PART 3.
SUPPLEMENTAL DESIGN GUIDELINES

The Supplemental Design Guidelines provides detailed design guidelines for specific types of development such as site service areas, tall buildings and may implement specific land use policies such as the Nodes and Corridors land use designation.

These guidelines are to be read in context of the General City Design Guidelines. In cases of conflict, the Supplemental Design Guidelines will supersede the General City Design Guidelines or other city-approved design guidelines. Over time, the City's older guidelines will be updated and added into the Urban Design Manual.

As with the General City Design Guidelines, the Supplemental Design Guidelines do not supersede legislative requirements or other City, agency standards or zoning requirements.

3.1 Supplemental Guidelines

Supplemental design guidelines have been prepared for the following types of development and functions:

3.1.1 Streetscape Guidelines (public realm)
3.1.2 Master Planned Development
3.1.3 Site Services
3.1.4 Tall Buildings
3.1.5 Mid-Rise Housing Geared to Student Accommodations
3.1.6 Parking Structures
3.1.7 Drive-Through Facilities
3.1.8 Signage

3.2 Area-Specific Guidelines

3.2.1 Nodes and Corridors

3.1.1 STREETSCAPE GUIDELINES (public realm)

The physical design of the street is called streetscape, a primary "character" element in the City. Streetscape character is largely defined by the elements located in the public right-of-way, as well as, the architectural design of building facades and front yard landscaping treatment in the private realm.

The City of Waterloo promotes high quality, pedestrian-oriented streetscapes with opportunities for distinctive character in select areas of the City. Opportunities should be explored to maintain and enhance streetscape character particularly through new site development and road reconstruction projects with opportunities to incorporate sustainable design features. The Streetscape Supplemental Guidelines will assist in promoting coordinated streetscape elements within the public right-of-way and may be updated through site/area specific guidelines in addition to the Urban Design Manual, through the Development Engineering Manual (2013) as amended or the successor manual, and related initiatives.

1. Design the public realm for human comfort, accessibility, visual interest and safety.

2. Design roads with specific streetscape standards including street tree planting, sidewalks, bike lanes, street furniture and other elements that contribute to pedestrian-friendly streets and unified streetscape character.

   - ***Reference**: Refer to the Region of Waterloo's Context Sensitive Regional Transportation Corridor Design Guidelines (March 2013) to identify applicable design standards.*
   - ***Reference**: Development Engineering Manual (2013) as amended or the successor manual.*
   - ***Reference**: refer to Supplemental Design Guidelines for more specific streetscape guidelines and standards.*
   - ***Reference**: City Urban Forestry Policy.*

3. Promote green streets through street tree planting. Select low maintenance native tree plantings with emphasis on salt tolerant and draught tolerant properties. Alternative plant material may be considered subject to City approval.

4. Investigate opportunities to break or soften hard urban spaces with soft landscaping treatment(s). Encourage opportunities to create tree-lined (double canopy) boulevard. Encourage double row tree planting where possible, and coordinate tree spacing in public and private realm to promote green streets.

Landscaped medians add greenery into the public realm (MMM Group).

City districts and blocks can be defined through special landscape treatment (Toronto).

Wide boulevards provide opportunity for additional tree planting (Toronto).

5. Design streets to include street tree planting where sufficient space is available. Encourage use of structural soils to provide appropriate growing mediums in hard surfaced or constrained areas.

6. Consider opportunities to create unified gateways through public realm enhancements such as alterative banding details, alternative landscape treatment(s), creative vertical markers and signage.

   - ***Guideline Tip:*** *encourage the City to prepare Master Plan Guidelines for streetscape design standards subject to Council consideration and implementation.*

7. Consider opportunities to enhance streetscape character and district identity through special streetscape standards subject to Council approval(s) with implementation strategy. Specific elements may include:

   - district banners;
   - wayfinding signage;
   - pedestrian scale lighting;
   - decorative poles/markers;
   - decorative street furnishings;
   - special paving details;
   - tree pit details; and
   - public art.

   - ***Guideline Tip:*** *prepare a Streetscape Master Plan for consideration and implementation.*
   - ***Guideline Tip:*** *encourage streetscape improvements and maintenance agreements through redevelopment.*
   - ***Guideline Tip:*** *alternative street lights may be considered in select areas of the City subject to City and Waterloo North Hydro approvals.*

8. Consider specific design elements to distinguish primary (major) street from secondary (minor) streets.

9. Encourage opportunities to promote sustainable design elements within the right-of-way.

   - ***Reference:*** *refer to Sustainable Design Guidelines and Appendix for more information.*

10. Encourage bike racks within the right-of-way. Promote the ring-and-post as the basic standard. Encourage similar standards in the private realm and consider opportunities for alternative racks.

Structural soils provide an effective growing medium for street trees located in hard surface conditions (Kitchener).

The quality of gateway intersections can be improved through a combination of decorative pavers and low maintenance landscaping (Toronto).

District character, such as the Uptown, is reinforced through decorative street lighting and alternative paving details (Waterloo).

3.1.2 MASTER PLANNED DEVELOPMENT

There are many issues to consider in preparing and evaluating planned development projects such as subdivision plans, shopping centres, employment areas and large intensification projects.

To support a high standard of urban design, the City of Waterloo will support a designed-based approach in the preparation and review of major development projects and may require, or request, applicants to prepare a Master Plan. A Master Plan is a set of design concepts, plans and guidelines prepared in support of a development proposal that typically involves (but not limited) the review and analysis of:

- surrounding neighbourhood context including heritage resources, views, landmarks and potential constraints;
- proposed building location and orientation;
- site circulation and access;
- building massing and design (including shadow studies);
- landscape design (including amenity areas and lighting);
- sustainable design; and,
- Implementation strategies.

A Master Plan may be approved by City Council to form a basis for development approval, or, recommended by City staff to facilitate a coordinated site planning process. Key features and analysis for a Master Plan Study to address include:

1. Prepare a Context Plan showing surrounding site features, and on-site conditions and provide recommendations for site opportunities.

   - ***Guideline Tip:*** *identify existing and future easements that may be required to facilitate the development.*

2. Prepare a Concept Plan that addresses the City urban design objectives, policies and the applicable design guidelines.

   - ***Guideline Tip:*** *consult with City staff early in the design process.*
   - ***Guideline Tip:*** *prepare supporting technical studies to ensure development concept can be accommodated.*

3. Include supporting analysis, such as cross-section drawings, shadow analysis, site-circulation plans, public art master plan, heritage impact analysis, that demonstrate how the proposed development functions and complements the surrounding area.

The CIGI Master Plan for Balsillie School of International Affairs includes a detailed concept plan and supporting design guidelines for a major site development in the Uptown.

Built form analysis ensures that new buildings are compatible with the surrounding neighbourhood (CIGI Master Plan).

A cross section drawing for the CIGI Master Plan provides an effective technique to evaluate streetscape design and road function (including underground utilities).

4. Include Implementation Guidelines to establish strategies that facilitate the development proposal.

    - ***Guideline Tip:*** *prepare a master site servicing plan to coordinate development phasing.*
    - ***Guideline Tip:*** *prepare cross section drawings to evaluate building massing and streetscape details.*

In addition to the Master Plan "Study Guidelines", the City has prepared a series of project specific guidelines for Master Planned development. These guidelines provide a comprehensive approach to site planning and project evaluation for specific types of projects addressed below.

Mixed Use Intensification

5. Develop a hierarchy of streets and open spaces that relate to the surrounding urban context and reinforce an urban block structure. Locate buildings close to the street and incorporate a range of open space elements integrated throughout the development.

6. Provide multiple pedestrian connections to the surrounding streets and open space system.

7. Mass buildings to relate to surrounding buildings, to provide a transition in height and form across the site, and to achieve an interesting and coordinated skyline.

8. Design building massing and features that contribute to a unified project theme with opportunity for contrast and variation to promote a sense of place and a sense of identity.

9. Design sites and buildings to create an urban streetscape theme through different building entrance features, opportunities for public art elements/features and pedestrian scale furniture and lighting. All elements are to be decorative and relate to a project theme and to complement the streetscape character.

10. Encourage a range of elements that support an urban approach to sustainable design, including but not limited to geo-thermal energy, district energy, zero and low carbon energy solutions, green roofs and outdoor terraces, high performance construction and building standards, stepped massing and building orientation for optimum solar gain, creative water retention/storage solutions, and micro-climate designs that contribute to comfortable and vibrant public spaces..

Port Credit Village includes many diverse buildings, styles and amenity spaces that results in a sense of place (Mississauga).

Human scale development is achieved through a variety of building heights on sites with multiple buildings (Toronto).

An integrated site development is achieved through a variety of pedestrian linkages (Toronto).

Planned Employment Areas

11. Encourage contemporary design elements in planned employment areas through modern building designs, landmark buildings, and coordinated streetscape elements that contribute to a distinctive theme.

12. Design buildings with unifying architectural elements that result in a contemporary character with emphasis on glazing, glass and modern building materials.

13. Encourage decorative street furnishings that create a distinctive image for the employment area with emphasis on decorative light fixtures, landscaped medians, artistic banners and coordinated bus shelter designs and amenities.

14. Develop a hierarchy of streets and open space elements with multiple connections to the open space network.

15. Create distinctive gateways at the primary employment entrance and consider opportunities for secondary gateway features at secondary entrances.

16. Provide a series of focal points with coordinated streetscape elements that contribute to a unified theme. Encourage amenity areas and other active uses in or near focal points.

17. Provide a variety of outdoor amenity spaces for employees to relax and socialize. Orient amenities spaces towards the public realm with emphasis on public streets, park spaces, trails and focal points.

18. Design sites and buildings to provide convenient access to transit routes and stops. Encourage a high standard of landscape design to integrate transit facilities and locate building entrances near the transit route/stop.

19. Provide ample bike parking for employment areas with a range of indoor and outdoor parking spaces (temporary and secure spaces). Encourage indoor bike rooms, outdoor bike shelters and shower facilities.

20. Encourage sustainable design features with priority given to green roofs, solar technology, native plant materials, bio-swales, green building design(s) and other supporting elements.

The University Master Plan for the North Campus establishes an integrated framework for campus expansion and placemaking.

Special streetscape elements create a modern streetscape image for the Waterloo Research and Technology Park (Waterloo).

Modern building designs distinguish employment areas from other parts of the City (MMM Group).

Planned Commercial Areas

21. Create an integrated commercial development with an interconnected hierarchy of coordinated streets (drive aisles), pedestrian routes and amenity spaces.

22. Provide multiple pedestrian linkages across the site with wider sidewalks provided along the primary linkages and store front areas.

23. Incorporate traffic calming in large commercial projects and provide dedicated service lanes for loading/service areas.

24. Design fire access routes and internal transit routes with minimal conflicts with drive aisles and parking spaces. Provide landscaped islands or boulevards along these routes with clear Fire Route signage.

25. Design parking areas with ample landscaping to reduce urban heat island effect, define pedestrian walkways, screen parking and screen shopping coral structures.

26. Locate buildings to frame the street intersections, focal points and internal streets. Encourage a range in building heights to reinforce street corners, frame nodes and create focal points along large facades.

27. Design site and buildings that contribute to a distinctive project theme with emphasis on unifying architectural elements, coordinated building materials, coordinated signage and gateway features. Avoid store designs, formats, colours, materials and signage that directly conflicts or contradicts the planned project theme.

28. Encourage high quality materials such as stone, brick, masonry, metal panels and other decorative facade material. Provide opportunity for stucco cladding provided adequate articulation and detailing is provided.

29. Encourage a greater amount of brick material in proximity to residential areas.

30. Provide windows, articulated facades and other architectural and design elements to create interest along the pedestrian routes and street frontages.

An integrated commercial development results in a well planned, and interconnected site development that provides convenient and direct access for pedestrians (Ira Needles Mixed Use Commercial Centre).

A unified project theme is created through coordinated design elements (Williamsburg Towne Centre, Kitchener).

The pedestrian experience is improved through wide sidewalks with street trees, decorative street furniture and coordinated signage (Montréal).

Animated streets are created with widows and architectural details facing the street or public space(s) (Mississauga).

31. Encourage a sign master plan to reinforce a project theme with various types of decorative signage. Review sign master plan with Sign Variance Committee for comment and consideration. Ensure signs are architecturally incorporated into building design and contribute towards a design theme.

32. Provide a variety of roof designs across the development with emphasis on articulated rooflines and architectural features. Break long rooflines with wall dormers, parapets and other architectural elements and façade articulation. Ensure all rooftop equipment is screened.

33. Avoid long, blank walls. Incorporate horizontal and vertical elements, as well as a variety of building colours, materials and wall projections, to break long facades into sections compatible with smaller scale stores or result in an expressive façade design.

34. Incorporate a high level of design for elevations backing onto public roads or internal streets. Incorporate window openings, canopies and other architectural elements such as pilasters, columns and spandrel windows to create interest at these locations. Provide landscape treatment to complement the building design and add interest.

35. Provide a high level of landscape design to accentuate the building design, soften large facades, create tree-lined store fronts, provide shade around amenity areas, screen parking areas and create attractive streetscapes. Provide landscaped entrance features and more intensive landscaping to reinforce the primary entrances and routes (vehicular and pedestrian).

36. Incorporate a series of amenity spaces in the development with emphasis on centralized bike areas, landscaped focal points and gateway entrances, landscaped plazas and intersection enhancements.

37. Establish a hierarchy of lighting. Encourage pedestrian scale lighting along primary pedestrian routes (central walkways) and amenity areas and provide decorative wall lighting that contributes to a unified theme and accentuates building design features.

38. Encourage sustainable design features with priority given to thermal energy, on-site water retention, low energy fixtures, native plant species, bio-swales, solar energy, green building design and other sustainable elements.

A distinctive theme is created through complementary materials, coordinated signage and interesting architectural features (Waterloo).

Effective design treatments for a long façade include variation in materials, colours, design elements, building projections and landscape features (Guelph).

A range of amenity spaces can be incorporated into a large commercial development, including activity areas, public art corners, play structures and other social spaces.

3.1.3 SITE SERVICES

1. Provide convenient access to all site service areas. As the primary preference, locate refuse areas, loading facilities, hydro transformers internal to buildings. Alternatively, locate internal to site away from public view, residential properties and steep slopes.

- ***Guideline Tip****: consult Waterloo North Hydro, Union Gas and other utility service providers early in the concept stage to determine local hydro requirements.*
- ***Guideline Tip:*** *Internal rooms may need to be sprinklered, air conditioned or structurally reinforced.*
- ***Reference:*** *Underground Hydro Facilities resolution (PWS2007-02, Council Meeting January 8 2007).*

2. As an alternative to garbage enclosures, encourage below grade (deep well) garbage collection systems with landscape buffers where possible.

3. Design site to provide easy vehicular access to service areas and avoid vehicular obstructions such as parking spaces. Design turning radius for larger service vehicles and avoid long or difficult reverse movements.

4. Encourage joint or shared utility areas located behind buildings or internal to sites. Provide adequate buffers adjacent to residential properties.

5. Integrate recycling facilities with general refuse area and provide sufficient storage facilities to accommodate user needs.

6. Design garbage enclosures, loading facilities and screening walls to architecturally complement building design. Incorporate similar architectural features and materials.

7. Provide sufficient landscape treatment and plant material to screen service utilities, including ground air conditioner equipment, garbage enclosures, decorative walls and hydro utilities.

8. Architecturally integrate mail delivery areas into building and site design.

9. Provide sufficient space to properly store (and where appropriate screen) private garbage and recycling receptacles out of view from public and/or shared spaces, as well as manoeuver private garbage and recycling receptacles with relative ease.

Hydro transformers are effectively screen by integrating in internal bays rather than outdoor locations (Toronto).

Below grade garbage collection systems with landscaping provide compatible servicing solutions adjacent to residential properties.

An architecturally coordinated garbage enclosure (Milton).

Decorative screening walls and landscaping screen utility services (Waterloo).

Architecturally integrated mail area (Toronto).

3.1.4 TALL BUILDINGS

The City of Waterloo promotes tall buildings through its Official Plan policies and Zoning By-law regulations which establish criteria for setbacks, density and height. The design and massing of tall buildings is addressed through the site plan process (Section 41 of the Planning Act). The City has prepared supplemental guidelines to guide the massing and design of tall buildings in conjunction with the general design guidelines and site plan standards for shadow impact criteria.

From a Waterloo perspective, a tall building includes mid-rise buildings ranging in height between 4-12 storeys and high-rise buildings over 12 storeys in height. Supplemental Guidelines have been prepared to provide specific design guidelines for tall buildings and may be further refined through area-specific guidelines such as the Nodes and Corridor Areas.

Design Objective

- To design tall buildings as architecturally interesting and well composed buildings that relate to the surrounding context, contributes to an interesting skyline and reduces impacts to surrounding properties.

Built Form

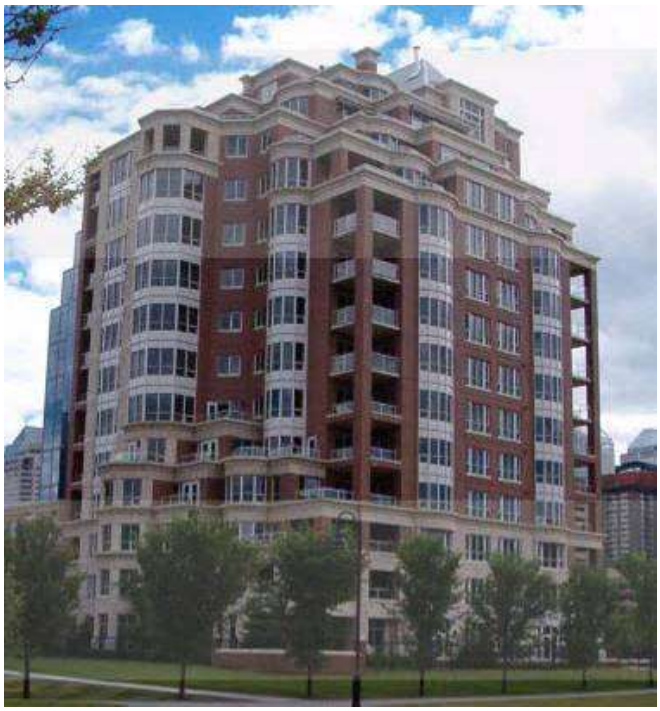
1. Design tall buildings with a defined base, middle and top section to emphasize human scale dimensions, reduce appearance of bulk and to create an interesting skyline.

2. Architecturally integrate each section of the building to create a unified architectural expression and composition through integration of building materials, coordinated design elements and colour(s).

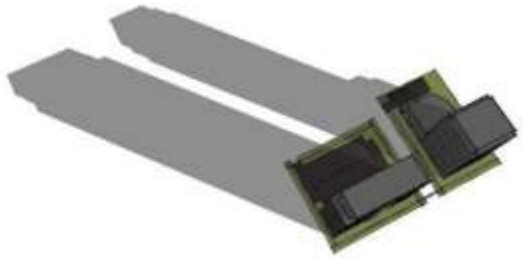
3. Design tall building mass to minimize shadowing and wind impacts to surrounding properties, public spaces and outdoor amenity spaces. For high-rise buildings, a tower massing form with stepped top section is recommended rather than slab forms to reduce shadow impacts and bulk.

   - ***Guideline Tip:*** *design buildings to meet Shadow Study criteria established in SPRG.*
   - ***Guideline Tip****: refer to building appendices for alternative building massing forms and interesting rooflines*

4. Design high-rise buildings with articulated massing to create an interesting and recognizable skyline. Design high-rise building with a stepped or sculpted top section to create a shaped skyline rather than a flat or heavy skyline.



The appearance of large massing is reduced through an integrated building design with a well defined base section, integrated middle section and articulated top section (a triparte building, Calgary).



The shadow impact of a 20-storey slab building results in greater impact than a 20-storey tower building.

Subtle transitions in building sections can result in an architecturally elegant and integrated building (Waterloo).

5. Design mid-rise buildings with a transition in massing on the top section with priority given to upper storey facade step-backs, terracing and other articulated forms. Encourage subtle transition between the base and middle sections through cornices, canopies, different materials and other design strategies. Encourage layered, curtain wall and modulated facades and avoid flat walls.

6. Emphasize vertical articulation through coordinated fenestration patterns, vertical bays, stepped forms and lesser degree, colour. Avoid flat walls on large buildings

7. As a general principle, emphasize horizontal articulation particularly along the base and top sections through building step-backs, terracing, cornices, banding elements, fenestration proportion and detailing, alternative building materials, and to a lesser degree, colour.

8. Emphasize the base/podium section. Provide façade step-back between base and middle section to create a human scale dimension and transition in massing. Encourage deeper step-backs for residential podiums which may include live-work or townhouse units at grade. Avoid blank walls facing the public realm.

9. Encourage transition in massing adjacent to low-rise buildings. Design taller building massing and height to step down toward adjacent low rise buildings or incorporate measures such as a prominent cornice to create a physical transition between buildings.

10. Provide adequate separation distance between high rise infill to provide light, view and privacy. Encourage visual privacy by offsetting new windows from neighbours' windows and variation in building heights.

11. Architecturally integrate mechanical penthouse into roof form and design. Design as feature.

Detailing

12. Design buildings to have a strong relationship to the street. Design building entrances and canopies in proportion with the building scale. Provide larger entrance features for larger buildings. Encourage canopies to extend towards the property line to emphasize the building entrance and to create an outdoor amenity area.

    - ***Guideline Tip:*** *review Zoning regulations for architectural entrance feature setback and architectural projection setback.*

Bulk is reduced through a building stepback above the base level, strong vertical elements and a stepped roofline (Toronto).

Strong vertical articulation is achieve through a coordinated fenestration pattern and stepped building form (Waterloo).

13. Design the base section to relate to human scale dimensions and relate to lower storey buildings in neighbourhood. Incorporate similar materials (such as brick or stone) to complement the surrounding character and create a pattern that complements the surrounding residential scale and rhythm.

14. Design base section to architecturally complement the middle section. Encourage complementary building materials and colours. Create additional interest through modulating bays and projecting elements (such as cornices).

15. Provide large windows to reduce the appearance of bulk, promote activity and interest along the street, to create a balanced elevation and to provide maximum visual exposure to surrounding views. Avoid small or undersized windows. Encourage spandrels and glass curtain wall systems to soften the building design, increase window openings or the appearance of glazing on facades. Provide larger windows and glazing at-grade and the first two storeys.

    - ***Guideline Tip:*** *review Building Code requirements for maximum window openings requirements.*

16. Incorporate a variety of balcony treatments architecturally integrated into the building design and massing. Encourage recessed and partially recessed balconies particularly on building corners and lower storey floors. Consider opportunity for juliet balconies and projecting balconies. Balcones should be designed as an integral part to the building rather than appearing to be unresolved additions or elements. Encourage curtain wall systems.

17. Architecturally integrate elevator and mechanical penthouses into the roofline. Incorporate with upper storey massing, unique building design features or alternative finishes. Design to coordinate with upper storey materials and colours. Consider colour match with lighter tone. Consider cornices to accent penthouse and physically integrate or screen access steps into roof structure and penthouse.

Large canopy structures are appropriate for high rise buildings (Toronto).

A strong cornice provides a subtle, but distinct, transition between the base and middle section (Toronto).

Modulating bays provides an alternative approach to enhance streetscape character and add interest along the street (Toronto).

Glass curtain walls and vertical bays softens the building mass and adds interest to the elevation (Toronto).

Circulation and Servicing Areas

18. Design building and site to provide direct and convenient access for all loading areas and facilities. Encourage internal loading areas or rear service lanes. Avoid long or difficult reverse turning movements for loading vehicles.

19. Provide short term and visitor parking near the building entrance(s).

Site Amenities

20. Incorporate a variety of outdoor amenity spaces such as courtyards, roof gardens, internal forecourts and small garden areas.

21. Design site to accommodate street tree planting in the front, side and rear yards.

    - ***Guideline Tip:*** *review Zoning requirements for underground parking setbacks. Building setbacks apply to underground structures.*

22. Encourage roof gardens, terraced balconies and outdoor amenity spaces above podium structures.

23. Provide sufficient bike parking for site development with indoor secured bike rooms and outdoor visitor spaces.

    - ***Reference****: refer to SPRG for Bike Parking standards.*

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Rear servicing lanes provide convenient access for loading and garbage pickup and can also be used as an outdoor amenity space (Toronto).

A courtyard provides additional amenity space for high-rise development (Toronto).

3.1.5 MID-RISE HOUSING GEARED TO STUDENT ACCOMODATIONS

In Waterloo, mid-rise buildings range between 4-12 storeys. This form of development is diverse including tri-plex units, walk-up apartments, traditional slab apartments, apartment towers and housing geared to student accommodations.

Supplemental Guidelines have been prepared for mid-rise housing geared to student accommodations to address specific site technical issues associated with this form of housing. In addition to the General City Design Guidelines and Tall Building Supplemental Guidelines, the following guidelines will apply to this form of mid-rise housing.

- ***Reference:*** *Refer to the Northdale Land Use and Community Improvement Plan Study - Urban Design and Built Form Guidelines (June 2012) for more detailed direction within the Northdale neighbourhood.*

Site Design

2. Design sites with landscape buffers that accommodate continuous perimeter landscaping and adequate snow storage areas. Other site functions must not conflict with buffer requirements.

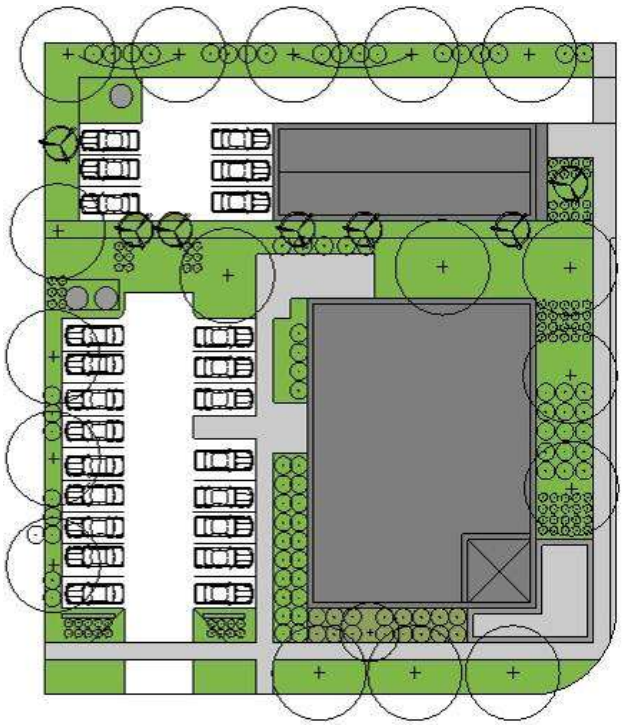
3. Design buffers to accommodate drainage. Consider swales with tree and shrub planting.

   - ***Guideline Tip:*** *wide buffers may be required to accommodate site engineering (drainage) and to satisfy minimum landscape standards.*
   - ***Reference:*** *refer to SPRG for buffer and swale standards.*

4. Provide grade access between public street to building entrance. Some grade separation may be considered subject to streetscape design considerations, landscape treatment and providing convenient barrier-free access from public street.

   - ***Guideline Tip:*** *Consider alternative floor plans to provide at-grade, or grade related access from street.*

5. Provide dedicated barrier free access from designated barrier free parking space to building entrance (rear entrance). Consider separate barrier free access from public street to interior side entrance subject to maintaining unobstructed access and appropriate grades.



Typical site plan showing basic elements for mid-rise housing geared toward student accommodations.

Grade related access provides convenient barrier free access from public streets and parking spaces (Waterloo).

Alternative barrier free access may be considered if there is adequate access available to a side entrance (Waterloo).

6. Provide dedicated emergency access from site to public street. Integrate access with primary walkway to avoid multiple sidewalk connections to public street. Encourage decorative pavers or turf stone for emergency access paths. Maintain landscape buffer.

Building Design and Streetscape Character

7. Design building to architecturally complement surrounding residential character with emphasis on brick cladding material. Select colours that complement surrounding residential character. Avoid colours and materials that directly conflict with surrounding low rise neighbourhoods.

8. Encourage traditional housing style and materials for smaller scale projects located near surrounding residential neighbourhoods. On small lots, encourage porch or verandah elements with proportionate sized columns. Architecturally integrate windows into building design and emphasize through architectural detailing such as shutters, headers, keystones and sills.

9. Design porches/verandahs with decorative columns. Columns shall be at least 6" diameter with stone or brick base. Avoid plastic columns and 4"X4" posts.

10. All entrances shall be fully functional and proportionate to building scale. Encourage double hinged, double glazed doors. For smaller buildings, encourage left or right sidelight with transom.

11. Provide variation in setback along the street particularly for sites with larger buildings. Avoid flat walls along the street.

12. For small and mid-sized buildings, provide layered massing with emphasis on modulated building facades, vertical articulation and other projecting elements such as bay windows, sun shades and shadow boxes. Avoid flat walls.

13. Establish a compatible streetscape rhythm through similar roof styles and forms. Avoid conflicting or contrasting roof types particularly for smaller scale projects. Encourage:

    - Front gables for 2-2.5 storey buildings
    - Hipped roofs or articulated flat roofs for 3-6 storeys
    - Alterative roofs for corner lots, terminating lots, larger scale buildings and landmark sites.

    - ***References:*** *refer to Supplemental Guidelines for Tall Buildings and Appendices for examples.*

Emergency access is effectively integrated with the building entrance (Waterloo).

Neighbourhood character is maintained through complementary building designs and material (Waterloo).

Large pedestrian entrances creates a focal point in the building, adds interest along the street and opportunity for small amenity space (Waterloo).

Boxy shapes can be articulated through layered massing, including horizontal canopies, box bay windows and material contrast (Toronto).

14. Provide canopies, pediments and other sheltered entrances over secondary building entrances and flankage yards.

    - ***Reference:*** *refer to Zoning regulations for Architectural Entrance Projections and Architectural Projections.*

15. Encourage creative building designs, particularly at street corners, terminating sites and along major corridors with opportunity for large window treatments, architectural projections (sun screens or canopies) and other projecting elements such as box bay windows.

16. Encourage architecturally expressive building designs with broader range of materials, contrast and designs on major corridors, nodes and transit routes.

17. Encourage flexible floor plans and building construction to allow building to adapt over time.

Landscaping and Amenity Spaces

18. Design sites with a formal landscaped entrance area and front yard setback. Encourage planter beds and raised planters to establish a formal presence along the building frontage.

19. Provide outdoor amenity space on site with direct access to building entrance. Design scale of amenity space to be proportionate to scale of project. Consider opportunities for courtyard spaces or roof top garden and encourage decorative landscaping treatments at building entrance areas.

20. For larger projects, provide larger outdoor amenity space near building entrance(s) or side yard.

21. Design amenity spaces to be functional and equitable for users of all abilities.

22. Provide sufficient bike parking spaces based on average number of bedrooms rather than units.

    - **Reference:** SPRG for bike standards.

Creative building designs are encouraged on major streets.

Well designed primary entrances can function as an amenity space area (Waterloo).

Effective site design includes indoor and outdoor areas (Waterloo).

3.1.6 PARKING STRUCTURES

Historically, most development in the City has been built with surface parking spaces. With a depleting land supply, a growing number of higher density projects are being developed with underground parking, parking structures (decks) or podium structures. The City supports parking structures provided they are well integrated into the site/and building design and maintains a pedestrian friendly streetscape. The integration of parking structures also provides opportunity to incorporate additional amenities such as active street uses, bike parking and amenities such as roof gardens. The Parking Structure guidelines are to be combined with the City Design and Supplemental Design Guidelines, and subject to City engineering review and approval.

1. Encourage parking structures to promote pedestrian friendly streetscapes.

2. Design entrances to provide adequate sight lines for pedestrian crossing. Locate or recess entrances at least one car length from the property line to maintain adequate site visibility to the public street or driveway.

3. Design parking structures to architecturally complement building design through similar materials, design elements and other decorative treatment(s).

4. Design free standing parking structures to architecturally complement surrounding character through similar materials, architectural features and fenestration details.

5. For above grade structures, encourage active uses at grade such as commercial units facing public streets or spaces. Encourage opportunities to incorporate public art at pedestrian entrance or along street level.

6. Consider podium parking structures. Encourage townhouse podiums to face the street.

- ***Guideline Tip:*** *Review Zoning requirements and Building Code requirements for podium structures.*

7. Provide internal bike storage in parking structures. Locate in visible locations.

8. Encourage green roofs, landscaped islands and/or outdoor amenity spaces above parking structures.

Architecturally integrated garage entrance (Toronto).

Minor setback provides safe access for vehicles and pedestrians.

Design features can integrate structures into the urban fabric (Waterloo).

Parking decks can be integrated into a residential podium structure fully screened from public view (Toronto).

9. Design underground parking to accommodate street tree planting and underground utilities.

   - ***Guideline Tip:*** *Ensure underground parking setback complies with zoning setback requirement. Reductions to setbacks will require Committee of Adjustment approval and may also require Encroachment Agreements for underpinning support.*

10. Design parking deck to be structurally integrated with building design and ensure deck is level with building. Avoiding sloping deck structures.

11. Design structure for integrated vehicular access with common internal ramps and access to parking spaces. Avoid split level decks or structures with separate entrances and avoid locating site utilities on parking decks or ramps.

    - ***Guideline Tip:*** *ensure parking ingress and egress complies with drive aisle requirements and Zoning by-law regulations.*
    - ***Guideline Tip:*** *ensure structural columns to not encroach into parking space dimension and provide larger stalls adjacent to walls to provide adequate turning movement(s).*
    - ***Guideline Tip:*** *ensure barrier-free parking space(s) have sufficient height clearance (ranging 2.8m-3.4 m clearance).*

12. Locate site service areas in close proximity to internal storage areas, and for convenient access from street.

13. Provide adequate lighting at vehicular and pedestrian entrances and throughout the parking structure. Ensure all lighting (including ceiling fixtures) is screened from public view and surrounding properties. Design garage openings to avoid glare.

14. Improve safety through a variety of design strategies including:

    - provide gentle gradient of stacking area at garage entrance. Avoid steep slopes entering and exiting garage;
    - encourage natural observation (transparent glazing) of parking garage towers, stairwells and vestibules;
    - extend sidewalks across all parking entrance. Provide pedestrian crossing signage at garage egress lane;
    - provide dedicated pedestrian access into parking structure; away from vehicular entrance; and,
    - paint internal walls white to improve visibility.

Setbacks provide opportunity for landscaping and public art (Waterloo).

A residential podium screens parking from public view and creates a human scale development (Toronto).

Parking decks provide opportunity for outdoor amenity space (Markham).

3.1.7 DRIVE-THROUGH FACILITIES

A drive through facility is a distinct land use which requires special attention to balance the competing needs between pedestrian and vehicular circulation.

Historically, conventional drive through establishments were located on major commercial corridors and were designed for automobile convenience. In recent years, there has been demand to locate these facilities at major intersections, shopping centres and areas closer to residential neighborhoods. As the City continues to intensify, the City will encourage alternative configurations that emphasis pedestrian safety and priority further supported by the City's Pedestrian Charter.

The type of drive through facility will vary depending on the site characteristics and context. Some flexibility will be provided based on the site context and conditions however, the City of Waterloo will emphasize pedestrian circulation and encourage drive through configurations that locate the building close to the street providing safe pedestrian access and an urban built form.

Guideline Objective

- *Design sites that contribute to pedestrian-friendly streets with high regard to pedestrian circulation and safety.*

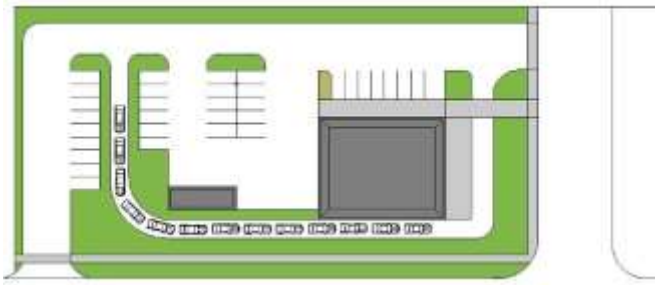
Building Location and Circulation

1. Locate buildings close to the street providing safe pedestrian access between the building entrance and public street with priority given to transit routes, Nodes and Corridor Areas, street corners and planned intensification areas.

2. On corner lots, locate parking in the side or rear yards. Alternative configurations may be considered for unique sites including sites with steep grades, planned commercial development projects, existing commercial plazas and select commercial corridors identified by the City.

3. Provide pedestrian walkways and/or access providing safe access from parking area to building entrance(s) and from the street to building entrance(s).

4. Provide adequate sightlines along pedestrian routes with attention to drive through lane crossings. Locate walkway crossing away from buildings to improve site lines and provide pedestrian signage integrated with a convenience barrier free access.



A conventional drive through facility favours automobile convenience over pedestrian access and circulation

Pedestrian access from the public street is improved when drive through lanes are located behind the building in the side or rear yards.

Direct pedestrian access is provided from the street when drive-through lanes are located behind the building (Kitchener).

5. Design sites for convenient and direct vehicular access to loading and refuse areas. Loading lanes may cross over stacking lanes. Demarcate and sign access route across stacking lanes through alternative paving materials.

Stacking Lanes

6. Provide sufficient stacking spaces on site and avoid spill over onto public streets. Provide at least 10-13 stacking spaces for restaurant uses and at least 3-5 stacking spaces for non-restaurant uses.

7. On corner sites, encourage stacking lanes to be located beside or behind buildings located at the corner rather than a wrap around lane particularly along transit routes and planned intensification areas. Alternative configurations may be considered for unique sites including sites with steep grades and select commercial corridors identified by the City.

8. Place access point to the stacking lane as far and as deeply as possible into the site to avoid vehicles blocking parking areas.

9. Stacking spaces are located between the last pickup window and lane entrance. Measure stacking spaces at 6.0m lengths.

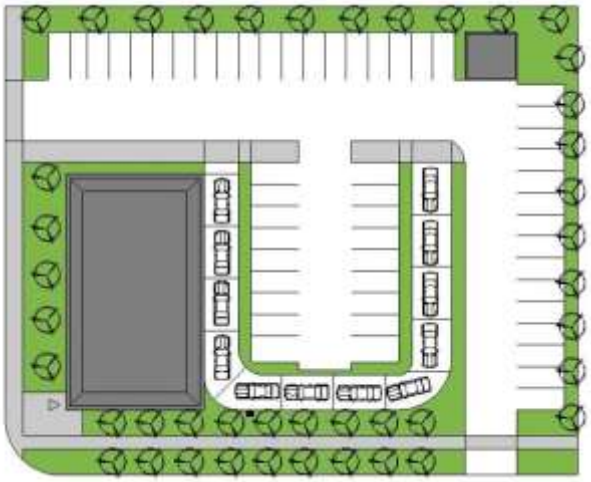
10. Allow opportunity for temporary parking spaces in convenient locations on the site.

11. Design stacking lanes to accommodate a wide range of vehicular turning movements. Design stacking lanes to be 3.5-4.5m in width and slightly wider at turns. Avoid wider lanes.

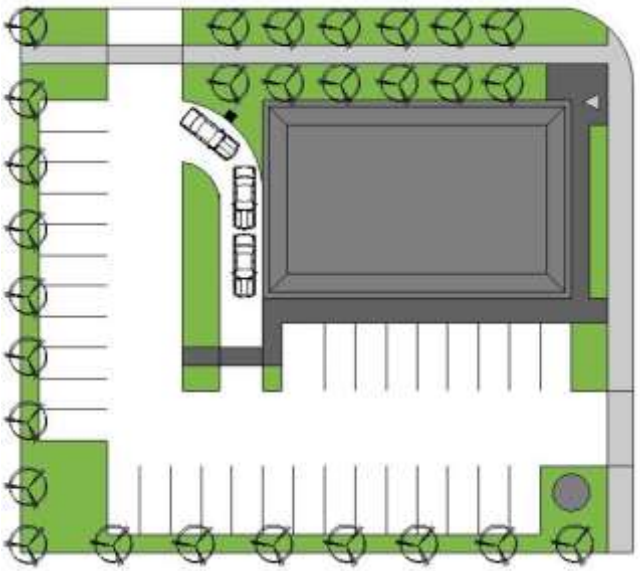
12. Consider double drive-through lanes when there are insufficient stacking spaces available on site.

13. Provide visible direction signage at entrance and exit locations to stacking lanes. Signage shall not obstruct pedestrian routes.

    - ***Guideline Tip:*** *show all sign locations on site plan and landscape plan submissions.*



Restaurants require at least 10-13 stacking spaces located between the lane entrance and last order board station



Pedestrian safety is improved when pedestrian crosswalks are located away from the building corner when crossing a drive through lane.

14. Locate and position audio and video devices so their operation does not adversely impact adjacent properties and their users. Locate and orient order board/speakers away from residential properties.

    - ***Guideline Tip:*** *Prepare noise study to evaluate order board noise impact to sensitive uses with supporting recommendations prepared by qualified professional.*

Landscape Design

15. Emphasize pedestrian entrance from public street through a balanced distribution of hard and soft decorative landscaped treatments.

16. Locate and provide at least 3 bike parking spaces near building entrance(s) and/or patio areas.

17. Encourage outdoor patio spaces, when proposed, to face the street with decorative fence details. Locate spaces for maximum solar gain and away from stacking lanes when possible.

18. Provide minimum 3.0 m landscaped strip between street frontage and abutting parking areas and drive-through lanes to accommodate deciduous tree planting, shrub planting and other screening treatment.

19. Provide intensive landscape treatment to screen head lamps from public view or surrounding sensitive uses.

20. Define stacking lanes with raised landscaped islands, decorative paving treatments or other barriers to separate stacking lanes from main parking areas and driveways.

21. Provide garbage receptacles and/or recycling bins along the stacking lanes and building entrance areas.

Building Design

22. Architecturally integrate pickup window areas in building design. Encourage awning(s), canopies or other elements over windows facing public streets or along the street edge.

23. Architecturally integrate accessory structures, such as garbage enclosures and freezer units, through similar building materials and architectural features. Internal refuse storage rooms are encouraged.

Outdoor patios can add interest along the street (Guelph).


Drive through lanes can be adequately screened through an intensive landscaped buffer (Kitchener).


Canopy structures provide an attractive (and functional) solution to integrated pick up window facilities into building design (Kitchener).


Site accessibility is improved and streetscape clutter is reduced when garbage rooms are located internal to the building (Kitchener).

3.1.8 SIGNAGE

The design of sites and buildings is influenced by signage. Signage is also critical for emergency response and wayfinding. Supplemental Guidelines have been prepared to incorporate signage as part of the site development process recognizing that all signs must comply with the City's Sign By-law.

Guideline Objective

- *To design signage that complements the site and building design and provides for effective emergency response and identification.*

Building Signage

1. Architecturally integrate building signage into façade design and avoid obstructions with architectural features. Building signage typically includes:
   - fascia sign;
   - canopy sign;
   - projecting sign; and,
   - roof sign.
2. Encourage decorative signage that contributes to the building design features and architecture.
3. Design the size and shape of signage to be proportional with the scale of the structure (building and wall area).
4. Select sign colours that complement the building design including building colour(s) and roof colour. Avoid colours that overpower the building design or add clutter to the streetscape. Keep colours simple, legible and encourage use of contrast.
5. Encourage pedestrian-scaled signs, such as projecting signs and artistic fascia (channel text) signs, in areas with major pedestrian traffic.
6. Provide coordinated signage for multi tenant/unit buildings and sites with multiple buildings. Provide vertical breaks between fascia signs or consider channel text signs (a fascia sign).
7. Encourage projected light sources (ie. gooseneck lighting) in areas with high pedestrian traffic and for signs facing residential properties.
8. Encourage white lettering with dark (opaque) background rather than dark lettering and white background to minimize glare from backlit signs.

An attractive storefront is created through the sensitive coordination and integration of multi-unit façade signage (Waterloo).

Architecturally, decorative channel text signs provides an attractive sign type rather than traditional fascia box signs or roof signs (Waterloo).

Artistic signage provides interest to building and streetscape (Cambridge)

Street Addressing

9. Locate street address signs to be visible from public street.

10. Locate street signage in close proximity to the building entrance. Encourage projected light source to illuminate address during evening hours.

11. Provide multiple unit identification signage for building with multiple units. Locate unit number/address near each unit entrance.

    - ***Reference**: refer to SPGS for Street Addressing standards.*

12. On sites with multiple buildings, ensure each building has visible address or unit numbers from internal street(s) and at each building entrance.

13. Encourage multi-unit identification signs at the primary site entrance for sites with multiple buildings showing basic site plan with unit numbers/address.

14. Provide street address on site signage including free standing and ground signs.

Site Signage

15. Locate site signage, including free standing signs and ground signs, near site entrances.

16. Design site signage to architecturally complement the building design or a project theme.

17. Encourage consistent letter spacing, styles and colours to improve legibility.

18. Encourage projected light sources with use of small light fixtures. Avoid use of over sized light fixtures that are out of scale with sign and structure.

19. Incorporate free standing and ground signs into landscape design. Select plant species that do not obstruct signage or projected light source.

Visible street signage near building entrance (Toronto).

A ground sign provides visible location for municipal street address and creative signage with low level landscaping (Waterloo).

A canopy provides an ideal location for multi-unit signage (Wloo).

A well designed free standing sign includes legible information, architectural details and property address (Waterloo).

3.2 AREA-SPECIFIC GUIDELINES

The City's Official Plan provides special design policies for a number of land use designations and the Urban Design policy section.

Supplemental design guidelines have been prepared for the following designations and special policies:

3.2.1 Nodes and Corridors.

3.2.1. NODES AND CORRIDORS

The City of Waterloo promotes intensification in the City's designated Nodes and Corridors planning areas. These areas are located on major roads and intersections in the City and are planned to accommodate more intensive forms of development.

The built form and character of each Nodes and Corridor does vary. Over time, it is planned that the Nodes and Corridors will evolve with a more consistent built form and streetscape pattern. The City has prepared Supplemental Guidelines to facilitate intensification in these Areas with emphasis on compatible development, pedestrian-friendly and transit-friendly design, streetscape coordination and interesting skyline.

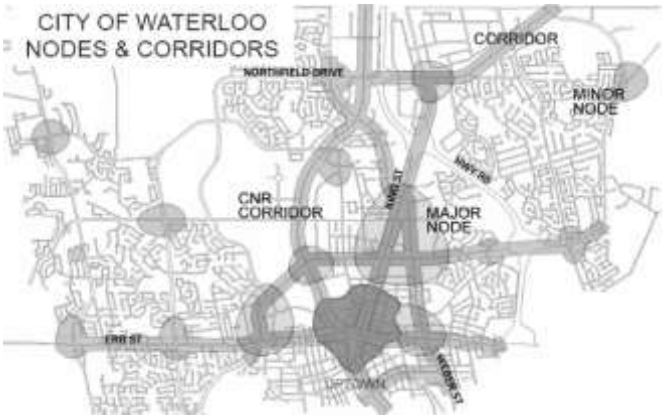
Additional policy direction is provided for select Node Areas including policies for Primary Nodes (The Uptown), Mixed Use Activity Areas and area-specific Urban Design Policies provided in the Official Plan. Specific guidelines have been prepared for these land use areas within the Nodes and Corridors Supplemental Guidelines in addition to site-specific guidelines that may be applicable such as the Uptown Public Realm Strategy (2019).

Over time, the Nodes and Corridors Areas are anticipated to evolve through several significant initiatives such as the Rapid Transit Environmental Assessment and the Provincial Growth Plan intensification boundaries (illustrated in Appendix D). It is expected that the UDM and the Nodes and Corridors guidelines be updated to accommodate these types of initiatives.

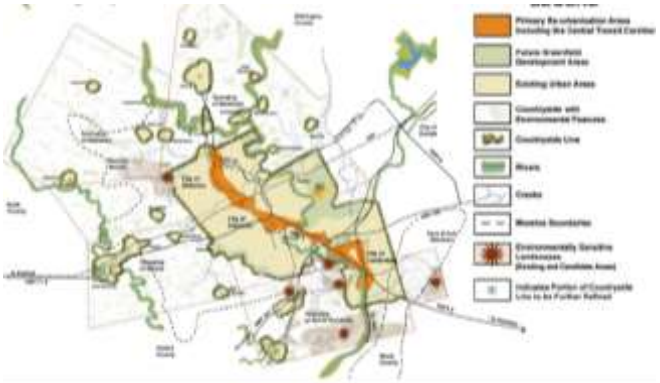
3.2.1.1 PURPOSE

The purpose of the Nodes and Corridors guidelines is to:

- implement the City's Height and Density Study recommendations;
- implement the City's Urban Design policies established in the Official Plan for the Nodes & Corridor planned areas;
- consolidate the draft Nodes and Corridors guidelines and integrate them into the UDM reflecting current Planning Act legislation and updated Urban Design policies;
- promote compatible intensification with surrounding low-rise neighbourhoods;
- provide area-specific guidelines for select areas such as the Uptown; and,
- provide supporting strategies for development implementation.



The Node and Corridor Areas are located at major intersections in the City and along major arterial roads (refer to Appendix for larger scale Map).

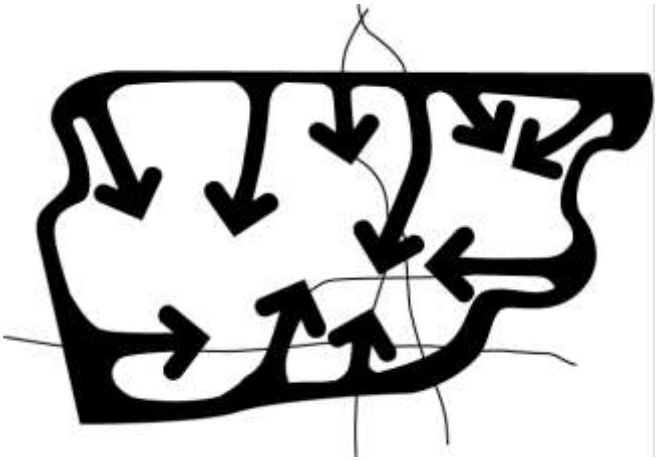


Several Nodes and Corridors are located on the Waterloo Region Central Transit Corridor and Preferred Rapid Transit System

Major intensification is planned for the Node and Corridor Areas.

3.2.1.2 POLICY BACKGROUND

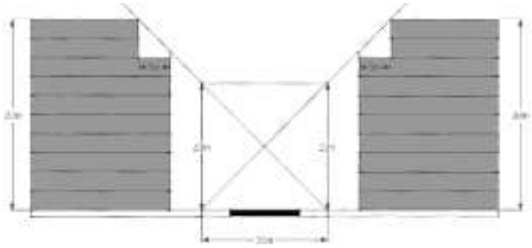
The design guidelines for the Nodes and Corridors planning areas have been prepared in response to several planning initiatives, including the Height and Density Policies Study, the Uptown Strategy Study, the Strategic Plan Community Vision Statement and Official Plan policies for the Nodes and Corridors land use designation. Generally, the Height and Density Policies move the City of Waterloo's policies framework from that of a dispersed-city philosophy, to that of a compact-city philosophy and promote compatible development through the use of area-specific guidelines. These guidelines are to be read in conjunction with the General City Design Guidelines and any area-specific or supplemental guidelines. A summary of technical guidelines for Major and Minor Nodes and Corridors is provided in the Site Plan Review Guidelines illustrating the subtle differences between these areas. Site Plan development will be subject to these standards.



The Nodes and Corridor policies promote a compact urban form rather than a dispersed urban form.

3.2.1.3 GENERAL GUIDELINES (Nodes+Corridors)

1. Locate buildings close to the street to establish an urban street enclosure based on a minimum height to width ratio of 4:1 and maximum height to width ratio of 1:1. Increased height(s) may be considered on a site-by-site basis subject to shadow impact analysis, articulated massing techniques and context.



A 1:1 height to street width enclosure is created when the building height is equal to the road width.

2. As a general principle, locate buildings close to the street with some variation in setback to establish a consistent built form and unified character.

   - ***Reference:*** *refer to SPRC for Nodes and Corridor Standards.*

3. Design and mass buildings to provide a sense of transition adjacent to low rise neighbourhoods through a graduation in massing or height or sympathetic building design. Where possible, graduate taller building massing and height to the primary streets and intersections away from low rise buildings. Provide additional measures, such as building step-backs, to promote human-scale development.

A transition in built form creates a compatible interface between corridor development and surrounding neighbourhoods.

4. Provide higher level of design on gateway corridors and intersections. Emphasize building entrance (prominent building entrance feature) and coordinate front yard landscaping treatment to enhance streetscape theme.

5. On street corners, position building close to the intersection to accentuate the importance of these prominent locations. Provide stepped massing at street corners and provide opportunities for outdoor amenity areas at intersection.

A rear yard step-back on a mid-rise building provides a compatible transition to lower housing.

6. Design sites to integrate pedestrian activity with public realm. Provide grade access from public street to building entrance.

7. Provide amenity areas for all development with emphasis on landscaped entrance areas, landscaped courtyard spaces and urban forecourt spaces. Amenity areas may include hardscape entrance areas, outdoor amenity spaces, publically accessible landscaped areas (including roof gardens) or public art features.

8. Provide public art and design in all development including, but not limited to:

    - building entrance features or elements;
    - building signage;
    - decorative street furniture;
    - Information plaques on site history or heritage;
    - stand alone sculptures.
    - pavement; and,
    - other elements

9. Investigate opportunities to integrate heritage resources in the Nodes and Corridors Areas and ensure that new development respects the principle of heritage conservation.

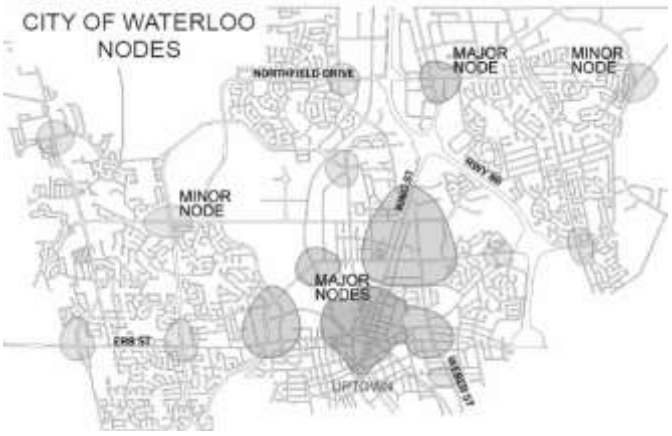
3.2.1.4 NODE GUIDELINES

Nodes are planned as compact, transit-oriented areas where the highest concentration of residential, employment, retail and other uses in the urban area are located. Nodes are generally located at major street intersections and often function as a City and/or neighbourhood gateway.

Across the City, the Nodes vary in form and function ranging from lower density, neighbourhood shopping centres (Minor Nodes) to more compact urban development located in Mixed Use Activity Nodes or the Primary Node, Uptown Waterloo.

These guidelines apply to Major and Minor Nodes. Lower density compact development is planned for Minor Nodes which may include Mixed Use Activity Nodes. The highest density and compact development is planned for the Major Nodes.

Public art enhances the quality of urban spaces and contributes to sense of place (Toronto).



Minor and major Nodes are located at major intersections across the city (see Appendix for larger map).

The built form in the City's Primary Node is more compact than many of the Major and Minor Nodes in the City (Waterloo).

Several Nodes are subject to special policies that provide additional design direction. These include the Uptown Area (City Commercial Core Area) and Mixed Use Activity Areas. Separate guidelines have been prepared for these areas. Over time, the Nodes are anticipated to intensify through redevelopment or infill development. Intensification is encouraged in these areas projected adequate buffers and design strategies are provided.

a. NODE GUIDELINES (Major + Minor)

1. Locate building close to the street at major intersections with setbacks that respect the existing or planned character.

2. Locate the greatest height and density towards the primary street intersection, or internal (central) to the site. For mid and high rise buildings, provide a stepped building form at street corners.

3. Provide greater building mass and frontage along streets (build-to lines) in major nodes than in minor nodes.

4. Encourage mixed-use buildings with second storey residential near existing residential neighbourhoods. Design elevations to complement surrounding residential character.

   - ***Guideline Tip:*** *refer to Ontario Building Code for minimum building code requirements for mixed use buildings.*

5. Locate parking in the side, interior or rear yards. Prohibit parking at street corners and minimize parking along street frontage.

6. Establish an integrated circulation system with emphasis on pedestrian circulation. Provide direct and convenient pedestrian access to all pedestrian destinations with emphasis on building entrances and public streets oriented to the street.

7. Design buildings to support a consistent and coordinated development theme and streetscape character. Incorporate complementary roof features, building design elements, building materials and signage.

8. Provide enhanced buffers adjacent to low rise neighbourhoods.

As a general principle, buildings are located close to the street in Major and Minor Nodes (MMM Group).

A stepped building form creates a transition on corner lot (Toronto, MMM Group).

In Node areas, buildings frame the street (Milton).

b. MIXED USE ACTIVITY NODES

Several Nodes are designated Mixed Use Activity Nodes, and subject to detailed area-specific guidelines such as the Columbia Hills/Laurelwood Mixed Use Node. The existing design guidelines will continue to apply, be supplemented by the Mixed Use Activity Nodes guidelines provided in the Urban Design Manual to address emerging issue.

1. Locate buildings to frame public streets particularly at street intersections. Encourage vertical elements, pitched roofs and articulated facades (such as bay windows) at street corners.

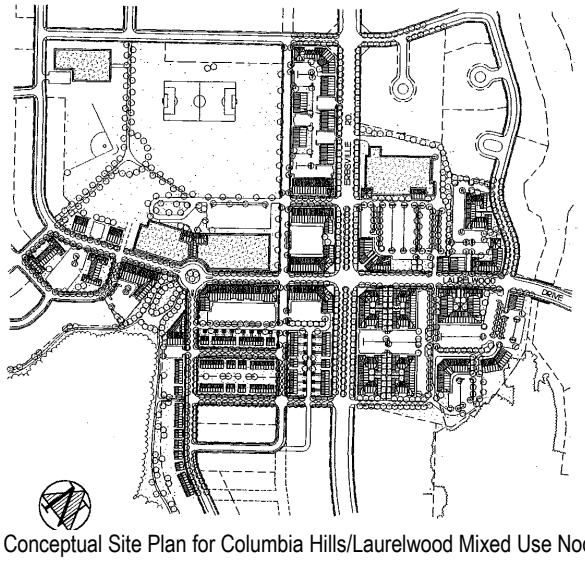
   - ***Guideline Tip:*** *refer to zoning regulations for minimum lot frontage and maximum building setback requirements.*

2. Design all buildings with articulated, coordinated facades and façade elements that contribute to a compatible character. Avoid blank walls in public view. Consider a variety of strategies to articulate facades abutting public streets, such as:

   - functional windows with awning/canopy treatment;
   - patio spaces;
   - pilasters to create vertical bays and street rhythm;
   - awning/canopies with faux window/spandrel treatment; and,
   - modulated massing to create interest along façade.

3. Design buildings with materials that are durable and create a sense of permanence and high quality, such as brick, stone, masonry, architectural panel systems, and glass. Restrict stucco for accent purposes rather than primary wall material.

4. Enhance streetscape character and pedestrian accessibility by locating building entrances and windows along street frontage, particularly at street corner. Provide at least one entrance and functional windows oriented towards the street corner.



Conceptual Site Plan for Columbia Hills/Laurelwood Mixed Use Node

A pedestrian friendly streetscape is created when commercial buildings frame the street corner and provide pedestrian access from the street corner (Milton).

Streetscape character is improved through articulated façades with canopy windows, integrated signage and brick cladding (Markham).

c. THE UPTOWN (Primary Node)

- ***Reference:*** *Refer to the Uptown Public Realm Strategy (2019) for supplemental guidance within the Uptown.*

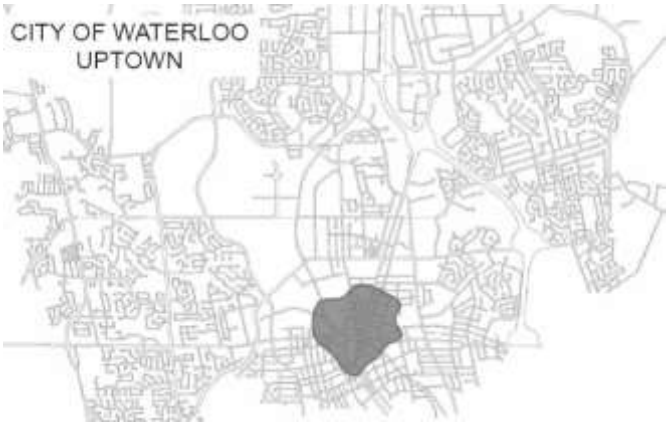
The Uptown is a unique mixed use, highly integrated and permeable destination in the City largely defined by pedestrian-friendly streets, distinctive neighbourhoods and district character, valued heritage and cultural resources and an intricate blend of traditional and modern buildings.

The function and character of Uptown is evolving particularly through landmark buildings (such as Perimeter Institute), major public realm investments (such as the Uptown streetscape enhancements and Uptown Public Square) and intensification primarily through adaptive re-use projects, incremental infill and new high-rise development (such as Bauer Lofts, BarrelYards project and the Centre of International Governance Innovation campus).

Through the Height and Density Study, the Uptown has been identified as a Primary Node and now forms part of the Urban Growth Centre planned for major intensification. The City continues to support intensification in the Uptown and has prepared Supplemental Design Guidelines, and it's interconnected Districts, as well as the Uptown Public Realm Strategy (2019) which provides a road map for public realm investment and sensitive intensification within the Uptown. Over time, the Uptown Districts are also expected to evolve and intensify. New development is expected to expand the Uptown as a vibrant, pedestrian-friendly destination with a distinctive urban character that relates to the surrounding built form, neighbourhood character and heritage.

The Uptown will also be influenced through several major initiatives such as the Official Plan policies and area-specific initiatives such as Uptown Vision 2025. Principles of good urban design will help improve the quality and experience in the Uptown but should be used in context of other supporting initiatives.

There are several constraints in the Uptown which may affect development opportunities such as floodplain requirements, the railway corridor and established height-to-width massing ratios. Applicants should contact the City to determine the applicable regulations and guideline requirements in the Uptown.



The Uptown is a Primary Node in the City.

The built form in Uptown is evolving (2009 image).

The quality of the uptown is being enhanced through major public realm improvements such as the Uptown Public Square.

Based on previous City design initiatives and current context, redevelopment in the Uptown will:

- create built form that spatially defines public streets and public spaces;
- be compatible with existing districts and surrounding neighbourhoods in Uptown;
- provide a rich, mixed use and pedestrian friendly environment which will ensure adequate light, views, privacy, security and amenity space for the users of the development;
- enhance and strengthen the existing pedestrian (including trail) and bicycle network through and within the Uptown;
- encourage buildings and development which emphasize detail and articulation of facades to create interest and relate to human scale and character;
- support street related activity;
- creative and innovative architecture that distinguishes Uptown as a unique place in the City and world;
- include public art that relates to site and district character; and,
- be sustainable and promote the urban green.

Key opportunities in the Uptown include:

- Integrate and expand the public trail system in Uptown including Iron Horse Trail, Laurel Creek Trail, TransCanada Trail and The Loop;
- Provide a greater sense of connection between the informal and natural areas of Waterloo Park to a more formal urban space and destination in the Uptown;
- Planning, designing and integrating a regional rapid transit system into the Uptown with emphasis and priority given to pedestrian friendly design.

General Uptown Guidelines

1. Locate active uses at grade to promote street activity and pedestrian interest.

2. Site and design buildings to preserve and enhance special street views. Key views include:

    - Waterloo Park and Silver Creek;
    - BarrelYards Park;
    - Seagram's Lofts and former industrial buildings;
    - Former post office building;
    - Laurel Creek;
    - Terminating sites or intersections.

The Uptown is defined by active streetscapes and street oriented uses (Waterloo).


A prominent feature in the Uptown is the Uptown Loop (Waterloo).


The post office building is a highly visible landmark building (Waterloo).

3. Design all buildings to complement the surrounding District character through complementary building massing, similar building materials, similar architectural treatments, similar colour and motifs. In particular, select warm building colours sympathetic to the existing streetscape character and to heritage buildings.

4. Design and mass buildings to respect the surrounding built form. Provide façade setbacks on buildings over 3 storeys in height to reinforce the traditional built form pattern primarily through façade setbacks and to promote a human scale development.

5. Design and mass buildings to minimize shadow and other visual impacts on surrounding properties. In particular, consider impacts to public park spaces, outdoor amenity spaces including patios and cafes, and surrounding residential properties.

6. Design buildings with high quality building materials that relate to the surrounding context and street rhythm. Encourage use of brick, glass, stone and other complementary materials.

7. Design buildings with active facades (window openings, doors and patios facing the public street). Architecturally emphasize building entrances facing the street and incorporate interactive features such as large windows, building entrances, courtyards and forecourts along the street frontage.

8. Incorporate continuity of architectural elements along the street. Design new buildings to respect the established pattern of façade division by ensuring the horizontal alignment of façade elements with neighbouring buildings. Incorporate horizontal and vertical elements that match or complement surrounding features. Use cornice, banding and other treatments to create a transition between different storey heights.

9. Design buildings to have architectural articulation that is rich in detail, enhances public streets, and creates interest as well as a sense of identity. Encourage architectural variety while respecting the traditional design elements particularly as it relates to scale, proportion, rhythm and cornice height.

10. Allow and promote architectural innovation in the Uptown, particularly to create new landmarks and streetscape interest.

Active facades include large windows with integrated signage and building materials (Waterloo).


A compatible infill development incorporates elements that respect existing building design and articulation (Toronto).

11. Design windows to respect the existing pattern of fenestration in the Uptown and surrounding blocks. Windows are to be vertically aligned from floor to floor and horizontally aligned with neighbouring buildings.

12. Design streets and front yard landscaping to complement and enhance the existing Uptown streetscape character.

13. Design public spaces as interactive, cultural spaces with opportunities for a wide range of events and uses. Explore ways to activate public and semi-public spaces off hours.

14. Provide urban site amenities including landscaped courtyards, forecourts, plazas, rooftop gardens and other amenity spaces.

15. Encourage green roof technology and other sustainable building technologies.

16. Encourage underground or integrated podium parking structures of high quality design. Minimize surface parking spaces and screen with soft and hard landscape elements.

17. Internalize loading and service areas as much as possible.

18. Design all high rise buildings with a distinctive top section that creates a recognizable skyline.

19. Explore ways to activate public and semi-public spaces off hours.

General Streetscape Design

20. Eliminate or minimize grade changes at the street level to allow pedestrians to move directly from street into buildings.

21. Provide wider sidewalks and walkways in the Uptown to facilitate pedestrian movement, access and amenity space, particularly along King Street, Erb Street and Caroline Street.

22. Provide wider sidewalks along designated trail routes and routes providing access to surrounding open space areas.

23. Establish a standard urban trail detail for urban trails in the Uptown. Incorporate legible signage for wayfinding, urban street trees, pedestrian scale lighting and combined surface treatment for walking, cycling and other recreational activities.

The Uptown has a distinct streetscape design defined through grey concrete banding, pedestrian scale lighting and landscaped boulevards (Waterloo).

Special unit pavers add interest along the streetscape and identify a secondary pedestrian circulation system (Waterloo).

The public realm is enhanced through interesting building designs and landscaping (Waterloo).

24. Provide pedestrian scale, decorative street furniture within the Uptown. Encourage unified elements throughout the Uptown, particularly related to bike rack details, boulevard tree planting and pedestrian scale lighting styles.

25. Encourage pedestrian scale lighting in the primary commercial core and through large redevelopment projects. Overtime, consider opportunities to expand into surrounding Districts and along the Rapid Transit Route.

26. Consider subtle variations in streetscape detailing for different Districts and gateway intersections, particularly as it relates to banding treatment, planter details, street furniture details. In all cases, maintain a unified colour pattern.

27. Provide landscaped open space and amenity areas such as entrance plazas, forecourts, and outdoor cafes in places where buildings are not built to the street line. These open spaces provide added interest to the street environment. Provide opportunity for alternative pavement details.

28. Provide decorative fencing along public sidewalks and outdoor patio areas. Encourage metallic fencing with artistic elements. Avoid wood fencing.

29. Enhance the urban green within the building setback zones with a combination of hard and soft landscape treatments. Encourage street trees and decorative low level planting. Provide structural soils for street trees in hard surface areas.

30. Incorporate soft edges into the landscape to emphasize the environmental character of a local area, particularly near Waterloo Park, Laurel Creek and local neighbourhood streets.

31. Design new roof forms to complement surrounding roof forms or to establish a precinct character. Some variations may be considered at corner locations.

Public Art and Culture

32. Encourage the preservation, conservation and integration of existing heritage resources in new site development and open space planning.

Downtown character is improved when new buildings architecturally respect prominent historic buildings (Toronto).

The public realm is activated with outdoor patios (Waterloo).

Off-hour pedestrian uses are encouraged.

33. Provide public art or creative design element(s) for all new development in the Uptown. Incorporate into publicly accessible space or into landscape design or building design. Identify and emphasize elements that relates to the site history, or alternative, innovative or creative public art that contributes to a District theme.

    - Consult City Manager of Public Art.

34. Encourage public art exhibits and programmed space in public or semi-public spaces.

35. Promote pubic art as signage, façade design features and street furnishings.

Gateways

36. Incorporate special building and landscape design elements at gateways in the Uptown located at:

37. Gateway Streets:

    - King Street, Father David Bauer, Erb Street

38. Primary gateway intersections include:

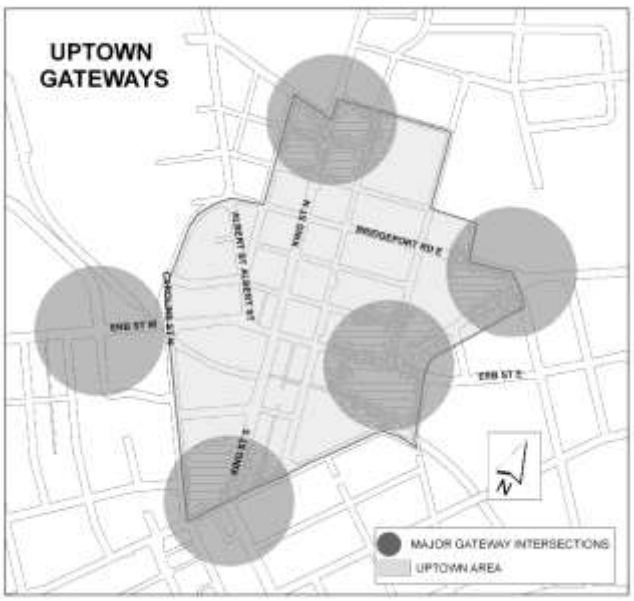
    - Erb and Caroline
    - King and Central
    - Bridgeport and Moore
    - King and Willis way
    - King and William intersection

39. Secondary gateway intersections include:

    - King and Bridgeport
    - Bridgeport and Regina Street
    - Erb and Father David Bauer
    - Erb and Caroline Street

Innovative public art displays, such as the CO2LED designed by artists Jack Sanders, Robert Gay and Butch Anthony, can add interest and interaction in public and semi-public spaces (Arlington County in Virgina.)

King Street is a prominent gateway in the Uptown and City



The Uptown is defined by a number of primary and secondary gateways

Laneways

40. Protect existing rear laneway systems where possible and reactivate lost laneways or mews to link the parking areas to public sidewalk/street.

41. Provide adequate lighting along laneways. Encourage pedestrian scale lighting or decorative wall lighting. Encourage white light/metal halide light sources to improve visibility along lanes. Provide full cut off lighting to avoid glare in rear lanes.

42. Consider opportunities for decorative paving materials and decorative street furniture for laneways or service corridors.

43. Design rear elevations to add interest along laneways and incorporate decorative elements such as light fixtures, signage and other architectural details.

Signage

44. Architecturally integrate signs in low walls, the edges of sidewalks and in landscape areas. Coordinate signage with building or district theme.

45. Architecturally integrate signs in all building facades as part of the building design. Locate and design signs to be in scale with building design.

46. Encourage channel text and artistic signage in the uptown with directional light fixtures.

47. Provide vertical separation between signs along shared building facades. Design signage to complement the street rhythm and not to overpower the building or streetscape.

    - ***Guideline Tip**: all signs must comply with City of Waterloo Sign By-law.*

Infill development may require alterative development standards such as an underpass entrance (Waterloo).

This rear laneway is architecturally integrated into the block development and functions as a secondary pedestrian access (Waterloo.)

The ground sign for Seagram's Lofts is architecturally coordinated and themed with the Seagram's building (Waterloo).

A pedestrian oriented streetscape is created through artistic signage tastefully integrated with building design (Waterloo).

District Guidelines

The Uptown is the heart of Waterloo and includes a number of smaller Districts which include, and are generally surrounded by, low-rise 19th and 20th century neighbourhoods.

The City, in consultation with Uptown stakeholders, have developed a number of Districts which include area-specific guidelines designed to maintain and reinforce a unique sense of character for each District. The Uptown districts include:

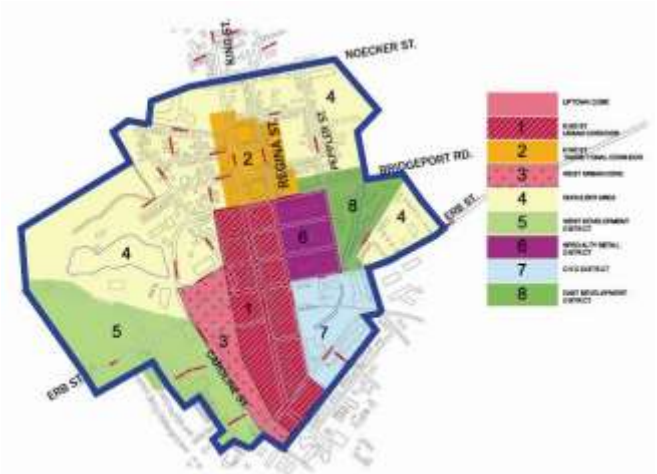
Uptown Districts	
1	The Uptown Core (retail district)
2	King Street North (transition district)
3	West Urban Core
4	Shoulder areas/stable neighbourhoods
5	West Development District (intensification district)
6	Specialty Retail District (Regina side streets)
7	Civic District
8	East Development District

A full size map of the Uptown is provided in **Appendix D.** These Districts are planned to evolve over time through new infill development and public sector investments. The District boundaries are clearly identified however, may evolve over time. The City also supports some overlappings between district boundaries and to the boundary itself to create a subject transition between Districts rather than rigid boundaries.

Development in the Uptown may be subject to a number of constraints particularly as it relates to the regulatory floodway (from Laurel Creek) and railway setbacks. Applicants should meet early with the City to review potential constraints.

A primary objective of the Uptown Guidelines is to promote District identity with unifying elements and to promote development that contributes to a sense of place. The City has prepared a series of District Guidelines to facilitate compatible development in the Uptown and to reinforce unique character in the public and private realm for each District area.

All quantitative guidelines provide a tool to establish building massing and location, and may be subject to Zoning regulations. In cases of conflict, the Zoning By-law regulations shall apply.



The Uptown is divided into 8 districts (See Appendix for larger plan)

The Uptown is distinguished by a human scale development and a highly integrated public realm.

District 1, The Uptown Core: *Area bound by Bridgeport Road East to the north, Regina Street to the east, south of William Street and Dorset Street to west. The Transitional Corridor area is bounded by Noecker Street to north, Regina Street to east, Bridgeport Road East to the south and Dorset Street to the east.*

- *Vision Statement: to develop the Uptown Core as a compact commercial "main street" with a distinctive pedestrian scale character and amenities anchored by a central public space.*
- *The Uptown Public Realm Strategy (2019) provides supplemental guidance for the Uptown. In cases of conflict, the Uptown Public Realm Strategy shall apply*

48. Ground floor coverage and activity: Maximize ground floor coverage and provide street related uses along street edge. Design ground floor for street activity with minimum 60% window openings. Encourage mixed use buildings.

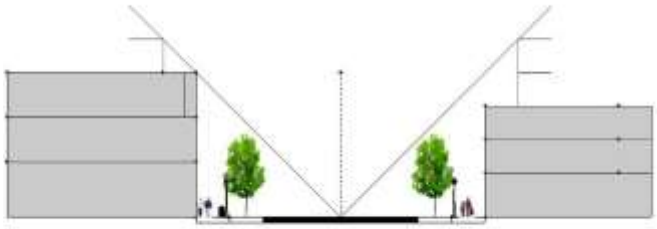
49. Massing: Buildings should be at least two storeys in height and designed to maintain a three-storey built form along King street. Additional height may be considered provided a façade setback is directly above the third storey. Second storey setbacks are encouraged on building with tall floor to ceiling heights.

50. Angular Planes: Mass buildings to accommodate a 45 degree angular plane for buildings fronting King Street or parallel streets such as Regina Street and Caroline Street measured from the center street line. Architectural features, towers and other iconic elements may exceed the angular plane.

51. Streetscape: Wide sidewalk zone with decorative banding details, pedestrian scale furniture and boulevard planting enhanced with articulated storefront facades. Design internal and external site works to complement the Uptown streetscape standard which includes concrete banding, wider sidewalks, landscaped boulevards and on-street parking where permitted. Provide a similar streetscape design for all streets. This standard may be extended to other Districts provided continuity is maintained.

52. Build To Zone: Locate buildings close to the street line ranging 0-1.5m front the street line along King Street with opportunity for outdoor amenity spaces and urban landscaping. Deeper setbacks ranging between 0-3 metres may be considered for transition corridor properties located outside the commercial core area to accommodate outside seating areas or landscaped amenity spaces. Provide opportunities for building openings along the street.

A main street character is created when buildings are located close to the street with lots of window openings (Waterloo).



An intimate human scale is established along King Street by incorporating a 45° angular plane resulting in a 1:1 height to street width ratio.

Additional heights may be considered in the Uptown Core provided setbacks are provided above the third storey (Toronto).

53. Setbacks: Align buildings with front walls of adjacent buildings to maintain a consistent street edge and rhythm with no gaps between buildings excluding opportunity for mid-block linkages.

54. Building Frontage: Building frontages should occupy at least 75% of the lot frontage and at least 50% of the flankage street on a corner lot.

55. Façade Design: Design all facades with large window openings and entrances along the public street. Design elements to complement adjacent building features, scale, proportion and rhythm reflecting variable widths and scale of the smaller traditional storefronts. Encourage the use of canopies/awnings to add colour and interest to the streetscape and to provide weather protection for pedestrian and display areas. Awnings should reinforce the identity of individual retail and service outlets located on main streets and are in scale with one another.

56. Signage: Encourage second storey business signs to be smaller than first storey signs. Also building entrance canopies and window awnings to incorporate signs to enhance building character and identification. Awnings on multiple tenant buildings should be coordinated on all exterior elevations.

57. Roofline: Encourage flat roof forms for buildings located along King Street with emphasis on horizontal articulation and detailing accentuated with some vertical features along the third storey. Design all residential buildings with articulated roof lines with modulated massing including setbacks, terrace units and integrated elevator penthouse structures.

58. Side Streets: Encourage pitched roof forms along side streets to complement residential character or third storey façade setbacks.

59. Regina Street: Design facades and massing to respect the scale and character of development located within abutting Districts with an emphasis on human scale development and pedestrian friendly streetscapes.

60. Connectivity: Encourage use of mid block connections to provide access between buildings to public streets, parking areas and other public or semi-public spaces.

Street rhythm is created through vertical bay features (Waterloo).


Articulated rooflines with setbacks and terrace units provide interest in the Uptown (Waterloo).


Permeability and access is improved through mid-block connections (Cambridge, MA).

District 2, King Street North (Transition District): *Area bounded by Noecker Street to the north, Regina Street to the east (including all buildings fronting onto the east side of Regina Street, Bridgeport Road East to the south, and Dorset to the west.*

- *Vision Statement: to develop the North District as an urban gateway entrance into the Uptown with mixed use buildings and urban built form.*

61. Ground floor coverage and activity: maximize ground floor coverage and provide street related uses along street edge. Provide large windows along street edge and encourage mixed use buildings.

62. Build To Zone: Establish an urban streetscape by locating buildings 0-3.0 m from street line with opportunity for outdoor amenity space and tree planting.

63. Building Frontage: Buildings should occupy at least 50-75% of the lot frontage.

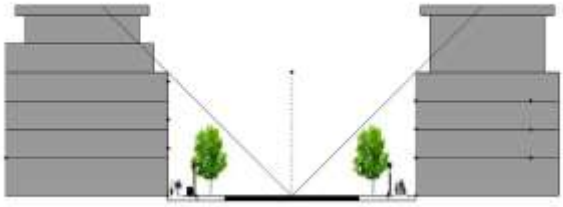
64. Corner Lots: Locate buildings at the street corner. The same front yard setback should be extended along the exterior side lot line to at least 50% of the lot depth.

65. Massing: Provide façade step-back for buildings above four storeys in height with a prominent 1-2 storey base section.

66. Roof lines: Encourage flat roofs along King Street and pitched roofs along Regina Street.

67. Residential Streets (character): Maintain and enhance the residential streetscape character, particularly through complementary streetscape design. Encourage porches and outdoor amenity features in the front yard. Locate new buildings to respect the existing setback line.

68. Public Art: encourage public art in the front yard, particularly on corner lots.



Taller buildings can be considered in the King Street North District provided a prominent base section is provided.

Mixed use buildings are encouraged along the King Street North District (Toronto).

Public art adds culture and identity to the District (Waterloo).

District 3, West Urban Core: *Area bounded by Dupont Street West to north, Caroline Street to west, south of William street, and west side of King street Urban Corridor to the east.*

- *Vision Statement: To intensify over time as a mixed use commercial and institutional district providing an important transition between the west development district and Uptown Core.*

69. Build to Zone: locate buildings 0-4.5m from street line for non-residential development and 3-5 meters for residential development from the street line. Some variation may be considered subject to providing sufficient landscape area along the street frontage and public realm improvements.

70. Building frontage: residential buildings should occupy at least 75% of lot frontage and 60%of lot frontage for commercial (non-residential) development.

71. Massing: provide façade step-back on buildings over three storeys in height. Step-backs should be at least 1.5m setback from base section or to provide a prominent roof element.

72. Caroline Street: Over time, design Caroline Street as a pedestrian friendly street with human scale development and with safe pedestrian crossings. Provide articulated building facades with opportunity for overhead protection and promote green streets through boulevard tree planting.

Architecturally compatible intensification adjacent to heritage building (Waterloo).

An urban gateway entrance will be further enhanced through the redevelopment of the Knox Presbyterian Church redevelopment (Waterloo).

Over time, pedestrian friendly streetscapes are envisioned along Caroline Stree (Toronto).

District 4, Shoulder Areas: Surrounding residential neighbourhoods and public lands.

- *Vision Statement: to reinforce the residential and institutional character through compatible infill development and public realm planning.*

73. Build to Zone: align the front building walls of infill residential development with the front walls of adjacent buildings to maintain a consistent street edge with opportunities for landscaping.

74. Massing: new development should range between 2-4 storeys in height and be at least 2 storeys to maintain a similar building scale and massing of existing buildings. On residential streets, design buildings to match the heights and form of the adjacent buildings. Design any portion of building greater than the prevailing building heights to be setback or tapered above the base. Setback upper floors of taller buildings at the sides facing key streets to help defined and maintain the street character and allow sufficient sunlight on the streets.

75. Character: design buildings to architecturally complement surrounding residential character. Incorporate similar roof forms, architectural features and building materials. Design buildings rich in detail using warm colour tones and brick cladding and provide opportunity for architecturally expressive buildings located on public lands and to provide a sensitive transition and integration with Waterloo Park.

76. Trail Connection: continue to promote and integrate urban trail system providing access throughout the Uptown and to encourage permeable access along the public realm.

- **Guideline Tip:** Review status of Waterloo Park Master Plan and consider opportunities to enhance park entrance in the Uptown.

Medium density infill housing complements low rise housing and streetscapes (Waterloo).

Higher density housing can be accommodated through articulated massing, sympathetic materials and amenity features (Waterloo).

Creative infill solutions may be required on infill sites (Kitchener).

District 5, West Development District: *Area bounded by Father David Bauer Drive to north, Caroline Street South to east, William Street to south and Avondale Avenue North to the west.*

- *Vision Statement: Major revitalization district that will add new life, activity and interest to the Uptown while respecting the surrounding residential neighbourhoods and site context.*

78. Master Planning: Encourage master plan development for large redevelopment proposals. Provide variation in building height, massing and subtle variation in setbacks.

79. Build To Zone: Locate buildings close to the street ranging between 0-4.5 metres for non-residential uses and 3-6.0 metres for residential uses from the street line. Deeper setbacks may be encouraged for landscape spaces and amenity areas.

80. Building Frontage: Residential development should maintain a minimum 75% built to zone along the primary street frontage and 50-75% for commercial uses.

81. Massing: provide façade step-backs for buildings above three storeys in height along Caroline Street and Father David Bauer Drive. Provide modulated and highly articulated facades along Erb Street and surrounding streets.

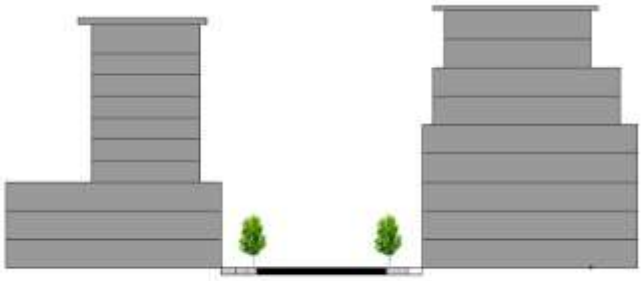
82. Streetscapes: Design as pedestrian-friendly spaces coordinated with streetscape enhancements coordinated with the LOOP system.

83. Corner Lots: Locate buildings close to the street intersection and design all buildings with distinctive architectural and massing features.

84. Residential Interfaces: Design all sites and buildings to provide a transition in massing and adequate buffers adjacent to existing residential properties. Provide articulated building facades for residential development particularly facing residential properties.

85. Residential Streets: Reinforce residential streets through similar setbacks, landscaping treatment and complementary building design.

Design taller buildings with a stepped building form and pedestrian friendly streetscapes (Toronto).



Conceptual built form and step-backs form along Caroline Street.

Residential streetscapes are reinforced through landscaped setbacks which also reduce the scale of taller buildings (Toronto).

86. Connectivity: Reinforce connectivity through sites to provide permeable access through the Uptown, city streets and surrounding neighbourhoods. Ingrate existing or future trails through new site development.

87. Seagram's Lands: Design sites and buildings to acknowledge and respect the heritage of the Seagram's lands through a number of design strategies such as:

- preserving or enhancing view to the Seagram's Lands;
- incorporating similar architectural features, elements or motifs; and,
- contrasting elements such as glass;

88. Caroline Street: Over time, design Caroline Street for human scale development and to provide safe pedestrian access across Caroline Street. Provide articulated building facades with opportunity for overhead protection. Integrate an urban trail system along Caroline Street through redevelopment projects and road reconstruction projects with urban green elements and wayfinding signage.

89. Public Art and Culture: encourage the integration of industrial artifacts through new site development, reflect former industrial heritage. Alternatively, consider opportunities for modern art and digital media. Encourage artistic street furniture.

- ***Guideline Tip:*** *contact City Arts and Culture Coordinator/Manager to identify opportunities for public art and heritage inventory.*

The architectural contrast in the Balsillie School of International Affairs development creates a contrast in design which complements the historical prominence of the former Seagram's building.

Urban multi-use trails can be integrated into the urban fabric (Cambridge MA).

Public art adds interest and character in the Uptown.

District 6, Specialty Retail District: Area bounded by Bridgeport Road East to the north, Peppler Street to the east, Erb Street to the south, and Regina Street to the west (Excluding buildings fronting Regina).

Vision Statement: To promote as a unique commercial district defined by independent businesses, unique sense of architecture and highly integrated with the Uptown Core.

90. Build To Zone: locate front building walls to align with front walls of adjacent buildings to maintain a consistent street edge and landscaped setback. Encourage a minimum 3m setback for front yard landscaping and amenity spaces.

91. Massing: design buildings to create a prominent 2-3 storey base that contributes to an intimate urban street scale along Regina Street.

92. Streetscape: design buildings to create an intimate human scale environment along Regina Street. Provide windows along Regina Street and design facades with vertical bays and other vertical elements to create a fine grain rhythm. Encourage variation in massing, colour and building materials along Regina Street. Incorporate brick as the primary building material. Locate new buildings to respect the traditional street line and provide opportunity for innovative and creative landscaping in the front yard. Encourage outdoor seating areas and opportunity for public art.

93. Secondary Gateway: over time, create a secondary gateway feature at the Bridgeport-Peppler Street intersection. Coordinate streetscape details with the 42 project located across the street in the East Development District.

94. Roofline: Encourage a variety of rooflines along Regina Street with emphasis on pitched roofs, wall dormers and some flat roofs.

95. Signage: Encourage low ground signs with complementary landscape materials and integrate façade signage with preference for decorative channel lettering.

96. Public Art: encourage public art in the front yard, particularly on corner lots.

- **Reference:** refer to Regina Street Design Guidelines.

Small scale mixed use development defines the Special Retail District (Waterloo).

Outdoor patios and urban seating areas add activity along retail streets (Toronto, Queen East)

Maintain and enhance active streetscapes in the Special Retail District (Waterloo).

District 7, Civic District: *Area bounded by Erb Street to north, Willow Street to east, south of William Street, and Regina Street.*

Vision Statement: A highly integrated and publicly accessible district with larger buildings organized around a central green space and public art features.

97. Build to lines: provide 0-4.5 metre setback from the street line for non-residential buildings with opportunity for street tree planting and outdoor amenity space. Provide greater setbacks for residential development ranging 3-6 meters from street line.

98. Building Frontage: provide minimum 60% building frontage along build to line.

99. Streetscape: promote green streets within the Civic District through landscaped setbacks to reinforce the Laurel Creek natural system and green character. Provide opportunity for hard landscape treatments at building entrances and short intervals along Regina Street and Erb Street.

100. Façade setbacks: encourage upper storey setbacks for buildings greater than 3 storeys in height.

101. Roofline: encourage flat roofline lines with subtle changes in elevation and form.

102. Connectivity: provide access to city trail system including Laurel Creek trail and the Loop trail. Promote public art along city trails.

The Civic District is anchored by the City Centre building located at the Regina and William street intersection (Waterloo).

Building setbacks provide opportunity for soft landscaping treatment within the Civic District (Waterloo).

District 8, East Development District: Area to the immediate east of the Specialty retail District, and bounded by Laurel Street to the east, Erb Street to south, Peppler Street to west and south of Young Street East.

Vision Statement: An evolving district with a predominantly human scale form and naturalized streetscape character

103. Build to zone: Locate buildings 3-5 meters from street line for landscaping.

104. Massing: Provide façade setbacks (on front and rear elevations) on buildings over three storeys in height.

105. Rooflines: encourage pitched rooflines for buildings ranging 2-3 storeys in height. Alternative rooflines may be considered for taller buildings provided they incorporate façade setbacks.

106. Streetscape: Maintain a green setback along Peppler Street to complement the surrounding residential and Civic District character.

107. Gateway: Overtime, create a unified gateway entrance at the corner of Bridgeport Road/Peppler Street intersection.

The East District is defined by a strong residential character (even commercial buildings) with naturally landscaped yards (Waterloo).

Façade setbacks on tall buildings create an interest gateway presence along Bridgeport Road (The 42).

3.2.1.5 CORRIDOR GUIDELINES

Significant intensification is planned along the City's Major and Minor Corridors.

These corridors are located on the City's major arterial streets and provide access to planned Node Areas. Many Corridors are major transit routes and are Regional Roads. Access to these corridors are regulated by the Region and will require their approval.

- ***Reference***: *For Regional corridors, consult the Region of Waterloo's Context Sensitive Regional Transportation Corridor Design Guidelines (March 2013).*

The form, character and function do vary along the City's Corridors. In all cases, the City will promote:

- an urban built form along the corridors by locating buildings close to the street and with appropriate massing to reduce adverse impacts on surrounding properties and the public realm;
- provide a transition in building setback to establish a coordinated streetscape character and corridor function;
- pedestrian friendly streets through articulated building design and complementary landscaping;
- promote transit oriented design with building entrances located along and facing the public street; and,
- compatible transition to surrounding neighbourhoods.

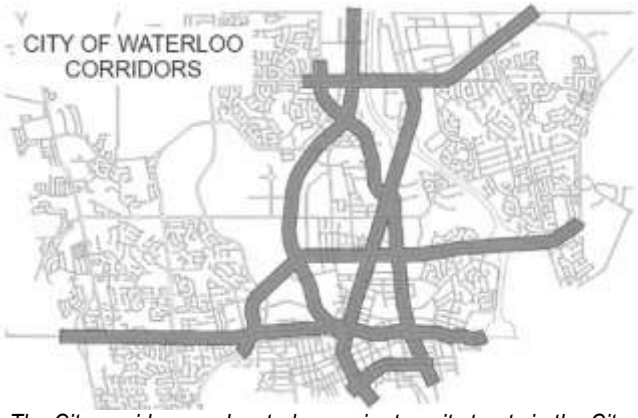
General Corridor Guidelines (Major + Minor)

1. Locate buildings close to the street with a building entrance directly facing the primary public street particularly along Major Corridors.

2. Encourage lot consolidation to promote a consistent approach to intensification along Minor and Major Corridors and to create a consistent built form without abrupt changes in building height or under-utilized properties.

3. Design all corner buildings and high rise buildings as prominent landmarks in the City.

4. To incorporate transit oriented design principles in all development located along Minor and Major Corridors.



The City corridors are located on major transit streets in the City and are connected to many Node Areas.

Buildings are to be located close to the street along the City's Major and Minor Corridors (Waterloo).

The scale of large buildings is softened though front yard landscape treatment and through vertical bay features (Toronto).

Built Form and Setbacks

5. Encourage buildings to locate close to the street, primarily along transit routes and gateway entrances.

6. Locate the greatest height and density towards the primary street frontage and street corners. Encourage perimeter block buildings on corner lots and establish a transition in height along and between corridors. Transition may be achieved through different building types, heights and articulated top sections. Building heights should be designed to achieve a recognizable skyline rather than an ad-hoc or inconsistent assembly.

7. Encourage variation in building height to create a defined and interesting skyline along Major Corridors. Encourage taller buildings at street intersection and a variety of building heights along the corridor. Provide tiered building forms that contribute toward a defined skyline form.

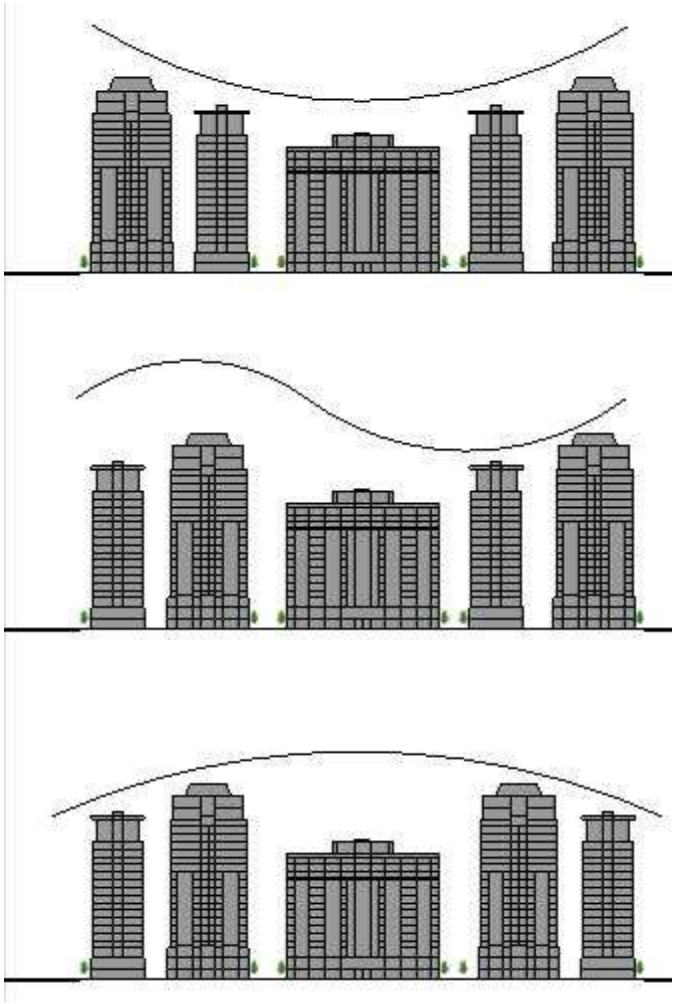
8. Encourage tower forms for high rise buildings to minimize shadow impacts on surrounding properties and to reduce bulk along corridors. Consider a variety of building forms along a corridor with emphasis on tower forms, podium buildings and smaller slab buildings.

9. Encourage greater street façade frontage along major Corridor street frontages. Consider reduced façade frontages for Minor Corridor street frontages. Consider opportunities for longer building facades such as slab buildings along corridor frontages however; design building massing and height to achieve a human scale form of development. Podium buildings or towers with podium bases are encouraged for taller buildings.

10. Encourage a 3.0-7.5 metre setback for major corridors. Provide increased setbacks for development located in minor corridors ranging between 5.0 to 7.0 metre setbacks to allow more front yard landscaping. The City may provide some flexibility to address parking needs located on select commercial corridors.

11. Provide subtle variation in setbacks or façade modulation to create an interesting streetscape with variation in massing, built form and to avoid a canyon effect.

12. Encourage increased setbacks for high-rise buildings located along corridors to create greater space for front yard landscaping, outdoor amenity space and setback relief along. For smaller buildings, encourage reduced setbacks provided sufficient façade articulation and detailing is provided.



A transition <u>along</u> a corridor may be achieved through different building heights and varied roof top designs that contribute to a recognizable skyline.

A transition <u>across</u> a corridor toward lower density housing may be achieved through stepped building form, smaller building mass and to lesser degree, landscape buffers.

Streetscapes

13. Design corridors with intensive front yard landscaping that coordinate with the building design and streetscape character. Provide large canopy trees in front yards along Major Corridors.

14. Provide a combination of hard and soft landscaping along front yard setbacks to create a high quality, pedestrian friendly streetscape. Integrate decorative hard surfaces to emphasize the building entrance and to create an outdoor amenity space area.

15. Design facades to create a consistent streetscape character and compatible rhythm. Encourage bay features with interval spacing that relates to pedestrians and street scale.

16. Emphasize the base section to create a human scale form of development with a 1-3 storey base on Minor Corridors and a 1-3 storey standard base, or 2-7 storey modulated base, for high-rise buildings on Major Corridors.

Buffers and Landscaping

17. Provide enhanced landscape buffers facing lower density housing. Incorporate large canopy street trees, shrub planting and other decorative landscape treatments.

18. Provide enhanced landscaping treatment along front and flankage yards for commercial development to screen parking areas and to contribute towards green streets.

19. Encourage decorative fencing along the side and front yards to demarcate site entrances and screening purposes.

Through Lots (dual street frontage sites)

20. Design all through lots as pedestrian friendly streets and contribute to an urban street edge condition on all public street frontages.

21. Locate larger buildings facing the primary street frontage and encourage smaller buildings to face the secondary street frontage.

22. Encourage underground parking to maximize development potential at grade with opportunity for additional buildings or outdoor amenity spaces.

High density, pedestrian-friendly development is expected along the Major and Minor corridors (Toronto).

An interesting and attractive streetscape is created when tall buildings incorporate modulated massing techniques (Toronto).

A two-three storey base element is appropriate on smaller corridors and for taller buildings facing smaller scale housing (Markham).

23. Provide convenient and direct pedestrian through-lot access between street frontages.

24. Encourage convenience and direct vehicular through-lot access between street frontages. Prohibit discontinuous or circuitous entrances. Consider opportunity to link internal service corridors with amenity spaces.

Parking

25. Encourage parking to be incorporated into proposed buildings in above grade or underground parking structures.

26. Locate parking in the side and rear yards, particularly on corner lots. Treat the primary street as the "front yard".

27. Within all build-to-zones, surface parking is generally prohibited with the exception of low-rise non-residential development where limited parking is available.

Commercial Development

28. Locate buildings close to the street to create an urban street edge condition and minimize walking to public street or transit routes.

29. Provide a pedestrian connection between the public sidewalk and building entrance(s).

30. On corner lots or sites, locate commercial building close to the street corner with parking located in side or rear yards.

31. Provide for some flexibility to accommodate the car on commercial sites. Consider single or double row parking with dedicated pedestrian access from public street to building entrance on select commercial corridors.

The urban streetscape experience is improved on through lots when larger building face the primary transit corridor and smaller building back onto the rear street (Toronto).

A common lane provides opportunity for shared service functions and outdoor amenity space (Toronto).

Gateway intersections are reinforced when buildings are located close to the street intersection (Waterloo).

3.2.1.6 NODE AND CORRIDOR IMPLEMENTATION STRATEGIES

1. Where the Business Improvement Area (BIA) or other business owners' groups exist, partnerships should be sought with the City to encourage the upgrading and maintenance of the enhanced right-of-way features.

2. Establish a design program for provision of neighbourhood or BIA logos and/or medallions.

3. Promote public/private partnerships or incentives for the provision of public parking in new infill development.

4. Encourage formation of guidelines that address the placement of street furnishing in the streetscape.

5. In each Node, encourage banner programs. Engage the BIA in the programming if a BIA exists.

6. Encourage station area plans, area redevelopment plans and area structure plans for major transit locations.

7. Conduct studies to monitor bicycle use and recommend bicycle parking requirements for various land uses.

8. Review and amend zoning by-law and sign-by-law to discourage use of portable signs.

9. Review and update the nodes and corridor design guidelines every five years.