,762	urban respite, contemplation, relaxation	Father David Bauer Drive, Caroline Street S
Waterloo Cenotaph	urban park	channeled creek, terraced green, paved walkways, green lawn, laurel trail, public art, cenotaph, seating	4,429	urban respite, contemplation, lunch	Laurel Trail, City Hall Parking Lot
Visitor and Heritage Information Centre	open space	green lawn, paved walkway, picnic table, bicycle parking, Visitor and Heritage Information Centre building (former train station)	2,586	rest, relaxation, gathering, tourism	Father David Bauer Drive, Erb Street W, Laurel Trail
Memorial Park	garden	lawn, flower garden, brick paved walkway, planters, seating	1,084	lunch, mid-block pathway	Erb Street West, Rear Parking Lot
Brewmeister's Green	urban park	garden, fountain, paved walkway, gazebo, lawn, bench seating, large mature trees	2,428	rest, relaxation, social gatherings, underused	King Street S, William Street W
Heritage Green	urban park	green lawn, concrete walkway, bench seating, large mature trees	1,373	rest, relaxation, social gatherings	King Street S, William Street E
Carnegie Green	urban park	green lawn, garden, paved brick walkway, bench seating, picnic table	850	leisure, picnic, reading,	Albert Street, Dorset Street
Labatts Parkette	neighbourhood park	green lawn, paved walkway, decorative planting, seating	1,031	recreation, relaxation	Park Street, Freemont Street
Waterloo Park	city park	large city-scale park with a portion in Uptown including a green lawn, walkways and the edge of Silver Lake	24,595	recreation, walking, bicycling	Laurel Trail, Caroline Street North
Laurel Trail	greenway	greenway, paved trail along Laurel Creek	6,295	recreation, exercise, commuting	Bridgeport Road E, Peppler Street, Erb Street E, Regina Street, Caroline Street
Iron Horse Trail	greenway	greenway, paved trail,	2080	recreation, exercise, commuting	John Street, Park Street, Caroline Street
William Green	parkette	traffic control greenspace, creates a dead end on Willow Street, decorative trees, green lawn, bench seating	420	rest, relaxation	William Street, Willow Street

## Privately Owned Public Space (POPS)

	TYPOLGY	DESCRIPTION	SIZE (SQ M)	USE	ACCESS
<b>CIGI Courtyard</b>	courtyard	hard surface and landscape courtyard with seating	1,800	lunch, small gatherings, events	CIGI Entrance (limited times)
<b>Barrel Yards Park</b>	urban park	triangular open space on top of a parking structure, landscape, trees, walkways, light, public art, underground parking access	1,665	rest, relaxation, parking access	Barrel Yards Boulevard
<b>Bauer Lofts</b>	mid-block connection and courtyard	walkway, mid-block connection, patio, hardscape plaza, planters	730	mid-block connection, dining, retail entrances	King Street S, Caroline Street S
<b>King Street Walkway</b>	pedestrian walkway	cafe seating, decorative pavers, planting, pedestrian lighting	200	patio seating, mid-block connection	King Street South



# **APPENDIX B**

## **INVENTORY OF STREETS**



Movement Corridor					
	Segment	Classification	Direction	ROW Typical	Cycling Type
Bridgeport Road	-	Regional Arterial	One-Way	16 m	II
Erb Street	Caroline Street to Willow Street	Regional Arterial	One-Way	16 m	-
Erb Street	Menno Street to Caroline Street	Regional Arterial	Two-Way	21 m	-
Caroline Street North	-	Regional Arterial	One-Way	20 m	-

Vibrant Streets					
	Segment	Classification	Direction	ROW Typical	Cycling Type
Caroline Street South	Erb Street West to Allen Street West	Regional Arterial	Two-Way	21 m	-
King Street South	Laurel Trail to Allen Street West	Regional Arterial	Two-Way	25 m	-
Allen Street West	Caroline Street South to King Street South	Regional Arterial	Two-Way	20 m	-
King Street South	Allen Street West to Union Street West	Regional Arterial	Two-Way	26 m	-
Regina Street	-	Minor Collector	Two-Way	12 m	III

Places for People					
	Segment	Classification	Direction	ROW Typical	Cycling Type
King Street North	Elgin Street to Laurel Trail	Regional Arterial	Two-Way	22 m	I
Willis Way	Caroline Street South to King Street South	Minor Collector	Two-Way	22 m	-
Willis Way	King Street South to Regina Street South	Minor Collector	Two-Way	12 m	-
Wells Lane	-	Local Street	Two-Way	3.6 m	-
Hughes Lane	-	Local Street	Two-Way	4.8 m	-
Dominion Lane	-	Local Street	One-Way	4.8 m	-
Kuntz Lane	-	Local Street	One-Way	-	-

Local Streets					
	Segment	Classification	Direction	ROW Typical	Cycling Type
Elgin Street	-	Local Street	Two-Way	18 m	-
Spring Street	-	Local Street	Two-Way	12 m	-
Young Street	-	Local Street	Two-Way	12 m	-
Princess Street	-	Local Street	Two-Way	12 m	-
Dupont Street	Albert Street to Pepler Street	Local Street	Two-Way	12 m	-
Dupont Street	Caroline Street North to Albert Street	Local Street	Two-Way	20 m	-
Alexandra Ave	-	Local Street	Two-Way	20 m	-
George Street	-	Local Street	varies	15 m	-
Allen Street	Park Street to Caroline Street South	Minor Collector	Two-Way	20 m	III
Allen Street	Mary Street to King Street South	Minor Collector	Two-Way	20 m	III
John Street	-	Local Street	Two-Way	18 m	-
Union Street	-	Major Collector	Two-Way	20 m	-
Menno Street	-	Local Street	Two-Way	18 m	-
Euclid Ave	-	Local Street	Two-Way	18 m	-
Father David Bauer Drive	Erb Street West to Caroline Street South	Local Street	Two-Way	18 m	-
Father David Bauer Drive	Erb Street West to Westmount Road West	Minor Collector	Two-Way	26 m	II
Park Street	-	Major Collector	Two-Way	16 m	II
Albert Street	-	Major Collector	One-Way	18 m	-
Dorset Street	Dupont Street West to Princess Street West	Local Street	One-Way	18 m	-
Dorset Street	Princess Street West to Bridgeport Road West	Local Street	Two-Way	18 m	-
Pepler Street	-	Local Street	Two-Way	16 m	-
Laurel Street	-	Local Street	Two-Way	18.5 m	-
Herbert Street	-	Local Street	varies	15 m	III
Willow Street	-	Local Street	varies	15 m	-
Caroline Street	Allen Street West to John Street West	Local Street	Two-Way	18 m	-
William Street	-	Local Street, Minor Collector	Two-Way	18 m	-
Fullerton Street	-	Local Street	Two-Way	8.5	-
Norman Street	-	Local Street	Two-Way	8.5	-
Freemont Street	-	Local Street	Two-Way	8.5	-
Barrel yards Boulevard	-	Private Street	Two Way	-	-
Merchant Avenue	-	Private Street	Two-Way	-	-
CanBar Avenue	-	Private Street	Two-Way	-	-



# APPENDIX C

## **STREETSCAPE + DEVELOPMENT GUIDELINES**

*The following are suggested guidelines for usage by the City of Waterloo and the Region of Waterloo. These are general guidelines only and are not mandatory recommendations. They are intended to inform future City and Regional infrastructure review processes, and in the case of Regional roads, implementation will be subject to maintenance and cost-sharing agreements between the City and the Region.*



## READING THE PROPOSED STREETScape + DEVELOPMENT GUIDELINES

The terms on this page are used to understand the street typologies within this chapter.

**Segment:** Street segment refers to the portion of the street where the Streetscape + Development Guidelines apply from one intersection to the next. Streets often have varying characteristics and dimensions that call for varying standards along different segments of the street. When a segment is not specified but is marked with a dash (-), the information in that row refers to the entire length of that street in Uptown.

**Sidewalk:** The sidewalk dimension includes the minimum width to be provided for walking. The dimension refers to unobstructed walking areas. Street trees and above ground utilities are not to be placed in this area and can be placed in the amenity zone.

### Street Trees Planting Typology

**Open Planter (OP):** Open planters can accommodate one or multiple trees and are suitable to areas where widths are more generous. Open planters typically have a low curb but may have no curb or a high curb.

**Landscape Strip (LS):** Street tree planting in the landscape strip ideal for streets which have higher traffic volumes and speed to provide a greater buffer between sidewalks and motor vehicles.

**Tree Grate (TG):** A tree grate is ideally used in locations with limited available space and high pedestrian traffic.

**Planter Box (PB):** Planter boxes can be used in locations with limited space for trees and where underground utilities prevent planting into the ground. A planter box has limited soil capacity and is suitable for smaller trees.

**Planter Bulb-Out (BO):** Street tree planting in a bulb-out is suitable for locations with on-street

parking and limited sidewalk space. A bulb-out of the sidewalk into the parking area provides the spaces for street trees.

**Lot Line (LL):** Street tree planting adjacent to the lot line is ideal for locations where buildings have a suitable setback distance and where trees cannot be planted near the curb. Lot line planting is suitable to streets along the LRT where there are overhead wires.

### Amenity Space

The amenity space in an area of the streetscape that can include street trees, seating, bicycle parking, signs, parking meters, utilities etc.

**On-Street Parking:** On-Street Parking is the area adjacent to movement lanes for parking motor vehicles. On Street parking is ideal for short term parking. The Streetscape + Development Guidelines determine whether there is on-street parking or not and if it is located on one side of the street or both sides of the street.

**Amenities:** Streetscape amenities refers to streetscape elements that contribute to a comfortable pedestrian environment. Streetscape amenities include a gradation on the level of amenities provided and accrue. The Streetscape + Development Guidelines table provides the following codes for streetscape amenities.

1. Street Lighting
2. Street Lighting and Pedestrian Scale Lighting
3. Street Lighting, Pedestrian Scale Lighting and Waste Bins
4. Street Lighting, Pedestrian Scale Lighting, Waste Bins, Seating
5. Street Lighting, Pedestrian Scale Lighting, Waste Bins, Seating, Bicycle Parking

**Cycling:** Cycling refers to the types of bicycle facilities to be provided on a street. Bicycle typologies are typically classified as Classes I-IV as shown below.

**Bike Route Typologies:**

Class I: Bike Path

Class II: Bike Lane, Buffered Bike Lane

Class III: Bike Route, Bicycle Boulevard

Class IV: Separate Bikeway/Cycle Track

Class I:

Class I bikeways are rights-of-way completely separated from traffic.

*Bike Paths* are separated from streets and are often located along waterfronts, creeks and railroad rights-of-way. Bike paths are typically multi-use and are shared with pedestrians, joggers, rollerbladers and other non-motorized traffic.

Class II:

Class II bikeways are on-street areas designated for cyclists using striping and signage. Class II bikeways are ideal for arterial and collector streets where there is higher traffic volume and speeds than local streets.

*Bicycle Lanes* are on-street bicycle routes. Bicycle lanes are striped to indicate the area for cyclists.

*Buffered Bicycle Lanes* are on-street bicycle routes that are striped to indicate an area for cyclists with a wider diagonal marking to further separate motor vehicles.

Class III: Class III bikeways are shared spaces with motor vehicles are ideal for streets with low traffic volume and low speeds and no truck traffic. Class III bikeways are indicated by a shared road marking, “sharrow” and signage.  
Bike Route

*Bicycle Routes* are on-street routes that share the roadway with motor vehicles. Bicycle routes are marked with signs and a sharrow symbol on the roadway.

Bicycle Boulevards prioritize bicycle traffic and uses traffic calming to discourage motor vehicle through traffic.

Class IV: Class IV bikeways are separated from motor vehicle travel lanes with bollards, curbs, planter boxes

or parked cars. Class IV bikeways are known as protected bike lanes, separated bike lanes and cycle tracks.

**Ground Floor Height:** The ground floor height is the height of the first level of a building. The ground floor is typically taller than the other floors to provide a more animated street frontage.

**Ground Floor Use:** Ground floor uses are determined as either retail/commercial or mixed. Retail and commercial frontage activate the streetscape and are ideally located on street typologies of vibrant streets and places for people. Mixed frontage is determined as retail, commercial and residential building frontages.

**Setback:** The setback is the minimum distance of the building wall to the lot line. The development guidelines refer to the front setback of how the building relates to the streetscape. Setbacks are generally larger for wider streets, busier streets and places where additional width is needed for street trees or buffer space. Setbacks are typically larger where there may be ground floor residential frontages. Highly active retail and commercial corridors and streets with excess right-of-way width typically have a small setback.

**Stepback:** The stepback is the distance of the building wall on upper levels that is recessed from the building wall on lower levels. Tall buildings should typically have a podium base and a stepback of upper levels to create a human scaled streetscape. The stepback in the Streets Guidelines table refers to the building height where a stepback should be placed. Streets with a wider right-of-way can be permitted a higher podium base.

## Street Typology: Places for People



Places for People: High demand for activities on or adjacent to the street and no vehicle movement (excluding emergency access). This creates places that people enjoy, attract visitors and generate community value.

Street Typology: Places for People										
		Streetscape Guidelines						Development Guidelines		
	Segment	Sidewalk (min.)	Street Trees	Amenity Space	On-Street Parking	Amenities	Cycling	Ground Floor Height	Ground Floor Use	Stepback above #th floor
King Street North	Elgin Street to Laurel Trail	3 m	TG	1 m	one-side	5	IV	4.5 m	ret/com	4th
Willis Way	Caroline Street South to King Street South	4 m	TG	1 m	both sides	5	-	4.5 m	ret/com	6th
Willis Way	King Street South to Regina Street South	2 m	TG	1 m	none	5	-	4.5 m	ret/com	6th
Wells Lane	-	-	-	-	-	-	-	-	-	-
Hughes Lane	-	-	-	-	-	-	-	-	-	-
Dominion Lane	-	-	-	-	-	-	-	-	-	-

## Street Typology: Vibrant Streets



Vibrant Streets: High demand for movement as well as destinations and activity centres within the same road space.

Street Typology: Vibrant Streets										
		Streetscape Guidelines						Development Guidelines		
	Segment	Sidewalk (min.)	Street Trees	Amenity Space	On-Street Parking	Amenities	Cycling	Ground Floor Height	Ground Floor Use	Stepback above #th floor
Bridgeport Road	-	2 m	OP, LS	1 m	none	5	IV	4.5 m	ret/com	6th
Erb Street	Caroline Street to Willow Street	2 m	OP, LS	1 m	none	5	IV	4.5 m	ret/com	6th
Erb Street	Menno Street to Caroline Street	2 m	OP, LS	1 m	none	5	IV	4.5 m	ret/com	6th
Caroline Street North	-	2 m	LS	1 m	none	5	IV	4.5 m	ret/com	4th
Caroline Street South	Erb Street West to Allen Street West	2 m	TG, PB, LL	1 m	none	5	I	4.5 m	ret/com	6th
King Street South	Laurel Trail to Allen Street West	2.5 m	TG, PB	1 m	one-side	5	IV	4.5 m	ret/com	4th
Allen Street West	Caroline Street South to King Street South	2.5 m	LS, LL	1 m	none	5	III	4.5 m	ret/com	4th
King Street South	Allen Street West to Union Street West	2.5 m	TG, PB	1 m	none	5	IV	4.5 m	ret/com	4th
Regina Street	Elgin Street to Erb Street	2 m	TG	1 m	varies	5	-	4.5 m	ret/com	4th
Regina Street	Erb Street to William Street	3 m	TG, BO	1 m	varies	5	-	4.5 m	ret/com	4th



# Street Typology: Local Streets



Local Streets: The streets that facilitate local access to communities.

**Street Typology: Local Streets**

		Streetscape Guidelines						Development Guidelines		
	Segment	Sidewalk (min.)	Street Trees	Amenity Space	On-Street Parking	Amenities	Cycling	Ground Floor Height	Ground Floor Use	Stepback above 4th floor
Elgin Street	-	2 m	LS	1 m	one-side	1		4.5 m	mix	4th
Spring Street	-	2 m	LS	1 m	one-side	1		4.5 m	mix	4th
Young Street	-	2 m	LS	1 m	one-side	1		4.5 m	mix	4th
Princess Street	-	2 m	LS	1 m	one-side	2		4.5 m	mix	4th
Dupont Street	Albert Street to Pepler Street	2 m	LS	1 m	varies	2		4.5 m	mix	4th
Dupont Street	Caroline Street North to Albert Street	2 m	LS, PB	1 m	none	2		4.5 m	mix	4th
Alexandra Ave	-	2 m	LS	1 m	one-side	2		4.5 m	mix	4th
George Street	-	2 m	LS	1 m	one-side	2		4.5 m	mix	4th
Allen Street	Park Street to Caroline Street South	2 m	LS, OP	1 m	both-sides	2		4.5 m	mix	4th
Allen Street	Mary Street to King Street South	3 m	LS, OP	1 m	one-side	2		4.5 m	mix	4th
John Street	-	2 m	LS, OP	1 m	one-side	2		4.5 m	mix	4th
Union Street	-	2 m	LS	1 m	none	2		4.5 m	mix	4th
Menno Street	-	2 m	LS	1 m	one-side	1		4.5 m	mix	4th
Euclid Ave	-	2 m	LS	1 m	one-side	1		4.5 m	mix	4th

Father David Bauer Dr	Erb Street West to Caroline Street South	2 m	LS, TG	1 m	both sides	4		4.5 m	mix	4th
Father David Bauer Dr	Erb Street West to Westmount Road West	2 m	LS, MS	1 m	varies	4		4.5 m	mix	4th
Park Street	-	2 m	LS, OP	1 m	none	5		4.5 m	mix	4th
Albert Street	-	2 m	LS	1 m	one-side	5		4.5 m	mix	4th
Dorset Street	Dupont Street West to Princess Street West	2 m	OP, TG	1 m	one-side	2		4.5 m	mix	4th
Dorset Street	Princess Street West to Bridgeport Road West	2 m	OP, TG	1 m	one side	2		4.5 m	mix	4th
Peppler Street	-	2 m	LS	1 m	one-side	2		4.5 m	mix	4th
Laurel Street	-	2 m	LS	1 m	one-side	2		4.5 m	mix	4th
Herbert Street	-	2 m	LS	1 m	none	2		4.5 m	mix	4th
Willow Street	-	2 m	LS	1 m	none	2		4.5 m	mix	4th
Caroline Street	Allen Street West to John Street West	2 m	LS, OP	1 m	one-side	5		4.5 m	mix	4th
William Street	-	2 m	LS, OP	1 m	varies	5		4.5 m	mix	4th
Fullerton Street	-	2 m	-	1 m	one-side	2		4.5 m	mix	4th
Norman Street	-	2 m	-	1 m	one-side	2		4.5 m	mix	4th
Freemont Street	-	2 m	-	1 m	one-side	2		4.5 m	mix	4th
Barrel yards Blvd	-	2 m		-	none	2		4.5 m	-	4th
Merchant Avenue	-	2 m		-	none	2		4.5 m	-	4th
CanBar Avenue	-	2 m		-	none	2		4.5 m	-	4th



# **APPENDIX D**

## **INDEX OF MAPS AND IMAGES**

## Maps

Map 1: Uptown Study Area and LRT  
Map 2: Existing Building Heights  
Map 3: Official Plan Maximum Building Heights  
Map 4: The existing open space system  
Map 5: The existing connectivity network  
Map 6: The existing built form  
Map 7: Existing heritage resources  
Map 8: Existing public art and cultural places  
Map 9: Systems  
Map 10: The Proposed Breathe System  
Map 11: The Proposed Move System  
Map 12: The Proposed Frame System  
Map 13: The Proposed Heritage System  
Map 14: The Proposed Inspire System  
Map 15: Priority Initiatives  
Map 16: System of Open Spaces in Uptown  
Map 17: Priority Connections to Parks  
Map 18: Uptown Open Space Walking Radius  
Map 19: Proposed Street Network and Types  
Map 20: Priority Complete Street Network  
Map 21: Proposed Pattern of Street Tree Planting  
Map 22: Proposed Trail Intersection Improvements  
Map 23: Potential Pattern of Streets, Trails, Laneways and Mid-block Connections  
Map 24: Proposed Gateway Locations  
Map 25: Existing Building Frontage and Opportunities to Frame the Edges of Public Spaces  
Map 26: Existing Places of Heritage Value and Potential for Preserved Views Towards Heritage  
Map 27: Locations of Public Art and Culture Places in Uptown  
Map 28: Connected Places and Destinations Along the Laurel Greenway  
Map 29: The Civic Common Connects Public Spaces in the Civic District  
Map 30: Willis Way as an East West Connection through Uptown

## Images

Image 1: Image removed.  
Image 2: Image removed.  
Image 3: Image removed.  
Image 4: Image removed.  
Image 5: Ohlone Greenway in Berkeley  
Image 6: Grange Park in Toronto  
[https://en.wikipedia.org/wiki/Grange\\_Park\\_\(Toronto\)#/media/File:Grange\\_Park\\_\(Toronto\),\\_John\\_Street\\_entrance.jpg](https://en.wikipedia.org/wiki/Grange_Park_(Toronto)#/media/File:Grange_Park_(Toronto),_John_Street_entrance.jpg)  
Image 7: Simcoe Wavedeck in Toronto  
<http://m2jlstudio.com/images/2011/MOOT-20110130.004.jpg>  
Image 8: Sugar Beach in Toronto  
<http://blog.waterfronttoronto.ca/nbe/portal/wt/home/blog-home/posts/What-makes-a-great-park>  
Image 9: Montgomery Ward Park in Chicago  
<https://www.site-design.com/projects/chicago-play-ground-design/>  
Image 10: Plaza at Portland State University  
<https://www.walkermacy.com/projects/portland-state-university/>  
Image 11: Fort Washington Park in New York City  
Image 12: Yorkville Park in Toronto  
<https://www.asla.org/2012awards/034.html>  
Image 13: The Freezeway in Edmonton  
<https://awol.junkee.com/victoria-park-iceway-canada/58979>  
Image 14: Public Square in Waterloo  
<https://www.explorewaterlooregion.com/planning-info/photo-video-gallery/>  
Image 15: Primatica in Montreal  
<https://www.flickr.com/photos/obousquet/16000772699>  
Image 16: Building Design to Block Strong Winds from the Edmonton Winter City Design Guidelines  
[https://www.edmonton.ca/city\\_government/initiatives\\_innovation/winter-design-guidelines.aspx](https://www.edmonton.ca/city_government/initiatives_innovation/winter-design-guidelines.aspx)



Image 17: Paley Park NYC  
<http://www.curbd.org/the-importance-of-public-spaces/>

Image 18: Friends of Waterloo Park Stewardship  
<https://www.waterloo.ca/en/living/communityplantings.asp>

Image 19: The Garden at Memorial Park  
<https://www.waterloohort.org/memorial-gardens.html>

Image 20: Image removed.

Image 21: Image removed.

Image 22: Broadway in Seattle  
<https://www.dksassociates.com/portfolio/seattle-first-hill-streetcar-wa/>

Image 23: Complete Street in New York City  
<https://www.nrdc.org/resources/transportation-reimagined-roadmap-clean-and-modern-transportation-north-east-and-mid>

Image 24: Tree Lined Street in Brooklyn  
<https://www.mnn.com/earth-matters/wilderness-resources/blogs/every-single-nyc-street-tree-mapped>

Image 25: Tree Lined Street in Montreal  
<https://www.azuremagazine.com/article/claude-cormiers-celebratory-18-shades-of-gay-in-montreal/>

Image 26: Park(ing) Day in Washington DC  
<http://brownsvilleliving.blogspot.com/2016/09/want-something-fun-to-do-this-weekend.html>

Image 27: Play Street in Los Angeles  
<https://www.nytimes.com/2018/04/29/arts/design/play-streets-los-angeles-boyle-heights.html>

Image 28: Parklet in San Francisco  
<https://theaccessiblecity.com/category/transportation-planning/>

Image 29: Yoga on Johnson Street in Victoria  
<https://www.tourismvictoria.com/see-do/festivals-events>

Image 30: Bicycle and Pedestrian crossing in Seattle  
<http://blog.tstc.org/2016/05/20/on-national-bike-to-work-day-a-reminder-that-more-americans-would-bike-if-they-had-safer-streets/>

Image 31: The BeltLine in Atlanta  
<https://backstage.worldarchitecturenews.com/warriors/project/atlanta-beltline-eastside-trail/?source=sector&selection=all>

Image 32-45: Image removed.

Image 32: Decorative Street Signs

Image 33: Image removed.

Image 34: Pedestrian Lighting  
<https://www.pinterest.ca/pin/326933254172010827/>

Image 35: Planter Box  
<https://uwaterloo.ca/bridge-to-academic-success-in-english/events/archive/2017>

Image 36: Seating  
[http://www.victorstanley.com/rb-28\\_pittsburgh/](http://www.victorstanley.com/rb-28_pittsburgh/)

Image 37: Waste Receptacle  
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Image 39: Pavers  
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Image 42: Standard Lighting  
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Image 46: Image removed.

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Image 50: Image removed.

Image 51: An Outdoor Room  
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Image 52: Plaza de Dalí in Madrid  
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Image 53: 125 Peter Street in Toronto  
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Image 54: Main Plaza in San Antonio  
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Image 55: Mirrored Pavilion in Marseille  
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Image 56: 144 Park Street, Waterloo

Image 57: Willis Way in Waterloo  
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Image 58: Image removed.

Image 59: Image removed.

Image 60: 7 St. Thomas Street, Toronto  
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Image 61: Rotman School of Management, U of T  
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Image 62: Sightline to Seagrams Lofts  
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Image 67-68: Pioneer Square, Portland OR  
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Image 69: Art Bench, Mexico City  
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Image 71: Saint-Catherine St, Montreal  
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Image 72: Digital Orca, Vancouver  
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Image 73: Berzcy Park, Toronto  
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Image 74: Urbanité Verdoyante, Montreal  
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Image 74a: Existing View from the intersection of Regina Street south and William Street south.

Image 74b: Proposed View from the intersection of Regina Street south and William Street south.

Image 74c: Existing View from the intersection of Regina Street south and William Street south.

Image 74d: Proposed View from the intersection of King Street south and Laurel Trail

Image 75: Greening the Laurel Greenway as a Tactical Project  
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Image 76: Enhancing the Greenway Between Regina Street and Caroline Street

Image 77: Beekman Plaza, New York City  
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Image 78: Proposed Cross-section of the Laurel Greenway  
Between King Street South and Caroline Street

Image 79: Proposed Cross-section for King Street South  
between the Laurel Trail and Allen Street

Image 80: The Civic Common Sits Adjacent to the Region  
of Waterloo Office and Waterloo City Hall

Image 81: Proposed Cross-section for Regina Street South  
Between Erb Street and William Street

Image 82: Willis Way as an East/West Connection through  
Uptown

Image 83: Proposed Cross-section for Willis Way Between  
King Street South and Regina Street  
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