

# URBAN DESIGN REPORT

## 33 ERB STREET WEST

City Of Waterloo

Official Plan Amendment and Zoning Bylaw Amendment

*June 2025*



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# 1. BACKGROUND

## 1.1 Introduction

GSP Group Inc. has been retained by Atrium Waterloo Limited Partnership (c/o Momentum Developments) for the property at 9-47 Erb Street West (the “Site”) in Waterloo. Momentum currently owns 33, and 47 Erb Street and is working with the City of Waterloo to facilitate and agreement for the Proposed Development to develop a 39-storey mixed-use condominium building with 412 residential units, associated parking and amenity uses.

The Urban Design Report should be read in conjunction with the Planning Justification Report also prepared by GSP Group, which sets out the planning rationale for the development application.

## 1.2 Purpose and Outline

An Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) are required to facilitate the Proposed Development on the Site. An Urban Design Report was identified as a required component of a complete application as per the Pre-Submission Consultation Record dated November 15, 2023.

The City of Waterloo Terms of Reference for Development Applications describes Urban Design Report as that *“will provide the City with information to conduct an efficient review of development proposals in a comprehensive fashion that considers existing conditions, planning policy, and design objectives for the public and private realms. It will be used to assess the merits of the proposed design strategy against design standards defined by policies and guidelines, as well as how it prioritizes and balances site-specific design considerations that result from the interrelationship of policy, public realm, built form, transportation, cultural heritage, natural heritage, and other city building inputs.”*

Based on the matters for consideration and evaluation identified in the Pre-Submission Consultation Record, this Urban Design Report contains:

- A description of the existing physical conditions on the Site (Section 2);
- A description and characterization of the surrounding area and neighbourhood context (Section 3);
- An outline of the general Official Plan design policies and Urban Design Manual guidelines relevant to the Site and the Proposed Development’s design (Section 3),
- An overview of the proposed site and building design(Section 4),
- An assessment of how the Proposed Development’s design specifically responds to the above policies and guidelines (Section 5), and
- Conclusions regarding the findings of the Urban Design Report (Section 6).

### 1.3 Supporting Studies and Materials

This Urban Design Report has considered the following plans and reports supporting the proposed application as well as relevant City policy and guidelines documents:

- Site Plan prepared by mcCallumSather ;
- Floor Plans and Elevations prepared by mcCallumSather;
- 3D Renderings prepared by mcCallumSather;
- Shadow Study prepared by mcCallumSather; and
- Wind Study prepared by Gradient Wind

# 2. EXISTING SITE CONDITIONS

## 2.1 Location and Description

The Site is located on a portion of 9 Erb Street West and a small portion of 33 Erb Street West. Momentum currently owns adjacent 33 and 47 Erb Street and is working with the City of Waterloo on a land exchange agreement to acquire the Site, where the Proposed Development will be located. The Site has a net area of 1,818.5 square metres (0.182 hectares), with 29.80 metres of frontage along Erb Street West (“Erb Street”). An easement is proposed on a portion of 9 and 33 Erb Street West to facilitate access to the Proposed Development. The easement is excluded from Site area statistics above.

## 2.2 Existing Site Conditions

The 0.182-hectare Site is currently used as a surface parking lot. Most of the Site is located on 9 Erb Street West, with a small portion being located on 33 Erb Street West. The Site slopes from north to south, with the Erb Street West frontage being about 2 metres higher than the rear of the site. 33 Erb Street West is occupied by a vacant 3 storey commercial building. 47 Erb Street West – not part of the Site but currently owned by Momentum – currently contains a 1.5 storey vacant commercial building.

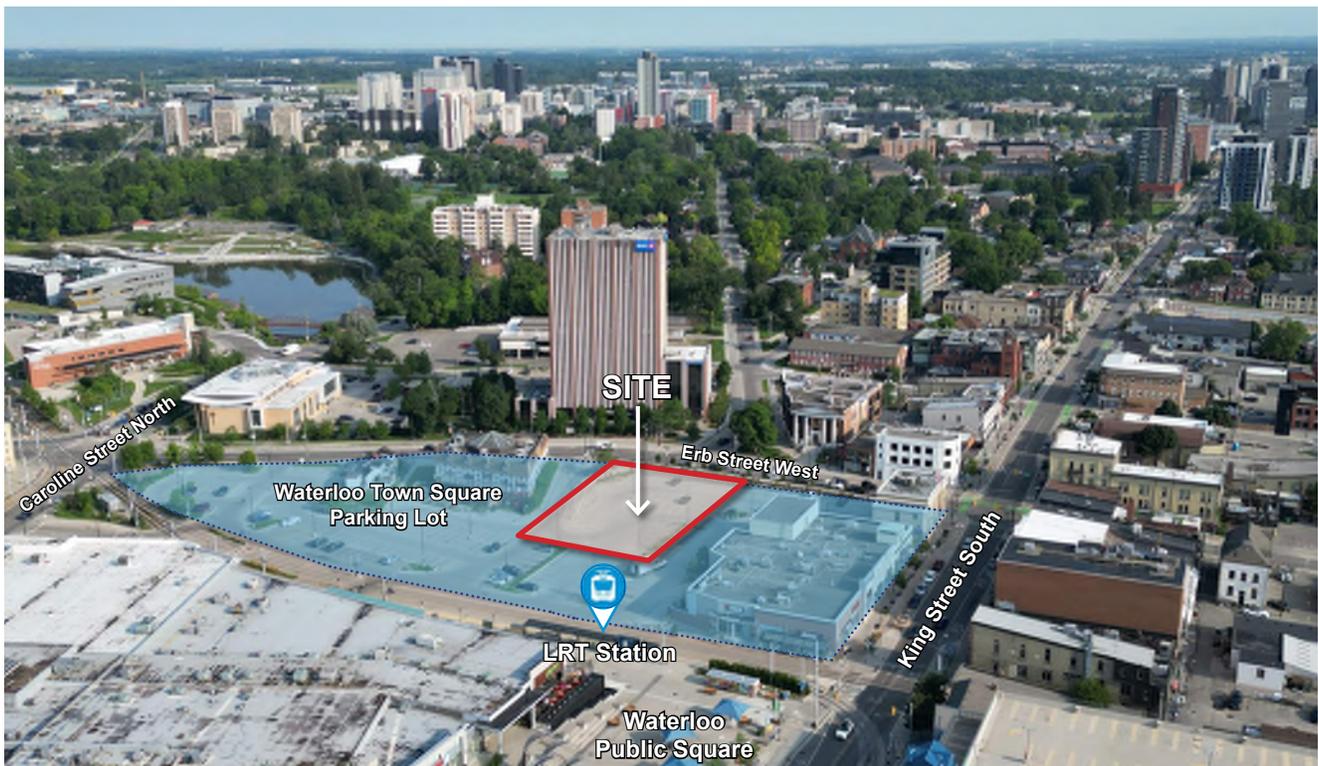


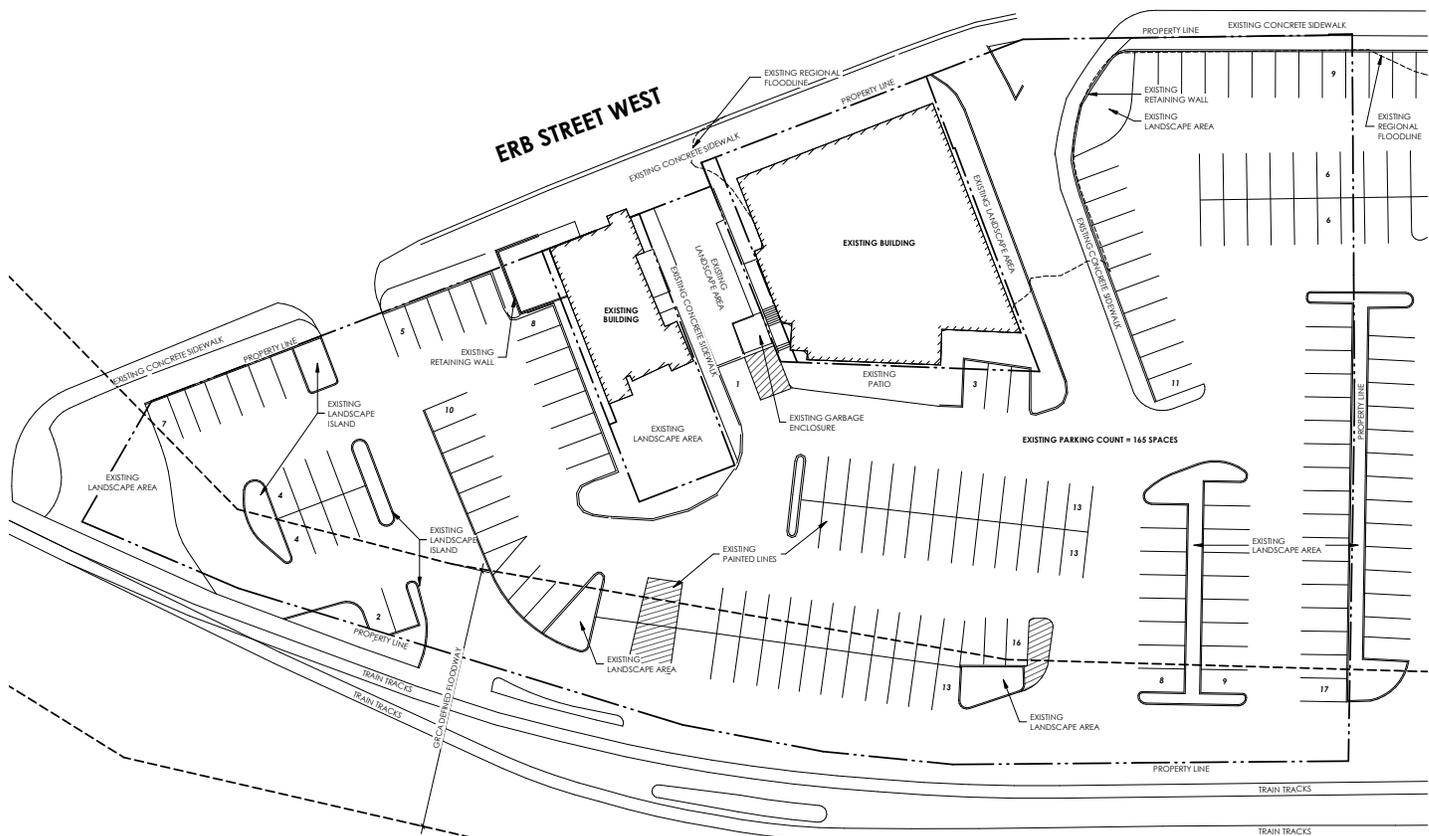
Fig.1: Site Area

## 2.3 Existing Vegetation and Topography

The Site roughly has a slope of 3.75 metres, spanning downward at its highest point at Erb Street West toward the interior of the Site. Ground cover primarily consists of planting islands at the ends of parking lot rows, which primarily consist of small, dense vegetation, some having trees. There is greenspace that extends the entire rear and side yard (between 33 and 47 Erb Street West) of 47 Erb Street West. The majority of the site consists of hardscape materials, primarily asphalt and concrete.

The majority of the Site falls within the Laurel/Clair Special Policy Area (floodplain). This floodplain extends from the middle

of the Site toward Willis Way. It contains multiple structures, including many to the east of the Site in the inner core of Uptown Waterloo, as well as the Grand River Transit (“GRT”) ION station and tracks, and Waterloo Public Square to the south.



# 3. NEIGHBOURHOOD CONTEXT AND CHARACTER ANALYSIS

## 3.1 Surrounding Context and Analysis

The Site is located within Uptown Waterloo. In its entirety, Uptown Waterloo is Waterloo's primary city centre and is home to the City's municipal offices and key amenities, like Waterloo Public Square. The majority of the surrounding context is primarily mid-rise commercial retail and office, with pockets of higher-density retail, residential, and office spread throughout the neighbourhood and primarily low-rise residential units to the north and west on the exterior of the Uptown Waterloo core.

The majority of low-rise residential development is characterized by predominantly older constructed Victorian-style low-rise architecture with steep-pitched roofs, front façade ornate gables, gothic windows, and front porches to the north of the Site near Waterloo Park. These low-rise dwellings are primarily constructed from red, white, and beige brick or stucco, with wooden siding accents and dark-shingled roofs. There are pockets of low-rise farmhouse-and victory-style housing to the west, constructed of similar building materials to the Victorian-style housing, which represent a newer era of housing construction in the Westmount Neighbourhood.

The majority of commercial structures, primarily along King Street, Erb Street, and the side streets within close proximity to these streets, are primarily Victorian-style row architecture, with each building being directly adjacent to the other. These buildings range from 1- to 4-storeys in heights and are characterized by ground-level retail with office and/or residential units on the upper floors. The buildings primarily contain rounded, equally spaced Victorian-style single-hung windows, with rooflines that are predominantly flat or rear-sloped, and its roofline contains mouldings which help to frame the building and give it additional character and create symmetry. Building materials include, but are not limited to red, beige, yellow, grey, and white brick, and stucco, with mouldings and accents, usually of assorted colours, which frame the windows on the building's façade. At ground level, glass is heavily used to allow for visibility into the commercial units, with multi-coloured signs and doorways used for retail branding. Due to the neighbourhood's old age, throughout the inner core, different architectural styles are present, representing the different eras of redevelopment. Within the Uptown Core, newer-constructed mid- and high-rise residential buildings are predominantly modern-contemporary-style architecture. The streets are predominantly narrow, with one lane in each direction, with on-street parking, bicycle lanes, street trees and planter boxes with wide sidewalks.

Brutalist architecture is prevalent within the neighbourhood, particularly to the north of the Site at the Marsland Centre and Waterloo Public Library. To the west of the Site are retrofitted office and residential buildings within the City of Waterloo's historic Distillery District, with office space (formerly Shopify) directly west of Caroline Street, and the Seagram Lofts to the southwest of the Site. To the northwest of the Site, modern- institutional buildings are present, including the Canadian Clay and Glass Gallery and Perimeter Institute for

Theoretical Physics. West of these uses is the Delta Hotel (commercial) and Barrell Yards (multi-tower residential development) which is primarily contemporary architecture.

There is a wide variety of commercial and retail uses in close proximity to the site, including but not limited to banks, restaurants, clothing stores, cafes, a liquor store, cannabis dispensaries, as well as bars and nightclubs.

The neighbourhood is well-serviced by parks and amenities. Anchoring the neighbourhood is Waterloo Park, which contains a plethora of uses, including Silver Lake, gazebos, playgrounds, garden space, restaurants, an animal farm, four baseball diamonds, a cricket field, two soccer fields, a skatepark, a small outdoor music amphitheatre with walking and open space spread throughout. Similarly, to the north of Waterloo Park is the Waterloo Tennis Club, which contains six tennis courts, as well as the KW Granite Club (curling arena) and Rotary Club of Waterloo. Directly across the Site, adjacent to the north side of Erb Street W, is the Waterloo Horticulture Society, as well as the Waterloo Public Library and Knox Presbyterian Church. South of the Site is Waterloo Public Square. Mary Allen Park and Glen Acres Park to the west are within close proximity to the Site. Similarly, adjacent to the southwest of Waterloo Park and to the west of the Barrel Yards is Waterloo Memorial Recreation Complex, which contains many community uses including a pool an arena, a walking track, meeting rooms, and a community pavilion.

The Site is in close proximity to many elementary-, middle-, and post-secondary educational institutions, including Our Lady of Lourdes School (Catholic), Elizabeth Ziegler Public School (public), Bastille School of International Affairs (post-secondary), and Empire Public School (public). The Site is within close proximity to Waterloo Collegiate Institute (high school), as well as the University of Waterloo (post-secondary) and Wilfred Laurier University (post-secondary).

The neighbourhood is well-serviced by transit. Directly south of the Site is Waterloo Public Square Station, which connects riders to the broader Grand River Transit ION network, including connections to Central Station, providing VIA Rail and GO Transit connections. Similarly, GRT routes 5 (Erb Street) and 7 (King Street) a within close proximity to the Site.

## **3.2 Transportation Context**

The Site is well connected to the City and Region's arterial road network and have convenient access to the Provincial highway network (Highway 7/8). Erb Street East is a two-lane with a bike lane, one way, eastbound regional arterial road. King Street South is a two-lane with a bike lane on both sides of the road.

Arterial roads are intended to function as major corridors in the Region's urban communities, accommodating multi-modal transit modes including vehicles, pedestrian, bicycle, and public transportation. Arterial roads are designed to meet the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes and transit stops.

The Site is well connected with respect to transit, cycling, and the pedestrian network. Several existing bus routes, operated by Grand River Transit (GRT) are located in proximity to the Site including the following:



-  ION Rail / Stop
-  Park
-  Uptown Waterloo Growth Centre/ Primary Node
-  GRT Route / Stop
-  School
-  Uptown Commercial Core
-  Uptown Complementary Transition Area
-  Parks and Other Green Space

Fig.2: Surrounding Site Context

- Directly south of the Site is Waterloo Public Square Station, which connects riders to the broader Grand River Transit ION network, including connections to Central Station, providing VIA Rail and GO Transit connections.
- Route #5 which services Waterloo through the western and eastern residential areas along Erb Street, with major stops at The Boardwalk and Waterloo Town Square.
- Route #7-C, D and E services Waterloo and Kitchener along King Street, with major stops at Conestoga Mall, Waterloo Town Square, Grand River Hospital, and Fairview Mall.
- iXpress 200 services Waterloo, Kitchener and Cambridge along King Street and Highway 401, with major stops at Conestoga Mall, University of Waterloo, Wilfrid Laurier University, Waterloo Town Square, Grand River Hospital, Fairview Mall, Cambridge Smart Centers and the Ainslie Street Terminal.

The Site is served by the greater cycling network, and by city-wide multi-use pathways including dedicated bikes land on King Street. The Laurel Trail located approximately 100 metres directly to the east, and the Spur Line Trail which links Waterloo and Kitchener city centres is located 100 metres to the south.

### 3.3 Immediate Context

#### **NORTH:**

Immediately to the North of the Site is Erb Street West, followed by institutional, office, and retail uses, bounded by Erb Street West, Caroline Street North (to the west), Dupont Street West (to the north), and King Street South (to the east). To the northwest is the Knox Presbyterian Church as well as associated parking. Directly north of the Site is the Waterloo Horticultural Society and Marsland Centre (anchored by the Bank of Montreal) with associated parking. To the northeast of the site are row commercial buildings, which include many retail uses, including but not limited to bar lounges, salons, clothing stores, and restaurants.

#### **EAST:**

Directly to the east of the Site is a plaza extending from Erb Street West to the side rail corridor, which contains two restaurants, two clothing stores, and a bank detached from the plaza on the corner of Erb Street West and King Street South. Further east, adjacent to King Street South, three plazas which extend from King Street South to Regina Street, and contain various uses, including restaurants, clothing stores, a hardware store, office space, a parking garage, and other retail uses.

#### **SOUTH:**

Directly to the south of the Site is Waterloo Public Square Station, which connects riders to the greater GRT network in Waterloo, Kitchener, and Cambridge, including regional transit connections. Adjacent to the south of the station is Waterloo Public Square, which provides space for community markets, events, and public skating in the winter. Similarly, the mall includes uses, including but not limited to, a grocery store, a drug store, a barber shop, a post office, as well as restaurant and other retail merchant uses.

#### **WEST:**

Immediately to the west of the Site is the municipal parking lot. Further west of the Site, at the corner of and Erb Street West and Caroline Street South, are office (formerly Shopify) and institutional spaces (Bastille School of International Affairs). To the southwest of the Site are the Seagram Lofts, as well as parking. Northwest of the Site is the GRT ION corridor, with access to Waterloo Park, as well as the Canadian Clay and Glass Gallery, and the Perimeter Institute for Theoretical Physics. Beyond these uses to the northwest is the Barrell Yards, which, in its entirety, will have 6 residential towers, spanning 18 to 25 storeys in height.



Looking North



Looking Northeast



Looking South



Looking West

# 4. DESIGN POLICY AND GUIDELINE REFERENCES

## 4.1 City of Waterloo Official Plan (2012)

The City of Waterloo's in-force Official Plan was originally approved in 2012 and remains the governing policy document for planning and urban design matters. It sets out a vision for managing growth and development to the year 2031 and aligns with broader Provincial and Regional planning frameworks. The Site is designated Uptown Commercial Core, located within the Uptown Waterloo Urban Growth Centre, and identified as a Primary Node in the City's urban structure.

In the City of Waterloo's Zoning By-law 2018-050 ("Zoning By-law"), the Subject Property is zoned Holding Uptown Commercial Core-81 ((H)U1-81).

The general Urban Design policies of Section 3.11.1 and the additional design policies for Nodes and Corridors in Section 3.11.2 provide a comprehensive framework for the development of the Site. Generally, these policies provide design direction on the follow topics for the Site:

- 3.11.1 General Urban Design Policies
- 3.11.2 Urban Design within Nodes and Corridors
- 3.11.3 Urban Design within the Uptown Waterloo Urban Growth Centre

## 4.2 City of Waterloo Official Plan Update (OPA 58)

On December 2, 2024, Waterloo City Council adopted Official Plan Amendment No. 58 (OPA 58) as part of Phase 1 of the City's comprehensive Official Plan Review. While OPA 58 reflects Council's updated planning vision, it has not yet been approved by the Province and therefore is not in effect. The amendment was posted to the Environmental Registry of Ontario (ERO) on June 4, 2025, with a 30-day public commenting period. As of the date of this Report, Provincial approval is pending.

The Subject Property is located within the Laurel-Clair Special Policy Area and was deferred from most OPA 58 schedules, including the Land Use Plan (Schedule 'A'), City Structure (Schedule 'B'), and Built Form (Schedule 'B1'). These elements are expected to be addressed in a future phase of the City's Official Plan Review.

OPA 58 introduces several policy and structural updates relevant to urban design and intensification. While the Proposed Development remains subject to the in-force 2012 Official Plan, the design responds to the emerging urban design direction outlined in OPA 58, including:

- Section 3.3 and Policy 3.4.2(1): Intensification within the Uptown Waterloo Primary Node;
- Section 3.9 and Policy 3.9.1: Urban Design Objectives including design excellence, placemaking, pedestrian connectivity, and street animation;

- Policy 3.9.3(1)(i) and (j): General Urban Design direction for structured and surface parking within intensification areas;
- Policy 3(d): Urban design expectations for Major Transit Station Areas (MTSAs);
- Policy 10.1.1(6): High-quality and innovative design within residential development;
- Policy 10.2.4(1): Urban design criteria for Commercial and Mixed-Use developments.

### 4.3 City of Waterloo Urban Design Manual

Part 2 of the Urban Design Manual provides General City Design Guidelines for city-wide development located in the public and private realm. Objectives of the General City Design Guidelines consistent with the Proposed Development include:

- Design streetscape of the building with pedestrian-friendly features such as landscape treatments and glazing for visual interest ;
- Providing compatible development to the surrounding area, with appropriate transition to the existing built form along the Major Corridor;
- Providing engaging spaces throughout the Site with an animated streetscape and areas for interaction along both street frontages;
- Sustainable design that encourages alternative transportation methods; and
- Well designed and convenient service areas that are screened from public views with safe and efficient vehicular access

Part 3 of the Urban Design Manual “Supplemental Design Guidelines” provides detailed design guidelines for specific types of development. Those applicable to the Site include:

- 3.1.4 Tall Building Guidelines

# 5. PROPOSED DEVELOPMENT

## 5.0 Development Overview

Located at the heart of the Uptown Waterloo Urban Growth Centre, along Erb Street West, the Site is one of the City's preeminent parcels of land. This prime location offers strategic advantages for both commercial and residential development, making it a focal point for future growth. This proposal seeks to redevelop the Site for a new significant mixed-use building, to contribute and add to the current revitalization of Uptown Waterloo's infrastructure and the use of the land it supports.

The Proposed Development is to construct a 39-storey (the "Proposed Development"), with a height of 126.6 metres from upper ground floor to top of mechanical penthouse. The building footprint will cover approximately 1,266 square metres, representing 69.6 percent of the lot area.

The Proposed Development will include 412 residential units with a variety of unit types, such as studio, 1-bedroom, 2-bedroom, and 3-bedroom. At street level, two commercial spaces will be available along Erb Street West.

Parking for the development will be accommodated across 8 levels (Levels 0-7), providing a total of 216 parking spaces. Bicycle parking will be available, with 124 Type A and 124 Type B spaces provided.

On the 8th floor, there will be a 320 square metre indoor amenity room that connects to a 594 square metre outdoor amenity terrace located on top of the podium, offering residents additional recreational space.

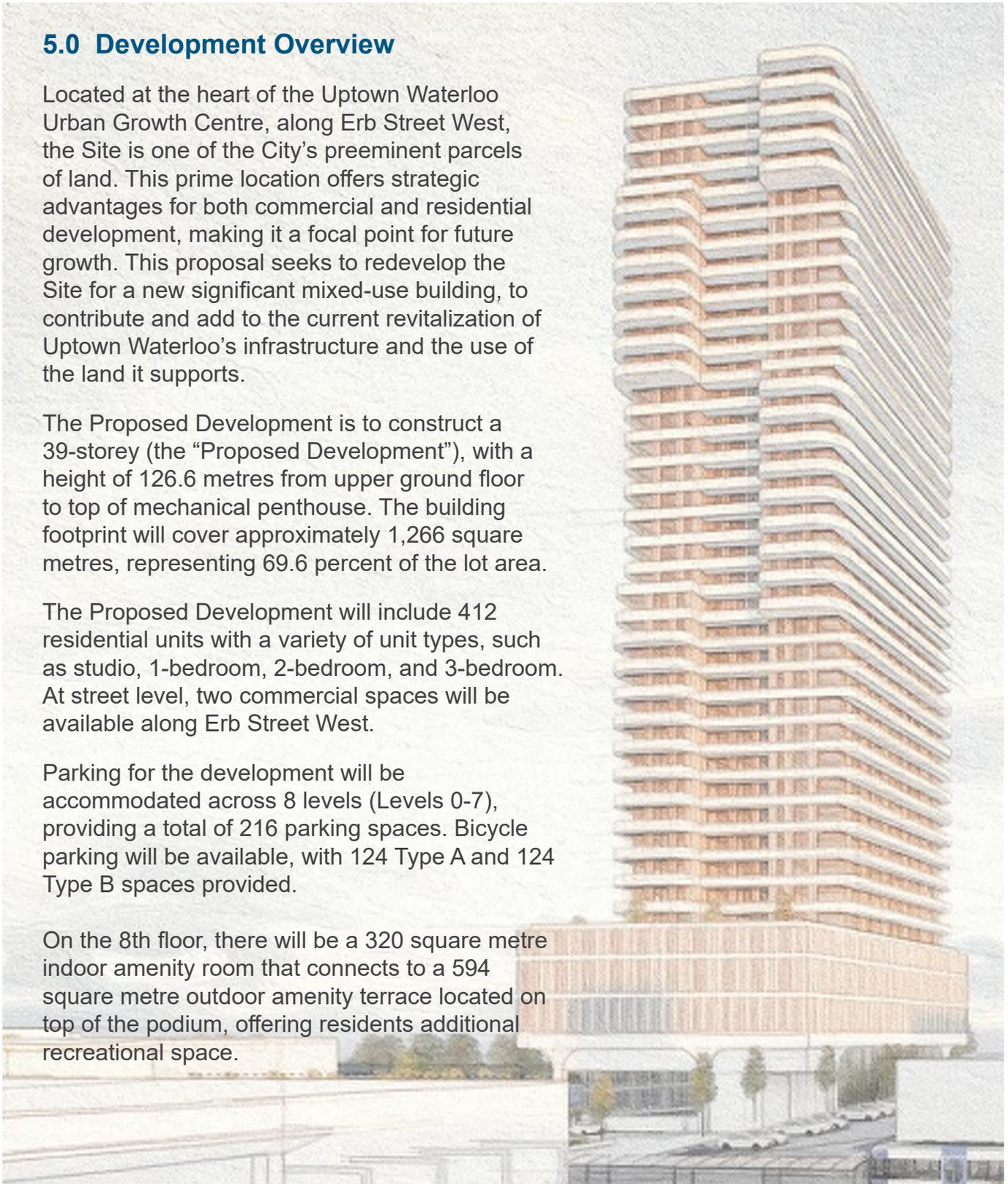


Fig.3: Rendering of the Proposed Development



## 5.1 Building Positioning

The Proposed Development will occupy the majority of its site. The podium is set back 1 metre from the northern lot line along Erb Street West, while the tower is set back 2 metres from this lot line. On the southern side, the podium is set back 0.68 metres from the lot line, with the tower set back 13.53 metres. The building is set back 1 metre from both the eastern and western lot lines.

The area between the westerly lot line and the podium includes access to the parking structure and features planter boxes. An easement will be established to provide driveway access to the parking garage, connecting to the municipal parking lot located west of the site.

The building's placement defines the architectural envelope and supports active ground floor uses, contributing to a vibrant streetscape along Erb Street West. The proposed at-grade commercial spaces and lobby near Erb Street will help animate the street edge and create an engaging public realm.

## 5.2 Grading and Street Relationship

The Proposed Development is designed to integrate with the existing grading of the Site, which slopes approximately 2 metres from north to south. As a result, the building appears as 5 storeys from Erb Street and 6 storeys from the parking lot to the east, south, and west sides of the Site.

The Site's grading necessitates two residential lobbies: one on the lower ground floor and another on the upper ground floor. The entrance to the lower ground floor lobby is on the west side of the building, adjacent to the driveway. The upper ground floor lobby, on the other hand, is accessible

directly from the Erb Street sidewalk and provides entry to the residential lobby and commercial units facing Erb Street.

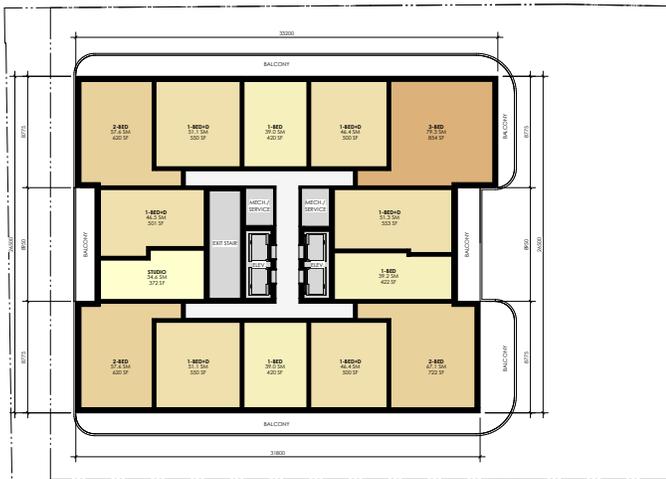
To enhance the relationship with Erb Street, the upper ground floor, with a height of 5.36 metres, is set back 3 metres from the Erb Street property line, creating a recessed area for residential and commercial entrances. This design feature, with taller floor-to-ceiling heights and large glazed windows, promotes a pedestrian-friendly and visually engaging interaction with the street.



8th Floor



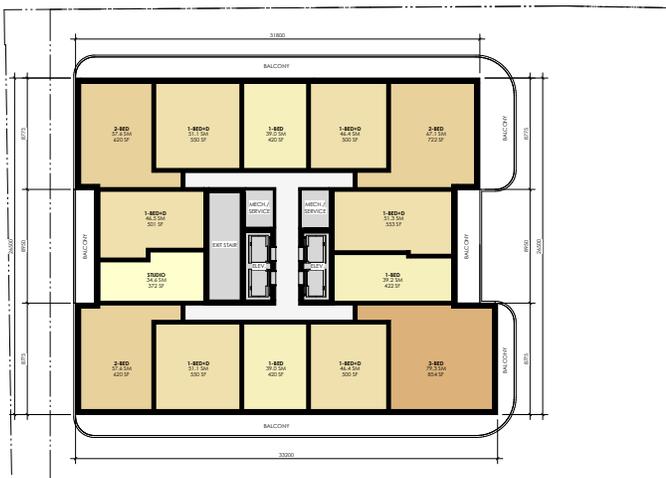
Typical Floor (Orientation A)



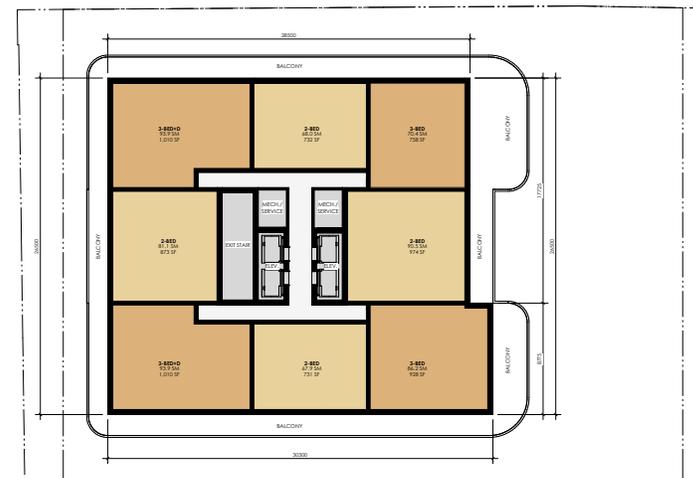
Typical Floor (Orientation B)



Typical Floor (20th)



Typical Floor (28th)



Typical Penthouse Floor (36th)

Fig.5: Floor Plans prepared by mcCallum Sather

### 5.3 Built Form Design

#### Building Base Design

The building base is designed as a mid-rise structure, standing 5 storeys tall from Erb Street and 6 storeys tall (17.75 metres) from the municipal parking lot. The upper ground floor is set back 3 metres from the Erb Street property line and features a floor-to-ceiling height of 5.36 metres, allowing for versatile commercial uses.

Both the upper ground and lower ground floors are distinguished by a series of double-height archways that are characterized by extensive glazing that highlight the main entrances and create a seamless transition from the sidewalk to the building's interior.

The space between the curb and the building along Erb street is designed for both softscape and hardscape treatments, including walkways that connect to the building entrances. Where feasible, outdoor patio furniture will be placed adjacent to the commercial areas to enhance street activity and engagement.

On the west side of the building, which features the lower ground floor, the design maintains the same articulation as the Erb Street edge. Landscape beds along the western property line conceal the stairs that provide access between the surface parking area and the upper and lower ground floors, while also enhancing the building's visual appeal.

The south side of the building, adjacent to the surface parking area, continues the design theme with double-height archways and transparent glazing. This side reveals the ramps within the parking garage, and an access ramp for the loading area is located at the southeast corner of the building.

On the east side, the façade will be treated with public mural art or architectural screens, as shown in Figure 5. This treatment is designed to mask the parking garage and add visual interest, contributing to the building's integration with the surrounding area.

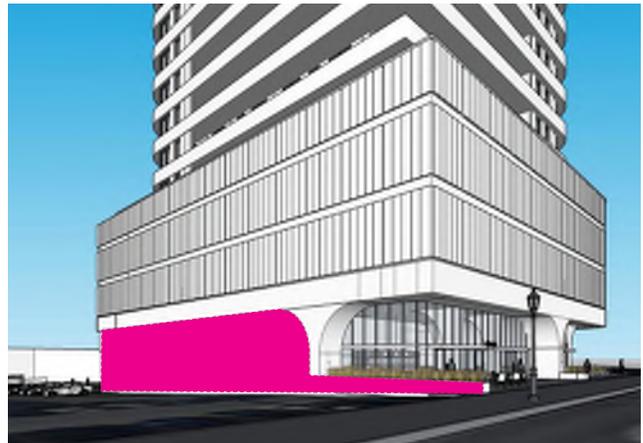


Fig.6: Examples of façade treatments, including public mural art and architectural screens, demonstrating methods to effectively conceal the parking garage



Fig.7: Rendering of the Proposed Development from King Street and Erb Street, looking west



Fig.8: Rendering of the Proposed Development At Erb Street level, looking south



Fig.9: Rendering of the Proposed Development from Municipal Parking Lot, looking east



Fig.10: Rendering of the Proposed Development from Municipal Parking Lot, looking north

## Building Tower Design

The tower portion of the Proposed Development is composed of slender floorplates with tower footprints of 825 square metres (between Floors 8 to 35) and 771 square metres (between floors 36 to 39) sitting atop the mid-rise building base to reach 39 storeys in height (126.4 metres – measured from the upper ground floor to top of mechanical penthouse level). The tower is stepped back 2 metres from Erb Street property line to tower’s edge, 5.40 metres from eastern property line to tower’s edge, 13.53 metres from the southern property to tower’s edge and 5.26 metres from western property to tower’s edge. A 23.40 metres separation distance is maintained from the westerly property line to the existing buildings facing King Street.

The tower is designed with consideration of the existing and planned context of the Uptown Waterloo Growth Centre, an area that supports high-density development and is well-served by major transit routes. Its distinctive height and design aim to create a landmark structure that stands out from other high-rise buildings in the area, contributing to a high-quality, transit-supportive development.

Visually, the tower deviates from conventional box-like designs by incorporating rounded corners and balcony bump-outs on the north and south elevations at varying levels. A continuous balcony runs along the east and west sides of the tower, adding visual interest and character.

At the top, the tower features a fully enclosed mechanical penthouse, positioned centrally on the 39th storey and stepped back from all sides.

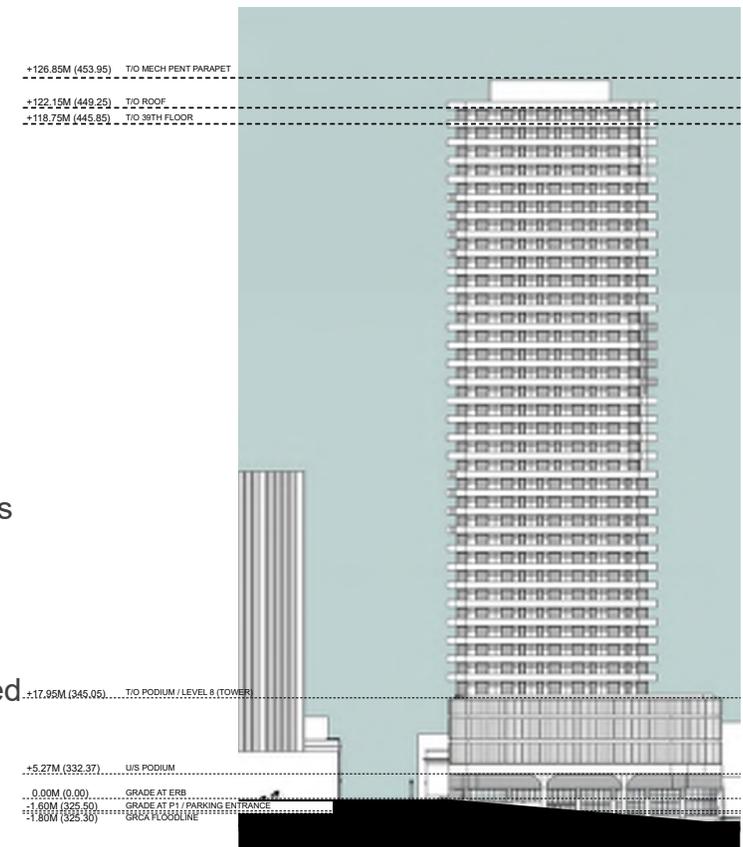
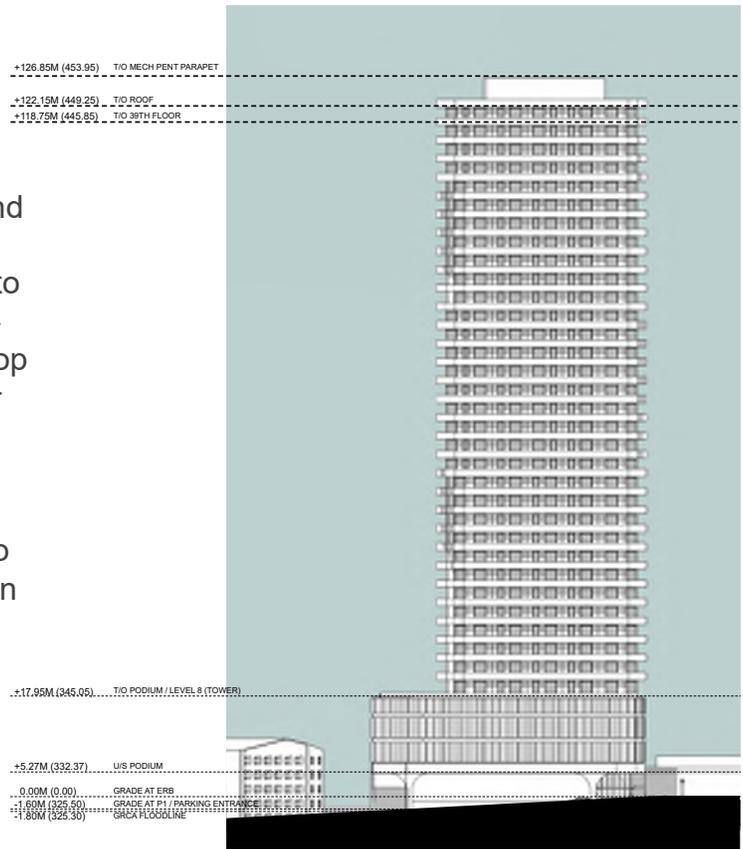


Fig.11: Building Elevations: East Elevation (top) and West Elevation (bottom)



Fig.12: Rendering of the Proposed Development from Erb Street, looking east

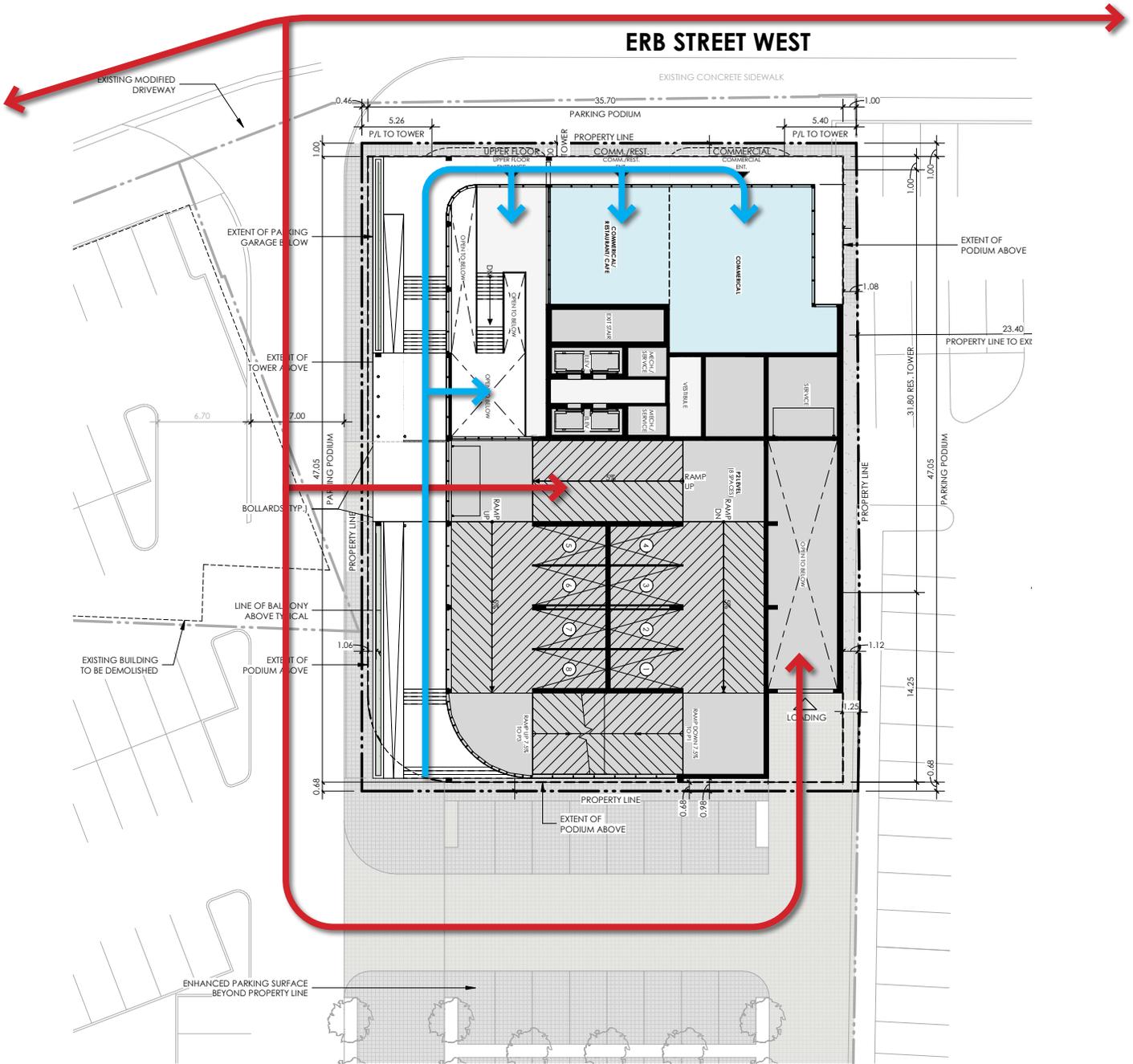


Fig.13: Rendering of the Proposed Development from Waterloo Plaza, looking north

## 5.4 Access and Circulation

The proposed site design contains one principal residential entrance, located on Erb Street. One additional residential entrance to the lower floors is provided along the west side of the Site. Access to the two commercial units is provided along Erb Street W, creating a highly visible access point from the streetscape. Access to the loading area is provided at the rear of the Site.

Access to the parking area is provided within the municipal parking lot, which will be facilitated through a driveway easement in favour of the Site. By using pre-existing driveways off Erb Street W, new vehicular access points to Erb Street W are limited, which better supports Erb Street's function as an arterial street, promoting higher mobility by directing vehicle traffic to side streets for loading. Similarly, the Site is accessible from the surrounding parking lot, which has access points along Caroline Street S, King Street S, and Erb Street W.



- Pedestrian Circulation
- Vehicular Circulation

Fig.14: Circulation Diagram

## 5.5 Parking

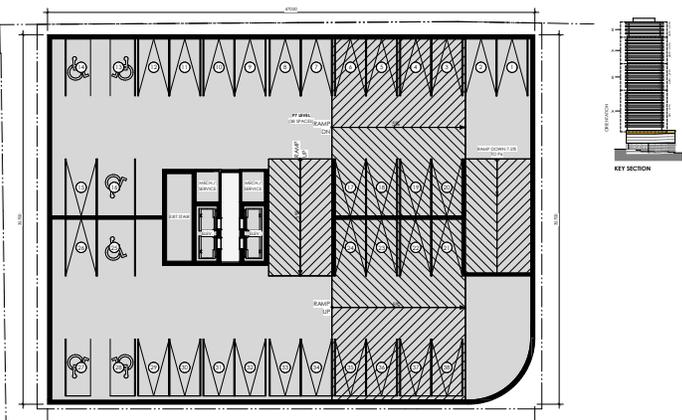
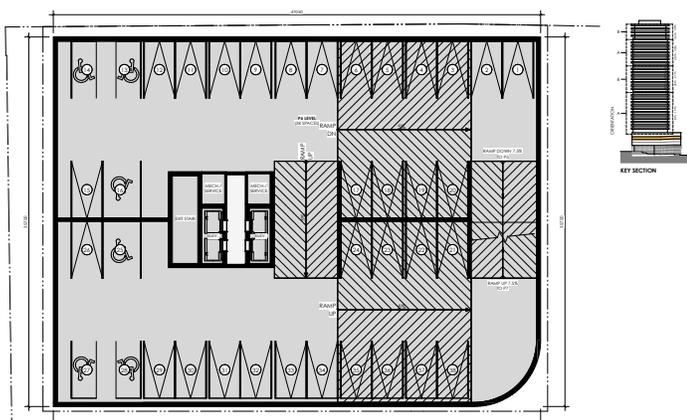
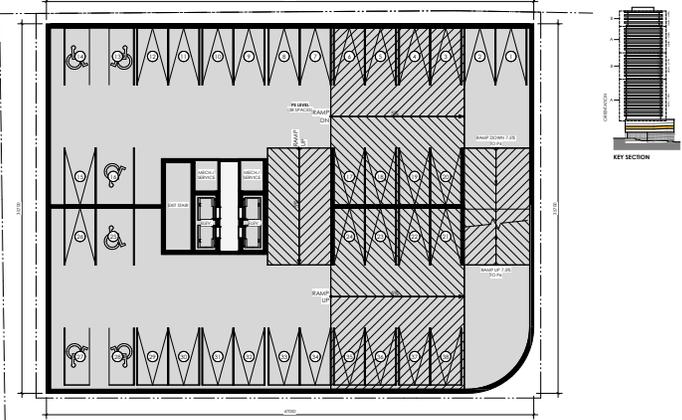
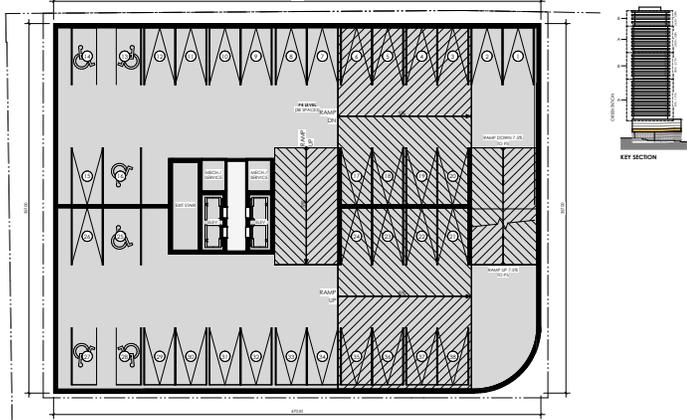
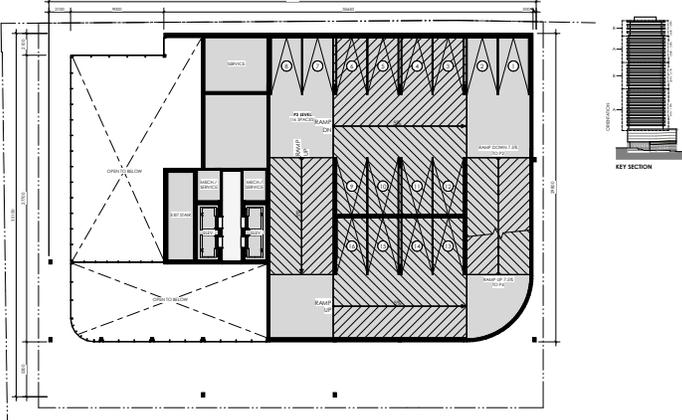
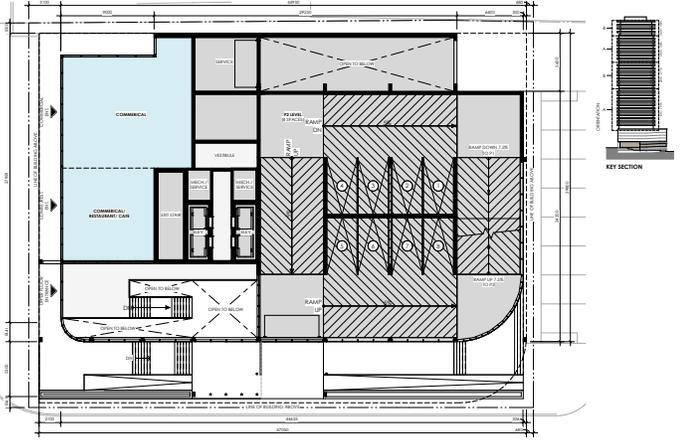
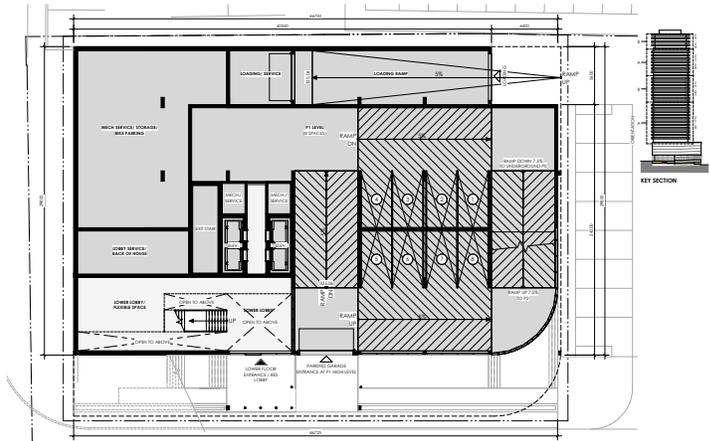
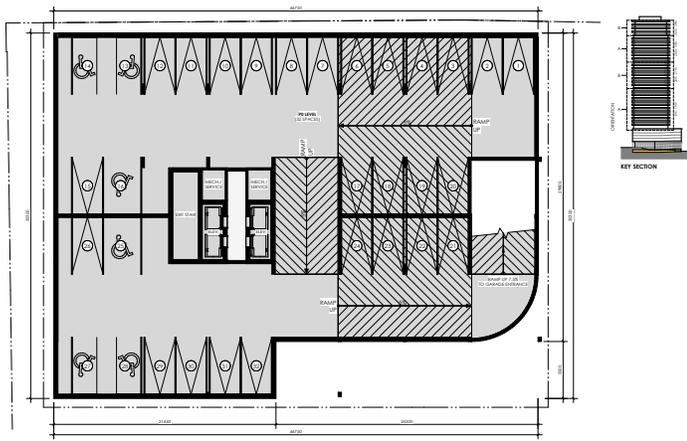
The development include a total of 216 parking spaces, provided through one level of below-grade parking (Level 0) and above-grade parking within the podium (Levels 1-7). This results in a parking ratio of 0.52 spaces per unit. A limited number of surface parking spaces are proposed at the rear of the site, primarily intended for short-term and accessible use. These are screened from public view and do not impact the streetscape along Erb Street West.

Additionally, bicycle parking is provided in a bicycle locker on the lower ground floor level, with 124 Type A spaces and 124 Type B spaces, equating to a ratio of 0.3 per unit for each type.

## 5.6 Service and Loading Areas

One loading area is provided along the south side of the building, with access from the municipal parking lot surrounding the Site. A mechanical service room is provided on the lower ground floor level at the front of the building along the northerly lot line (Erb Street W). Similarly, a loading/service room is provided at the end of the loading ramp on the east side of the building, connecting to the loading ramp. This service room extends to the upper ground floor level and third-floor level. A mechanical/service room extends from Parking Level 0 to Floor 39. Two elevator mechanical rooms are provided within the mechanical penthouse.

ERB STREET WEST



P6 Level

P7 Level

Fig. 15: Floor Plans showing the below-and above-grade parking areas

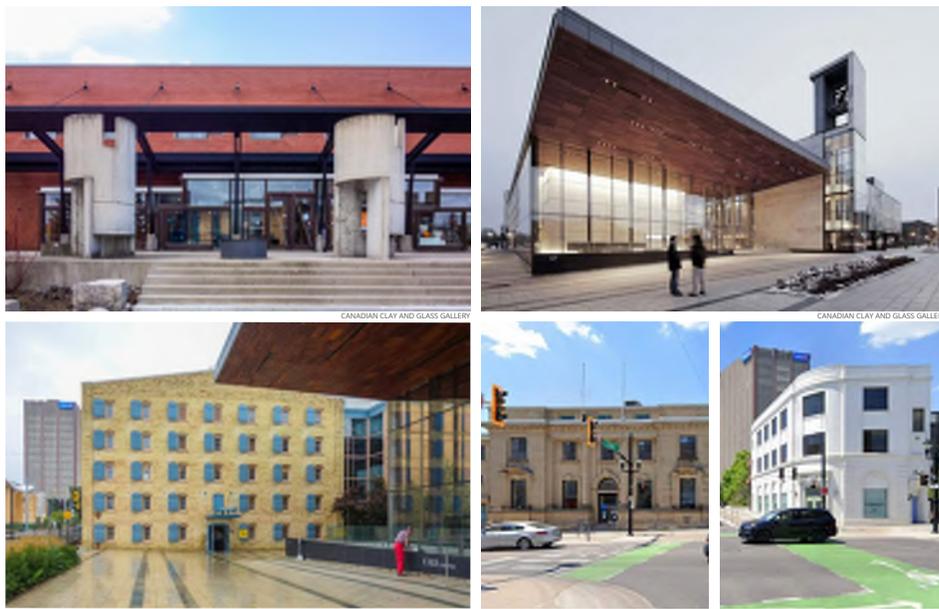
## 5.7 Building Articulation

The base of the building is designed to create a clear distinction between the mid-rise and the high-rise portions of the structure. The mid-rise base stands as a more pedestrian-scaled structure, visually anchoring the tower with its 5-storey height from Erb Street and 6-storey height from the municipal parking lot. The setbacks at the base, particularly from Erb Street, provide a buffer between the street and the building, enhancing the pedestrian experience. The double-height arches with extensive glazing at the ground level invite interaction with the building while allowing for transparency that connects the interior spaces with the public realm.

As the building rises, the tower design breaks from the typical rectilinear form through the incorporation of rounded corners and balcony bump-outs. These architectural elements introduce a sense of fluidity and rhythm to the façade, softening the tower's overall mass and creating a dynamic vertical movement. The rounded corners are a departure from the sharp, boxy forms often associated with high-rise buildings, offering a visually softer profile that integrates well with the surrounding urban fabric. The continuous balconies that run along the east and west façades further contribute to the tower's articulation, adding horizontal lines that break up the height and help reduce the visual bulk of the building. This articulation also enhances the building's character, creating a play of light and shadow that changes with different perspectives and lighting conditions.

Overall, the building's articulation and design carefully balance verticality with human scale, mass with lightness, and integration with distinction. The interplay of setbacks, rounded corners, balcony bump-outs, and ground-level transparency ensures that the building engages with its surroundings while standing as a contemporary architectural statement.

The Proposed Development will take cues from its surroundings by incorporating elements that both contrast and complement the existing urban fabric. By drawing on these examples, the new building can effectively integrate into its environment, enhancing the character of Uptown Waterloo with a design that celebrates both contemporary architecture and historical significance. This fusion of styles ensures the development will feel like a natural extension of the area's architectural narrative, creating a seamless connection between the old and the new.



## 5.8 Microclimate Impact Analysis

### 5.8.1 Shadow Analysis

The shadow study for the Proposed Development aligns with the City of Waterloo's Terms of Reference for Sun/Shadow Analysis. It assesses the shadows cast by the building on key dates- March 21, June 21, September 21, and December 21- at hourly intervals from 8:00 AM to 7:00 PM, as required by the City.

The analysis considers the shadow impact on surrounding areas, ensuring that public spaces, sidewalks, and pedestrian zones receive adequate sunlight, especially during the spring and summer months. The study follows the City's guidelines by addressing potential effects on adjacent properties and public spaces, minimizing shadowing during peak hours.

**March 21st:** Shadows are longest in the early morning and late afternoon, impacting areas primarily to the northwest and northeast of the site. As the day progresses, the shadows shift southward, affecting the areas directly adjacent to the site but generally avoid prolonged shadowing of public spaces or key areas like sidewalks.

**June 21st:** Due to the higher sun angle, shadows are shorter, with minimal impact on the surrounding public spaces. Most of the shadowing occurs early in the morning and late in the evening, and the building casts relatively short shadows throughout the day, minimizing the impact on the adjacent properties.

**September 21st:** Similar to March, the shadows are longer in the morning and afternoon, primarily affecting areas to the northwest and northeast. However, the overall impact remains within acceptable limits, with adequate sunlight available for most public spaces during peak daytime hours.

**December 21st:** Shadows are at their longest due to the low sun angle. The shadow impact extends further into the surrounding area, but as with the other dates, the most affected areas are open spaces to the north and northeast. The shadows primarily cover streets and parking areas rather than key public spaces, ensuring minimal impact on human comfort and outdoor activity during this period.

The study concludes that the Proposed Development effectively mitigates excessive shadowing. The majority of shadows fall on streets, parking areas, and adjacent buildings, while public spaces and pedestrian areas receive sufficient sunlight, particularly during the warmer months. The building's massing and orientation are designed to minimize shadow impacts on surrounding properties.

## 5.8.2 Pedestrian Wind Impact Analysis

Gradient Wind prepared a Pedestrian Level Wind Study for the Proposed Development dated July 17, 2024, in accordance with the City's Terms of Reference for wind studies.

The purpose of the study was to assess pedestrian comfort at key areas within and surrounding the Subject Property, such as sidewalks, walkways, patios, transit stops, building entrances, and the building's outdoor amenity space on the roof of the podium. The study obtained wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data. Massing configurations were studied using existing conditions (approved surrounding developments were included in the massing model) and proposed conditions (with the Proposed Development in place).

The study concluded that conditions at most grade level pedestrian areas within and surrounding the Subject Property will be acceptable for the intended pedestrian uses on an annual and seasonal basis, including outdoor patios for the Waterloo Public Square. Exceptions are portions of the sidewalk along the northwest and southwest corners of the site, and the upper lobby entrance. Mitigation for southwest corner of the outdoor terrace is also recommended. The following solutions are recommended:

- For the portions of the sidewalk along the northwest and southwest corners of the site where wind conditions transition to uncomfortable for walking during the winter (but remain safe on an annual basis), the study recommends providing clusters of wind barriers near the building, particularly west of the adjacent walkway. This will help buffer salient westerly winds. The wind barriers should measure at least 2 metres tall at the time of installation and can be coordinated

through detailed design (i.e. Site Plan Approval).

- For the lobby entrance at the northwest corner of the building (facing Erb Street), winter conditions could be uncomfortable for standing, and the report recommends flanking the entrance with vertical wind barriers or recessing the doorway within the building façade.
- For the outdoor amenity terrace located on the 8th floor, the study found that it will experience a mix of conditions, including uncomfortable walking conditions around the southwest corner which is also marginally unsafe. The study recommends raising the entire terrace perimeter guard to 2 metres above the walking level, and providing overhead protection (pergolas, canopies) above any seating areas. If seating areas are planned towards the southern edge of the terrace, localized wind barriers to the immediate west are also recommended.

Overall and within the context of typical weather patterns, no areas of the study site were found to experience unsafe conditions, with the exception of the southwest corner of the amenity space, which has recommended mitigation measures to be addressed at detailed design (i.e. site plan).

# 6. RESPONSE TO POLICY AND GUIDELINE FRAMEWORK

## 6.1 City of Waterloo Official Plan

Section 3.11 of the Official Plan pertains to Urban Design matters within the City of Waterloo. The following subsections detail the Urban Design policies that are applicable to the Proposed Development.

### Section 3.11.1 General Urban Design Policies

#### Intensification:

The Proposed Development with its mid-rise podium, complements the existing urban fabric of Uptown Waterloo. The podium's 5-storey height along Erb Street and commercial units at grade enhance the pedestrian experience, ensuring a human scale at street level. The building's massing and setbacks ensure a smooth transition to neighbouring buildings, while modern architectural elements, such as rounded corners and balcony bump-outs, create visual interest and integrate well into the area's evolving skyline.

#### Character:

The Proposed Development has an identifiable character and distinct building elements, including a strong base, an appealing tower and a refined roofline. The podium's mid-rise design, with its double-height archways and extensive glazing, creates a sensitive transition from the adjacent lower-rise buildings, maintaining harmony with the existing context. The tower's slender form, rounded corners, and balcony bump-outs offer a modern architectural statement that complements the surrounding streetscape. The coordination

between the private realm of the building and the public streetscape is evident in the careful placement of commercial units at grade, which activate the street and enhance pedestrian interaction. The use of setbacks, landscaping, and transparent facades further integrates the building with its surroundings, ensuring the development fits seamlessly within the established character and evolving vision of Uptown Waterloo.

#### Views and Vistas:

The Proposed Development does not impede any significant views or vistas in the Uptown area. Instead, the development takes advantage of its location to provide stunning views to the north, south, east and west, further enhancing the building's appeal. The tower itself is designed to become a notable feature of the Uptown skyline, contributing positively to the visual landscape of the area while respecting the surrounding context.

#### Streetscapes:

The building features an active and engaging street presence through its extensive glazing, double-height archways, and at-grade commercial units, which contribute to a vibrant, pedestrian-friendly environment. Landscaping elements, such as planter boxes and softscape treatments, are integrated along the building's edges, further animating the public realm and promoting green, complete streets. Blank walls are avoided in the design, ensuring the street frontage remains visually interesting and inviting. Additionally, above-ground utilities, such as rooftop mechanical equipment and service areas, are carefully integrated and

screened from public view, preserving the aesthetic quality of the streetscape. This approach ensures a cohesive and attractive streetscape that enhances both the public and private realms.

**Landmarks:**

The building’s modern design and attention to quality materials ensure that it not only integrates well into its surroundings but also becomes a focal point for visual orientation in the Uptown area. Special emphasis on these design elements highlights the development’s role as a future landmark in both the public and private realms.

**Safety and Security:**

The Site is designed using the principles of Crime Prevention Through Environmental Design (CPTED), ensuring that public and private spaces are naturally surveilled.

The extensive use of glazing at the ground level allows for clear sightlines, enhancing visibility and creating a sense of safety. In addition, well-lit pathways, active frontages with commercial units, and strategically placed entrances promote natural surveillance, while the integration of bicycle parking and pedestrian-friendly design encourages safe, non-vehicular movement.

The amenity spaces, including the outdoor terrace, are designed to be open and visible, ensuring a secure environment for residents and visitors alike. These design elements work together to foster a secure and welcoming atmosphere in and around the development.

**Site Circulation:**

The site design places a strong emphasis on pedestrian movements, with direct and barrier-free access to building entrances, commercial spaces, and the public realm. Walkways and landscaping guide pedestrian flow, ensuring clear and safe

routes throughout the Site. In areas where pedestrian circulation is interrupted by vehicular access, bollards are proposed to enhance safety by providing a physical barrier between pedestrians and vehicles.

Vehicular circulation is well-managed, with access points strategically placed to minimize disruption to pedestrian and cyclist paths, ensuring safe turning movements. The overall design promotes a hierarchy of circulation that supports safe, accessible, and efficient movement for all users.

**Transit-Oriented Design:**

The Site provides direct access to the public realm, providing safe and easy access to transit routes, GRT bus stops, the ION Public Square station and active transportation routes around the Region.

**Universal Design:**

The Site is designed to be universally accessible, providing barrier free access into both the non-residential and residential areas.

**Parking:** Vehicular parking is provided at a reduced rate, taking advantage of the site’s proximity to the LRT and promoting the use of alternative transportation modes. The design incorporates a mix of underground parking, structured parking within the building, and limited surface parking, which helps to minimize the visual impact of parking on the public realm.

The majority of parking is hidden from view, contributing to a more efficient and aesthetically pleasing use of the site. Additionally, the design emphasizes landscaping and strategic placement to soften the appearance of parking areas and reduce the urban heat island effect, ensuring the parking facilities blend harmoniously with the surrounding environment.

**Site Servicing Areas:**

The loading and service areas are strategically located at the rear of the building, away from the primary pedestrian and public view. These areas are screened and integrated into the site design to minimize any visual or functional impacts on the surrounding public realm.

Mitigation strategies, such as landscaping and buffering, are employed to further reduce the impact of these servicing areas on the surrounding environment.

**Outdoor Lighting:**

Outdoor lighting will be designed to be dark sky compliant and provide for safe pedestrian areas. Entrances to the building will be well lit. The detailed lighting design will be provided through the Site Plan Process.

**Signage:**

Signage will be scaled appropriately to ensure it does not overpower the building façade or obstruct any architectural features. Compliance with the City's Sign By-law and additional requirements outlined in the Urban Design Manual will be confirmed through the site plan approval process.

**Compatible Development:**

The Proposed Development will be compatible with the surrounding neighbourhood character through massing and architectural articulation. The proposed building will minimize adverse impacts to human comfort through the orientation of the building, articulated façades, as well as providing canopies to protect pedestrians from the elements, where appropriate.

**Human-Scale Development:**

The mid-rise podium, with its articulated façade and transparent glazing, creates an inviting and pedestrian-friendly environment

at street level. Building entrances and walkways are designed to be accessible and welcoming, ensuring the development is approachable and engaging for all users. The overall design prioritizes a comfortable and accessible experience, contributing to the human-scale feel of the streetscape and public realm.

**Building Design:**

The design integrates with the local streetscape through the use of architectural features such as articulated façades, varied building materials, and dynamic colour schemes. These elements create a sense of place and provide opportunities for architectural innovation and expression, while respecting the local context. Prominent building entrances are designed to engage the streetscape, enhancing accessibility and visibility.

Additionally, rooftop equipment will be screened from public views, maintaining the building's clean and cohesive design. The use of high-quality, durable materials ensures longevity and aesthetic integrity, in line with the City's goal of discouraging materials that fade or deteriorate over time.

The development avoids flat, blank walls by incorporating specific massing and façade articulation strategies that result in a visually interesting and well-composed design. On the east side of the building, façade will feature public mural art or architectural screens, to effectively mask the parking garage while adding visual interest, helping the building integrate seamlessly with the surrounding area.

The building contributes to a dynamic skyline while remaining compatible with the surrounding neighbourhood, meeting the City's requirements for high-quality, context-sensitive architecture.

**Landscape Design:**

The Proposed Development include rooftop amenity area that will include a mix of hard and soft landscaping. The details of the landscape design will be refined through the site plan approval process.

**Site Amenities:**

The detailed site design will confirm the location of site amenities, ensuring they are strategically placed to enhance the overall functionality and comfort of the outdoor spaces. These amenities will be thoughtfully integrated to support social gathering, relaxation, and active use, contributing to a high-quality of life for residents and visitors

**Sustainable Design:**

The Proposed Development intends to incorporate sustainable design strategies, which will be refined and implemented during the detailed design phase to ensure compliance with the City's sustainable design goals.

**Utilities:**

Utilities will be internal to the building. The detailed design and location of the utilities will be determined through the future site plan approval process.

**Section 3.11.2 Urban Design within Nodes and Corridors**

The Proposed Development aligns with the Urban Design policies within Nodes and Corridors by incorporating design strategies that enhance connectivity, visual interest, and compatibility with the surrounding urban fabric.

**Connectivity:**

The development prioritizes pedestrian and non-vehicular connectivity with barrier-free access to building entrances from Erb Street, particularly in proximity to transit

routes. Pedestrian pathways are designed for convenience and safety, ensuring direct access to public streets, transit, and amenity spaces.

**Interest:**

The building features articulated façades, transparent glazing, and modern architectural elements that create visual interest and promote active, engaging spaces at the street level.

**Infill Development:**

The building is proportionate to the lot size and fits harmoniously into the surrounding urban context, with design features that complement the neighbourhood's existing character while contributing to its ongoing revitalization.

**Building Design:**

The principal façade and entrances face Erb Street, enhancing the public streetscape with active frontages, while the building's design ensures a high-quality and coordinated streetscape character.

**Built Form and Massing:**

The building's massing is designed to frame the street and create a sense of urban enclosure. The slender tower reduces the visual bulk, while design strategies minimize adverse impacts such as wind and shadowing, ensuring a human-scale experience along the street.

**Skyline:**

The tower features articulated massing and a sculpted roofline that contributes to an interesting skyline. Rooftop equipment is integrated into the design, ensuring a cohesive architectural statement from multiple viewpoints.

**Site Amenities:**

A variety of site amenities, such as rooftop terrace, individual balconies, bike parking,

and landscaping, are provided to enhance the outdoor environment. These amenities contribute to a higher quality of life and support the intensification goals of the Uptown area.

### **Section 3.11.3 Urban Design within the Uptown Waterloo Urban Growth Centre**

The Proposed Development responds to the policies outlined in Section 3.11.3 Urban Design within the Uptown Waterloo Urban Growth Centre by incorporating design elements that support the distinctive character and identity of the district, while enhancing the public realm and integrating sustainable practices.

#### **Distinctive Character and District Identity:**

The building's modern architectural design fosters a sense of place through the use of innovative materials and creative design elements. The coordination of materials, colours, and public art contributes to a cohesive streetscape and reinforces the identity of Uptown Waterloo.

#### **Building Facades:**

The facades are designed with careful attention to street rhythm, incorporating compatible materials, colours, and fenestration patterns that align with the surrounding urban context. Vertical and horizontal articulation, along with large, transparent windows, contributes to a pedestrian-friendly street presence, helping to establish a sense of place and enhancing the overall character of the district.

#### **Built Form and Massing:**

The building respects the traditional street line while introducing contemporary massing that complements the historical built form of the area. The tower's slender profile and articulated base allow for a smooth transition

to the surrounding stable neighbourhoods, ensuring compatibility with the existing urban fabric.

#### **Neighbourhood Transition:**

The height and massing are scaled to ensure a harmonious relationship with adjacent properties, minimizing impacts on neighbouring areas.

#### **Skyline:**

The tower's roofline is architecturally expressive and distinctive, contributing to a coordinated and recognizable skyline. Design features such as articulated massing and integrated rooftop elements ensure the building stands out as a landmark within the Uptown Waterloo skyline.

#### **Parking:**

The Proposed Development incorporates a mix of underground parking, structured parking within the building, and limited surface parking, which helps to minimize the visual impact of parking on the public realm.

#### **Street Activity:**

The building's entrances are oriented towards the street, and the inclusion of large windows along the street frontage enhances visibility and interaction between the building and the public realm. Rooftop outdoor amenity space is incorporated to animate the street and promote active use of the space.

#### **Infrastructure:**

The Proposed Development will explore opportunities to accommodate underground hydro services where feasible. This includes designing the site to accommodate necessary vaults and easements, in line with the City's goal to transition above-ground hydro wires underground, supporting a cleaner and more organized urban environment.

## 6.2 City of Waterloo Official Plan Update (OPA 58)

The City of Waterloo's adopted Official Plan Amendment No. 58 (OPA 58) introduces updated urban design policies as part of the City's evolving planning framework. While not yet in effect, these updated policies provide additional direction that informs the evaluation of the Proposed Development within the context of the Uptown Waterloo Primary Node. The following subsections summarize the applicable OPA 58 urban design policies and demonstrate how the Proposed Development responds to them.

### **Section 3.3 and Policy 3.4.2(1)) - Intensification within the Uptown Waterloo Primary Node**

The Proposed Development is located within the Uptown Waterloo Primary Node, identified in OPA 58 as one of the City's most urbanized areas and a focal point for high-density intensification. In keeping with this policy direction, the proposal introduces a 39-storey mixed-use building with a compact footprint and a transit-supportive form. Its location within walking distance of three ION LRT stations and its provision of high-density residential uses with active street-level programming contribute meaningfully to the growth and vibrancy of Uptown Waterloo.

### **Section 3.9 - Urban Design**

#### **Policy 3.9.1 – Urban Design Objectives**

The Proposed Development aligns with the urban design vision, principles, and objectives established in Section 3.9.1 of OPA 58. The design contributes to a memorable, attractive, and livable city through a thoughtful and integrated approach that enhances built form, reinforces a strong sense of place, and prioritizes the pedestrian experience. Key responses to the City's urban design objectives are outlined below:

#### **Design Excellence:**

The development reflects design excellence through a high-quality architectural expression, slender tower massing, and a well-articulated podium that defines the public realm. High-performance building materials, energy efficiency measures, and attention to scale, rhythm, and proportion contribute to an enduring built form that supports Waterloo's quality of life and identity as a complete, sustainable city.

#### **Creating a Sense of Place:**

The site's prominent location within the Uptown Waterloo Primary Node offers an opportunity to contribute to a distinct sense of place. The development reinforces this identity through:

- A continuous and animated street edge along Erb Street West;
- Active commercial frontages;
- Public realm improvements including widened sidewalks, landscaping, and weather protection; and
- A podium design that reinforces a coherent and coordinated streetscape.

#### **Connectivity:**

The design promotes safe and intuitive movement for pedestrians, cyclists, and transit users. Barrier-free access is provided from the public sidewalk on Erb Street West to the primary entrance. The development is situated within walking distance of multiple ION LRT stops and local bus routes, enhancing accessibility and supporting multimodal transportation.

#### **Streetscaping and Street Activity:**

The project places emphasis on the street wall through a human-scaled podium with frequent entrances, clear glazing, and outdoor seating opportunities. The podium design is animated and pedestrian-focused, framing the public right-of-way

and contributing to an active and inviting streetscape. No blank walls or service functions are exposed along Erb Street.

### **Enhancing the Pedestrian Experience**

- The design prioritizes the pedestrian experience by integrating:
- Active uses at grade;
- Transparent façades with frequent entrances
- Generous sidewalk widths and landscaped zones;
- A consistent rhythm of architectural and streetscape elements that reinforce walkability.

### **Section 3.9.3 – General Urban Design Policies**

#### **Policies 3.9.3(1)(i) and (j) - Parking and Streetscape Design:**

The Proposed Development limits the visibility of parking within the public realm. Structured parking is provided within the podium (Levels 1 to 7) and is fully wrapped with active uses along all public frontages. No blank walls or exposed parking levels are visible from King Street South or Erb Street West. This approach enhances the pedestrian experience and supports placemaking objectives. One level of underground parking further minimizes surface parking, which is discouraged in intensification areas. In addition, 124 Type A and 124 Type B bicycle parking spaces are provided on the lower ground floor, supporting active transportation and reducing dependency on private vehicles.

#### **Policies 3.9.3(2)(a)(i-iii) - Built Form and Building Typologies**

The building is sited and massed to frame Erb Street West, contributing to a well-proportioned and vibrant public realm. The podium reinforces the street edge and

provides a human-scaled interface with clear glazing, articulated materials, and frequent entrances. The main entrance is located prominently along Erb Street, offering direct, barrier-free access from the public sidewalk and ensuring high visibility for pedestrians.

As an infill development within the Uptown Waterloo Primary Node, the proposal reinforces the area's evolving urban form. It is compatible with the existing context, which includes high-rise residential, civic, commercial, and institutional buildings, and contributes positively to the established rhythm and scale of the streetscape.

#### **Policy 3.9.3(2)(c) (i-iii) - Tall Building Design**

There are no adjacent tall buildings on the same site. A distinct podium-and-tower configuration is employed, with the podium providing a strong, human-scaled street edge along Erb Street West. The tower is slender in form and set back from the podium edges, helping to preserve sky views and reduce shadow impacts. Shadow studies confirm that the proposed building will not unduly shadow key public spaces, including the Waterloo Public Square or adjacent sidewalks, particularly during peak sunlight hours.

The Proposed Development incorporates wind mitigation strategies based on the Pedestrian Wind Impact Study (Gradient Wind, July 2024). Measures include vertical wind screens at entrances, raised terrace guards, and overhead weather protection to ensure safe and comfortable conditions in public and amenity areas.

#### **Policy 3.9.3(3)(d) - Major Transit Station Areas:**

The Proposed Development is located within a Major Transit Station Area (MTSA), as identified on Schedule 'B' of OPA 58. The project supports the objective of creating a

vibrant, transit-oriented urban environment by integrating transit-supportive design and minimizing the impact of parking on the public realm. The following responses address each clause of Policy 3(d):

i. A limited number of surface parking spaces are proposed, primarily for short-term and accessible use. The majority of parking is provided within the building, either below grade or integrated into the podium, minimizing the presence of surface parking near the LRT stop and aligning with the policy intent.

ii. The few surface spaces proposed are located at the rear of the site, away from Erb Street West, maintaining a continuous and active street frontage and protecting the integrity of the public realm.

iii. Structured parking within the podium is fully screened from public view and wrapped with active uses at grade, consistent with the City's expectations for MTSA development.

iv. Active commercial frontages are provided at the ground floor along Erb Street West, promoting pedestrian activity, natural surveillance, and street animation. These uses support transit ridership and enhance the surrounding public realm.

v. Where surface parking is provided, landscaping and planting are incorporated at the perimeter to soften edges and maintain a high-quality public realm in accordance with the policy.

## **Section 10.2 Commercial and Mixed Use Land Use Policies**

### **Policy 10.2.4(1) - Urban Design for Lands Designated Commercial**

(a) The main entrance and commercial frontages face Erb Street, with high transparency, articulated podium design, and weather protection elements contributing

to an active and pedestrian-friendly streetscape. These features enhance visual interest and provide eyes on the street in accordance with this policy.

(b) All rooftop mechanical equipment will be screened from public view through architectural treatment, including parapets or rooftop enclosures integrated into the building design.

(c) While the proposal includes only a single building, clear and accessible pedestrian connections are provided from the public sidewalk on Erb Street to the main entrance and associated amenity areas. The design ensures safe and convenient access for all users.

(e) The Proposed Development is not located adjacent to any existing or planned residential properties. As such, the policy requirement for enhanced landscape buffers and screening of potential nuisances does not apply. Nonetheless, the building is designed with a high level of care toward its edges and internal site functions, ensuring that any loading, servicing, and structured parking elements are fully integrated and screened from the public realm, maintaining a clean and orderly interface along Erb Street West.

(f) The development will incorporate stormwater and infiltration measures during detailed engineering to help maintain pre-development groundwater infiltration rates, where feasible and appropriate, in accordance with the City's environmental objectives.

(g) The ground floor is designed with a generous floor-to-ceiling height (exceeding 4.0 metres) along Erb Street West, allowing for flexible and convertible commercial frontages. This supports long-term adaptability and an animated public realm.

## 6.3 City of Waterloo Urban Design Manual

The Proposed Development aligns with several applicable guidelines from the City of Waterloo Urban Design Manual – Part 2, ensuring it integrates well into the urban context and enhances the public realm.

**Section 2.1 - High Standard of Urban Design:** The project upholds a high standard of urban design by ensuring the building contributes to vibrant streetscapes with articulated elevations and extensive glazing, avoiding blank walls along street frontages.

**Section 2.1.1 - Pedestrian-Friendly Design:** The development incorporates grade-related access and barrier-free routes to promote universal accessibility. Landscaping, seating, and special paving treatments enhance the pedestrian environment, while parking is provided within the building and behind the building, screened from public view.

**Section 2.1.2 - Human-Scale Development:** The massing of the building maintains a human-scale relationship with the streetscape through upper-storey step-backs and a podium structure.

**Section 2.1.3 - Compatible Development:** The building design emphasizes compatibility with the surrounding neighbourhood, with materials and fenestration reflecting the character of Uptown Waterloo. This aligns with the guidelines, which prioritize minimizing noise, shadowing, and visual impacts.

**Section 2.1.5 - Landscape Design:** The landscape design for the development will incorporate a balanced mix of hard and soft landscaping elements, including large canopy trees and planting areas. These features are intended to provide shade

and enhance the pedestrian experience; however, the detailed landscaping plan is yet to be finalized.

**Section 2.1.6 - Lighting :** Pedestrian-scale lighting will be installed along walkways and amenity spaces. The design will use full cut-off fixtures to minimize glare and light pollution, ensuring both safety and comfort for pedestrians, though the specific details of the lighting plan are yet to be determined.

**Section 2.1.7 - Building Design and Massing:** The building's façade incorporates vertical and horizontal articulation to reduce the visual bulk and create interest. The tower design features distinct architectural treatments, contributing to a more engaging skyline.

**Section 2.1.8 - Site Amenities:** The development provides site amenities such as seating areas, bike parking, and landscaped open spaces to promote outdoor activity and social interaction.

**In response to the guidelines relevant to the Proposed Development from the City of Waterloo Urban Design Manual – Supplemental Guidelines:**

**Section 3.1.1 - Streetscape Guidelines:** The Proposed Development enhances pedestrian comfort and safety by integrating a public sidewalk and on-site walkways alongside Erb Street, where bike lanes are present, creating a cohesive streetscape. Sustainable design elements, such as street trees and low-maintenance landscaping, will be considered where applicable during the site plan approval process to ensure a pedestrian-friendly environment that complements both the public sidewalk and bike lanes.

**Section 3.1.6 - Parking Structures Guidelines:** The Proposed Development

incorporates a mix of underground parking, structured parking within the building, and limited surface parking, which helps to minimize the visual impact of parking on the public realm. Bicycle parking is also provided, and the parking structure is seamlessly integrated into the building design to maintain a pedestrian-friendly streetscape. Landscaping around the parking areas further softens the visual impact and contributes to a greener urban environment.

### **Section 3.2.1 - Nodes and Corridors**

**Guidelines:** The development supports a transit-friendly design by locating building entrances close to the street and promoting active transportation through pedestrian access and amenities. The massing of the building ensures compatibility with the surrounding context.

## 7. SUMMARY

The Proposed Development includes the construction of a 39-storey, 412-unit multiple-dwelling residential building that extensively intensifies the Uptown Waterloo core, contributing to its unique and diverse skyline. The Proposed Development includes a significant amount of amenity space, including private balconies, an amenity room and outdoor rooftop amenity/terrace space, as well as a large bicycle storage locker. Site functions, including loading, are provided at the rear of the Site, and parking access is provided on the west side of the Site, where access will be facilitated through an easement in favour of the Proposed Development to utilize the pre-existing driveway along the west side of the Site, connecting to Erb Street W. The Proposed Development is arranged centrally on the Site with its front façade along Erb Street W.

The scale and modern-contemporary design of the building, with respect to the front-, side-, and rear-yard setbacks, as well as the building's projections and bump-outs, are respectful of the surrounding immediate and broader context and contribute to an attractive landscape that will become a key part and representation of Uptown Waterloo's prudent intensification.

The Site takes good advantage of its immediate and surrounding context. With good access to transit opportunities, bus, and light-rail, as well as its close proximity to community facilities, including churches, parks, and schools, as well as key commercial uses like banks, grocery stores, and restaurants, among other uses, the Site is in a location that enables significant intensification. Because of this proximity to transit, amenities, and uses, the Proposed Development supports active transportation initiatives, providing a sizeable, secure bicycle locker which promotes the usage of bicycles, rather than automobiles.

Significant residential intensification is not a new phenomenon within Waterloo but has been shaping its skyline for many years, primarily by the Barrel Yards in Uptown Waterloo as well as other significant developments surrounding Wilfred Laurier University and the University of Waterloo, and the Proposed Building will significantly contribute to this reshaping of Waterloo.

Based on the foregoing urban design merits, the Proposed Development conforms to the Urban Design policies of the City of Waterloo. It is an appropriate development for the immediate and broader context and reflects principles of good urban design and good planning.

# APPENDIX A

Shadow Study



001 - Mar 21 - 08\_00 AM



002 - Mar 21 - 09\_00 AM



003 - Mar 21 - 10\_00 AM



004 - Mar 21 - 11\_00 AM



005 - Mar 21 - 12\_00 PM



006 - Mar 21 - 01\_00 PM



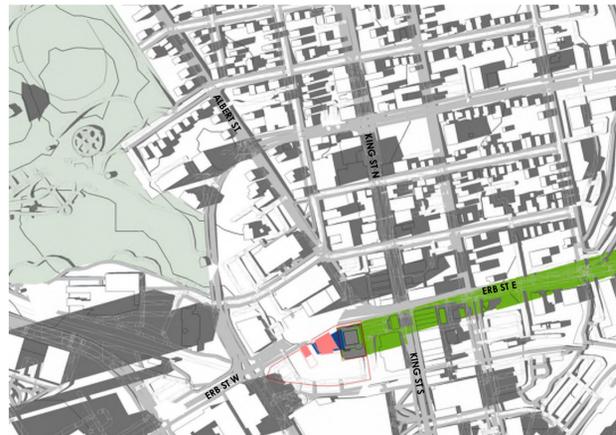
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008 - Mar 21 - 03\_00 PM



009 - Mar 21 - 04\_00 PM



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011 - Mar 21 - 06\_00 PM



012 - Mar 21 - 07\_00 PM

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TRUE NORTH

ISSUED FOR:

SCHEMATIC DESIGN

DEVELOPED DESIGN

SITE PLAN APPROVAL

BUILDING PERMIT

BIDDING/TENDER

NO.	REVISION DESCRIPTION	DATE

**EDGE**  
 ARCHITECTS LTD

ARCHITECTS SEAL

PROJECT NAME  
**33 ERB ATRIUM MULTI-RES DEVELOPMENT**  
 33 ERB ST W, WATERLOO, ON

CLIENT

DRAWING TITLE  
**SUN/SHADOW STUDY - (MARCH 21ST)**

PROJECT NUMBER 20060	DRAWING NUMBER
-------------------------	----------------

SCALE	<b>SPA.01</b>
SHEET SIZE 24x36	

**LEGEND**

- PROPERTY LINE
- EXISTING PARK AREA
- EXISTING SURROUNDING BUILDINGS
- EXISTING BUILDING (TO BE DEMOLISHED)
- EXISTING SHADOWS (TO BE DEMOLISHED)
- PROPOSED SHADOWS
- EXISTING SHADOWS

PROJECT ADDRESS: 33 ERB STREET WEST  
 LATITUDE: 43.464702  
 LONGITUDE: -80.523796





001 - Jun 21 - 08\_00 AM



002 - Jun 21 - 09\_00 AM



003 - Jun 21 - 10\_00 AM



004 - Jun 21 - 11\_00 AM



005 - Jun 21 - 12\_00 PM



006 - Jun 21 - 01\_00 PM



007 - Jun 21 - 02\_00 PM



008 - Jun 21 - 03\_00 PM



009 - Jun 21 - 04\_00 PM



010 - Jun 21 - 05\_00 PM



011 - Jun 21 - 06\_00 PM



012 - Jun 21 - 07\_00 PM



013 - Jun 21 - 08\_00 PM

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 BUILDING PERMIT  
 BIDDING/TENDER

NO.	REVISION DESCRIPTION	DATE

NO.	REVISION DESCRIPTION	DATE



ARCHITECTS SEAL

PROJECT NAME  
**33 ERB ATRIUM MULTI-RES DEVELOPMENT**  
 33 ERB ST W, WATERLOO, ON

CLIENT

DRAWING TITLE  
**SUN/SHADOW STUDY - (JUNE 21ST)**

PROJECT NUMBER 20060	DRAWING NUMBER
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SCALE	<b>SPA.02</b>
SHEET SIZE 24x36	

**LEGEND**

- PROPERTY LINE
- EXISTING PARK AREA
- EXISTING SURROUNDING BUILDINGS
- EXISTING BUILDING (TO BE DEMOLISHED)
- EXISTING SHADOWS (TO BE DEMOLISHED)
- PROPOSED SHADOWS
- EXISTING SHADOWS

PROJECT ADDRESS: 33 ERB STREET WEST  
 LATITUDE: 43.464702  
 LONGITUDE: -80.523796





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002 - Sep 21 - 09\_00 AM



003 - Sep 21 - 10\_00 AM



004 - Sep 21 - 11\_00 AM



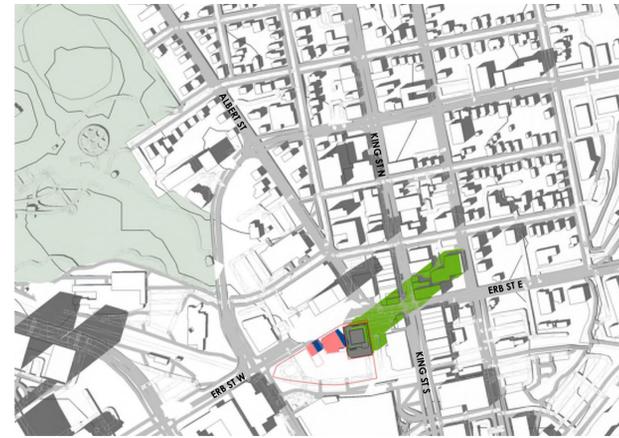
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008 - Sep 21 - 03\_00 PM



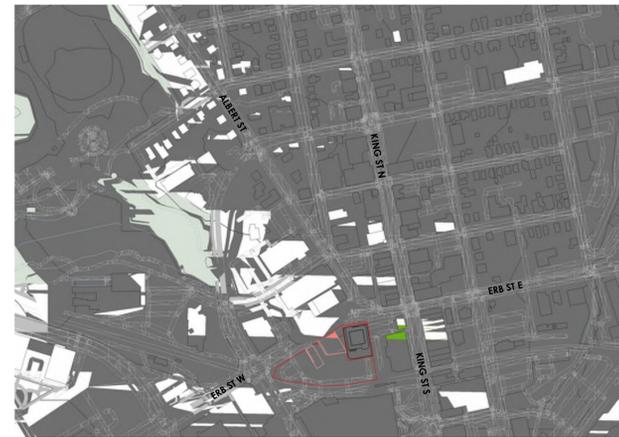
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012 - Sep 21 - 07\_00 PM

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BUILDING PERMIT

BIDDING/TENDER

NO. REVISION DESCRIPTION DATE

LEGEND

-  PROPERTY LINE
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-  EXISTING SURROUNDING BUILDINGS
-  EXISTING BUILDING (TO BE DEMOLISHED)
-  EXISTING SHADOWS (TO BE DEMOLISHED)
-  PROPOSED SHADOWS
-  EXISTING SHADOWS

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LATITUDE: 43.464702  
LONGITUDE: -80.523796



EDGE  
ARCHITECTS LTD

ARCHITECTS SEAL

PROJECT NAME  
33 ERB ATRIUM MULTI-RES  
DEVELOPMENT  
33 ERB ST W, WATERLOO, ON

CLIENT

DRAWING TITLE  
SUN/SHADOW STUDY -  
(SEPTEMBER 21ST)

PROJECT NUMBER

20060

SCALE

SHEET SIZE

24x36

SPA.03



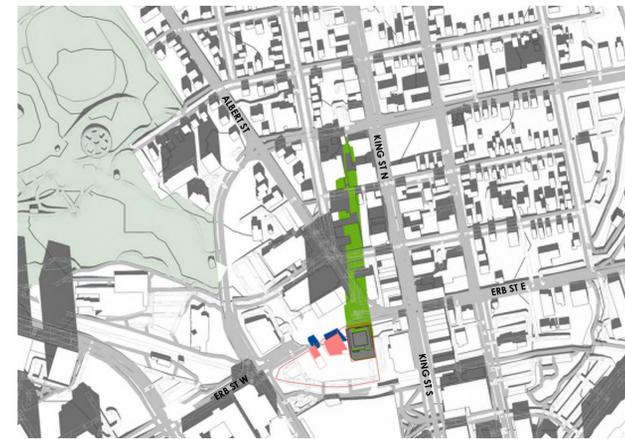
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004 - Dec 21 - 12\_00 PM



005 - Dec 21 - 01\_00 PM



006 - Dec 21 - 02\_00 PM



007 - Dec 21 - 03\_00 PM



008 - Dec 21 - 04\_00 PM



009 - Dec 21 - 05\_00 PM



010 - Dec 21 - 06\_00 PM



011 - Dec 21 - 07\_00 PM

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SITE PLAN APPROVAL

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BIDDING/TENDER

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PROJECT ADDRESS: 33 ERB STREET WEST  
 LATITUDE: 43.464702  
 LONGITUDE: -80.523796



**EDGE**  
 ARCHITECTS LTD

ARCHITECT'S SEAL

PROJECT NAME

**33 ERB ATRIUM MULTI-RES DEVELOPMENT**  
 33 ERB ST W, WATERLOO, ON

CLIENT

DRAWING TITLE

**SUN/SHADOW STUDY - (DECEMBER 21ST)**

PROJECT NUMBER

20060

SCALE

**SPA.04**

SHEET SIZE

24x36

