

GOLDBERG GROUP

PLANNING JUSTIFICATION REPORT

PROPOSED ZONING BY-LAW AMENDMENT

380 Hagey Boulevard
City of Waterloo

Prepared for :
Kothari Group c/o
The University of Waterloo

May 2025

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1.0 Introduction

Goldberg Group has been retained by Kothari Group, in trust, as the 'Developer' and tenant, to the University of Waterloo, the 'Owner', to assess, from a land use planning perspective, proposed amendments to the City of Waterloo Zoning By-law 2018-050 for the property municipally known as 380 Hagey Boulevard (the "**subject site**"). The property is located on the east side of Hagey Boulevard, south of Wes Graham Way. The lands are irregularly shaped, owing to the roundabout intersection of these streets, with a total area of approximately 1.613 hectares (+/-3.98 acres), and are presently vacant.

Our Client proposes to redevelop the subject site with a new 9-storey hotel building containing 216 guestrooms, with associated restaurant, lounge, and fitness amenities located at grade. Additionally, a connected conference/banquet facility is to be provided with an area of approximately 650 m^2 (+/-7,000 ft^2). The proposed redevelopment has a resulting floor area of 15,236 sq. m, which results in a Floor Space Index (FSI) of 0.94.

The proposed hotel building is oriented along Wes Graham Way, with the conference centre fronting the roundabout, and extending south along Hagey Boulevard. A landscaped outdoor amenity space serving the conference centre is contemplated along the Hagey Boulevard roundabout. Access to the proposed building would be provided via driveways from both Wes Graham Way and Hagey Boulevard, with pedestrian connections also provided to the public realm.

Vehicular access to the site is proposed from both Wes Graham Way and Hagey Boulevard, leading to the surface parking towards the south of the property providing a supply of 271 parking spaces. Two (2) drop off and pick up laybys are to be provided at the south of the building, along the main entrance and along the conference centre entrance, which are proposed to be weather protected by canopy structures. A further supply of 60 bicycle parking spaces is also provided. Additionally, two (2) loading spaces are provided, with one dedicated to the hotel and the other to the conference centre.

From a land use perspective, the proposed development is consistent with the policies contained within the Provincial Planning Statement (2024), the Region of Waterloo Official Plan, and the City of Waterloo Official Plan (2020). Generally, these policy directives promote the wise use of urban land through the intensification of appropriately located underutilized sites within built-up urban areas and the efficient use of existing municipal infrastructure.

This application is prompted by evolving legislation and policies strongly promoting the expeditious production of more employment options, and the policy emphasis of promoting more intense development close to *higher order transit*. From a land use planning perspective, it is very important to ensure that the right-sized, optimized development concept is established for any given site since once constructed, that built form, and the use of that land, will be established for generations to come.

This Planning Report reviews the existing planning policy context, as well as the redevelopment capability of the subject site. The conclusion of this Planning Report is, from a land use planning perspective, that the proposed development represents good planning, and would be an appropriate fit with the existing and planned context. It is also consistent with, and conforms to, applicable policies and guidelines of the Province of Ontario, Region of Waterloo, and City of Waterloo.

The conclusions of this Planning Report are in part supported by the conclusions and opinions of the team of multi-disciplinary experts retained to prepare the following plans and/or reports, filed separately, in support of the application for a Zoning By-law Amendment:

- Architectural Plans, prepared by Chamberlain Architectural Services;
- Landscape Plans and Arborist Report, prepared by Addesso Design;
- Environmental Site Assessment and Geotechnical Investigation, prepared by Sola Engineering;
- Hydrogeological Assessment, prepared by Harden Environmental Services;
- Land Use, Compatibility/Mitigation, Air Quality & Odour Assessment, prepared by GradientWind;
- Pedestrian Level Wind Study, prepared by GradientWind;
- Traffic Impact Study, prepared by TrafficMobility;
- Functional Servicing and Stormwater Management Report, prepared by Masongsong Associates;

To the extent applicable, these plans and reports have been used as input into the facts and opinions expressed in this Planning Report.

Additionally, a review of the relevant Urban Design Policies and Guidelines, including the University of Waterloo Research and Technology Park Guidelines, has been provided as a supplement to this Planning Justification under a separate cover.

A pre-consultation meeting between the applicant's team and City of Waterloo (City) Staff, occurred on October 23, 2024. The City's Pre-submission Consultation Report was provided on November 21, 2024. Based on discussions with City Planning Staff, the Pre-submission checklist was subsequently revised in February 2025.

All **Figures** are provided in **Appendix A** of this Planning Report.

2.0 Location and Description of the Subject Site

The subject site is situated at the southeast corner of Wes Graham Way and Hagey Boulevard, approximately 600 metres north of Columbia Street West (**Figures 1** and **2**). The vacant property is located within the University of Waterloo Research and Technology Park District (the "**R+T Park**"), as seen in *Schedule C - District Boundaries* of the City of Waterloo Official Plan (the "**WOP**") (refer to Section 5.4 of this Planning Report). The subject site is also located approximately 225 meters west of the Research & Technology Station LRT Station (the "**RT Station**") and is notably located 800 meters north of the University of Waterloo main campus (**Figure 3**).

Figure 1 is an Aerial Context Map and **Figure 2** is a Height and Area Developments Map together showing the location, existing context of the subject site, and the locations of existing and recently approved and constructed buildings in the nearby area surrounding the subject site. **Figure 2** also demonstrates the street, lot, and building heights less than 5-storeys in the area extending generally from Bearinger Road to the north, Phillip Street to the east, the Columbia Street West to the south, and Westmount Road to the west.

The subject site is an irregularly shaped lot, with a frontage of approximately 93.55 meters (306.92 feet) along Hagey Boulevard, and a depth of approximately 112.95 meters (370.57 feet) along Wes Graham Way. The total lot area is approximately 16,126.8 square meters (3.97 ac/1.61 ha). The subject site is legally described as 'Part of Block 1, Registered Plan 58M-272'. **Figure 6** is the Plan of Survey of the existing site.

As noted previously, the subject site is located in close proximity (225 metres) from the RT Station, which is identified as a *Major Transit Station Area* on Figure 4C Research & Technology Park MTSA of the RWOP **(Figure 12)** and Schedule 'J' – Major Transit Station Areas of the WOP **(Figure 16)** (refer to Section 5.4 of this Planning Report).

There is no terrain or physical feature on the subject site that would constrain the proposed development. The topography of the subject site is generally flat. All tree related implications have been examined and filed under separate cover in the accompanying Arborist Report, prepared by Adesso Design Inc.

3.0 Description of Surrounding Area Context

The R+T Park District is generally bounded by Bearinger Road to the north, Columbia Street West to the south, the Trans Canada Trail / Laurel Trail to the west and Laurel Trail and the ION light rail tracks to the east.

The District, is characterized by 1 – 5 storey office and institutional buildings, generally supported by large areas of surface parking. The district is generally divided into three sections based on its existing built form and uses. North of Wes Graham Way, east and west of Hagey Boulevard, the area is predominantly vacant, with a small enclave low-density residential community. The central section, north of Frank Tampa Drive and south of Wes Graham Way, consists primarily of office buildings, ranging between 3 to 5-storeys, supported by surface parking. The southern portion, north of Columbia Street West, consists of institutional buildings affiliated with the University's North Campus. The R+T Park District is mostly populated with *Employment* designated lands, as shown on Schedule 'A' Land Use Plan of the WOP **(Figure 13)**.

The R+T Park is primarily occupied by technology-focussed companies defining the district as a prominent hub for technological advancement. Many of these companies are recognized leaders in innovation, with several being international firms that maintain offices in the district. The proposed hotel and conference center presents an opportunity to support the district by providing accommodations and event spaces that cater to the needs of visiting professionals, researchers and more.

The subject site is located within City of Waterloo and as such, in close proximity to higher order transit, shops, services, restaurants, entertainment, institutional and office commercial uses that are within walking distance or accessible by public transit. Growth and intensification have occurred in the City of Waterloo, resulting in many low to high-rise buildings, mixed-use streets, and high quality architectural and urban forms. In addition, this has led to increased activity driven by commercial and institutional uses, such as university programs and research initiatives, and events related to the University of Waterloo as well as the presence of existing technology businesses. These factors further highlight the need for accommodations and support services in the area.

3.1 Immediate Area Context

The following describes in greater detail the land uses within the immediate surrounding area of the subject site and the UW Research and Technology Park District.

Table 1: Site Context

North	• North of the subject site is Wes Graham Way a Minor Collector Road. • North of Wes Graham Way are vacant lands (415 – 435 Wes Graham Way).

	• Further north of this parcel, south of Bearinger Road, is a small residential enclave along Corrie Crescent, which is comprised of by 1 to 2-storey single detached dwellings • West of the residential community are vacant lands. • North of the residential community and vacant lands is Bearinger Road, a *Major Collector Road*.
East	• Immediately east of the subject site is a 3-storey office building with surface and covered parking to its rear (420 Wes Graham Way). • East of the office building is Laurel Trail, an 8 km multi-use trail along the Laurel Creek that runs from Uptown Waterloo through University of Waterloo to Columbia Lake. • Immediately east of Laurel Trail is the Research & Technology LRT Station, and associated rail corridor, providing connections between the Cities of Kitchener and Waterloo.
South	• Immediately south of the subject site is the Toby Jenkins Applied Health Research Building, a 2-storey health research facility for the University of Waterloo (340 Hagey Boulevard). The property includes parking to its rear (east). • South of the Research Building is a 3-storey office building, that houses several technological companies including Stantec (300 Hagey Boulevard). The property includes surface parking to its rear (north). • Directly south of the 3-storey office building is Frank Tompa Drive, a local road. • South of Frank Tompa Drive are two (2) surface parking areas that service the 1-storey day care center (200 Columbia Street West).
West	• Immediately west of the subject site is Hagey Boulevard, a *Major Collector Road* that operates in a north-south direction. • West of Hagey Boulevard is a 3-storey office building (375 Hagey Boulevard), with surface parking to its rear (southwest). • South of the office building is vacant land (335 Hagey Boulevard). • Further south is the Accelerator building, a 3-storey commercial building, with surface parking to its rear (295 Hagey Boulevard). • West of the Accelerator building, are two (2) 4 and 5-storey office buildings with surface parking and covered parking to its east (275 Frank Tompa Drive). • Further west is the Columbia Lake (UW) Disc Golf Course, connected to the wider Columbia Lake park. This park includes several open spaces, as well as the Columbia Lake.

Figure 2 illustrates the surrounding land uses and **Figures 3** to **5** illustrates the existing context of the surrounding area in terms of transit and community services.

3.2 Development Activity – Waterloo Regional Hospital

In July 2024, the Province of Ontario announced that the University of Waterloo North Campus, which includes the R+T Park, has been selected as the site of Grand River Hospital and St. Mary's General Hospital's new joint Regional Hospital, serving Waterloo-Wellington and beyond.

The lands which will support the future hospital are situated approximately 650 metres northwest of the subject site, and will occupy approximately 60 acres of the R+T Park (**Figure 2**), intended to aid in fostering a closer relationship between the University and community health-care providers. The new hospital site is located south/west of Bearinger Road and will span the norther portion of Hagey Boulevard at the intersection with Bearinger Road.

Planning work for the new Hospital is underway, with the facility expected to open in 2035.

3.3 Roadway and Transit Service

The subject site abuts both Hagey Boulevard and Wes Graham Way. Hagey Boulevard is a four (4) lane *Major Collector* road which street extends from Columbia Street West to Bearinger Road. Wes Graham Way is a *Minor Collector* road that extends from Bearinger Road then curves west and terminates in a cul-de-sac in front of the Research Advancement Centre (485 Wes Graham Way, Waterloo).

Hagey Boulevard has a dedicated bicycle lane in both the north-south direction, which connects to other dedicated bicycle lanes, signed bike routes and trails that extend approximately to adjacent municipalities including the City of Kitchener, the Township of Woolwich and more.

The area is very well-served with regular surface transit service, including several bus stations within convenient walking distance. The subject site is approximately 300 m, or a 4-minute walk to the Research & Technology (R+T) LRT Station to the east. R+T Station is part of the Grand River Transit ION light rail line, which provides rapid transit service between Conestoga station in Waterloo and Fairway station in Kitchener.

The Region of Waterloo is also contemplating the extension of the ION LRT system by an additional 17 km from Fairway station in Kitchener to Downtown Cambridge with seven new stations, creating a continuous LRT service across the Region's three urban centres. On June 10, 2021 the Minister of the Environment, Conservation and Parks signed a Notice to Proceed for the Stage 2 ION project. On June 21, 2021 the Region of Waterloo published a Statement of Completion for the Transit Project Assessment Process, marking the final step in the formal process. Having satisfied the requirements of the Environmental Assessment Act, the Region may now proceed towards implementation and construction according to the requirements and commitments in the Environmental Project Report. The estimated start of service for the Cambridge LRT could be as early as 2032.

The subject site is located within a *Major Transit Station Area (MTSA)* (**Figures 3, 4, 12** and **16**) centered on the R+T LRT Station, as identified in *Figure 4C Research & Technology Park Major Transit Station Area* of the RWOP and *Schedule J: Major Transit Station Area* of the WOP (refer to Section 5.4 of this Planning Report). The RWOP defines *Major Transit Station Areas* (MTSA) as lands along the Stage 1 and planned Stage 2 ION light rail transit route that are typically located within a 500 to 800 metre radius of the transit stop. The RWOP identifies a minimum gross density target of 160 residents and jobs combined per hectare to be achieved by 2051 or earlier.

The subject site is located within walking distance of the following bus stops as shown on **Figure 3**:

Table 2: Existing Transit Routes

Route No.	Route Name	Frequency	Connections
9	Lakeshore	Regular service, until 12 am, six days a week	University of Waterloo, Research and Technology, Northfield, and Conestoga Stations
13	Laurelwood	Regular service, from 8 am to 11 pm, from Monday to Sunday	University of Waterloo and Boardwalk Stations
31	Columbia	Regular service, from 5:30 am to 11 pm, from Monday to Friday	Conestoga, and Research and Technology Park Stations
91	Late Night Loop	Late Night service from 12am to 2 am, from Thursday to Saturday	University of Waterloo, Waterloo Public Square, Grand River Hospital, Central, and Queen Stations
201	iXpress Fischer-Hallman	Regular service, from 6:30 am to 12:30 am, from Monday to Sunday	Conestoga, University of Waterloo, and Block Line Stations, Conestoga College – Doon Campus

The nearest bus stop is located 44 metres from the subject site along Hagey Boulevard.

In view of the above, the subject site has excellent accessibility to existing transit infrastructure, providing inter- and intra-municipal connections.

4.0 Proposed Development

Conceptual plans for the proposed development are shown in **Figures 7** through **10** of this Planning Report. The Site Plan for the proposed development is shown in **Figure 7** and **Figure 8** provides the proposed landscape plan. **Figures 9 - 10** are the proposed building massing and conceptual renderings.

The proposed development consists of a 9-storey hotel, oriented along Wes Graham Way, with a 1-storey conference center on the main floor oriented along the western boundary of the property, fronting onto Hagey Boulevard. The resulting building would have a total of 216 guestrooms, with approximately 650.32 m^2 (7,000 ft^2) of banquet/conference floor area at grade. Parking for the proposal is located at grade, at the south and eastern portions of the lot, with separate driveway accesses provided from both Wes Graham Way and Hagey Boulevard.

The building height, excluding the parapet and roof deck, is 29.72 m, with a 3.05 m parapet and roof deck. The ground floor has a minimum height of 5.03 m.

The proposal employs a variety of measures to respect the existing and evolving context of the areas, including setbacks, building stepbacks, architectural details, building articulation and building materials/cladding. The building's ground floor is set back 5 meters from Wes Graham Way and 10 meters from Hagey Boulevard, with the yard comprised of paved walkways and landscaping along both streetscapes. It is noted that the City's current zoning permits a minimum 5.0 meter setback along Hagey Boulevard. Through detailed design refinement at the Site Plan Approval stage, a reduction of the Hagey Boulevard setback from 10.0 meters to 7.5 meters may be considered, while remaining fully compliant with zoning regulations and maintaining the intended pedestrian-oriented design.

The intervening yard along the street line is to be heavily landscaped, in keeping with the character of the area, with outdoor terraces and patios associated with the abutting indoor uses provided to help activate the streetscape

Access to the hotel is provided on both the north and south sides of the building. The north entrance fronts onto Wes Graham Way, connecting to the existing sidewalk, while the south entrance faces the hotel drop off area, with a canopy above for protection for the weather. In addition to the hotel entrances and elevator core, the ground floor includes a bar/café, a lounge room, a sunroom, in-ground pool, fitness room, and more. Three (3) outdoor spaces are also proposed at the ground level: a patio adjacent to the bar/café fronting Wes Graham Way, a second patio adjacent to the conference centre oriented toward the roundabout intersection and an outdoor amenity space positioned on the western side of the conference centre.

Access to the conference centre, located towards the west side of the site, is similarly provided on both the north and south sides of the building. The north entrance fronts onto Hagey Boulevard, connecting to the existing sidewalk, while the south entrance faces the

conference centre drop off/loading area, with a canopy above for protection for the weather. An outdoor patio and terrace is contemplated south of the conference centre, which is to be heavily landscaped and will incorporate decorative landscape elements to enable more formal events (such as weddings) to utilize the facility and have room for outdoor activities and photographs.

Vehicular access to the building will be provided by way of two driveways, located on the southwest and northeast sides of the lot, with access from both Hagey Boulevard and Wes Graham Way. Surface parking is provided towards the south portion of the site, with a total of 271 parking spaces proposed. This includes 256 parking spaces, 7 accessible parking spaces and 8 electric vehicle (EV) parking spaces.

Two (2) loading spaces are provided, each dedicated to the hotel and conference centre respectively. The hotel loading space is provided directly east of the hotel, adjacent to the bike parking and surface parking to the east. The conference centre loading space is provided directly south of the centre's entrance, doubling as drop off layby. Turning movements have been confirmed with the applicant's transportation consultant so that the service vehicles can enter and exist the site in a forward moving direction. The provision of parking, loading, accessible, and EV parking spaces are compliant with the City Zoning By-law (the "**CZBL**").

A supply of 36 bicycle parking spaces is also provided. This is less than required by the CZBL, however is considered appropriate given that patrons of the proposed development are unlikely to rely on bicycles to reach the subject site.

Table 3: Site and Building Statistics

Site Area	**16,126.8 sq. m (3.98 ac.)**
Total GFA	**15,236 sq. m**
Floor Space Index	**0.22**
Hotel Breakdown	
Conference/Banquet Hall	650.32 m^2 (+/-7,000 ft^2)
Total Guestrooms	216 rooms
Landscaping	**78.3% of site area**
Soft Landscape	16,126.9 sq. m
Hard Landscape	9,787.7 sq. m
Total Height	**9-storeys (29.72 m + 3.05 m Parapet)**
Parking Supply	**271**
Parking Spaces	256
Accessible Spaces	7
EV Parking Spaces	8

Loading Spaces	**2 Type 'G'**

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS 2024), the Region of Waterloo's Official Plan, the City of Waterloo Official Plan, City and Regional guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate height and density and appropriate setbacks. In our opinion, the proposed building is designed to be sensitive to, and fits into, this context, without adverse planning impacts on the adjacent or nearby properties.

4.1 Applications Required to Implement the Proposal

The subject site is located within the *Employment* land use designation of the City of Waterloo Official Plan ("WOP") and more specifically identified within the *Academic* sub-category. The WOP vision recognizes post-secondary institutions as major employers in Waterloo's economy. As such, this designation seeks to protect these lands for future academic and institutional growth. The University of Waterloo's North Campus is identified as an area where post-secondary educational uses, along with a restricted range of employment uses, are contemplated.

The *Academic* designation contemplates for a wide range of uses and lists "other similar uses consistent with the vision and policies of this designation" as a permitted use. As such, the proposed hotel use with an associated conference centre is a similar use consistent with the vision and policies of the *Academic* designation, as it supports the academic and research functions of the University by providing accommodations and gathering space for visiting academic professionals including faculty, researchers, conference attendees, institutional partners and so on. Further, the proposed development complements the surrounding innovation and technology context of the R+T Park, reinforcing the district as a hub for innovation and economic development. Therefore, the proposed hotel and conference center is a permitted use.

As confirmed by City of Waterloo Planning Staff during the pre-consultation process, an Official Plan Amendment (OPA) application is not required as the development proposal is currently permitted by the *Academic* policies of the WOP.

Notwithstanding this, the subject site is within the *University College (UC-81)* Zone within City-wide Zoning By-law 2018-050, and is also subject to Exception C74, which permits a variety of commercial and office uses, but not the proposed hotel on conference/banquet facility uses.

A **Zoning By-law Amendment (ZBA)** is required to permit the proposed hotel use. A number of site-specific development standards are to be incorporated, including those relating to height, density, lot coverage, and setbacks, etc. Further clarification of these

standards will be achieved with the input of City staff through the City's application process.

Additionally, **Site Plan Control** approval **(SPA)**, will be required, and will be submitted at a future date.

5.0 Policy Context

The proposed development and subject ZBA application must be reviewed in the context of applicable Provincial, Regional, and Municipal policy documents. In this regard, the subject applications are reviewed in relation to the policies contained within the following documents:

- The Planning Act
- The Provincial Planning Statement (2024) (the "**PPS**")
- The Region of Waterloo Official Plan (the "**RWOP**")
- The City of Waterloo Official Plan (the "**WOP**")
- The City of Waterloo Zoning By-law 2018-050 (the "**CZBL**")
- The City of Waterloo Urban Design Manual (the "**UDM**")
- The University of Waterloo Research and Technology Park Development Handbook and Guidelines (the "**RT UDG**")

5.1 The Planning Act

Section 2 of the Planning Act indicates that municipalities shall have regard to the following matters of provincial interest:

(a) The protection of ecological systems, including natural areas, features and functions;
(b) The protection of the agricultural resources of the Province;
(c) The conservation and management of natural resources and the mineral resource base;
(d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
(e) The supply, efficient use and conservation of energy and water;
(f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
(g) The minimization of waste;
(h) The orderly development of safe and healthy communities;
(h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
(i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
(j) The adequate provision of a full range of housing, including affordable housing;
(k) The adequate provision of employment opportunities;
(l) The protection of the financial and economic well-being of the Province and its municipalities;
(m) The co-ordination of planning activities of public bodies;
(n) The resolution of planning conflicts involving public and private interests;
(o) The protection of public health and safety;
(p) The appropriate location of growth and development;

(q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
(r) The promotion of built form that is:
(i) Well designed,
(ii) Encourages a sense of place, and
(iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
(s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development has regard for applicable provincial interests, and in particular subsections (e), (f), (h), (h.1), (k), (l), (m), (o), (p), (q), (r), and (s) for the following reasons:

- The subject site is an appropriate location of growth and development as it is proximate to existing transit, and within a Major Transit Station Area (MTSA), and will provide a *transit-oriented density* in a *compact built form*. The proposed development will contribute to the efficient use of transportation, sewage and water services which already exists and services the subject site;
- The proposed use is appropriate for the surrounding context of institutional, office, and technological uses that generate consistent demand for hospitality services;
- The design is sustainable by promoting low-impact transportation options, such as bicycle parking and seamless pedestrian and cycling connections to the R+T LRT station, supporting transit use and enhancing walkability;
- The proposed development can be effectively serviced by existing municipal infrastructure, and will not adversely impact same;
- Redevelopment of the subject site represents the orderly development of a safe and healthy community and will add a range of jobs to the existing stock of businesses within the area. The proposed hotel will modernize the provision of commercial floor area within the community, in a location that is transit supportive;
- The proposed development supports the existing and future operations of businesses within the R+T Park by providing essential accommodations for visiting professionals and offering meeting spaces for events such as academic or technology related conferences;
- The proposed development will not preclude the ability for adjacent lands to continue to operate and development with a mix of commercial and industrial uses;
- The built form is well-designed and includes an enhanced streetscape that is accessible and attractive, contributing to a vibrant sense of place.

In view of the foregoing, it is concluded that the proposed development and ZBA application has regard for Section 2 of the Planning Act.

5.2 Provincial Planning Statement, 2024 (the "PPS")

The new PPS came into effect on October 20, 2024. This document provides policy direction on matters of provincial interest related to land use planning and development,

and has been issued under Section 3, or the Planning Act. The PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after the effective date.

The PPS replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. The PPS is intended to be a streamlined province-wide land use planning policy framework that provides municipalities with the tools and flexibility in order to facilitate the development of at least 1.5 million homes by 2031. This document provides policy direction on matters of provincial interest related to land use planning and development. Further, all decisions "must be consistent with" the PPS.

PPS 2024 directs municipalities to implement within their planning instruments the principles, goals and objectives expressed in the Provincial Policy Statement. For example, Section 6.5 of PPS 2024 indicates that "*Official Plans shall identify provincial interests and set out appropriate land use designations and policies"*. Also, "in order to protect provincial interests, planning authorities shall keep their Official Plans up-to-date with this Provincial Policy Statement" and the "policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan." As such, this PPS applies to the consideration of this application, independent of the Official Plan policies approved for the site. The PPS requires that all decisions affecting planning matters be consistent with the policies issued under the Planning Act.

Since official plan and zoning by-law documents are not static and evolve by way of amendment, each municipality must ensure that the Official Plan and Zoning By-law, and the related amendments, are up to date, and are "consistent with" the PPS 2024. Accordingly, the site-specific amendment provided through this application represents a Planning Act means of aiding the municipality in keeping the Official Plan and Zoning By-law up to date and consistent with the PPS 2024.

Within the PPS, the following definitions are of relevance in the context of the proposed development:

- **Compact built form**: *means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses, duplexes, triplexes and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads.*

- **Complete communities**: *means places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support*

opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.

- **Designated growth areas**: *means lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses.*

- **Development**: *means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act…*

- **Employment area:** means *"…those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above."*

- **Frequent transit**: *means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.*

- **Higher order transit**: *means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.*

- **Major transit station area**: *means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station.*

- **Settlement areas**: *means urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets). Ontario's settlement areas vary significantly in terms of size, density, population, economic activity,*

diversity and intensity of land uses, service levels, and types of infrastructure available. Settlement areas are:

a) built-up areas where development is concentrated and which have a mix of land uses; and
b) lands which have been designated in an official plan for development over the long term.

- **Strategic growth areas**: *means within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form. Strategic growth areas include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted postsecondary institutions and other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.*

- **Transit-supportive**: *in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.*

Generally, the PPS directs growth and development to *settlement areas* through intensification, with a particular focus on *strategic growth areas*, including *MTSAs*, and a land use pattern based on a mix of uses which efficiently uses land and resources, optimizes existing and planned infrastructure and public service facilities, and supports active transportation and transit, while providing a full range of housing options. The City of Waterloo is also listed as a List of Large and Fast-Growing Municipality, where a target of 50 residents and jobs per gross hectare is provided to support intensification and promote sustainable land use.

The following polices of the PPS 2024 are of relevance in the consideration of the proposed development:

Settlement Areas:

- **Policy 2.3.1.1:** *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

- **Policy 2.3.1.2:** *Land use patterns within settlement areas shall also be based on densities and a mix of land uses which:*
    a. *efficiently use land and resources;*
    b. *optimize existing and planned infrastructure and public service facilities;*
    c. *support active transportation;*
    d. *are transit-supportive, as appropriate; …*
- **Policy 2.3.1.4:** *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions*
- **Policy 2.3.1.5:** *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas*
- **Policy 2.3.1.6:** *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities*

The subject site is located within the *R+T Park MTSA* and thus we interpret this to mean it is also within *strategic growth area*. Further, the lands are located within a *Major Node*, as identified in the WOP, which is planned to "accommodate a range of *medium high* to *high density* uses, including residential, commercial, employment, social, cultural, recreational and institutional uses". On this basis, the proposed hotel and conference centre would be considered a commercial use, and is thus permitted. Further, it is our opinion that the lands are well-suited for the proposed development given the local context.

Further, the proposed development will introduce additional job opportunities proximate to existing *frequent* and *higher order transit*, thus increasing pedestrian and commuter activity that supports increased levels of ridership that appropriately leverage the investments made in the existing transit infrastructure and public service facilities. This further contributes to and enhances the existing commercial hub within the R+T Park.

The subject site is also centrally located within the R+T Park and abuts the intersection of a *Major Collector road* and a *Minor Collector road*, with direct connections to nearby communities and the University of Waterloo through existing pedestrian and cycling infrastructure. In addition, the development supports the ongoing and future employment and commercial activity of the R+T Park by providing complementary uses that attract visitors, particularly academic and technology professionals, through the inclusion of a hotel and conference centre. The proposed uses offer spaces for corporate or university gatherings and accommodations for visiting professionals, while also being suitable for private functions for area residents.

The subject site also meets the PPS definition of a *designated growth area* and would thus supports the recommended minimum target of 50 residents and jobs per gross hectare for *Large and Fast Growing Municipalities*, including the City of Waterloo.

The proposed development will thus contribute to the achievement of the minimum density targets established for this area, and for the City at large.

Strategic Growth Areas, Major Transit Station Areas and Frequent Transit Corridors:

- **Policy 2.4.1.1:** *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas*
- **Policy 2.4.1.2:** *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
    a. *to accommodate significant population and employment growth;*
    b. *as focal areas for education, commercial, recreational, and cultural uses;*
    c. *to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; …*
- **Policy 2.4.1.3:** *Planning authorities should:*
    a. *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
    b. *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
    c. *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form*
- **Policy 2.4.2.2:** *Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*
    b. *160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; …*
- **Policy 2.4.2.3**: *Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*
    a. *planning for land uses and built form that supports the achievement of minimum density targets; and …*
- **Policy 2.4.2.6**: *All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*
    a. *connections to local and regional transit services to support transit service integration;*
    b. *infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and…*
- **Policy 2.4.3.1**: *Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*

As noted previously, the subject site is located within a *strategic growth area* by virtue of its presence within an *MTSA,* as identified by the RWOP and the WOP. The area is very well-served with existing rapid public transportation stations and routes, including the R+T LRT station, located within a convenient walking distance to/from the subject site, which provides 10-15 minute transit service seven days a week. The site is also located immediately adjacent to several bus routes along both Wes Graham Way and Hagey Boulevard.

Further, the WOP already contemplates that the lands are appropriate for high-density development given the lands are within the *High Density Employment* Zone, which permits a maximum height of 81 metres and the proposed development adheres to. In this regard, the planning question at the heart of this consideration is one of use, as the density contemplated in this proposal is permitted in the WOP.

On this basis, the PPS directs that job opportunities are to be planned for this site and area based on proximity to existing transit. Maximizing the variety of uses in proximity to the LRT station will encourage increased transit ridership, strengthening the station's role and function as a key transit facility in the City and Region-wide public transit. Similarly, the compact built form provided by the proposed development will leverage the investments made by all levels of government in the creation of said transit infrastructure, providing a continued source of ridership to ensure its continued and efficient operations.

It is our opinion that the proposed use would thus expand the mix of uses with a hotel and conference/banquet facility that is complementary to the existing and planned vision for the R+T Park, as well as the University of Waterloo, and will strengthen the viability of the Park to continue to grow. Considering the future location of the new Hospital northwest of the subject site, it is clear that the hotel function would support the healthcare function by providing short to long term residence for visiting professionals as well as visitors to patients.

Employment:

- **Policy 2.8.1.1**: *Planning authorities shall promote economic development and competitiveness by:*
    - *a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
    - *b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
    - *c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
    - *d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities.*

- **Policy 2.8.2.1**: *Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.*

- **Policy 2.8.2.2**: *Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.*
- **Policy 2.8.2.3**: *Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:*
    - *a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;*
    - *b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;*
    - *c) prohibiting retail and office uses that are not associated with the primary employment use;*
    - *d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and*
    - *e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.*

The proposed hotel and conference centre will contribute to the diversification of employment opportunities located near *higher order transit* within an MTSA. This proximity, combined with the built form and building layout, will help foster a vibrant and active streetscape, aligning with the character of an area well-served by several transit options.

The subject site is strategically located within close convenient walking proximity of regular surface transit service and the Research and Technology station, contributing to the ongoing utilization and support of transit, minimizing vehicle trips, promoting energy efficiency and active transportation options. The subject site is also located within a short and convenient walking distance to shopping, entertainment and other public spaces. This proximity to community facilities promotes active transportation in the form of walking and cycling. Furthermore, the subject site is in close proximity to the University of Waterloo, which promotes the use of the proposed conference centre for institutional and educational purposes, potentially serving as a venue for academic events, seminars, conferences and so on. This close connection to the University also enhances the potential for collaboration between the institution and local businesses, fostering a vibrant, integrated community.

The proposed development advances provincial policy direction by providing intensified residential development that is transit supportive. The proposed development will provide a mix of employment opportunities that will expand options for the local workforce within

a *strategic growth area*, while also complementing the ongoing business operations of existing uses. As noted previously, the subject site is within an *MTSA*, and thus will support energy conservation through reduced automobile trips and active transportation modes, therefore contribute to reducing the impacts of climate change.

The redevelopment proposal, if approved, increases employment opportunity in the hospitality and service field. This additional concentration of jobs contributes to maintaining and enhancing the vitality and vibrancy of this area, it supports the shops and services in the area and contributes to the 24/7 pedestrian activity and presence. All of this contributes to the vitality, viability, and economic prosperity of this portion of the R+T Area.

It is our opinion that this development proposal supports and advances the PPS 2024 policy direction to optimize the use of the land, resources, and the existing and planned infrastructure. This subject proposal also achieves the many other policy imperatives of the PPS 2024 and therefore implements and is consistent with the policy direction of the PPS 2024.

5.3 Region of Waterloo Official Plan (the "RWOP")

The RWOP Plan was adopted by Regional Council on June 16, 2009, through By-law No. 09-025. It was subsequently approved with modifications by the Minister of Municipal Affairs and Housing on December 22, 2010. Several parties subsequently appealed the Ministry's decision to the Ontario Municipal Board for adjudication (Case No. PL110080). The Ontario Municipal Board issued an Oral Decision to approve the Regional Official Plan in part, with modifications, on June 18, 2015. The Board confirmed its decision through a subsequen Memorandum of Oral Decision and Order of the Board dated July 14, 2015. As a result, the new Regional Official Plan came into effect on June 18, 2015.

On April 11, 2023, the Minister of Municipal Affairs and Housing (MMAH) approved the Region of Waterloo's Regional Official Plan Amendment (ROPA) No. 6 with modifications. ROPA 6 establishes the planning framework in the Regional Official Plan to accommodate forecasted population and employment growth to the year 2051 as well as implements policies addressing land use planning, transportation, public transit, water and wastewater supply and services, public health, economic development, and affordable housing, as well as other growth and development matters. Notably, ROPA 6 was approved prior to the effective date of the PPS, 2024.

Subsequent to the approval of ROPA 6, Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024*, received Royal Assent on June 6, 2024. Included in this omnibus bill are *Planning Act* changes first introduced through Bill 23, the *More Homes Built Faster Act, 2022*, which remove planning policy and approval responsibilities from several upper-tier municipalities, including the Region of Waterloo, as of January 1, 2025. On this date, the Region of Waterloo Official Plan (RWOP) became a plan of the local municipalities, and they will be required to implement and ensure applications conform to the RWOP.

The RWOP thus remains an applicable policy document. It is now considered part of the local municipalities' planning framework, which means the proposed development must still conform to the RWOP. Local municipalities are now responsible for implementing and enforcing conformity with the RWOP policies.

The subject site is identified within the following relevant RWOP mapping as follows:

Table 4: RWOP Mapping of Subject Site

Schedule	Description
Map 1: Regional Structure (ROPA 6)	Within the *Urban Area*
Map 2: Urban System (ROPA 6)	Within *Designated Greenfield Areas*
Map 3: Employment Area (ROPA 6) *Figure 11*	Within the *Employment Area*
Map 5A: Regional Transit Network *Figure 11*	Both Hagey Boulevard and Wes Graham Way are identified as *Existing Transit Corridors*
Map 5C: Regional Cycling Routes	Site is proximate to the *Laurel Trail: Existing and Planned Cycling Route*
Map 6A: Urban Area Source Water Protection Areas *Figure 11*	Subject site is at the periphery of *Wellhead Protection Areas (WPSA– 8)*
Figure 4C: Major Transit Station Areas *Figure 12*	Research & Technology Park Station

Under the Planning Act, the Region is required to review the RWOP every five years. Since the approval of the current RWOP (June 2015), the Province has completed several significant Provincial policy initiatives.

Guidance on how to deal with inconsistencies are outlined in part through PPS Policy 6.1(7), which states *"Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Policy Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Policy Statement".* While the RWOP may not contemplate hotels in the R+T Park due to its *Employment Area* Policies, as mentioned previously the RWOP remains to be updated for consistency with the PPS, 2024.

Additionally, as the WOP contemplates the proposed use, and as the City of Waterloo now bears responsibility for enforcing conformity with the RWOP, it has been confirmed that an OPA is not necessary.

5.3.1 RWOP/ROPA 6: Where and How to Grow

As part of the approval of ROPA 6, Chapter 2 ("Shaping Waterloo Region's Urban Communities") of the RWOP is deleted in its entirety and replaced with a new Chapter 2 ("Where and How to Grow").

Chapter 2 of the ROPA 6 outlines the Region's forecast population and employment growth to 2051. This chapter specifically focuses on guiding planning decisions and infrastructure investments to manage growth sustainably and effectively. In this regard, the Region forecasts the provisions 114,900 jobs by 2051 within Table 1 of ROPA 6.

The following is a summary of the relevant policies contained in **Sections 2.A, 2.B.1, and 2.C** of the RWOP/ROPA 6, Managing Population and Employment Growth, the Urban System, and the Urban Area respectively:

- **Policy 2.A.3:** *The Region and the area municipalities will allocate the forecasted growth in Table 1 based on the following:*
  - *(a) the vast majority of growth will be directed to the key structural components of the Regional urban system described in Section 2.B;… ;*
- **Policy 2.B.1.1:** *The Region and the area municipalities will direct the majority of the forecasted population and employment growth in Table 1 to the following key structural components of the Regional urban system:*
  - *a. the Urban Area and Township Urban Areas as shown on Map 1;*
  - *b. strategic growth areas as shown on Map 2, where the highest levels of growth and development will generally be directed based on the following hierarchy;*
    - *i. Downtown Cambridge, Downtown Kitchener, and Uptown Waterloo Urban Growth Centres;*
    - *ii. Major Transit Station Areas;*
    - *iii. Regional Intensification Corridors;*
    - *iv. Local Centres and Intensification Corridors; and*
    - *v. Township Urban Growth Centres.*
  - *d. designated greenfield areas as shown on Map 2; and*
  - *e. employment areas as shown on Map 3.*
- **Policy 2.C.2.1:** *The Urban Area is designated as shown on Map 1. This designation contains the primary urban areas of the Cities of Cambridge, Kitchener and Waterloo, and also extends into portions of the Township of Woolwich. The lands included within this designation are intended to accommodate the largest share, almost 90 percent, of the Region's population and employment growth within the planning horizon of this Plan, and will be planned and developed in accordance with the policies of this Chapter and other applicable policies in this Plan;*
  - *a) Area municipalities will develop official plan policies and implementing zoning by-laws, and other planning documents or programs to ensure that*

development occurring within the Urban Area is planned and developed in a manner that:

- *a. implements the Regional urban system described in this Plan;*
- *b. advances the community's transition into an energy-efficient, resilient, low-carbon community by:*
  - *i. promoting a more compact built form that enables a modal shift to most trips being made by walking, cycling, and rolling;*
  - *ii. contributing to the creation of 15-minute neighbourhoods;*
  - *iii. reducing air pollution and achieving the greenhouse gas emission reduction targets of this Plan;*
  - *v. integrating green infrastructure and appropriate low impact development;*
  - *vii. ensuring that any new development requiring site plan or plan of subdivision approval under the Planning Act meets the requirements of the area municipality's High Performance Development Standards adopted in accordance with Policy 2.B.1.2 of this Plan;*
  - *viii. maximizing tree canopy for shaded areas and community greening within delineated built-up areas and designated greenfield areas; and*
- *c. is serviced by a municipal water and wastewater system, except where specified in accordance with Policy 2.J.8;*
- *g. avoids development and land use patterns that may pose a risk to public health, safety and the environment;*
- *h. improves accessibility for persons of all ages and abilities and at all times of year by addressing built form barriers which restrict their full participation in society;*
- *i. ensures the development of high quality urban form through site design and urban design standards that create an attractive and vibrant public realm;*
- *j. expands residents' convenient access to:*
  - *i. a range of transportation options, including to a mobility network that is safe, comfortable and convenient for walking, cycling, and rolling for people of all ages and abilities and at all times of year;*
  - *ii. public service facilities, co-located and integrated in community hubs;*
  - *iii. an appropriate supply of safe, publicly-accessible urban greenlands, open spaces, parks, trails, and other opportunities for recreation in accordance with the policies in Chapter 3; …. (2.C.2.2)*

Insofar as the above noted policies are relevant given the subject site has already been zoned for employment uses, the subject site is within the an appropriate location for growth and development based on the structural elements of the RWOP. In our opinion, the

proposed development would continue to satisfy the provisions of the RWOP for development within the Urban Area.

The following is a summary of the relevant policies contained in **Section 2.D** *Strategic Growth Areas*:

- **Policy 2.D.2.1**: *Major Transit Station Areas are identified on Map 2 and further delineated on Figures 4a to 9d of this Plan. These station areas identify lands along the Stage 1 and planned Stage 2 ION light rail transit route that are typically located within a 500 to 800 metre radius of the transit stop, representing about a 10-minute walk*
- **Policy 2.D.2.2:** *Area municipalities will undertake detailed planning and establish official plan policies and zoning by-laws to ensure that Major Transit Station Areas are planned and designed in a manner that:*
  - *a. achieves the minimum density targets set out in Table 2;*
  - *b. is transit-supportive, supports planned transit service levels, and prioritizes access to the station area and connections to any nearby major trip generators by providing;*
    - *i. connections to regional and provincial transit services to support transit service integration; and*
    - *ii. mobility networks for walking, cycling, and rolling, including sidewalks, bicycle lanes, and secured bicycle parking;*
  - *f. prohibits land uses and built form that would adversely affect the achievement of the minimum density targets set out in Table 2;*
  - *g. protects existing significant employment uses by ensuring land use compatibility with adjacent new development;*
  - *h. is consistent with the relevant transit-supportive development policies of Section 2.D.6;*
- **Policy 2.D.2.4:** *Area municipalities are encouraged to plan lands adjacent to or near a Major Transit Station Area to support transit-supportive development, prioritize walking, cycling, and rolling, taking transit over automobile trips, and provide for a broad mix of uses and activities;*
- **Policy 2.D.6.1:** *In addition to the general development policies described in this Chapter, the Region and the area municipalities will apply the following transit supportive development criteria in reviewing and evaluating development applications or site plans, within strategic growth areas and other intensification areas identified by the area municipality:*
  - *a. creates an interconnected, multimodal street pattern that prioritizes walking, cycling, and rolling, and taking transit over automobile trips, and supports vibrant mixed-use developments;*
  - *b. supports a more compact built form that locates the majority of transitsupportive uses within a comfortable walking distance of a transit stop or Major Transit Station Area;*

d. promotes medium and higher-density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;
e. supports a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities; and
f. provides access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.

As will be described in subsequent sections of this Planning Report, and has been previously described, the property is located within an MTSA, and thus would promote the intent to develop in a transit supportive manner. The proposed use would not adversely affect the achievement of minimum employment targets as demonstrated by the technical materials provided in support of the proposal, and summarized in Section 6.0 of this Planning Report. Conversely, it is our opinion that the addition of a hotel and conference/banquet facility would help to achieve the targets of the Region by diversifying employment opportunities in a manner that would be supportive of the existing and future uses within the R+T Park – providing overnight accommodations for visiting employees, specialists, or patient families, as well as a facility to host industry events or other private functions.

The following is a summary of the relevant policies contained in **Section 2.G** Designated Greenfield Areas:

- **Policy 2.G.1.2:** *Area municipalities, in collaboration with the Region, will ensure that new development taking place in designated greenfield areas will be planned, designated, zoned and designed to:*
    a. function as 15-minute neighbourhoods with a broad mix of land uses where people can meet their daily needs for goods, services and employment within a 15-minute trip by walking, cycling and rolling, and where other needs can be met by using direct, frequent and convenient transit;
    b. promote a more compact built form by meeting or exceeding the minimum density targets set out in Table 4;

The minimum density targets for Designated Greenfield Areas in the Waterloo Region is 59 residents and jobs combined per gross hectare of land. Given the R+T Park is an employment area which does not permit residential uses, this density must be comprised of jobs. In this regard, the proposed use would provide opportunities for new areas of employment within the R+T Park, which would be supportive of the existing and planned uses.

The following is a summary of the relevant policies contained in **Section 2.H** Employment Areas:

- **Policy 2.H.1.4:** *Area municipalities will direct major offices and appropriate major institutional development to Urban Growth Centres, Major Transit Station Areas or other strategic growth areas with existing or planned frequent transit service*
- **Policy 2.H.1.5:** *Area municipalities will direct retail and office uses to locations that support walking, cycling, and rolling, and have existing or planned transit*
- **Policy 2.H.1.11:** *Area municipalities will ensure that employment areas are planned and designed to:*
    a. *conform to all policies in this Plan, including those related to climate change and energy efficiency;*
    b. *incorporate high levels of energy efficiency, green infrastructure and, where appropriate, low impact development techniques;*
    c. *conserve water and other natural resources;*
    d. *be designed to facilitate the transition of the employment use from fossil fuels to encourage the use of alternative energy systems and/or renewable energy systems; and*
    e. *make efficient use of existing employment lands, including vacant and underutilized employment lands, by supporting complementary employment uses and increased employment densities where appropriate*

The Region has established a population and employment forecast of 470,000 by the year 2051. The proposed development contributes toward achieving this target by introducing jobs opportunities within an *Urban Area*, *Designated Greenfield Areas* and an *Employment Area,* aligning with regional objectives for intensification and economic growth. The site is also strategically located within a comfortable walking distance of the *Research and Technology MTSA*, supporting transit-oriented development and directing growth to areas that are accessible to rapid transit options. The development offers intensification on vacant lands, contributing to efficient land use and the provision of jobs.

Furthermore, the proposal respects the scale, physical character, and context of surrounding established neighbourhoods, particularly in areas identified for reurbanization. It promotes a high-quality public realm, enhancing the identity of the area and creating vibrant gathering spaces for social interaction, community events, and other activities. By focusing growth within this context, the proposed development will contribute to the achievement of the Region's future employment growth in a manner, which will not adversely impact, and would likely support, the continued operations of existing businesses within the R+T Park, as well as future users such as the Regional Hospital. Lastly, the development will be fully serviced by municipal drinking-water and wastewater systems, will be compatible from a land use perspective, and will not have a significant impact on area traffic.

Summary Conclusions Regarding the RWOP

On the basis of the above analysis, it is our view that the proposed development conforms to the provisions of the RWOP, as amended by ROPA 6.

5.4 City of Waterloo Official Plan (the "WOP")

The WOP was approved by City Council on November 21, 2012; approved by the Region of Waterloo on November 30, 2012 and was granted final approval by the Ontario Municipal Board (OMB) on December 21, 2012.

The City of Waterloo is currently completing an Official Plan Review exercise to ensure that the Official Plan meets updated provincial planning requirements and addresses local issues, needs and ensure the plan is consistent with any other policy documents that may have changed since the initial approval of the plan.

A phased approach to the Official Plan review is being followed, with the first draft of the updated Official Plan refining existing policies and mapping to align with current planning best practices, legislative requirements, and Provincial and Regional policies. This initial phase focuses on updates to city structure, land use policies, implementation, and select Official Plan schedules. Remaining chapters will be addressed in future phases of the review process. In December 2024, City Council adopted Official Plan Amendment 58: Official Plan Review (Phase 1). OPA 58 is currently under review by the Province of Ontario. Until a provincial decision is made, it is not in effect.

The WOP identifies the following with respect to the subject site:

Table 5: WOP Mapping of Subject Site

Schedule	Description
Schedule A: Land Use Plan *Figure 13*	Within the *Employment* designation
Schedule A2: Employment Areas *Figure 13*	Within the *Academic* sub-category of *Employment Areas*
Schedule B: City Structure *Figure 13*	Within a *Major Node*
Schedule 'B1' Height and Density *Figure 14*	Within the *High Density Employment* area, with a maximum height of 81 metres
Schedule 'B3' Designated Greenfield Areas *Figure 14*	Within a *Designated Greenfield Area*
Schedule 'B4' Source Water Protection Areas *Figure 14*	Largely within a *Wellhead Protection Sensitivity Area (WPSA-8)*
Schedule 'C' District Boundaries	UW Research and Technology Park
Schedule 'E' Road Classification System *Figure 15*	Hagey Boulevard: *Major Collector* Wes Graham Way: *Minor Collector*

Schedule 'F' Active Transportation Framework *Figure 15*	Both abutting streets are *City-Wide Cycling and Multi-Use Routes*
Schedule 'G' ' Road Allowances *Figure 15*	Hagey Boulevard: 30.0 metre ultimate road allowance Wes Graham Way: 20.0 metre ultimate road allowance
Schedule 'J3' Research and Technology Station Area *Figure 16*	Within *Research and Technology Station Area – Area 'B'*

5.4.1 WOP: City Form Policies

Chapter 3 of the WOP contains growth policies, directing intensification to key areas such as designated *Nodes and Corridors*, and *MTSA*s, with **Policy 3.1.1(a)** providing that *"It is the Objective of the City to plan for growth that: Accommodates future growth within the existing Urban Area Boundary through intensification primarily within designated Nodes and Corridors, Uptown Waterloo Urban Growth Centre, Major Transit Station Areas and through the development of appropriate vacant lands, including Designated Greenfield Areas;..."*

Section 3.2 provides further policies related to population and employment growth, including the following forecast:

- **Policy 3.2(1)**: *The City of Waterloo shall plan to accommodate a population of 137,000 people (excluding post-secondary students who reside temporarily in the Region) and employment of 88,000 jobs by the year 2029, as outlined in the Regional Official Plan. The City will continue to cooperate with the Region to generate population and employment estimates in the future based on changing trends and the City's unique growth characteristics*

The proposed development is located within a *Major Node*, *MTSA*, and *Designated Greenfield Area* (DGA), and is thus appropriately located for growth and development. The provision of a new hotel and conference/banquet facility use on the subject site will create more varied job opportunities, contributing to the achievement of creating 88,000 jobs by 2029. In addition to job creation, the hotel is expected to stimulate the local economy by supporting surrounding businesses and serving as a key resource for the University and local technology companies. The hotel's conference centre will provide a venue for university events, academic conferences, and workshops, accommodating both students and faculty. Additionally, these facilities will support both local companies and area residents by offering spaces for networking events, corporate meetings, and private functions. This relationship with the University and business sector will attract visitors, professionals, and academics, further strengthening the local economy and creating new opportunities for collaboration.

Section 3.4 provides policies related to permitted height and density in order to guide built form within Waterloo's neighbourhoods. The WOP identifies the subject site as *High Density Employment*, which permits maximum height of 81 metres. The proposed hotel will have a maximum height of 29.72 meters, in compliance with the permitted height under the WOP. Additionally, the proposal adheres to the height provisions of the CZBL, as detailed in Section 5.5 of this Planning Report.

Section 3.5 provides policies related to *DGAs*, which the WOP defines as "areas within the City that are located outside of the built boundary and within the Urban Area Boundary". The following is a summary of the relevant policies contained in this section of the WOP:

- **Policy 3.5.1:** *Designated Greenfield Areas will be planned in a manner that integrates with existing communities and supports the City as a complete community. Development within the Designated Greenfield Areas will be guided by the policies of this Plan to support an urban form that is consistent with the objectives set out in this chapter.*
- **Policy 3.5.2:** *The City of Waterloo will plan for development within its Designated Greenfield Areas that contributes toward the achievement of a Region- wide density target of not less than 55 persons and jobs combined per hectare. In accordance with the Regional Official Plan, this density will be measured over the entire Designated Greenfield Area of the Region and shall include both employment-serving and residential-serving areas. To contribute to the achievement of the Region-wide density targets set out in 2.D.17 of the Regional Official Plan, the following policies shall apply:*
    a) …The City will contribute to achieving a Region-wide employment Designated Greenfield Area density target of 40 residents and jobs combined per hectare.

The subject site is within a DGA, and thus must contribute to the achievement of the employment targets of the WOP. In this regard, the proposal will positively contribute to the achievement of the density target of 40 residents and jobs combined per hectare.

Section 3.6 provides policies related to Designated Nodes and Corridors, which the City OP states "are anticipated to accommodate a significant proportion of the City's population and employment growth". The following is a summary of the relevant policies contained in this section of the WOP:

- **Policy 3.6.1.2:** *Major Nodes are planned as medium high to high density mixed-use areas that accommodate a range of uses, which may include residential, commercial, employment, social, cultural, recreational and institutional uses. Commercial uses that provide for the day- to-day and weekly shopping needs of several surrounding neighbourhoods will be encouraged and, where appropriate, … Employment areas that are located within Major Nodes will be planned to*

support Major Nodes as a destination, and in order to provide such support, are not contemplated to be converted to non-employment uses.

- **Policy 3.6.5.2:** *High Density, Medium-High Density and Medium Density land uses will be encouraged to locate in designated Nodes and Corridors and therefore in proximity to major roads, major community infrastructure, public transit routes, and other supporting land uses.*
- **Policy 3.6.6.3:** *Parking requirements will be defined in the Zoning By-Law and may include provisions for:*
    a) *Minimum and maximum amount of parking to be provided, including maximum limits on surface parking.*
    b) *Reduced parking standards that may be permitted where sharing of parking facilities or areas is feasible, transit service is readily available and/or there is a demonstrated community benefit that supports a parking reduction.*
    c) *Requirements for long-term and short-term bicycle parking.*

The subject site is located within a *Major Node*, and is designated *High Density Employment* with a maximum height of 81 meters. The WOP directs that *Employment areas* within *Major Nodes* are to support the achievement of these areas as a destination. The proposed hotel, along with its conference facilities, will intrinsically align with this goal as the use will naturally serve as a destination for visitors, gatherings and events, thereby contributing to the vitality and attractiveness of the *Major Node*.

As reviewed in Section 5.5 of this Planning Report, the proposal provides sufficient parking based on the regulations of the CZBL. Further, the provision of 36 Type B bicycle parking spaces is expected to be adequate to address anticipated demand considering the use of the property.

Section 3.8 provides policies related to *MTSAs*, which are defined as "areas including and around planned rapid transit stations within the City of Waterloo". The following is a summary of the relevant policies contained in this section of the WOP:

- **Policy 3.8.1:** *Major Transit Station Areas will be planned to:*
    a) *Achieve, by 2041 or earlier, a minimum gross density target of 160 residents and jobs combined per hectare, which will be achieved by:*
        i. *Establishing minimum residential and non-residential densities in the Zoning By-law;*
        ii. *Requiring development applications, excluding applications for site plan approval, for lands located within Area A and Area B on Schedules 'J1' to 'J5' which propose densities lower than the minimum density established in the Zoning By-law to provide an appropriate and accepted rationale through a Planning Justification Report, demonstrating how future phases of development will achieve the minimum density target.*
    b) *Accommodate a mix of transit supportive land uses that create both origins and destinations for transit users.*

c) *Be focal points for active transportation networks, with connections to other destinations.*
d) *Support the unique character of each of the station areas and create attractive places for working, learning, living and recreation.*
e) *Stimulate new investment and promote economic development by encouraging job growth and commercial vitality.*
f) *Support place-making through public and private realm improvements, public art, new open spaces and enhanced amenity.*
g) *Support connectivity, integration and transfers between mobility systems.*

- **Policy 3.8.1.1:** *Planned land uses within Major Transit Station Areas are shown on Schedule 'A' – Land Use Plan, with additional direction provided through Station Area Plans.*
- **Policy 3.8.1.2:** *As a general principle, and subject to the detailed land use policies of this Plan, transit-supportive uses such as medium to high density residential, commercial and/or employment uses shall be encouraged in Major Transit Station Areas, as set out in the Station Area plans. Non-transit supportive uses such as lower density office uses or commercial uses oriented to vehicular travel shall be discouraged.*
- **Policy 3.8.1.3:** *Station Area Plans provide the framework for land use change in the areas around LRT stops using a proximity-based approach, meaning that a high degree of intensification, activity and connectivity will be planned in activity nodes that are closest to the LRT stops. Within close proximity to an LRT stop, lands will develop according to transit-oriented development principles. As the distance from the LRT stop increases, planned land uses and development standards will generally support less intensive uses, while maintaining connectivity and place-making objectives throughout the station area.*
- **Policy 3.8.1.6:** *Other lands that are proximate to an LRT stop are shown as Area B on Schedules 'J1' through 'J5'. Such areas shall generally be planned as transit-supportive nodes of lesser intensity than those areas in closer proximity to the LRT stop, while retaining a focus on connectivity and place-making objectives. For lands within Area B, the following provisions shall be included in the Zoning By-law:*
    a) *Parking regulations shall address appropriate types and ranges of automobile and bicycle parking to be provided, including both minimum and maximum standards for automobile parking, as well as limitations on new surface parking facilities for automobiles. In all cases, automobile and bicycle parking standards will reflect the desire to reduce reliance on the automobile in favour of transit usage and active forms of transportation.*
    b) *The Zoning By-law shall include provisions related to building setbacks, massing and character to ensure a compact built form with a strong relationship to the street or other pedestrian environment.*
    c) *The City will plan for a built form that provides for a high level of pedestrian–oriented activity as a priority over car-oriented activity, and as such, lands within Area B shall not be designated or zoned to permit drive-through facilities.*

i. Notwithstanding the above, development proposals to permit drive-through facilities may be considered for lands within Area B. Such proposals will be subject to concurrent applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Control and will only be considered for approval in circumstances where:

- *the location, design and function of the drive-through facility maintains the intent of the Official Plan as it relates to the form and function of the area as defined by the policies of this section and section 3.11.4 of this Plan;*
- *the proposal does not interfere with the continuity and character of the existing or planned streetscape;*
- *the proposal does not have a negative impact on the pedestrian orientation of the land use designation;*
- *safe and convenient pedestrian movement into, through and adjacent to the site can be maintained as a priority; and,*
- *density requirements can be achieved.*

The subject site is located within the Research and Technology Station Area, Area B, and thus development of the lands must meet a minimum gross density target of 160 residents and jobs combined per hectare. As previously noted, the proposed 9-storey hotel is anticipated to positively contribute to the achievement of this target with the provision of service-based employment opportunities, and further aligns with the WOP's built form direction to encourage transit-supportive, employment-generating uses in *MTSAs*.

While Area B is intended for slightly less intensive development than areas directly adjacent to LRT stops, the WOP emphasizes continued connectivity, place-making, and compact built form. The proposal meets these objectives through minimal setbacks, high quality landscaping, and pedestrian-oriented site design that reinforces a street presence along Hagey Boulevard and Wes Graham Way.

Section 3.10 provides policies related to growth and environmental considerations. The following is a summary of the relevant policies contained in this section of the WOP:

- **Policy 3.10.1:** *Appropriate input of environmental considerations into planning, growth and operational decisions is a priority for the City of Waterloo. Such input shall be provided at an early stage of the decision-making processes.*
- **Policy 3.10.2:** *The City encourages the use of environmentally-friendly building, site and neighbourhood design as a means to mitigate adverse impacts associated with conventional urban development, to enhance the living experience of occupants and nearby residents and to support a competitive economy as well as a complete community.*

The proposed development incorporates a landscape design contemplating a variety of tree species, contributing to biodiversity and improving stormwater management, and reducing the urban heat island effect. Other features, such as large canopy trees,

pedestrian friendly walkways and signage, are thoughtfully integrated around the building and throughout the site, softening the built form, enhancing the public realm, and promoting pedestrian comfort.

Outdoor spaces are incorporated on the ground floor, including the patios adjacent to street lines allowing the contemplated bar/café, conference centre, and west-facing outdoor amenity area to contribute to activating the public realm.

The development supports sustainable transportation through the provision of 36 bicycle parking spaces at grade, located adjacent to Wes Graham Way and directly connected to the broader cycling network and nearby ION light rail transit. In addition, electric vehicle (EV) parking infrastructure will be incorporated into the surface parking supply to encourage the use of low-emission vehicles. These measures help reduce dependency on personal vehicles and support active and multi-modal transportation.

Section 3.11 provides policies related to urban design, with the following of relevance in the consideration of the proposed development:

- **Policy 3.11.1.1**: *Intensification*: *In decisions to consider intensification, the City of Waterloo shall address the integration, compatibility, built-form (including massing), and relationship of new development to existing buildings and to the surrounding neighbourhood character and context, based on the principles of good urban design practice. Policies outlined in this Section may be further augmented through supplemental design policies and guidelines.*
- **Policy 3.11.1.2**: *Character: To reinforce and maintain the architectural, visual, and thematic integrity of structures, streetscapes, neighbourhoods and planned development by planning and designing new sites, buildings and additions that create and maintain sensitive designs in terms of the planned physical context into which such development is located and through the coordination of design elements. The physical design of the public and private realm shall be coordinated to fit within the existing character and context.*
- **Policy 3.11.1.2**: *Streetscapes: Streetscape design is the combination and coordination of physical elements that give character to the street, which includes the built form, façade treatment, landscaping and street furnishings within the public and private realm. The City shall promote a coordinated approach to streetscape design that results in an attractive and coordinated character with emphasis given to green and complete streets, pedestrian (and non-vehicular) friendly design, coordinated landscape and building design elements and features that animate the street in the public and private realm. It shall be a general policy of this Plan to discourage blank walls along public streets and to integrate above ground utilities (such as roof top mechanical equipment, hydro transformers and gas meters) away from public view and well screened through the development approvals process.*
- **Policy 3.11.1.10:** *Safety and Security: Site and building design that promotes safe, comfortable and accessible environments for all users with emphasis on*

pedestrians and bicyclists through the universal principles of CPTED (Crime Prevention Through Environmental Design). Design amenity and park spaces to achieve natural surveillance.

- **Policy 3.11.1.11:** *Site Circulation: Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to pedestrian movements, nonvehicular movements and safe vehicular turning movements. A variety of strategies shall be used to create and define circulation routes and hierarchy. All sites shall provide convenient, direct and safe pedestrian, barrier-free access and cyclist access to building entrances, amenity spaces, the public realm and other important destinations*
- **Policy 3.11.1.12:** *Transit-Oriented Design: Design sites and buildings located along transit routes, and planned transit station areas, to promote transit use, pedestrian and cyclist accessibility, active and interesting streetscapes, human comfort and integrated site amenities.*
- **Policy 3.11.1.14:** *Parking: Reduce the visual impact of parking and urban heat island effect of asphalt through efforts to "green" or soften the urban landscape. A variety of strategies may be required to organize large parking areas into smaller areas. Parking areas shall be designed to provide convenient and direct pedestrian access to major pedestrian destinations. A high level of building design and landscaping shall be required for parking garage structures in public view, and when possible, provide underground parking for intensification projects, particularly residential or mixed-use development.*
- **Policy 3.11.1.15:** *Site Servicing Areas: Design sites and buildings with convenient and safe truck access and turning movements. Locate or screen loading and storage areas away from public view and incorporate mitigation strategies to minimize impacts to surrounding uses with priority given to residential properties.*
- **Policy 3.11.1.16:** *Outdoor Lighting: All site lighting, when required, shall be designed to create safe outdoor environments and to minimize glare and impact to night sky, public view and surrounding properties.*
- **Policy 3.11.1.18:** *Compatible Development: Site and building design that complements and enhances the surrounding neighbourhood character and context through a variety of design strategies including building massing, facade design and landscape coordination. The design of sites and buildings shall also minimize adverse impacts to human comfort, and surrounding properties including outdoor lighting, noise, shadowing, wind and snow disposition through a variety of design strategies and performance standards.*
- **Policy 3.11.1.20:** *Building Design: Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall also contribute towards an attractive and coordinated streetscape character and towards a sense of place with opportunity for architectural innovation and expression through a variety of design techniques such as architectural features, building materials, colour and other design elements. Buildings shall be designed with prominent building entrances and include strategies to screen roof top equipment from public and residential views. The City will support high quality durable building materials and discourage*

materials that may fade or deteriorate over time or does not fit within the neighbourhood character or context. The City shall generally discourage flat blank walls and may require specific massing and design strategies that result in a well composed building design, articulated façade design, interesting skyline and compatible development.

- **Policy 3.11.1.21:** *Accessory structures: Architecturally design accessory buildings and structures such as parking structures, loading areas and garbage enclosures, to complement the primary building design and site design.*
- **Policy 3.11.1.22:** *Landscape Design: To design sites with a balanced distribution of hard and soft landscaping that contributes toward a coordinated and enhanced site design, streetscape character, create a sense of place, and an aesthetically pleasing comfortable pedestrian environment. Specific treatment may also be required to address a range of considerations such as screening objectives, landscape buffers to promote land use compatibility, the provision of large canopy trees to provide respite from the sun, streetscape character and opportunity for integrated amenity spaces and sustainable design.*
- **Policy 3.11.1.23:** *Site Amenities: Design sites and buildings to include a range of on-site amenities such as benches, trash receptacles, bike parking, large canopy trees and/or shade structures to provide for more healthy active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher quality of life.*
- **Policy 3.11.1.24:** *Sustainable Design: The City shall promote sustainable design practices in the public and private realm through a variety of strategies, including but not limited to:*
    - *a) the adaptive re-use of existing buildings;*
    - *b) sustainable design features that address matters of exterior building design;*
    - *c) incorporation and integration of trees, shrubs, hedges planting or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking in the public and private realm;*
    - *d) elements that promote energy reduction or conservation including building and street orientation for passive solar gains;*
    - *e) elements that promote improved water and air quality conditions*
    - *f) elements that reduce adverse impacts such as urban heat island effect, shadowing, wind and noise;*
    - *g) drought tolerant, salt tolerant and native vegetation species;*
    - *h) integration of alternative transportation choices; and,*
    - *i) the creation of healthy, livable spaces.*
- **Policy 3.11.2.1:** *Connectivity: Design that promotes connectivity with emphasis on pedestrian and non-vehicular safety, convenience and direct and convenient access to transit routes, amenity spaces, building entrances and public streets. Barrier-free access will be encouraged to building entrances from the public street, particularly along transit routes.*

- **Policy 3.11.2.2:** *Interest: Design which results in visual interest and interesting and active spaces.*
- **Policy 3.11.2.4:** *Infill Development: Design buildings to be in proportion with the lot size and to fit harmoniously into the surrounding character and context. The design of the site and buildings shall be compatible with the surrounding character and context.*
- **Policy 3.11.2.5:** *Building Design: The design of buildings shall contribute to a high quality and coordinated streetscape character and context. Buildings should generally have their principle building façade and entrance to face the primary public street particularly along transit routes or transit station areas and be designed with articulated building facades*
- **Policy 3.11.2.6:** *Built Form and Massing: Locate buildings to establish an urban street enclosure and to frame street intersections. The design and massing of tall buildings (greater than three storeys) shall relate to the surrounding context, as well as, to the street proportions (building height to street width ratio) and to human scale dimensions. The design of high rise buildings shall be designed to reduce adverse impacts related to wind, shadowing, visual impacts and to reduce the appearance of bulk through a variety of design and massing strategies.*
- **Policy 3.11.2.8:** *Site Amenities: Encourage a range of site amenities for all development and enhanced site amenities for intensification projects and master planned projects.*
- **Policy 3.11.4.1:** *Place Making: Place making shall occur around the station by enhancing the public realm and creating vibrant, attractive, and safe public and private spaces. Attractive spaces should physically and visually connect the public and private realms. Spaces should be organized in a logical and complementary manner through the design, placement, and construction of new buildings, streets, structures, open spaces, vistas and landscaping.*
- **Policy 3.11.4.3:** *Streets: Streets are part of the transportation network, but should be designed as important public spaces. Where appropriate, streets should balance space requirements to accommodate pedestrians, bicycles, transit, amenities, public art, landscape treatments, vehicles, utilities and stormwater.*
- **Policy 3.11.4.4:** *Pedestrian Oriented: Station Areas shall be pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities. Connectivity to and from transit stops to buildings will be a priority and shall be enhanced by: (a)*
    a) *Ensuring continuous sidewalks are located on both sides of the street;*
    b) *Clearly marking intersections relative to pedestrians;*
    c) *Improving pedestrian comfort with shade trees and landscaped boulevards; and*
    d) *Providing amenities such as lighting, seating, and way-finding signage; and,*
    e) *Providing for wider sidewalks where feasible.*
- **Policy 3.11.4.5**: *Building Orientation: Buildings shall be oriented towards streets and walkways. Buildings shall be as close to the street in accordance with the*

implementing Zoning By-Law, to contribute to the vibrancy and attractiveness of the street.

- **Policy 3.11.4.6**: *Built Form: The built form of buildings shall enhance the appearance and character of streetscape and public realm, including walkways by:*
    a) *Locating primary building entrances and principal building façades parallel to street;*
    b) *Locating buildings close to the street so that they can contribute to the desired street enclosure and contribute to the overall appearance and visual cohesiveness of the urban built form;*
    c) *Incorporating ample transparent glazing on ground floors in active and convertible frontage areas to create visibility to and from the public realm and promote street life;*
    d) *Providing a sympathetic transition in height and scale to surrounding stable neighbourhoods;*
    e) *Serving as passive surveillance of the street; and*
    f) *Using high quality materials in the design of new buildings that are consistent and compatible with the surrounding context; and,*
    g) *Creating visual interest through projections, articulations, carried rooflines and entrance features.*
- **Policy 3.11.4.7**: *Sustainable Design: Buildings and landscaped areas within Station Areas shall support sustainable development and design. Sustainable building design includes high-performance exterior glazing, stormwater retention and reuse, green roofs installation of solar panels or geothermal systems, and net-zero building and site design.*
- **Policy 3.11.4.8**: *Community Character: New development shall be sensitive to the planned character of each of the Station Areas and enhance and/or complement any cultural heritage resources located within the Station Area.*
- **Policy 3.11.4.9**: *Parking: Parking within Station Areas shall be designed and organized here it will not detract from the public realm or mobility. Design of parking areas shall: (a)*
    a) *Limit new surface parking lots within 100 metres of a Light Rail Transit Stop;*
    b) *Restrict surface parking lots and drive aisles between the front of buildings and the street;*
    c) *Locate parking to the side or rear of buildings where surface parking is proposed, to enable the development of a continuous street edge and the creation of attractive urban spaces;*
    d) *Screen parking structures.*
    e) *Provide active uses on the ground floor where feasible;*
    f) *Require the perimeters of surface parking lots to be landscaped with trees and other appropriate planting materials; and,*
    g) *Encourage the interior areas of parking lots to include landscaped islands. Landscaped islands should be of sufficient size to ensure growth of trees and complementary vegetation.*

The proposed 9-storey hotel and conference centre positively responds and addresses the above policies of the WOP. The subject proposal is strategically oriented towards both Hagey Boulevard and Wes Graham Way frontages, with prominent, publicly accessible entrances that activate the street and promote pedestrian connectivity. Minimal curb cuts are provided, with loading and pick-up/drop-off areas screened from public view.

The design contributes to a public realm with high quality landscaping, pedestrian scale lighting and active ground floor uses that enhance the streetscape and contribute to place making objectives in the WOP. The built form and massing have been carefully considered to fit within the surrounding context and minimizing adverse impacts such as shadowing and wind. Parking and servicing areas are located away from public view and supporting a safe accessible pedestrian environment.

The redevelopment proposal has an attractive and appropriate design that will compatibly fit in its existing and planned context, adhering to the design criteria, as directed in this section of the WOP. As such and in our opinion, the urban design policies applicable to the redevelopment proposal have been satisfactorily addressed and the proposed redevelopment is in conformity with the WOP policies.

An Urban Design Brief is being submitted under separate cover and provides for a more detailed analysis of how the proposal achieves good urban design and has been designed to generally satisfy this City's urban design policies.

5.4.3 WOP: Economy and Employment Policies

Chapter 7 of the WOP provides direction concerning the City's objectives relating to employment development and employment areas in the City with relevant provisions found in four sub-sections:

- **Section 7.3:** Employment Areas
- **Section 7.4:** Planning for A Strong, Sustainable Economy
- **Section 7.5:** Waterloo as A Creative, Sustainable City
- **Section 7.7:** Waterloo In The Knowledge Economy

Policy 7.1.1 outlines the City's objective to *"encourage a well-balanced and diverse economy to serve the employment needs of existing and future residents, while planning for an increased focus on the service sector and particularly knowledge industries, business services and technology companies".*

Section 7.3 regarding Employment Areas provides policy direction concerning areas of employment as identified in the WOP. This section emphasizes the need for future additions to the job market as the City steadily increases in population. The subject site is designated *Employment*, thus the following policies are relevant:

- **Policy 7.3.1**: *The City will plan for an adequate supply of lands that is sufficient to accommodate an employment forecast of 23,930 additional jobs from 2006 to 2029.*
- **Policy 7.3.2**: *Employment areas are designated on Schedule 'A2' - Employment Areas. Policies describing the land use designation for properties identified as employment areas on Schedule 'A2' - Employment Areas are included in Chapter 10.*
- **Policy 7.3.3**: *Employment areas are critical to the local economy, and are anticipated to accommodate a significant share of employment growth to 2031. Policies 10.3.1(4) through 10.3.1(7) of this Plan address the protection of employment areas from conversion to non-employment uses.*

Section 7.4 contains policies that support the development and growth of the service sector, particularly knowledge-based industries, business services, and technology companies. These policies aim to foster a diverse, sustainable economy that enhances resilience to economic downturns and reduces the community's ecological footprint. The following is a summary of the relevant policies within this section of the WOP:

- **Policy 7.4.1**: *The City of Waterloo will plan for and support a well balanced, diverse, and sustainable economy as part of the City's commitment to act as an effective environmental leader, while ensuring meaningful employment opportunities are available. In planning for and supporting a well balanced, diverse, and sustainable economy, the City will:*
    a) *Encourage, support and promote development that features sustainable design;*
    b) *Plan for a wide range of business clusters and economic activities that are directed to appropriate locations across the City;*
    c) *Continue to collaborate with and support economic development entities in an effort to attract sustainable growth that provides high- quality jobs, supports a diverse economy, and contributes to Waterloo's future prosperity;*
    d) *Strategically use appropriate City land holdings to increase the supply of available employment areas, and increase the City's reputation as a centre for knowledge-based institutions and industries;*
    e) *Support and plan for an appropriate range of lot sizes in the employment areas located in the City, while recognizing the constrained land supply in the City; and,*
    f) *Make strategic investments, or provide support to other public agencies and/or private entities, to provide key competitive infrastructure that supports sustainable business development and activity, including sewage and water systems, stormwater systems, utilities (such as electricity, natural gas and telecommunications), and the transportation system.*
- **Policy 7.4.2**: *The City will approve and update an Economic Development Strategy in order to plan for a strong economy. The Economic Development Strategy will be used to:*

a) *Develop an Employment Lands Strategy which seeks to plan strategically and effectively for the City's employment land holdings;*
b) *Focus efforts toward economic expansion and business retention;*
c) *Develop strategies to support sectors of the economy that are critical to the City's future competitiveness;*
d) *Make measurable progress on the objectives and policies within this chapter; and,*
e) *Provide, support, and reinforce other municipal goals and objectives.*

- **Policy 7.4.3**: *A strong, sustainable economy that features efficient land use patterns will be achieved by*
    a) *Encouraging a mix of uses within Nodes and Corridors as defined in the land use policies of this Plan;*
    b) *Planning for and developing, where appropriate, a transportation system that complements and facilitates the achievement of planned land use patterns, supports rapid transit, and the development of designated Nodes and Corridors as mixed-use areas;*
    c) *Planning for the provision of a range of appropriate community infrastructure within each Planning District with the goal of reducing automobile travel, encouraging a sense of place by reinforcing neighbourhood focal points;*
    d) *Supporting options to work from home by planning for an appropriate range of home-based occupations within residential land use designations;*
    e) *Planning for commercial land uses in accordance with a commercial land use hierarchy, as defined in the Land Use Policies of this Plan. The commercial hierarchy includes a range of commercial centres and areas of varying sizes and planned functions;*
    f) *Applying, where appropriate, minimum density targets for development occurring within land use designations that are anticipated to accommodate higher density employment uses; and,*
    g) *Using incentives that are appropriate to the local context, including Community Improvement Plans, to support land use patterns and a built form that are components of a strong, sustainable economy.*

Section 7.5 contains policies that aimed to foster the development of creative, sustainable City by supporting strong and interconnected social, cultural, economic, and environmental systems. The following is a summary of the relevant policies within this section of the WOP:

- **Policy 7.5.1**: *The City will continue to position itself as a creative and sustainable community through the policies of this Plan that:*
    a) *Promote Waterloo as a vibrant community, with a high quality of life and high quality employment opportunities;*
    a) *Require a high standard of design for development, with an emphasis on encouraging the use of sustainable design. The City will approve and update Urban Design Guidelines to provide direction regarding the implementation of this Plan;*

Section 7.7 contains policies that focused on Waterloo in The Knowledge Economy. The following is a summary of the relevant policies within this section of the WOP:

- **Policy 7.7.2.5**: New Research and Technology Parks on lands designated "Academic" will be comprehensive developments and shall:
    a) Be multidisciplinary and incorporate academic, private business and government agencies;

Section 10.3 of the WOP contains the following development criteria relating to developments in lands designated *employment*:

- **Policy 10.3.1.1**: *Employment areas are shown on Schedule 'A' – Land Use Plan and are designated on Schedule 'A2' – Employment Areas in the following three Employment land use designations:*
    a) Flexible Industrial;
    b) Business Employment; and,
    c) Academic.
- **Policy 10.3.1.2**: *These Employment land use designations vary in terms of the range of uses permitted, the scale and intensity of the development, the design standards that apply and the potential impacts of these uses on adjacent uses. The height limits for lands with an Employment designation are shown on Schedule 'B1' – Height and Density.*
- **Policy 10.3.1.3**: *It is a policy of this Plan to foster growth opportunities within employment areas through the development of vacant lands, and intensification of existing employment parcels. This Plan encourages a range of lot sizes in the areas defined in Schedule 'A2' – Employment Areas, while recognizing that large, vacant employment lots may not be available due to Waterloo's limited land supply*.
- **Policy 10.3.1.5**: *It is a policy of this Plan to maintain a diverse and balanced employment land supply to serve the employment needs of the City and to ensure there are sufficient employment areas available to accommodate employment growth now and into the future, including an adequate supply of serviced land and an allowance for choice in terms. In conformity with the Growth Plan for the Greater Golden Horseshoe, applications to amend the Official Plan to convert employment areas to non-employment uses and remove lands designated Employment on Schedule 'A'- Land Use Plan, will not be permitted, even if other lands are proposed to be added elsewhere.*
- **Policy 10.3.1.6**: *Commercial, institutional and residential land uses are not contemplated on employment areas, with the exception of the ancillary uses specifically defined in the Employment designations of this Plan and non-employment uses considered in the Academic designation.*
    a) Freestanding commercial development shall not be permitted within employment areas, except as provided for in the Academic designation or in the Specific Provision Area policies included in Chapter 11. Such uses shall locate within an appropriate Commercial designation….

- **Policy 10.3.1.11:** *A high quality of site and building design is contemplated within employment areas. Proponents of development on lands designated Employment shall be required to obtain approval of a Site Plan that is consistent with the provisions of the Planning Act, the policies of this Plan, and any City approved design guidelines and development standards, prior to the commencement of any site works or the issuance of a building permit.*
- **Policy 10.3.1.12**: *The City shall require a superior built form for development of all employment areas that front onto major roads in visually prominent or gateway locations.*
    a) Higher standards for screening of outdoor storage areas, landscaping, signage, and location of loading and parking areas are contemplated at the periphery of employment areas and adjacent to entrance roads into the City.
    b) As set out in policy 10.3.2.2 (9) and 10.3.2.2 (10), a higher standard of urban design shall be required for development proposed on lands designated Business Employment.
- **Policy 10.3.1.13**: *Development will contribute to attractive, efficient, and competitive employment areas by:*
    a) Featuring a high standard of urban design which enhances the quality of the public realm along all public roads, appropriately accommodates pedestrians and cyclists, and minimizes impacts on neighbouring land uses;
    b) Providing adequate vehicular access, off-street parking, while minimizing large expanses of surface parking and the number and location of vehicular access points;
    c) Appropriately buffering outside storage and assembly areas to minimize visual impacts on surrounding land uses;
    d) Appropriately locating and designing loading areas to minimize impacts to surrounding land uses, and promoting safe circulation within the site;
    e) Minimizing light and fugitive emission impacts on surrounding land uses;
    f) Ensuring that employment traffic is directed away from planned residential areas; and,
    g) Fostering compact development and intensification to facilitate the efficient use of land, where appropriate

Section 10.3.2.3 of the WOP contains the following development criteria relating to *Academic* sub-category of the *Employment* designation:

- **Policy 10.3.2.3(3)**: *The Academic designation shown on Schedule 'A2' – Employment Areas is a designation in which the predominant use of land is post- secondary educational institutions. Lands designated Academic shall be comprised of a mixture and concentration of post-secondary educational institutional uses within the main campus of a recognized University or College. Lands designated Academic may be zoned to permit the following uses:*

a) *Academic facilities of a post-secondary educational institution related to learning;*
b) *Administrative facilities for the post-secondary educational institution;*
c) *Research and development facilities operated by the post-secondary educational institution;*
d) *Research institutes;*
e) *Residential uses, where they are intended to provide accommodation for persons associated with academic uses;*
f) *Parking facilities; and,*
g) *Other similar uses consistent with the vision and policies of this designation.*

- **Policy 10.3.2.3(4):** *In addition to the permitted uses above, lands designated Academic may be zoned to permit the following uses, subject to the provisions of this Official Plan, provided they do not impact the ability of the lands to achieve the vision and policies in this designation:*
  a) *Convenience retail and restaurant uses that primarily serve the faculty, employees and students of the post-secondary educational institution;*
  b) *Community uses;*
  c) *Park and recreational facilities accessory to the post-secondary educational institution; and,*
  d) *Child care centres that primarily serve the faculty, employees and students of the post-secondary educational institution.*
- **Policy 10.3.2.3(5)**: *This Plan recognizes the University of Waterloo's Research and Technology Park and Northwest Campus. It is a policy of this Plan to encourage the retention and ownership of these lands by the University of Waterloo. The following uses are permitted on these lands:*
  a) *The uses permitted in policies 10.3.2.3 (3) and 10.3.2.3 (4) above;*
  b) *Offices;*
  c) *Research and development facilities; and,*
  d) *Manufacturing related to a research and development facility.*

The subject site is designated as *Employment*, which permits a broad range of employment opportunities to meet the needs of the City's employees, businesses and residents. The WOP directs growth and intensification within *Employment* lands to accommodate employment growth now and into the future.

This proposed 9-storey hotel presents an opportunity to introduce a service-employment opportunities that promotes the City's economic growth goals and contribute to the ongoing evolution of the R+T Park area as an innovative employment hub.

The *Academic* sub-category of the *Employment* designation provides additional flexibility with respect to the permitted uses within the *Employment* area designation, including limited residential use, as well as 'similar uses' which are consistent with the vision of the designation. It is also important to note that with the enactment of PPS 2024, an updated definition of 'area of employment' has been implemented, which would no longer classify

the subject site an 'area of employment'. This shift is reflected in OPA 58, where the site is designated as *Major Institutional – Academic* under the Draft Official Plan.

Since official plans and zoning by-laws are not static and evolve by way of amendment, each municipality must ensure that the official plan and zoning, and the related amendments, are up to date, and "consistent with" Provincial policy documents, including the Planning Act and PPS 2024. This site is currently designated in the WOP under a previous and outdated Provincial definition of 'area of employment'. As such, the WOP, as it relates to the subject site is not consistent with the new definition, as defined in PPS 2024. This is demonstrated through the potential removal of the subject site from the "Employment" designation, and the application of the "Major Institutional" designation in OPA 58.

Notwithstanding this, as confirmed with City Staff through the pre-consultation process, the proposed hotel use is considered a 'similar' use that is consistent with the vision and policies of the *Academic* designation by providing a compatible and supportive business function to the R+T Park. On this basis, the proposed hotel and banquet facility is a permitted use and does not require an amendment to the WOP.

By promoting employment growth in a hotel use, the proposed OPA aligns with broader Provincial goals for efficient land use, transit-oriented development, while also serving as a Planning Act means of ensuring consistency of City policy with the PPS 2024.

As such, it is our opinion that the proposed redevelopment is in conformity with the City OP policies for *Employment* areas.

Summary Opinion Concerning the WOP

The proposed development satisfies the policies of the WOP for the many reasons set out above. In view of the analysis set out above, it is our opinion that the proposed redevelopment is in conformity with the WOP.

5.5 City of Waterloo Zoning By-law 2018-050 (the "CZBL")

The subject site is identified as being within the *Academic - University College (UC-81)* Zone within the CZBL. The UC-81 zone permits a variety of institutional and commercial uses (**Figure 17**). Permitted primary uses of the UC-81 zone include University/College and Government use, with complementary uses permitted including offices, alternative education centres and training facility and permitted ancillary uses include cafes, retail store, cultural facilities and more. The UC-81 zone permits a maximum height of 81 meters and 25-storeys, and a maximum density of 750 bedrooms per hectare (BPH).

The site is also subject to Exception C74, which provides site specific regulations for additional permitted uses and other use related provisions for the R+T Park. The primary permitted uses include commercial services, major offices, 'tech' office and commercial

recreation. As mentioned above, an amendment to the City-wide Zoning By-law 2018-050 is required to permit the proposed hotel use.

Zoning standards related to parking rates, permitted encroachments, permitted number of guest suites, and bicycle parking rates will be included in the implementing by-law to permit the proposed development. Additional relief may be incorporated as determined through the ongoing review of the proposal by Municipal Staff.

5.6 Urban Design Manual (the "UDM")

The UDM is the City of Waterloo's primary consolidated set of design standards, guidelines, and reference materials that guide the implementation of the City's urban design and built form policies. Originally adopted by Council in 2009, the UDM continues to play a critical role in the development review process and in guiding public realm improvement initiatives across the city.

Recognizing the need for an update after more than a decade, the City initiated a refresh of the UDM, with Part 1 Amendments adopted by City Council on June 28, 2021. These revisions now serve as the City's primary urban design guidelines on an interim basis, replacing the 2009 version until the completion of the full Part 2 UDM Refresh.

An Urban Design Brief is being submitted under separate cover with this application submission package and provides for a more detailed analysis of existing conditions, planning policy, and design objectives for the public and private realms.

5.7 University of Waterloo Research and Technology Park Development Handbook & Guidelines (the "RT UDG")

The RT UDG is the main guideline document, intended to provide guidance to developers, tenant and users of the R+T Park to ensure that future development is consistent with objectives of the University. The key objective being to create a distinct and strong sense of place within the R+T Park by ensuring a high-quality public realm and infrastructure that reflect the significance of the area, while also encouraging new developments to maintain a consistent corporate character.

These guidelines are further analyzed under the Urban Design Brief is being submitted under separate cover as part of this application package

6.0 Supporting Materials

As per the City of Waterloo application requirements, the below reports and studies have been submitted in support of the Proposed Development. The intent of this work is to ensure that the project is technically feasible, and to provide City and Agency staff with sufficient information to evaluate the merits of the development. The following section summarizes the technical reports and addresses the aspects of the project which further the objectives of the City of Waterloo policy documents.

6.1 Arborist Report

An Arborist Report was prepared by Adesso Design Inc. in April 2025 to inventory and determine the potential effects of the proposed development on existing trees.

The Report documents 31 trees on and within 6-metres of the subject site, consisting of a mix of native and non-native species. No imminently hazardous trees were found during the inventory process, also some trees exhibited signs of declining vigor and poor form.

It is recommended that 5 trees be removed due to conflict with the proposed development. The remaining 26 trees are anticipated to be preserved through construction through the implementation of tree protection measures.

6.2 Phase One Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was prepared by Sola Engineering in April 2025. The ESA indicates that the subject site was first identified in 1861 for vacant or agricultural uses, and has been owned by the University of Waterloo since 1965.

A study area including lands located wholly or partly within 250-metres of the site boundaries was established for the purposes of assessing potential environmental impact. A total of three (3) potentially contaminating activities (PCAs) were identified within the study area, including on the subject site. Further analysis indicates that none of the PCAs are considered to result in areas of potential environmental concern (APECs).

Given these findings, the ESA concludes that no further action is required in terms of the environmental condition of the property, and that a Record of Site Condition can be submitted on the basis of this report.

6.3 Energy Study Report

An Energy Study was prepared by Jain Sustainability Consultants Inc. in April 2025 in order to assess mechanical/electrical design options for the proposed development and determine means to increase the energy efficiency of the proposal.

The Study considered various forms of heating, ventilation, and air conditioning (HVAC) systems, and prepared an energy model for each for the purposes of comparison to a

baseline Ontario Building Code compliant building. In doing so, details of total energy usage, greenhouse gas emissions, thermal demand, and anticipated annual costs have been determined, which will help the Owner make an informed decision with respect to the ultimate selection of HVAC systems at the detailed design stage of development.

6.4 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report (FSSMR) was prepared by Masongsong Associates Engineering Limited in April 2025 in order to identify the requirements for site servicing and stormwater management, and demonstrate how the proposed development will function within the framework of existing infrastructure.

The FSSMR identifies that there are existing municipal services adjacent to the subject site, as follows:

- **Sanitary Sewer:** 200 mm diameter sanitary sewer within Hagey Boulevard, with a 200mm lateral connection extending to the subject site.
- **Watermain:** 300mm diameter watermain within the west boulevard of Hagey Boulevard, with a 200mm lateral connection extending to the subject site.
- **Storm Sewer:** 1350 mm diameter storm sewer within Hagey Boulevard, that directs runoff southeast to a stormwater management (SWM) facility, with a 300mm lateral connection extending to the subject site.

It is proposed that a control maintenance manhole be installed at the existing sanitary connection to the property, with the service extended to the west end of the building. The peak sanitary flow has been calculated to be 1.15 L/second, which can be accommodated by the existing sewer. Downstream capacity monitoring is to be undertaken by the City of Waterloo as part of the consideration of the proposed development.

The existing water connection to the property is to be extended to the building mechanical room. A hydrant flow test was performed on April 3, 2025 at 2 hydrants in close proximity to the subject site. The flow test has confirmed that the existing watermain has adequate supply and pressures to meet both high demand fire-fighting flows, and maximum day domestic consumption, and can thus support the proposed development.

In accordance with the Stormwater Management Report prepared by the University at the time of the development of the Research and Technology Park, roof runoff from the proposed development will be discharged into the existing storm sewer and conveyed to the SWM facility to the southeast. Runoff from the parking lot will be directed through swales on site and ultimately discharged into the SWM facility. Quality control is not required at the site level as the SWM facility was constructed to provide this control.

Foundation dewatering is not anticipated to be required given the proposed building does not possess basement levels, however construction dewatering may be necessary. The method for addressing this need will be detailed at a later stage of development.

Recommendations are also provided with respect to erosion and sediment control through the construction process.

6.5 Geotechnical Investigation

A Geotechnical Investigation was prepared by Sola Engineering in April 2025 in order to assess soil and groundwater conditions at the subject site in order to inform the design of the proposed development. The Assessment involved the advancement of five (5) boreholes on the property to depths ranging from approximately 6.5 to 9.6 metres below grade. Soil samples were submitted for laboratory testing.

Soil conditions consist of a layer of topsoil with a thickness ranging from 125 to 200mm. This is underlain by fill materials consisting of sandy silt to silty sand and clayey silt to silty clary in all boreholes starting at a depth of 0.1 to 0.2 metres below grade, and extending to depths of approximately 1.5 to 2.3 metres below grade. Cohesionless soil deposits consisting of (fine) sandy silt to silt were encountered below the fill materials in all boreholes, starting at depths ranging from 1.5 metres deep in borehole 1, to 4.6 metres deep in boreholes 4 and 5. These deposits extended to depths ranging from 2.3 metres below grade, to 9.6 metres below grade. Cohesive soil deposits consisting of clayey silt and silty clay were encountered below the fill or cohesionless soils in all boreholes, with variable depths starting at 1.5 metres to 4.6 metres below grade, and extending to 2.3 metres or 6.6 metres below grade, depending on the borehole. In one borehole, a layer of clayey silt till deposit was encountered below the cohesive soil deposit started at a depth of 2.3 metres below grade and extending to 4.6 metres below grade.

Groundwater levels were measured at the time of drilling, ranging from 5.3 to 5.8 metres below grade.

The Investigation provides recommendations with respect to foundation design, seismic site classification, earth pressure design parameters, excavation, and subsurface drainage considerations.

6.6 Hydrogeological Assessment

A Hydrogeological Assessment was undertaken by Harden Environmental in April 2025 in order to provide subsurface information describing the soil and groundwater conditions on the subject site, and to provide recommendations with respect to groundwater control/management.

The Assessment provides that there are no wetlands or surface water features on the subject site, with the nearest water feature, Columbia Lake, located 700 metres southwest of the property. It is also confirmed that the subject site is not within the regulated area of the Grand River Conservation Authority.

The Assessment was performed in conjunction with the Geotechnical Investigation, relying on the five (5) boreholes installed through that process which range in depth from 6.6 to

10.7 metres below grade. Groundwater monitors were installed in four (4) of the boreholes, and readings of water levels were taken on six (6) occasions between March and April 2025.

Groundwater levels ranged from 2.2 to 3.7 metres below grade over the monitoring period, with lower levels found at the deeper well on site. These readings are considered to be representative of the 2025 seasonal high groundwater level, however it is estimated that the highest water table may be 0.5 metres higher than measured, resulting in an estimated high water table depth of 1.8 metres below grade.

Infiltration testing was conducted to provide guidance with respect to the potential use of infiltration galleries. In this regard, the infiltration rate of the soils ranges from 17 to 19 mm/hour, including a safety factor of 2.5. It is recommended that infiltration galleries should not be installed greater than 1.5 metres deep.

The proposed building will be a 'slab on grade' structure with no basement, and an elevator pit that is assumed to extend to a depth of approximately 1.5 metres below grade. On this basis, the elevator pit is expected to be above the groundwater table. A sump pump is recommended to be installed to address water accumulation.

It is also determined that construction dewatering is unlikely to be necessary for the building. Based on an assumed depth of 3 metres for site servicing, a maximum volume of 36,726 liters/day per 20 metres of trench may require pumping and discharge during subsurface construction activity. This includes a safety factor of 2.

The Assessment also provides that during the unlikely event of a 2 inch storm, a temporary dewatering application can be made to the Region of Waterloo for a volume not exceeding 168,000 litres per day. This may be reduced in the event storm water can be retained on site. It is also provided that registration with the Environmental Activity and Sector Registry (EASR) may be required should significant rainfall occur.

A calculation has also been provided with respect to pre- to post-development water balance, which determined that in the absence of low impact development (LID) strategies, there will be a deficit of 2,323 m^3 of infiltration on the subject site. Notwithstanding this, it is noted that there is an opportunity to infiltrate roof water which may provide an opportunity to infiltrate 2,841 m^3, assuming an 80% capture rate. This would exceed the anticipated deficit.

The Assessment concludes that there are no impacts on surface water features, or interference to nearby groundwater users anticipated as a result of the proposed development. Similarly, dewatering is anticipated to be required on a temporary and limited area basis, thus no off-site impacts are expected. Lastly, the subject site is located within a Wellhead Protection Area Q1 (WHPA-Q1). This is described as being 'low risk' with no policies under the Source Protection Plan.

6.7 Land Use Compatibility/Mitigation, Air Quality, and Odour Assessment

A Land Use Compatibility/Mitigation, Air Quality, and Odour Assessment (LUC) was prepared by GradientWind Engineering Inc. in April 2025. The purpose of the LUC is to identify sources of emissions, as well as noise sources and vibration, in order to determine what mitigation measures may be necessary to ensure compliance with various standards and legislation. This includes the Ministry of Environment, Conservation, and Parks D-6 Guidelines for compatibility between industrial facilities and sensitive land uses.

Based on analysis of surrounding uses, the LUC provides that there are no *major facilities*, as defined in the PPS, which are proximate to the subject site aside from the LRT station east of the property. Similarly, the subject site is not impacted by the noise exposure forecasts for the Waterloo Airport.

The D-6 guidelines outline three (3) 'classes' of industrial use, with associated potential influence areas and minimum recommended separation distances associated with each. The LUC provides that there are no Class 1 or 3 industries within the potential influence area. One industry defined as Class 2 was identified, but is located approximately 350 metres east of the site, which is beyond the minimum recommended separation distance of 70 metres. On this bases, no adverse noise, vibration, dust, emissions, or odour impact are expected.

Several commercial uses are identified within 300 metres of the subject site, however are not considered significant sources of emissions, odour, or noise due to their mercantile-type use.

The LUC also provides recommendations to mitigation potential Traffic Related Air Pollution (TRAP) sources, including traffic along Wes Graham Way and Hagey Boulevard. The LRT line is not considered a TRAP source due to its electrical power supply.

An assessment of stationary noise sources indicates that these will largely consist of mechanical equipment, which would be masked by road traffic noise, and would be mitigated by the exterior building components.

Transportation noise sources consist primarily of traffic along Wes Graham Way and Hagey Boulevard, however due to the low volume and speed of the roads, transportation noise impacts are not anticipated, and can be addressed through the provision of air conditioning within the building.

6.8 Traffic Impact Study

A Traffic Impact Study (TIS) of the proposed development was prepared by TraffMobility Engineering Inc. in April 2025, based on a scope confirmed by City of Waterloo Staff. For the purposes of the TIS, it is anticipated that the proposed development would be completed by 2028.

The TIS provides that under existing conditions, wherein the subject property is vacant, all turning movements at analysed intersections operate at acceptable levels of service, with residual capacity during the weekday AM and PM peak hours. Additionally, 95th percentile queues can be accommodated within available storage lanes with the exception of the eastbound left turn movement at the Hagey Boulevard/Columbia Street West intersection. The movement exceeds storage length under existing conditions during the AM peak hour, and in both the AM and PM peak hours under opening year and future background conditions. Notably, the traffic volumes experienced during the peak hours is substantially greater than off peak (404 vehicles vs less than 160). The TIS assessed potential mitigation measures (signal timing optimization) to address the queue exceedance and determined that while all movements in the critical eastbound direction to operate within an acceptable level of service (LOS) with residual capacity, the eastbound left turn movement will still exceed storage lengths in both AM and PM weekday peak hours dues to increased traffic volumes as a result of background growth.

The Study estimates that the proposal will generate 101 and 132 new trips during the AM and PM peak hours, respectively. On this basis, the analysis contained in the TIS provides that all study area intersections will operate with an acceptable LOS with residual capacity during weekday peak hours. The exceedance of storage queues continues to be identified at the intersection of the Hagey Boulevard and Columbia Street, which remains largely as a result of the traffic demand due to background growth, with the proposed development contributing an estimated 8 and 9 trips during the AM and PM peak hours, respectively.

The roundabout at Hagey Boulevard and Wes Graham way is anticipated to operate at an acceptable LOS with residual capacity in all conditions.

A review of site circulation and access confirms that there are no issues related to sightlines from the proposed site accesses, nor are there any conflicts with respect to circulation through the subject site by waste, emergency, or delivery vehicles, intercity busses, or passenger cars. An analysis was conducted for the proposed site access onto Wes Graham Way, which has determined that a left turn lane is not warranted. Similarly, the proposed parking supply exceeds the requirements of the City Zoning By-law, while providing the necessary provision of accessible and electric vehicle parking spaces, as well as the necessary loading spaces.

The proposed development contemplates a reduced supply of bicycle parking spaces, which is considered appropriate based on the nature of the development (hotel and conference centre). On this basis, it is expected that demand for bicycle parking will be low given that most guests or visitors are unlikely to travel to the site by bicycle.

6.9 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was undertaken by GradientWind Engineering Inc. in April 2025 in order to investigate pedestrian wind comfort and safety and identify where wind conditions may interfere with planned activities so that mitigation measures may be implemented. The study involved the preparation of a computer based wind model using

computational fluid dynamic simulations, for the purposes of assessing wind impacts of the proposed development.

Wind data was obtained from Waterloo International Airport, consisting of 44 years of hourly meteorological measurements to determine the prominent wind directions and speeds at the subject property.

Analysis indicates that in both pre- and post-development scenarios sidewalks and transit stops along Hagey Boulevard, sidewalks along Wes Graham Way, and neighbouring surface parking lots will experience acceptable wind conditions.

Within the subject site, outdoor areas including amenity spaces, patios, drive aisles, loading and drop-off areas, surface parking spaces, walkways and building access points will also experience acceptable wind conditions. It is noted that portions of the outdoor amenity area at the southwest corner of the subject site experience conditions that fall just short of the targeted 'sitting' conditions (77%, whereas 80% is the threshold). Notwithstanding this, it is noted that the proposed landscape treatment of the area, including the selection of marcescent trees along the perimeter of the seating area, will mitigate this condition.

7.0 Planning Analysis

7.1 Land Use, Built Form and Compatibility

The contemplated use and built form of the proposed development is consistent with the general provisions and intent of the designations of the subject site within the City of Waterloo Official Plan, which outlines that the lands are an appropriate location to accommodate more intensified development which will support the existing and future functions of the R+T Park. On this basis an amendment to the Official Plan is not required, as confirmed by City Staff.

The proposed development contemplates the redevelopment of the site with 9-storey hotel building, providing 216 guestrooms as well as an associated conference centre, on vacant lands that are serviced by municipal infrastructure and services. The proposed built form is generally consistent with the urban design guidelines of the City and University, including the Urban Design Manual and the University of Waterloo Research and Technology Park Development Handbook & Guidelines. In this regard, the proposed development responds to the surrounding context while providing an appropriate transition to the public realm. It supports employment growth and availability within a compact, transit-supportive built form.

From a technical perspective, the supporting materials provided have demonstrated that the proposed use and contemplated built form can be supported by existing municipal infrastructure such as roads or sewers. Similarly, noise, vibration, wind, and air quality concerns can be mitigated to comply with applicable requirements, and are not proximate to significant industries.

The contemplated development is compatible with the surrounding area and makes better use of the vacant site within an area that possesses appropriate municipal infrastructure and community services that could support the existing corporate character of the R+T Park and intensification of the surrounding area. The built form will improve the streetscape along both Hagey Boulevard and Wes Graham Way – effecting a conversion towards a more vibrant streetscape by providing direct connections to active uses at grade rather than the existing context wherein the dwellings are turned inwards to the community. In this regard opportunities for landscape plantings and street furniture will be implemented.

7.2 Efficiently Using Infrastructure and Community Services

The development proposes the efficient use of land and resources which will contribute to the achievement of transit supportive densities, as well as Provincial and City intensification targets. The proposal will increase the working population and visitor activity, which can access community services in the area by walking, active transportation, and public transportation.

As identified within previous sections of this report, a servicing strategy has been prepared for the proposed development. The proposed development is to be serviced by connections to the existing watermain, storm, and sanitary sewers located within the Hagey Boulevard right of way. A hydrant flow test has confirmed that the existing watermain has adequate supply and pressures to meet both high demand fire-fighting flows, and maximum day domestic consumption, and can thus support the proposed development. Capacity of the sanitary sewer system capacity is to be undertaken by the City as part of the consideration of the proposed development.

The proposed development is proximate to multiple bus routes as well as the R+T Park LRT Station. Visitors will thus have convenient access to the existing transit network. There are a multitude of local transit routes which residents can access providing City wide and regional connections.

The proposed development includes a dedicated bicycle parking supply in an easily accessible location in order to encourage active transportation. The proximity of the subject property to transit and cycling routes will encourage residents and visitors to utilize existing infrastructure, thereby reducing reliance on automobiles and promoting the use of alternative transportation options. The proposal will also activate the existing public realm along both roads with high quality landscaping and outdoor amenity spaces to further promote community interact, walkability and visual appeal.

The provision of two (2) outdoor patios, an outdoor amenity space and a bar/café, will contribute to the vibrancy of the Research and Technology area and public realm by providing active uses on the ground floor and generating foot traffic that can access existing community facilities, helping to optimize their usage and contribute to their viability in the future.

The proposed net gain of 650.32 sq. m of conference space and will provide an opportunity to expand the provision of locally oriented corporate uses. The conference centre will deliver a needed amenity that aligns with the existing technology and corporate character of the R+T Park, which is home to several international technology businesses. These organization will benefit from having a dedicated profession space to host events such as conferences, in close proximity to their operations.

In addition, the conference centre's location near the University of Waterloo creates further opportunity to strengthen the connect between the academic and corporate community, reinforcing the districts identity as hub for innovation and collaboration.

7.3 Proposed Zoning Category and Development Standards

The subject lands are currently regulated under City of Waterloo Zoning By-law 2018-050, which identifies the property as being within *the Academic – University College (UC-81)* Zone. The proposed amendment to the By-law seeks to permit the proposed hotel use, with site-specific development standards to permit the proposed built form.

The proposed setbacks provide for a consistent, pedestrian oriented streetscape along both Hagey Boulevard and Wes Graham Way, while providing sufficient separation and transition from the adjacent lands to the south and east. Similarly, the proposed uses will be compatible with the knowledge-based employment character of the Research and Technology district, while addressing a need that directly benefits the existing context of the area and contributes to a vibrant, active streetscape.

The proposed built form has been demonstrated to be technically feasible, and can appropriately mitigated noise, and wind impacts, while presenting little to no traffic impact.

The existing zoning on the subject site is University College (UC-81), pursuant to the City of Waterloo Zoning By-law 2018-050. The UC-81 zone permits a variety of institutional and commercial uses. Permitted primary uses of the UC-81 zone include University/College and Government use. Permitted complementary uses includes offices, alternative education centres and training facility and permitted ancillary uses include cafes, retail store, cultural facilities and more. The UC-81 zone permits a maximum height of 81 meters and 25 storeys and a maximum density of 750 bedrooms per hectare (BPH). In this regard, no relief is required from the permitted building height, with clarification provided with respect to the proposed number of guest suites within the hotel use.

It is proposed that a new site specific exception be enacted for the property to distinguish the development from the balance of the R+T Park.

7.4 Respect for the Natural Environment

The subject property does not contain any natural features, nor is it proximate to same. The removal of 5 trees will be necessary to realize the development of the property, however several large canopy deciduous trees are proposed to be planted along the lot boundary. The landscape plans indicate that the expansion of the tree canopy through the proposal will result in 11 new street trees, and 66 new privately owned trees on the subject site. The ultimate landscape design is to be reviewed in partnership with the City through the detailed design process.

Further, based on the investigation undertaken through the Hydrogeological Study, there are no surface water bodies within 700 metres of the subject site. No impacts are anticipated with respect to surface water features, or nearby groundwater users as a result of the proposed development. Similarly, dewatering is anticipated to be required on a temporary and limited area basis, thus no off-site impacts are expected.

7.6 On Site Operations

Parking

The proposed development will provide a total supply of 271 above grade vehicle parking spaces, strategically positioned towards the rear of the subject site to minimize its visibility

from the public realm. The parking is supplemented by two (2) drop off and pick up areas, each dedicated to the hotel and conference centre respectively, to support convenient access to the building. Additionally, a supply of sixty (60) bicycle parking spaces are provided at grade, adjacent to the east side of the building and fronting on Wes Graham Way. This location provides seamless access to the public realm and offers a direct connection to the broader cycling network, as well as the Research and Technology ION station.

Amenity Space

The proposed hotel development will feature a variety of high-quality indoor and outdoor amenities designed to serve both guests and the broader community. The amenities will be located throughout the ground floor, and include a sunroom, fitness rooms, in-ground pool, meeting rooms, and more. A total of approximately 650.32 square metres of conference centre is proposed, with a bar/café space fronting onto Wes Graham Way, contributing to an active and engaging streetscape. In addition, the development includes two (2) patios, each oriented towards one of the two frontages, and an outdoor amenity space adjacent to the conference centre. These uses will not only support business and academic visitors to the Research and Technology District but also enhance the vibrancy of the public realm by introducing gathering spaces.

Waste Collection and Emergency Access

Two (2) on-site loading spaces are proposed within the development. A site circulation analysis has been completed demonstrating that loading vehicles can access these spaces without the need to reverse into the public realm. All building operations are located within towards the south lot line and are thereby screened from the public realm.

8.0 Conclusion

The Provincial policies contained in the PPS promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development that is *transit-supportive*.

The current Zoning of the subject site does not permit the proposed hotel use. In our opinion, this is likely as a result of the proposed hotel and conference centre uses not being specifically contemplated or accommodated at the time of development of the R+T Park, although it is clear that a supportive function would be served by the proposed development, that would maintain the character of the Park.

The proposed development promotes the achievement of numerous policy directions which support intensification, particularly within a *Major Node* and *MTSA.* From a local planning perspective, the proposal, if approved, implements, and satisfies the applicable City Form, Economy and Employment provisions and policies of the City of Waterloo Official Plan. It has been demonstrated that the subject site can comfortably accommodate the proposed height and density, while maintaining appropriate setbacks and sufficient landscaped open space and parking. The proposed use will also introduce opportunities for new employment sectors.

The proposed development arises from a design process aimed at achieving, to the greatest extent possible, appropriate, and attractive architecture, massing, and interface within the context of the subject site. The subject site is located within convenient walking distance of an LRT station, various bus routes, and is located within *MTSA*. This, together with the design of the proposed building, allows us to conclude that the subject site warrants positive consideration for the proposed height and density.

To support the submission of the requisite development applications a number of background reports and plans have been prepared, including a Phase I Environmental Site Assessment, Tree Inventory and Preservation Plan, Functional Servicing and Stormwater Management Report, Hydrogeological Assessment, Geotechnical Investigation, Transportation Impact Study, and Land Use Compatibility/Mitigation and Air Quality Study. These documents demonstrate that the proposed development is feasible from a technical perspective.

The proposed development promotes the achievement of numerous policy directions which support intensification, particularly within the Research and Technology Park area. The proposal has been reviewed in relation to the policies of City Official Plan, which we conclude have been satisfactorily addressed. The proposal also generally satisfies the visions for this site as expressed in the applicable City guidelines for tall buildings, including the University of Waterloo Research and Technology Park Development Handbook and Guidelines and the City of Waterloo Urban Design Manual. As such, the proposal is an appropriate development for this location and will be compatible with the existing and planned context of the subject site.

For the reasons stated above, it is our opinion that the proposed application satisfies both Provincial and City policies, is premised on a sound and reasonable planning analysis, represents good planning, and is in the public interest. We accordingly recommend that the redevelopment proposal and subject ZBA application be supported by City staff and approved by City Council.

APPENDIX 1
FIGURES

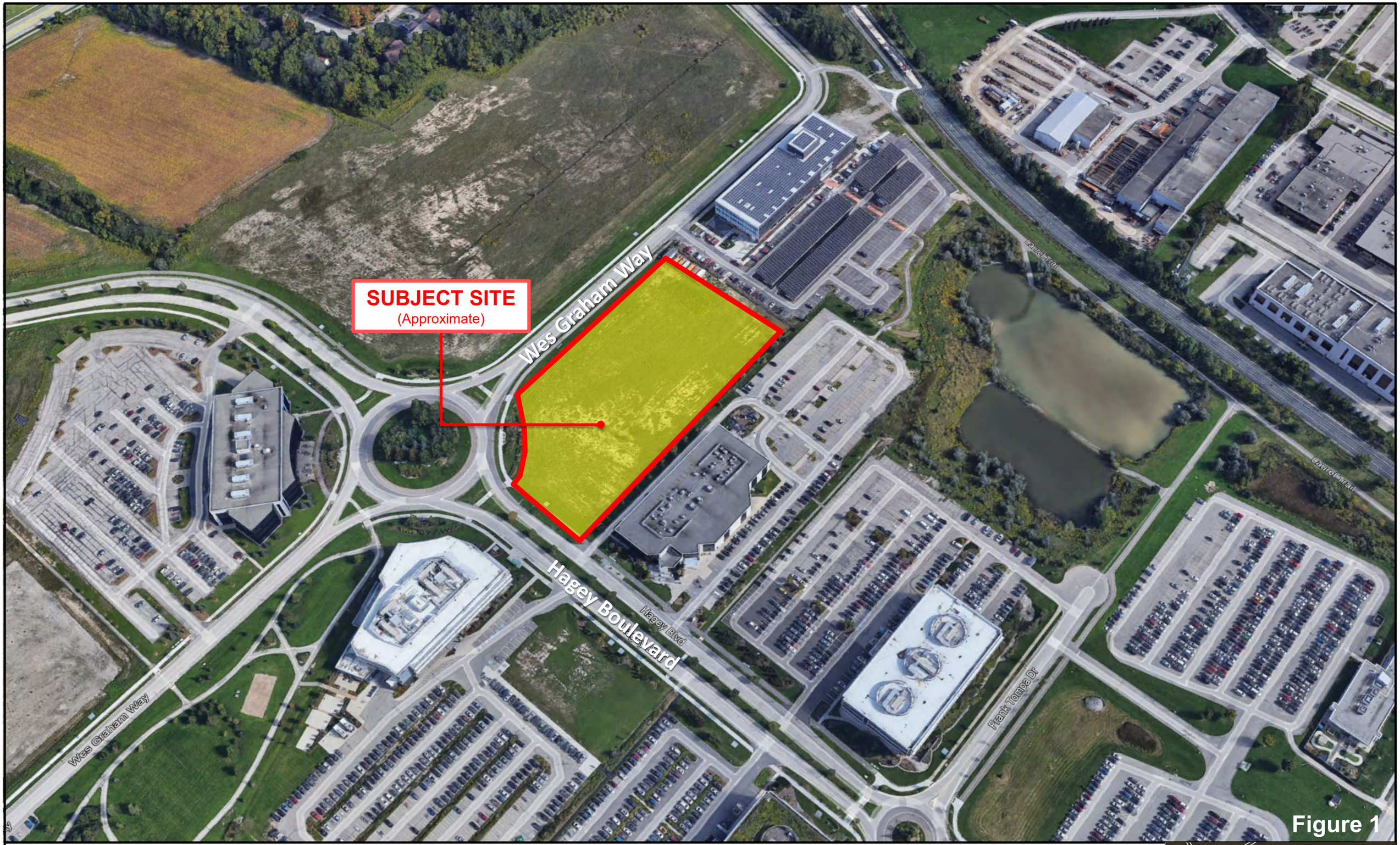


Figure 1

AERIAL MAP

GOLDBERG GROUP

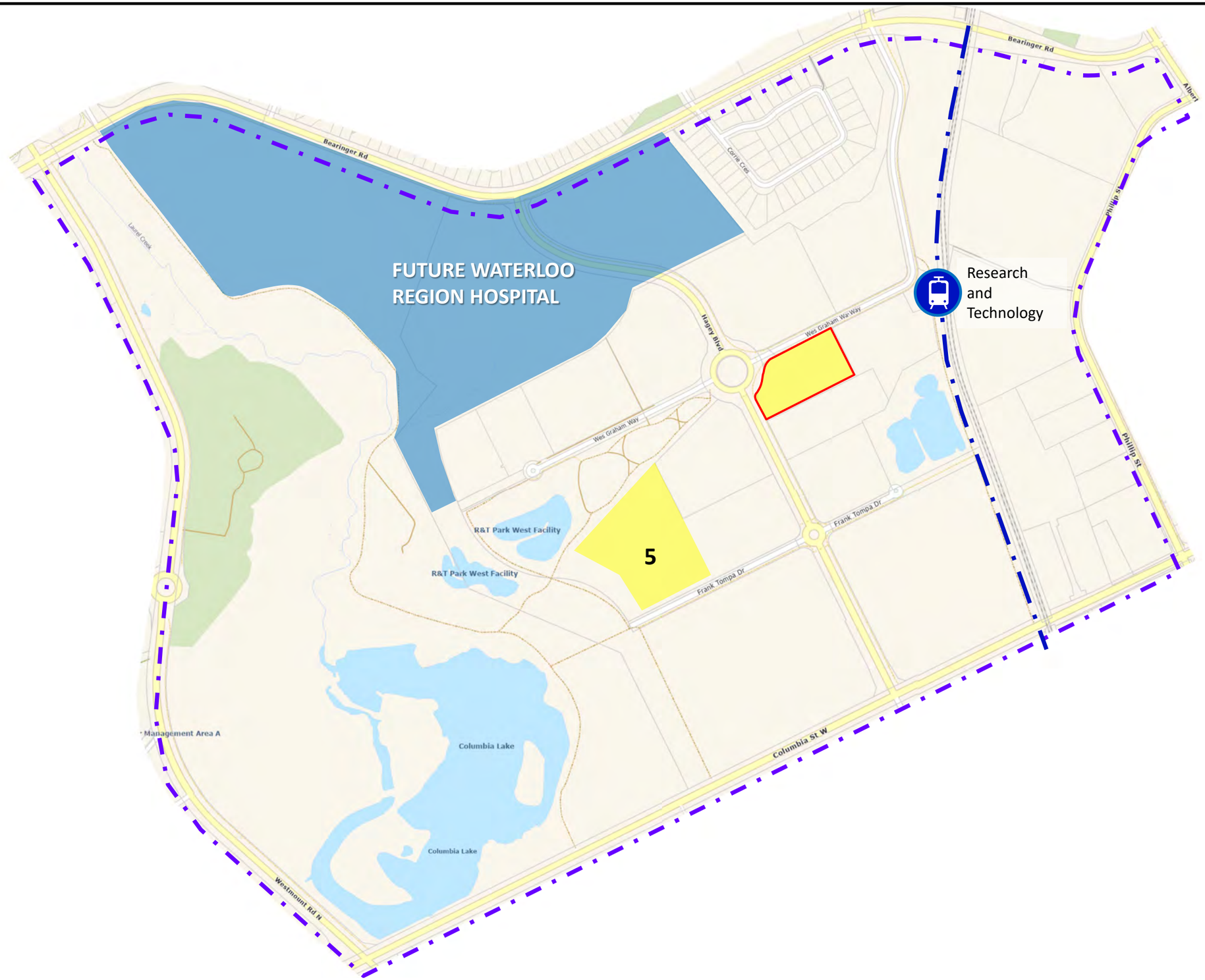


Figure 2

HEIGHT AND AREA DEVELOPMENTS MAP

Source: Region of Waterloo. GIS Locator.

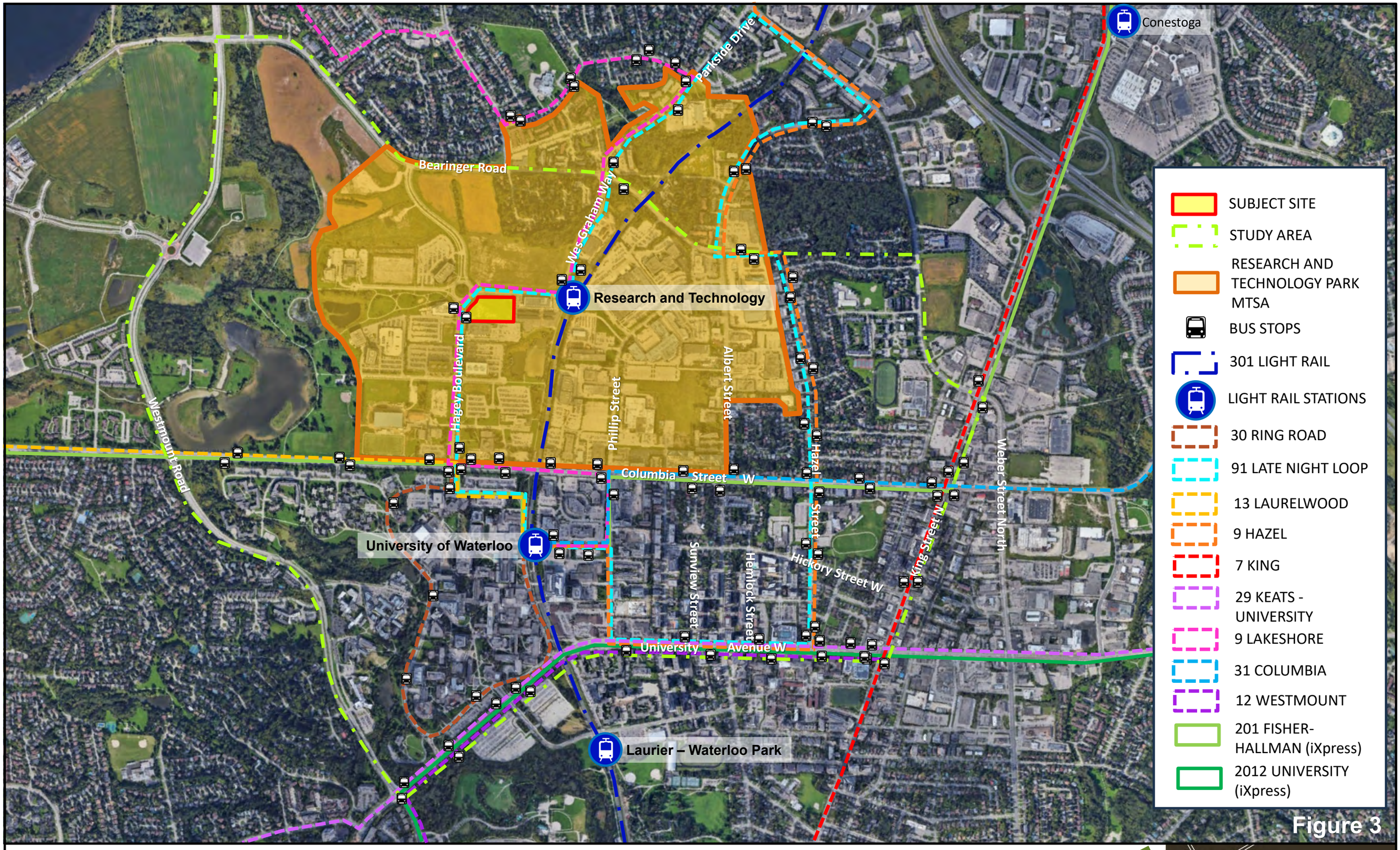


Figure 3

TRANSIT MAP

GOLDBERG GROUP



Figure 4

TRANSIT MAP

N

GOLDBERG GROUP

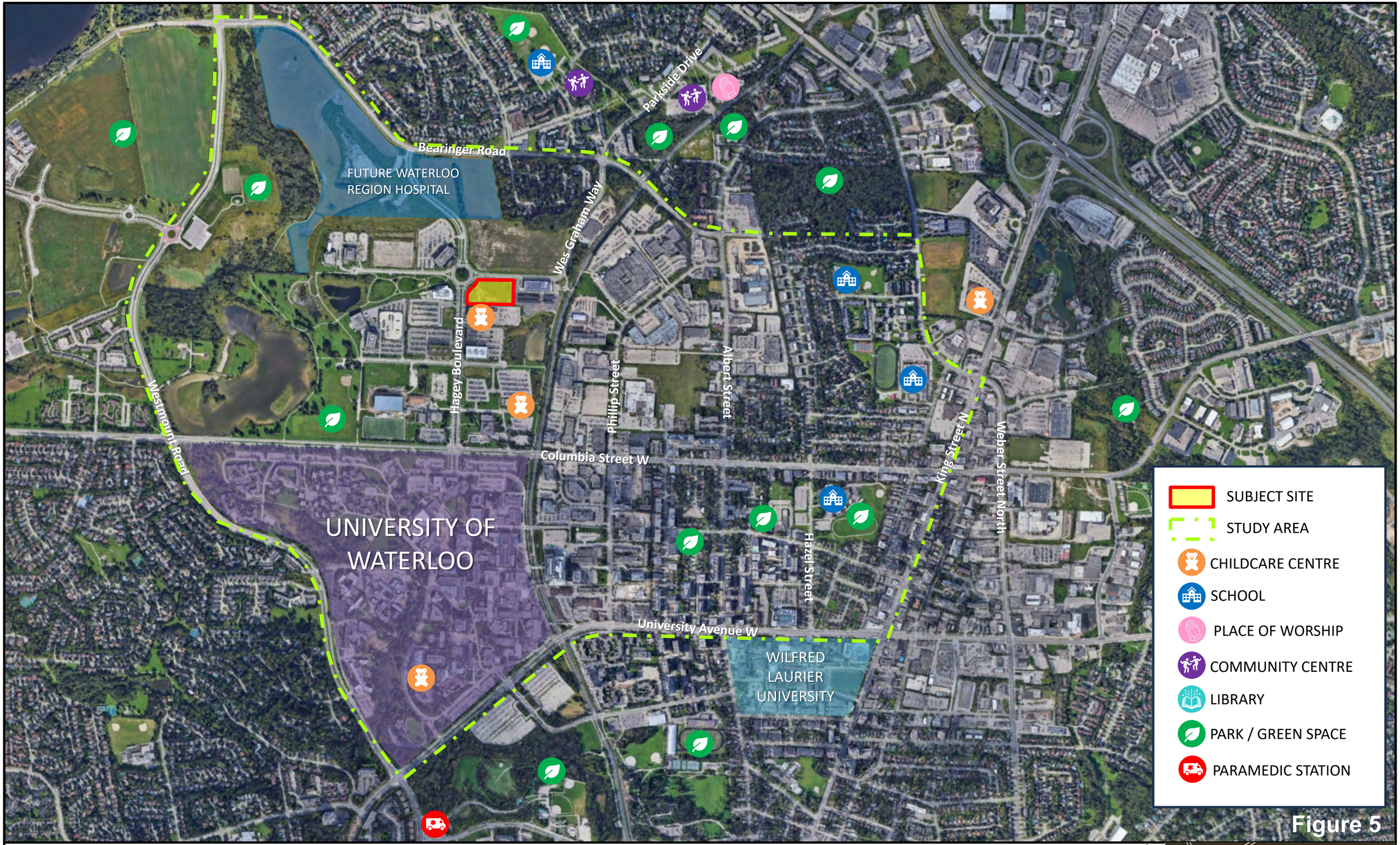
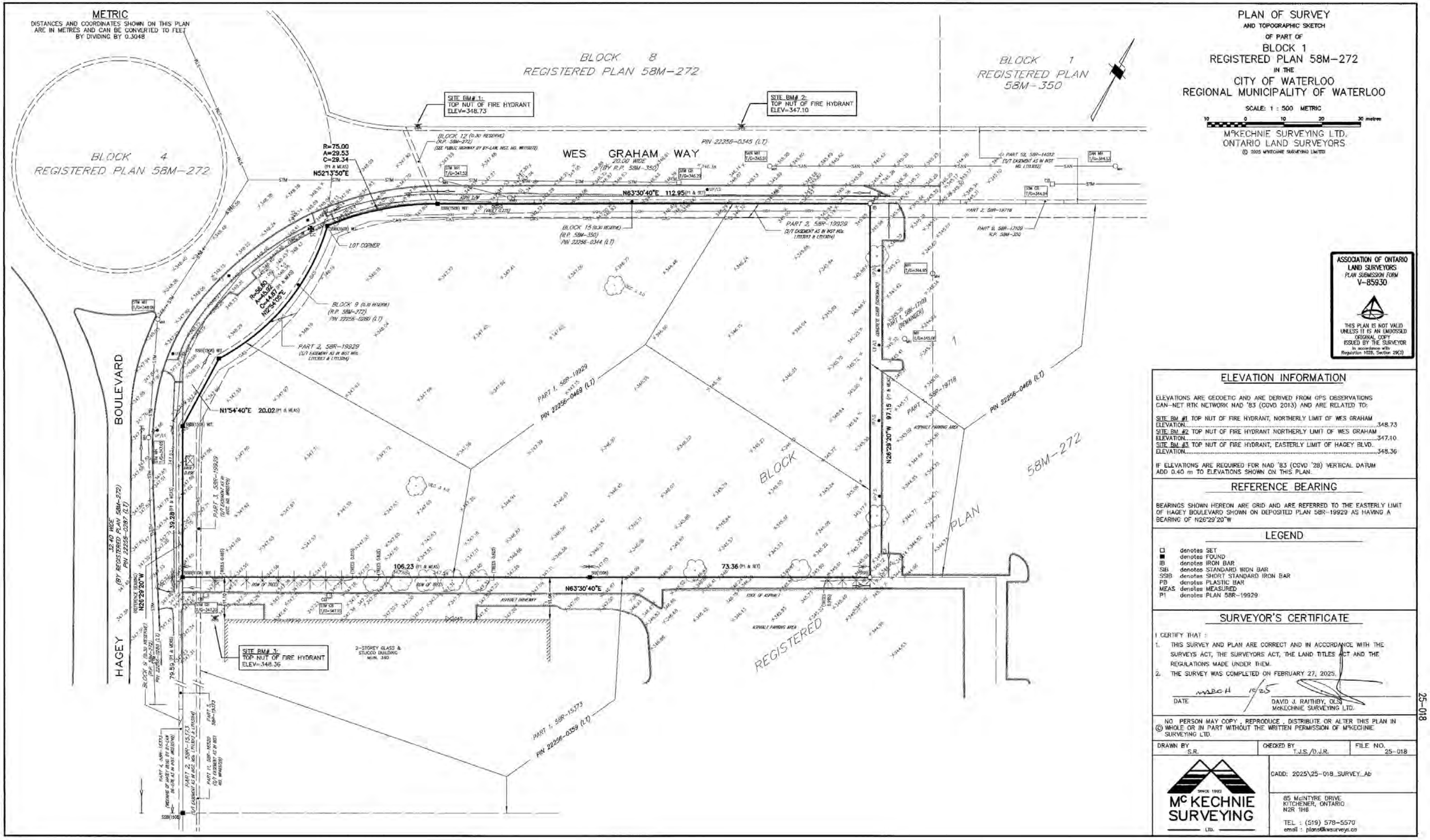


Figure 5

COMMUNITY SERVICES MAP

N

GOLDBERG GROUP



PLAN OF SURVEY
AND TOPOGRAPHIC SKETCH
OF PART OF
BLOCK 1
REGISTERED PLAN 58M-272
IN THE
CITY OF WATERLOO
REGIONAL MUNICIPALITY OF WATERLOO

SCALE: 1 : 500 METRIC

10 0 10 20 30 metres

McKECHNIE SURVEYING LTD.
ONTARIO LAND SURVEYORS
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ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
V-85930

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR
In accordance with Regulation 1026, Section 29(3)

ELEVATION INFORMATION

ELEVATIONS ARE GEODETIC AND ARE DERIVED FROM GPS OBSERVATIONS CAN-NET RTK NETWORK NAD '83 (CSVD 2013) AND ARE RELATED TO:

SITE BM #1 TOP NUT OF FIRE HYDRANT, NORTHERLY LIMIT OF WES GRAHAM ELEVATION.....348.73
SITE BM #2 TOP NUT OF FIRE HYDRANT NORTHERLY LIMIT OF WES GRAHAM ELEVATION.....347.10
SITE BM #3 TOP NUT OF FIRE HYDRANT, EASTERLY LIMIT OF HAGEY BLVD. ELEVATION.....348.36

IF ELEVATIONS ARE REQUIRED FOR NAD '83 (CSVD '28) VERTICAL DATUM ADD 0.40 m TO ELEVATIONS SHOWN ON THIS PLAN.

REFERENCE BEARING

BEARINGS SHOWN HEREON ARE GRID AND ARE REFERRED TO THE EASTERLY LIMIT OF HAGEY BOULEVARD SHOWN ON DEPOSITED PLAN 58R-19929 AS HAVING A BEARING OF N26°29'20"W

LEGEND

□	denotes SET
■	denotes FOUND
IB	denotes IRON BAR
SIB	denotes STANDARD IRON BAR
SSIB	denotes SHORT STANDARD IRON BAR
PB	denotes PLASTIC BAR
MEAS	denotes MEASURED
P1	denotes PLAN 58R-19929

SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON FEBRUARY 27, 2025.

MARCH 16/25
DATE

DAVID J. RAITHBY, OLS
McKECHNIE SURVEYING LTD.

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DRAWN BY	CHECKED BY	FILE NO.
S.R.	T.J.S./D.J.R.	25-018

CADD: 2025\25-018_SURVEY_Ab

McKECHNIE SURVEYING LTD.
SINCE 1982
85 McINTYRE DRIVE
KITCHENER, ONTARIO
N2R 1H6
TEL : (519) 578-5570
email : plans@kwsurveys.ca

25-810

Figure 6

PROPERTY SURVEY

GOLDBERG GROUP

WES GRAHAM WAY

HAGEY BOULEVARD

LEVEL 1 (5.03m T/O SECOND LEVEL)

MIXED USE BUILDING
9 STOREYS (29.72m T/O ROOF DECK)
216 GUESTROOMS
7000 ft² CONFERENCE SPACE
FFE 347.70

CONFERENCE CENTRE
1 STOREY (7.62m T/O ROOF)

Figure 7

SITE PLAN

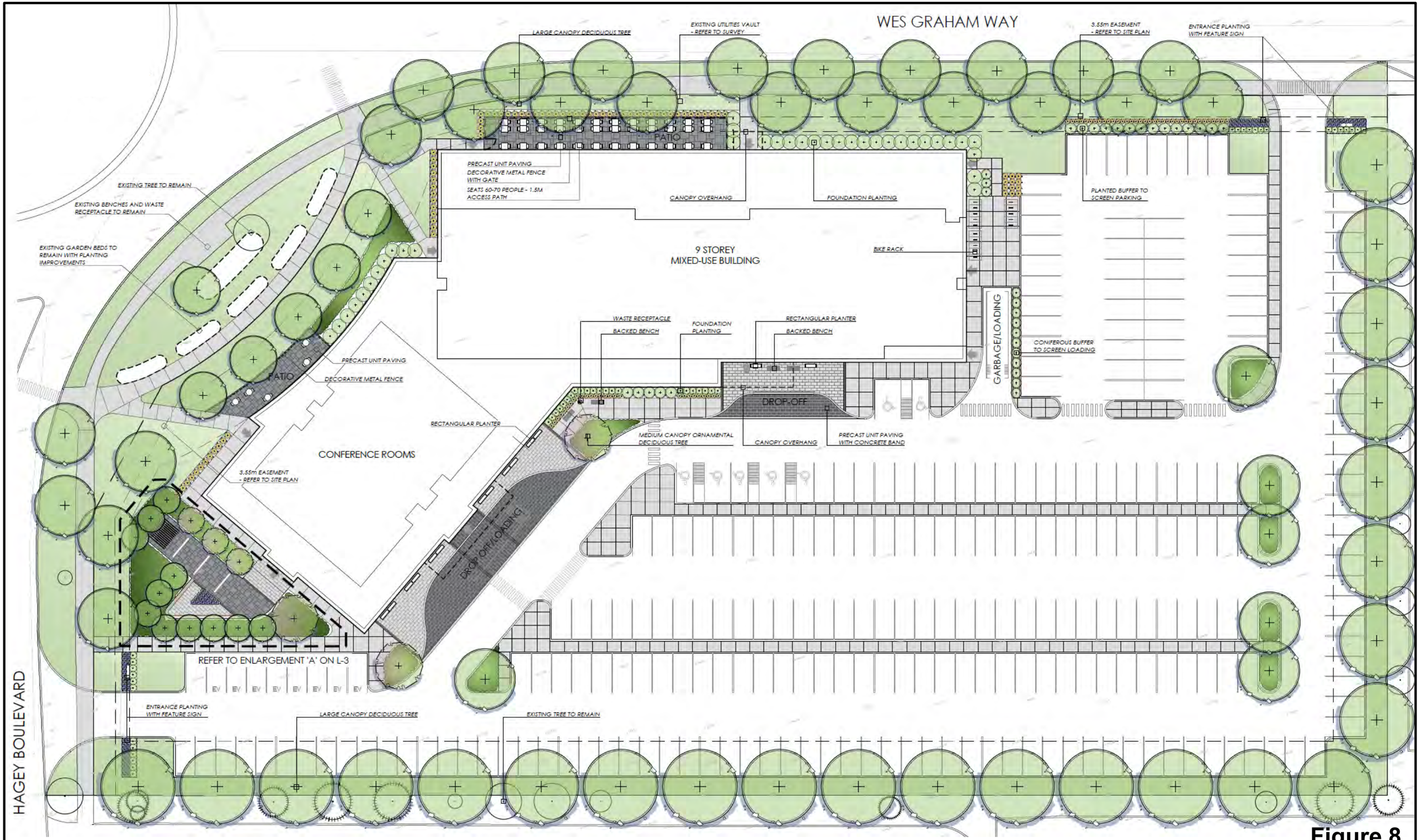


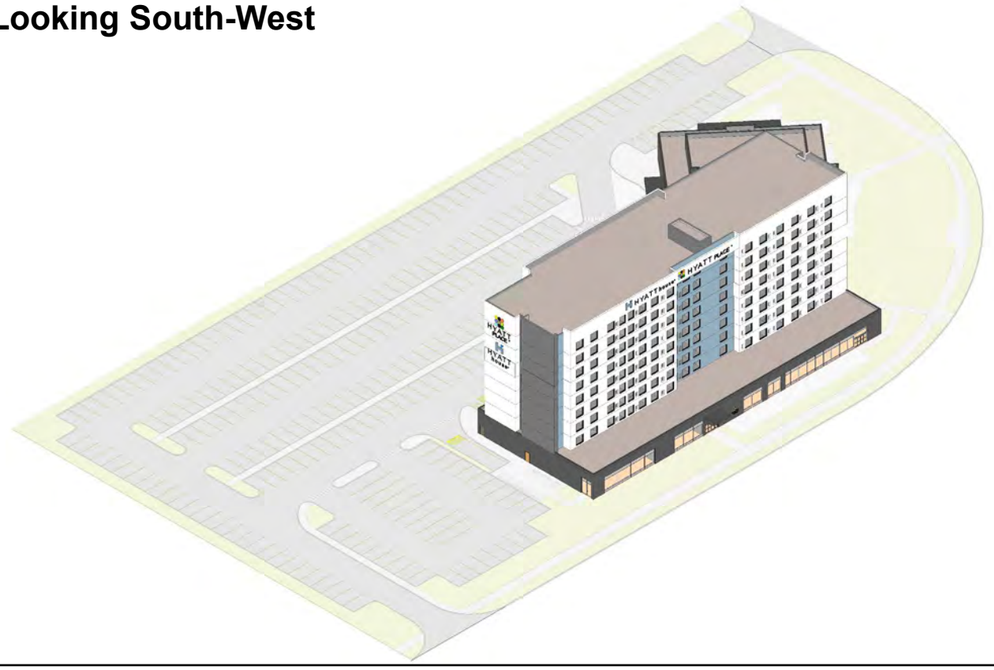
Figure 8

adesso design inc.
landscape architecture

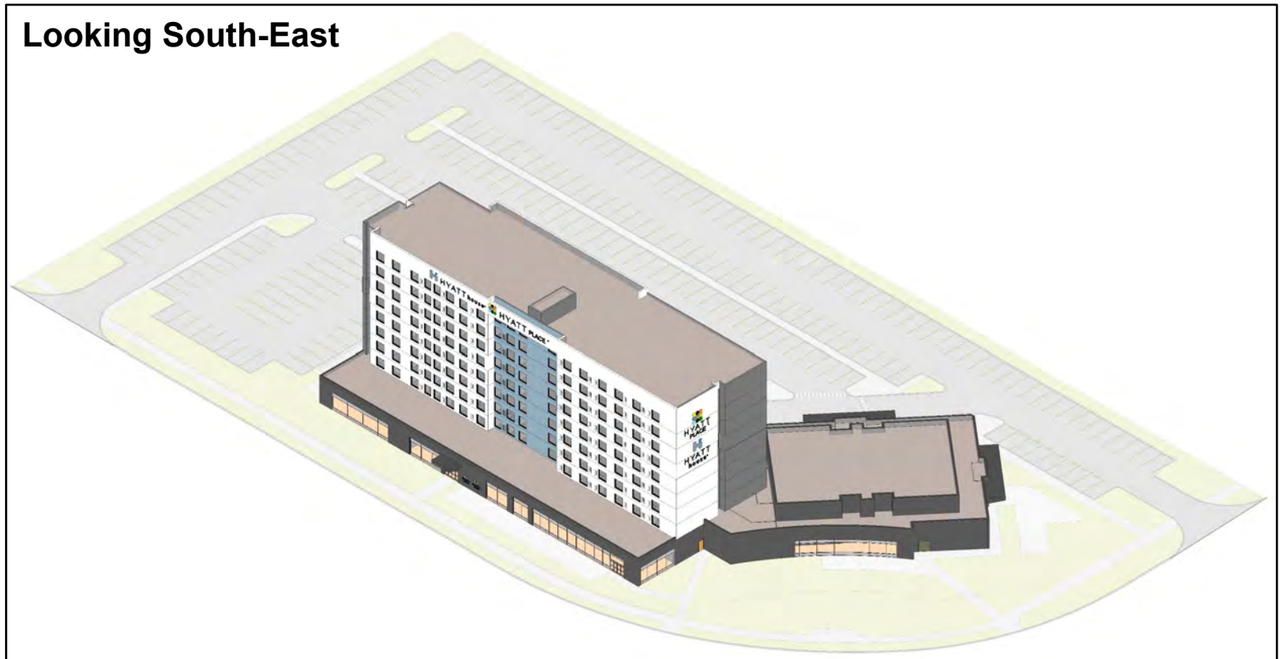
LANDSCAPE PLAN

GOLDBERG GROUP

Looking South-West



Looking South-East



Looking North-East



Looking North-West

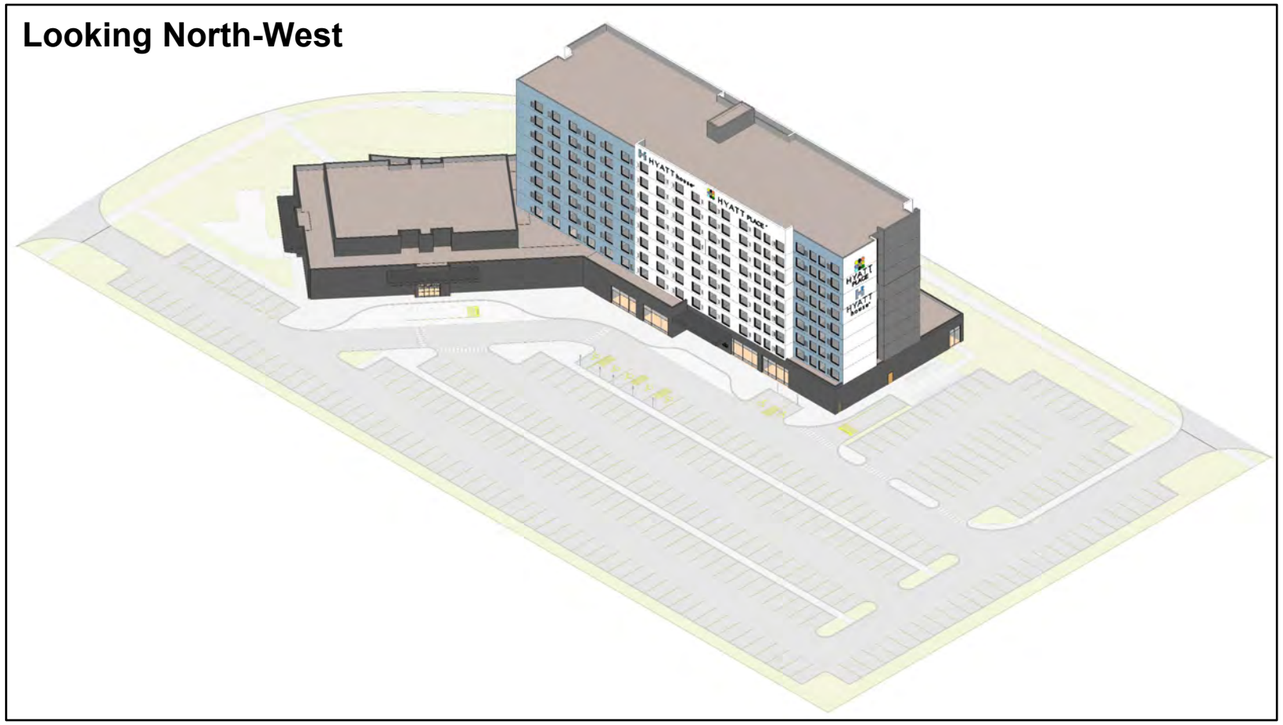


Figure 9

BUILDING MASSING



The rendering is intended to convey a similar design approach and materiality, and is not an exact representation of the proposed development



The rendering is intended to convey a similar design approach and materiality, and is not an exact representation of the proposed development



The rendering is intended to convey a similar design approach and materiality, and is not an exact representation of the proposed development



The rendering is intended to convey a similar design approach and materiality, and is not an exact representation of the proposed development

Note: *This rendering is intended to convey a similar design approach and materiality, and is not an exact representation of the proposed development*

Figure 10

CONCEPTUAL RENDERINGS

Chamberlain

GOLDBERG GROUP

RWOP 5A:
REGIONAL TRANSIT NETWORK



LEGEND

- Existing Transit Corridors
- Planned Transit Corridors

LEGEND

- Provincial Highway
- Regional Road
- River
- Region of Waterloo International Airport
- Municipal Boundary
- Railway

0 0.5 1 2 Km

Sources: Region of Waterloo

RWOP MAP 6A:
URBAN AREA SOURCE WATER PROTECTION AREAS



LEGEND

Wellhead Protection Areas

- WPSA-1
- WPSA-2
- WPSA-3
- WPSA-4
- WPSA-5
- WPSA-6
- WPSA-7
- WPSA-8

Municipal Wellhead

- Municipal Wellheads
- Groundwater Under Direct Influence (GUDI)

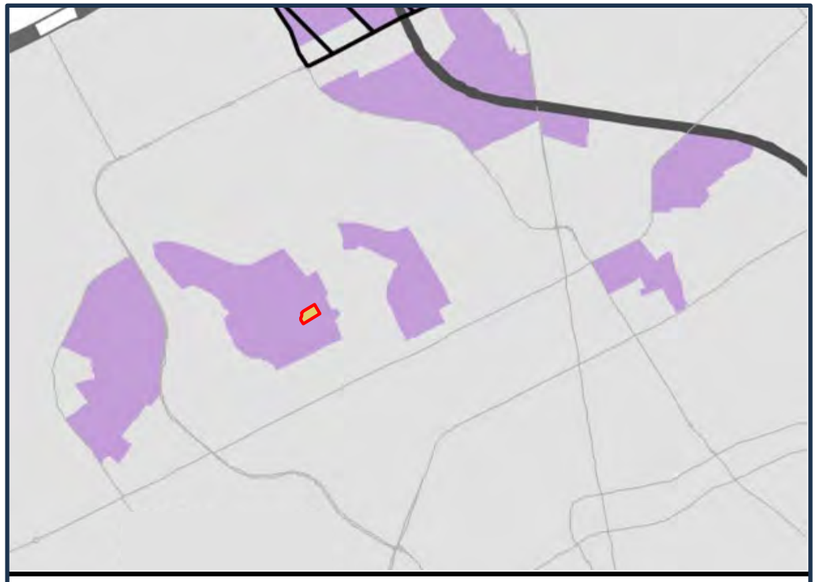
LEGEND

- Provincial Highway
- Regional Road
- River
- Region of Waterloo International Airport
- Municipal Boundary
- Railway

0 0.5 1 2 Km

Sources: Region of Waterloo

RWOP/ROPA 6
MAP 3: EMPLOYMENT AREA



LEGEND

- Employment Area
- Provincially Significant Employment Zone
- Urban Area / Township Urban Area
- Rural Settlement Area

Figure 11

RWOP/ROPA 6
FIGURE 4C: RESEARCH & TECHNOLOGY PARK MAJOR TRANSIT STATION AREA

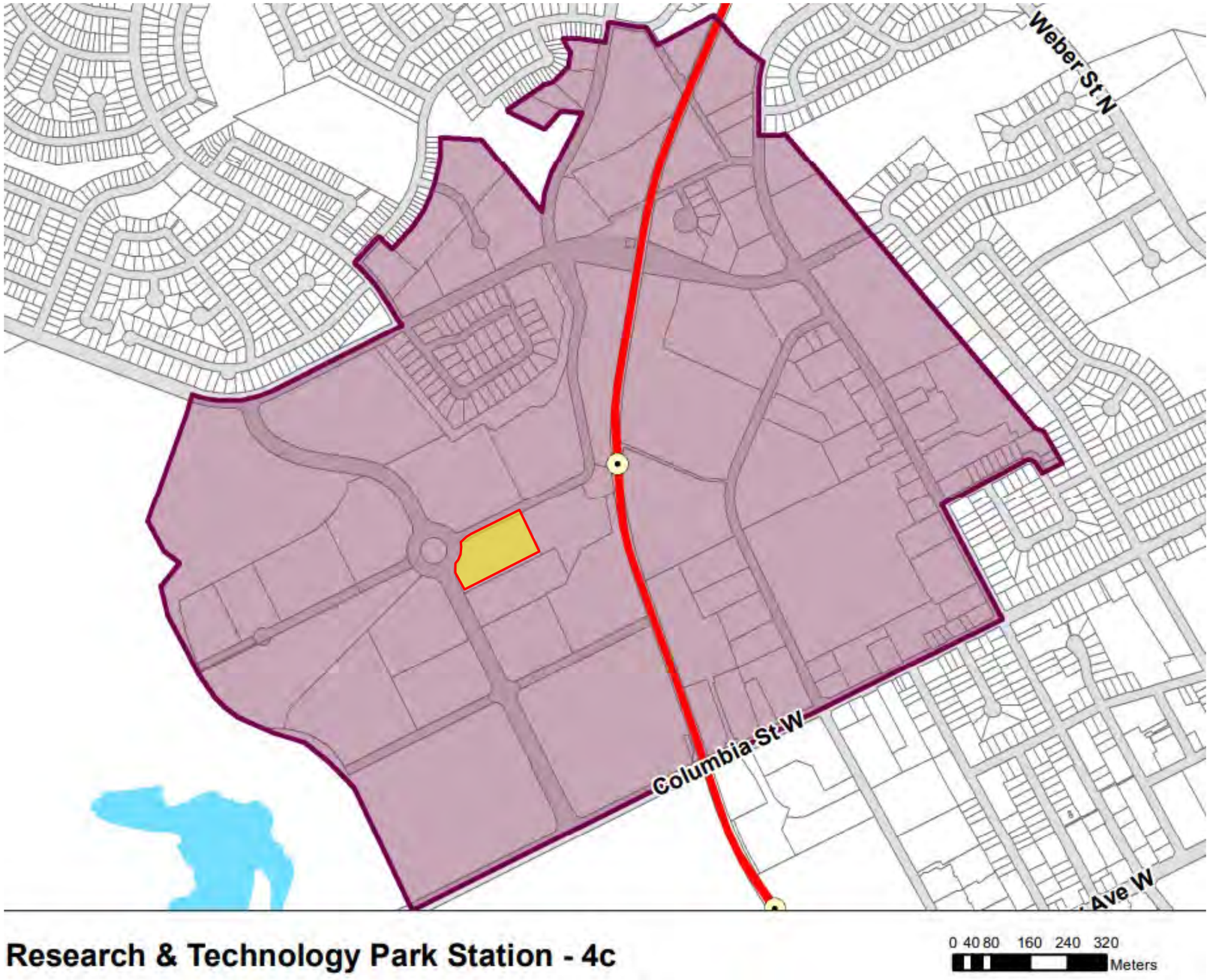
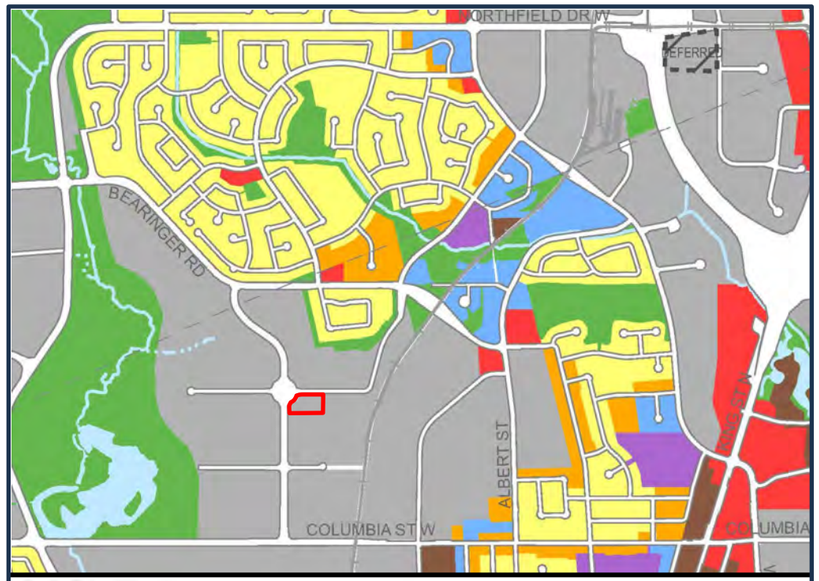


Figure 12

WOP Schedule A: Land Use Plan



Legend

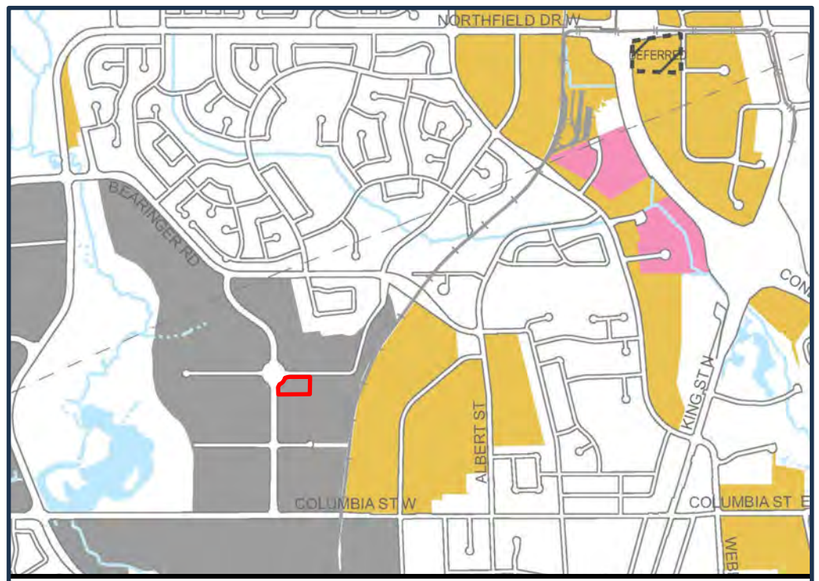
SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body

Land Use Designations

- Low Density Residential
- Mixed-Use Medium Density Residential
- Mixed-Use Medium High Density Residential
- Mixed-Use High Density Residential
- Commercial
- Employment
- Major Institutional
- Open Space
- Rural
- Urban Area Boundary
- Uptown Waterloo Urban Growth Centre
- Future Node

WOP Schedule A2: Employment Areas



Legend

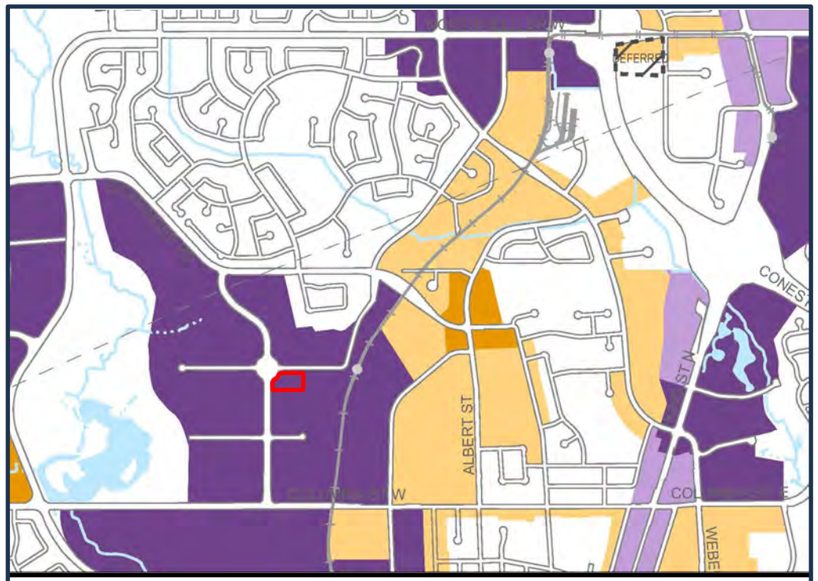
SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body
- Uptown Waterloo Urban Growth Centre

Employment Areas

- Academic
- Business Employment
- Flexible Industrial

WOP Schedule B: City Structure



Legend

SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body

Nodes and Corridors

- Primary Node
- Major Node
- Minor Node
- Future Node
- Major Corridor
- Minor Corridor

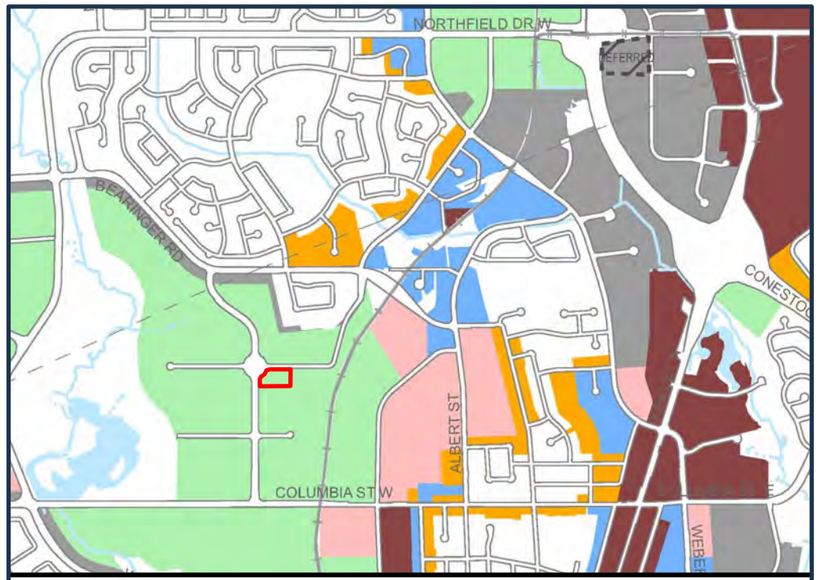
- Urban Area Boundary
- Protected Countryside
- Uptown Waterloo Urban Growth Centre
- Reurbanization Corridor

Figure 13

WOP | SCHEDULES A, A2, B

GOLDBERG GROUP

WOP Schedule B1: Height and Density

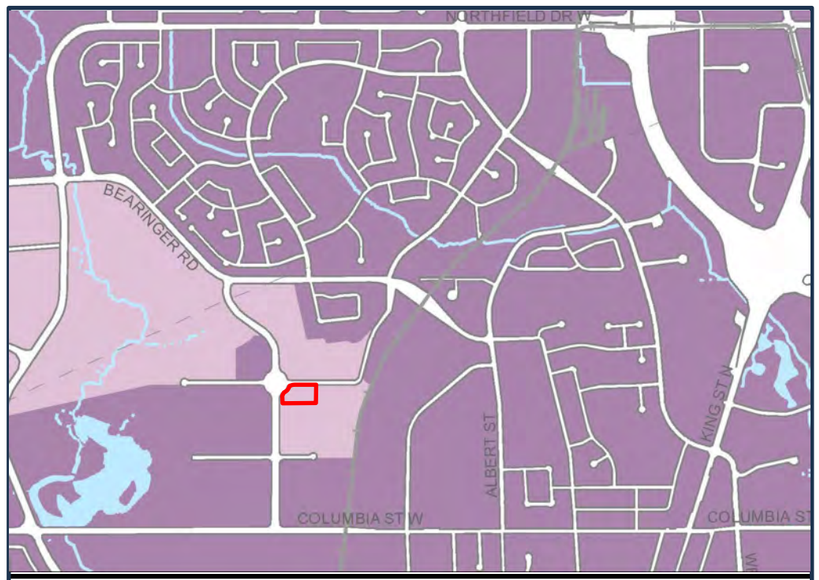


Legend

SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body
- Uptown Waterloo Urban Growth Centre
- Main Street, 6 metres to 16 metres
- Medium Density Employment, 27 metres
- Medium-High Density Employment, 40 metres
- High Density Employment, 81 metres
- Low Density, 10 metres (Northdale: Low Density, 6 storeys)
- Medium Density, 20 metres (Northdale: Medium Density, 8 storeys)
- Medium High Density, 40 metres (Northdale: Medium High Density, 12 storeys)
- High Density, 81 metres (Northdale: High Density, 25 storeys)

WOP Schedule B3: Designated Greenfield Areas

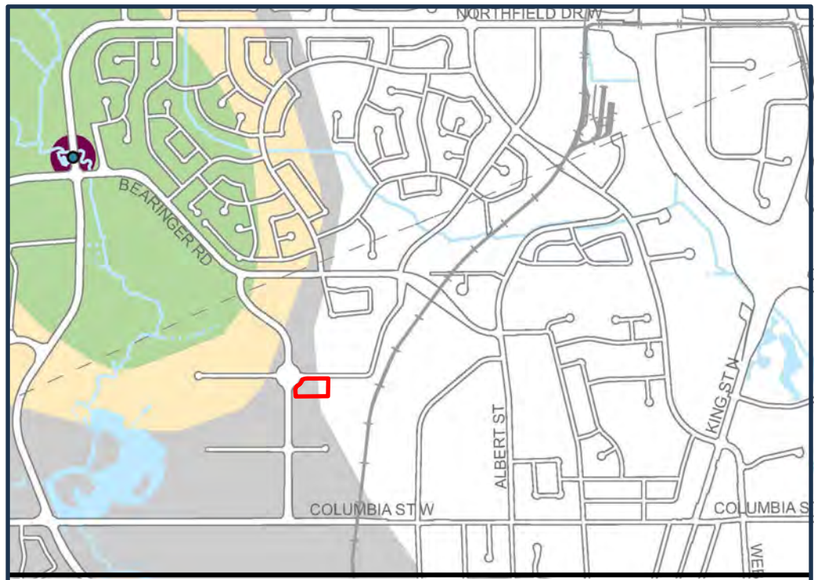


Legend

SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body
- Urban Area Boundary
- Designated Greenfield Areas
- Built Up Area

WOP Schedule B4: Source Water Protection Areas



Legend

SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body

Wellhead Protection Sensitivity Areas

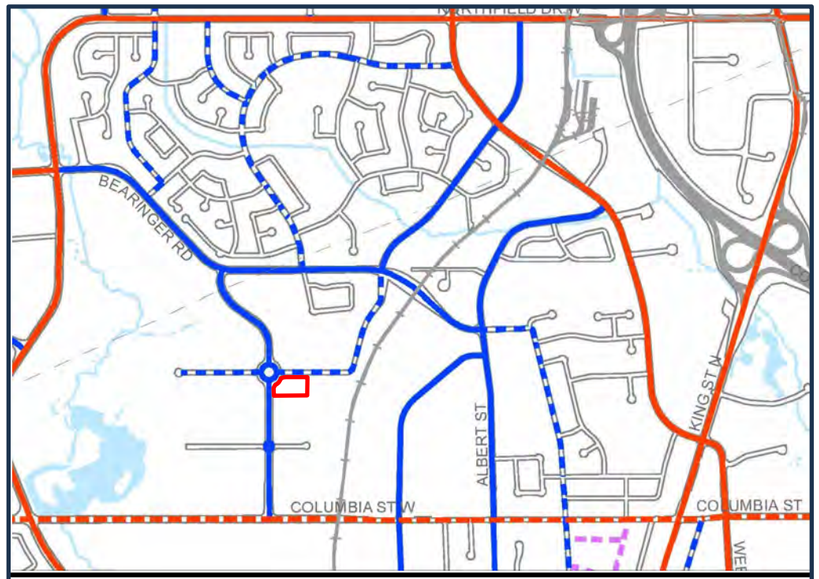
- WPSA-1
- WPSA-2
- WPSA-3
- WPSA-4
- WPSA-5
- WPSA-6
- WPSA-7
- WPSA-8
- High Microbial Risk Management Zone
- Regional Recharge Area
- Municipal Wellheads
- Groundwater Under Direct Influence (GUDI)

Figure 14

WOP | SCHEDULES B1, B3, B4

GOLDBERG GROUP

WOP Schedule E: Road Classification System



Legend

SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body

Road Classification

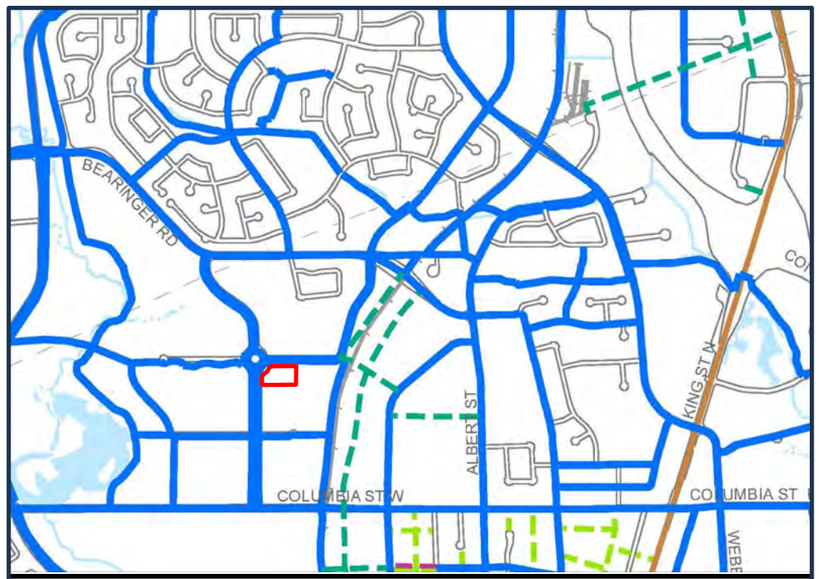
Secondary Roads
- Local Roads
- Potential Future Local Roads
- Minor Collector
- Proposed Major Collector
- Major Collector

Primary Roads
- City Arterial
- Regional Arterial

Deferred

Provincial Highway
- Provincial Highway

WOP Schedule F: Active Transportation Framework



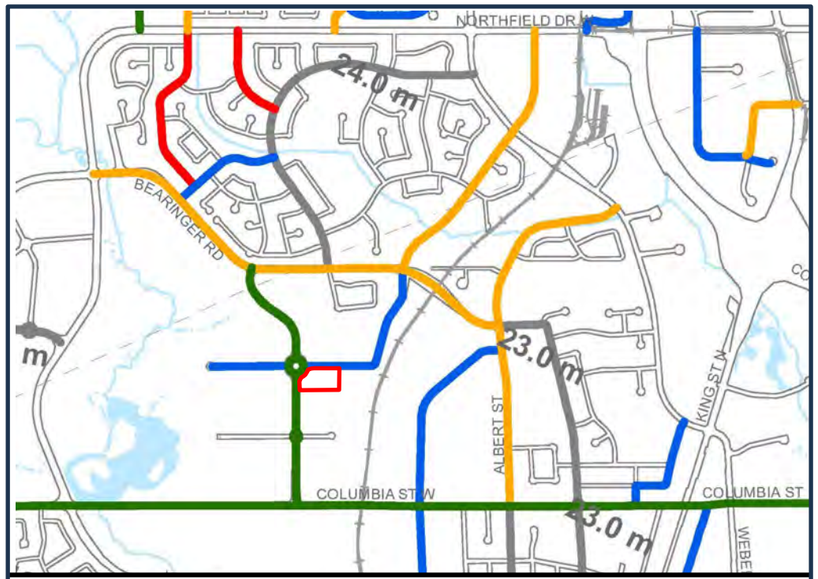
Legend

SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body

Existing and Planned Active Transportation Framework
- City-Wide Cycling and Multi-Use Routes
- Proposed City-Wide Cycling and Multi-Use Routes (Conceptual)
- King Street Corridor
- Potential Pedestrian Corridor (Conceptual)
- Active Transportation Connections (Conceptual)
- Connection to Adjacent Municipality / Lands

WOP Schedule G: Road Allowances



Legend

SUBJECT SITE

- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body

Road Allowances
- 7.0 metre ultimate road allowance
- 18.0 metre ultimate road allowance
- 20.0 metre ultimate road allowance
- 26.0 metre ultimate road allowance
- 30.0 metre ultimate road allowance
- 35.0 metre ultimate road allowance
- Other ultimate road allowance as shown
- Deferred

Figure 15

WOP | SCHEDULES E, F, G

GOLDBERG GROUP

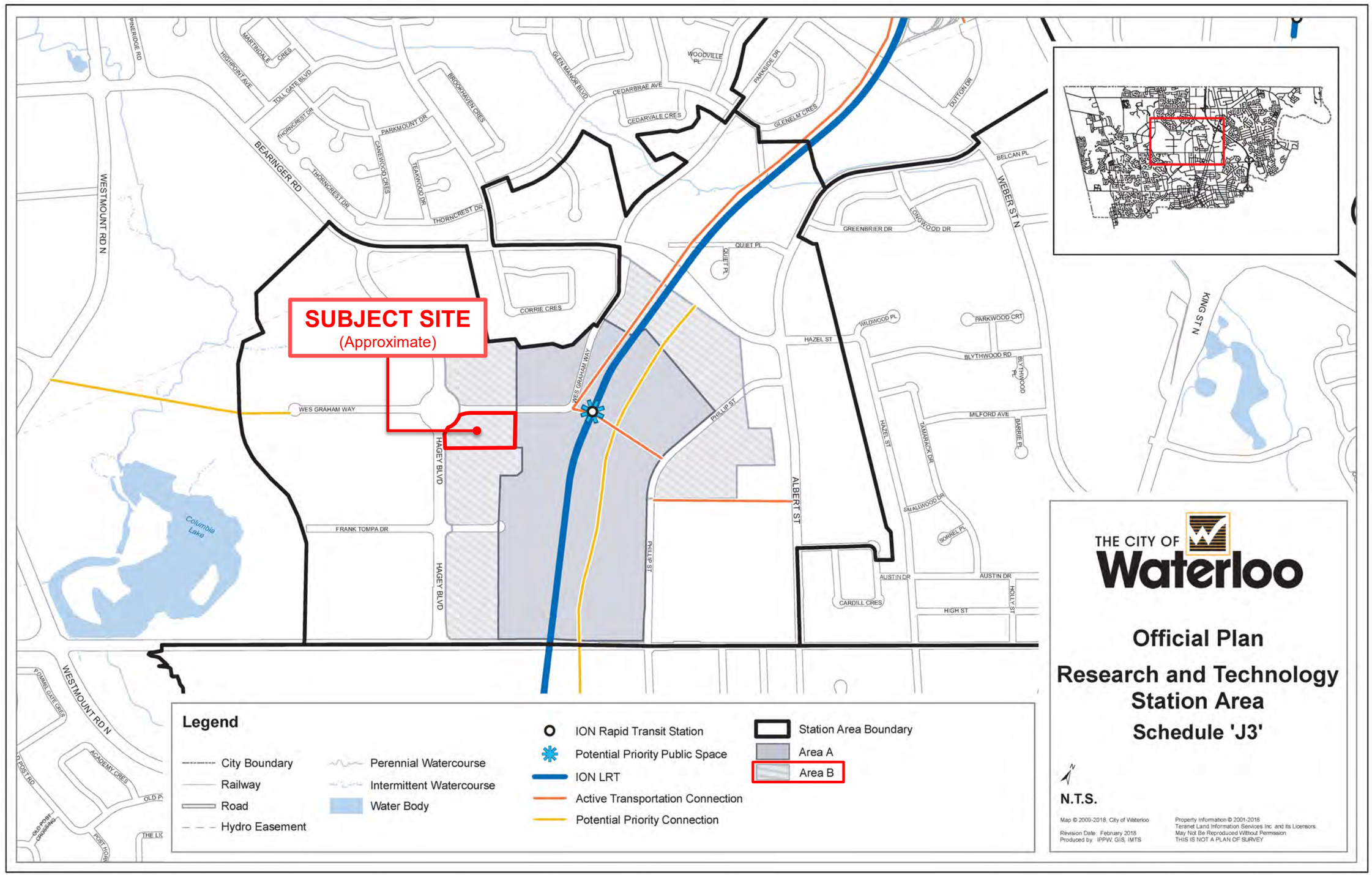
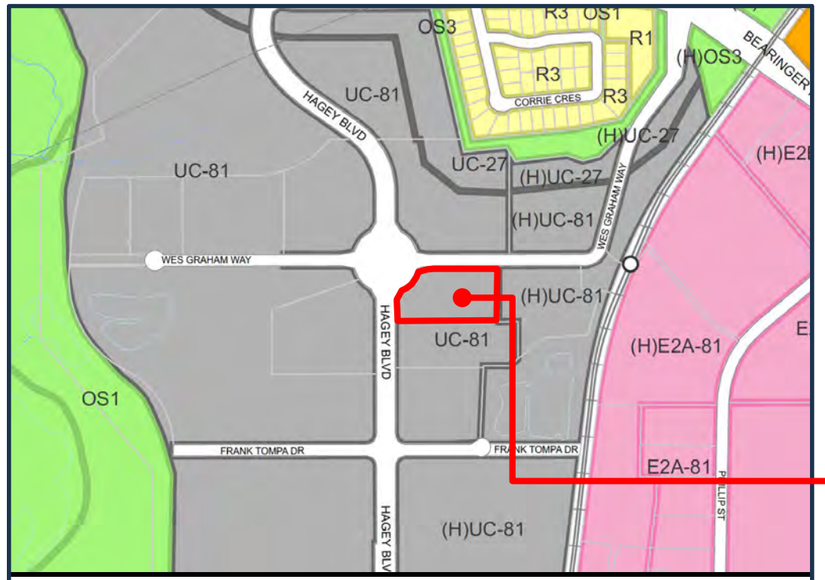


Figure 16

WOP | RESEARCH AND TECHNOLOGY STATION AREA

GOLDBERG GROUP

ZONING MAP: SCHEDULE ‘A’



Legend

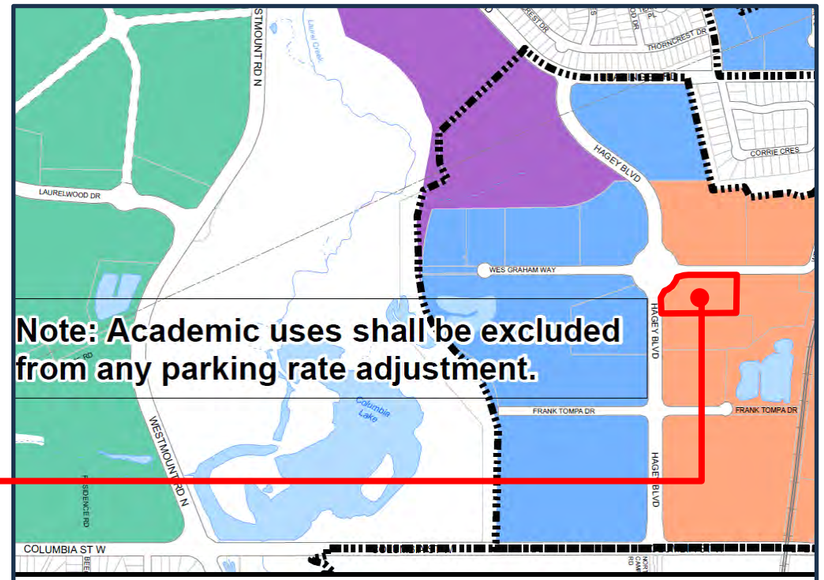
- ION Rapid Transit Stations
- Hydro Transmission Lines
- ION LRT
- Railway
- Perennial Creeks
- Intermittent Creeks
- Rivers
- Water Bodies
- City Boundary
- Property Fabric

Zone Classifications

- Academic
- Institutional
- Educational Institution
- School
- Residential
- Residential Mixed-Use
- Residential Northdale
- Open Space
- Environmentally Sensitive Landscape
- Commercial
- Uptown
- Employment
- Waste Management
- Future Determination
- Zone Change

SUBJECT SITE
(Approximate)

PARKING OVERLAY: SCHEDULE ‘A1’



Note: Academic uses shall be excluded from any parking rate adjustment.

Legend

- ION Rapid Transit Stations
- Hydro Transmission Lines
- ION LRT
- Railway
- Perennial Creeks
- Intermittent Creeks
- Water Bodies
- City Boundary
- Property Fabric
- Station Area Boundaries (Refer to Transit Station Area Planning)

Parking Rate Adjustments

- Parking Area A
- Parking Area B
- Parking Area C
- Parking Area D
- Parking Area E
- Parking Area F

Figure 17

ZONING MAPS

N

GOLDBERG GROUP